EXHIBIT D:
Draft Environmental Impact Report and Technical Appendices

Exposition Corridor Transit Neighborhood Plan
CPC-2013-0621-ZC-GPA-SP; ENV-2013-0622-EIR

Recommended by the City Planning Commission on November 9, 2017.

May 2018

EXPOSITION CORRIDOR TRANSIT NEIGHBORHOOD PLAN

VOLUME I

DRAFT ENVIRONMENTAL IMPACT REPORT

Prepared for

CITY OF LOS ANGELES
DEPARTMENT OF CITY PLANNING
200 N. Spring Street, Room 667
Los Angeles, California 90012

Prepared by

TERRY A. HAYES ASSOCIATES INC.
3535 Hayden Avenue, Suite 350
Culver City, CA 90232

March 2017

TABLE OF CONTENTS

VOLUME I

Page

1.0 INTRODUCTION 1-1
1.1 Purpose of this Report 1-1
1.2 Authorization and Focus 1-2
1.3 Lead Agency 1-2
1.4 Scope and Intended Use of this Draft EIR 1-2
1.5 Draft EIR Organization 1-3
1.6 EIR Process 1-4
1.7 Availability of Draft EIR 1-5
1.8 Areas of Controversy/Issues to be Resolved 1-6

2.0 SUMMARY 2-1
2.1 Introduction 2-1
2.2 Summary of Proposed Project 2-2
2.3 Significant and Unavoidable Impacts 2-3
2.4 Significant Impacts that can be Mitigated to Less Than Significant; Less-Than-Significant Impacts; or No Impact 2-3
2.5 Summary of Alternatives 2-4
2.6 Summary of Project Impacts and Mitigation Measures 2-5

3.0 PROJECT DESCRIPTION 3-1
3.1 Project Background 3-1
3.2 Project Objectives 3-1
3.3 Location and Surrounding Land Uses 3-2
3.4 Project Description 3-5
3.5 Construction Schedule and Phasing 3-37
3.6 Discretionary Actions and Approvals 3-38

4.0 ENVIRONMENTAL IMPACTS 4-1
4.1 Aesthetics 4.1-1
4.2 Air Quality 4.2-1
4.3 Cultural Resources 4.3-1
4.4 Geology and Soils 4.4-1
4.5 Greenhouse Gas Emissions 4.5-1
4.6 Hazards and Hazardous Materials 4.6-1
4.7 Hydrology and Water Quality 4.7-1
4.8 Land Use and Planning 4.8-1
4.9 Noise 4.9-1
4.10 Population, Housing, and Employment 4.10-1
4.11 Public Services 4.11-1
4.12 Transportation and Traffic 4.12-1
4.13 Utilities and Service Systems 4.13-1
4.14 Cumulative Impacts 4.14-1

TABLE OF CONTENTS (cont.)

Page

5.0 ALTERNATIVES 5-1
5.1 Project-Level Impacts 5-2
5.2 Alternatives Considered But Rejected from Further Consideration 5-5
5.3 Alternatives to the Proposed Project 5-7

6.0 OTHER CEQA CONSIDERATIONS 6-1
6.1 Significant Environmental Effects of the Proposed Project 6-1
6.2 Significant Unavoidable Impacts 6-1
6.3 Significant Irreversible Environmental Effects 6-2
6.4 Growth Inducing Impacts 6-3
6.5 Potential Secondary Effects 6-4
6.6 Effects Not Found to be Significant 6-5

7.0 PERSONS AND SOURCES CONSULTED 7-1
7.1 Lead Agency 7-1
7.2 Sources Consulted 7-2

VOLUME II

APPENDICES

Appendix A Notice of Preparation and NOP Comments Letters
Appendix B Air Quality
Appendix C Cultural Resources
Appendix D Report of Hazardous Materials Sites
Appendix E Noise
Appendix F Population, Housing, and Employment Methodology
Appendix G Public Service Response Letters
Appendix H Traffic
Appendix I Utility Provider Response Letter
Appendix J ECTNP Utilities Calculations and Rates and Water Supply Assessment
Appendix K SCAG RTP/SCS Technical Memorandum
Appendix L Market Study
Appendix M Draft Exposition Corridor Transit Neighborhood Plan
Appendix N Revisions to the Specific Plan Technical Memo

TABLE OF CONTENTS (cont.)

Page

FIGURES

Figure 3-1 Regional Map 3-3
Figure 3-2 Project Area and Areas of Proposed Change 3-4
Figure 3-3a Map of Sites Eligible for Alternative Compliance (Bundy Station to Westwood Station) 3-7
Figure 3-3b Map of Sites Eligible for Alternative Compliance (Palms and Culver City Stations) 3-8
Figure 3-4a Existing General Plan Land Use (Bundy Station to Westwood Station) 3-9
Figure 3-4b Existing General Plan Land Use (Palms and Culver City Stations) 3-10
Figure 3-5a Proposed General Plan Land Use (Bundy Station to Westwood Station) 3-11
Figure 3-5b Proposed General Plan Land Use (Palms and Culver City Stations) 3-12
Figure 3-6a Existing Zoning (Bundy Station to Westwood Station) 3-14
Figure 3-6b Existing Zoning (Palms and Culver City Stations) 3-15
Figure 3-7a Proposed Zoning (Bundy Station to Westwood Station) 3-16
Figure 3-7b Proposed Zoning (Palms and Culver City Stations) 3-17
Figure 3-8a Heights of Existing Buildings (Bundy Station to Westwood Station) 3-20
Figure 3-8b Heights of Existing Buildings (Palms and Culver City Stations) 3-21
Figure 3-9a Proposed Maximum Allowable Building Heights (Bundy Station to Westwood Station) 3-22
Figure 3-9b Proposed Maximum Allowable Building Heights (Palms and Culver City Stations) 3-23
Figure 3-10a Existing FAR (Bundy Station to Westwood Station) 3-24
Figure 3-10b Existing FAR (Palms and Culver City Stations) 3-25
Figure 3-11a Proposed FAR (Bundy Station to Westwood Station) 3-26
Figure 3-11b Proposed FAR (Palms and Culver City Stations) 3-27
Figure 3-12a Change in FAR (Bundy Station to Westwood Station) 3-28
Figure 3-12b Change in FAR (Palms and Culver City Stations) 3-29
Figure 3-13 Streetscape Segments 3-33
Figure 4.1-1 Transit Priority Area 4.1-2
Figure 4.1-2 Views of Recognized Scenic Resources from Within the Project Area 4.1-8
Figure 4.1-3 Baldwin Hills Scenic Overlook Visual Character 4.1-10
Figure 4.1-4a Visual Character of Bundy Station Change Areas 4.1-14
Figure 4.1-4b Bundy Station Change Areas Viewpoint Map 4.1-15
Figure 4.1-4c Bundy Station – Proposed Change Areas Aerial Map 4.1-16
Figure 4.1-5a Visual Character of Sepulveda Station Change Areas 4.1-18
Figure 4.1-5b Sepulveda Station Change Areas Viewpoint Map 4.1-19
Figure 4.1-5c Sepulveda Station Change Areas Aerial Map 4.1-20
Figure 4.1-6a Visual Character of Westwood Station Change Areas 4.1-22
Figure 4.1-6b Westwood Station Change Areas Viewpoint Map 4.1-23
Figure 4.1-6c Westwood Station Change Areas Aerial Map 4.1-24
Figure 4.1-7a Visual Character of Palms Station Change Areas 4.1-26
Figure 4.1-7b Palms Station Change Areas Viewpoint Map 4.1-27
Figure 4.1-7c Palms Station Change Areas Aerial Map 4.1-28
Figure 4.1-8a Visual Character of Culver City Station Change Areas 4.1-30
Figure 4.1-8b Culver City Station Change Areas Viewpoint Map 4.1-31

TABLE OF CONTENTS (cont.)

Page

FIGURES

Figure 4.1-8c Culver City Station Change Areas Aerial Map 4.1-32
Figure 4.1-9a Maximum Shadow Footprints (Bundy Station to Westwood Station) 4.1-48
Figure 4.1-9b Maximum Shadow Footprints (Palms to Culver City Stations) 4.1-49
Figure 4.2-1 South Coast Air Basin 4.2-10
Figure 4.2-2 Air Quality Monitoring Locations 4.2-15
Figure 4.3-1 Historic Resources located in the ECTNP Area and Vicinity 4.3-14
Figure 4.4-1 Active Faults 4.4-6
Figure 4.4-2 Liquefaction Zones 4.4-7
Figure 4.4-3 Landslide Zones 4.4-9
Figure 4.6-1 Potential Hazard Sites and Schools in the Area 4.6-16
Figure 4.6-2 Methane and Methane Buffer Zones 4.6-18
Figure 4.7-1 Watersheds and Ballona Creek 4.7-11
Figure 4.7-2 Groundwater Basins 4.7-13
Figure 4.7-3 Floodplains 4.7-15
Figure 4.9-1 A-Weighted Decibel Scale 4.9-2
Figure 4.9-2a Sensitive Receptors around Bundy, Sepulveda, and Westwood Stations 4.9-11
Figure 4.9-2b Sensitive Receptors around Palms and Culver City Stations 4.9-12
Figure 4.11-1 Police and Fire Station Locations 4.11-7
Figure 4.11-2 Public Schools Serving the Project Area 4.11-20
Figure 4.11-3 Libraries, Parks, and Recreation Facilities 4.11-29
Figure 4.12-1 Study Intersections 4.12-9
Figure 4.12-2 Existing Transit Facilities 4.12-19
Figure 4.12-3 Bicycle Facilities 4.12-23
Figure 5-1a Comparison of Proposed Project to Alternatives 5-9
Figure 5-1b Comparison of Proposed Project to Alternatives 5-10

TABLE OF CONTENTS (cont.)

Page

TABLES

Table 2-1	Summary of Impacts and Mitigation Measures	2-6
Table 3-1	Dwelling Units, Population, Employment, and Non-Residential Square Footage for the ECTNP and the Alternative Compliance Scenario	3-5
Table 3-2	New Zone Classifications and Associated Maximum Floor Area Ratios	3-18
Table 3-3	Existing Land Use and Zoning within ECTNP Areas of Proposed Change	3-18
Table 3-4	Proposed Land Use and Zoning within ECTNP Areas of Proposed Change	3-19
Table 3-5	Public Benefits Point Schedule	3-30
Table 3-6	Streetscape Segment Dimensions	3-34
Table 4.1-1	Relevant General Plan Aesthetics Goals, Objectives, and Policies	.4.1-4
Table 4.1-2	City of Los Angeles Maximum Intersection Illumination Standards	4.1-33
Table 4.1-3	Existing Ambient Street Lighting Levels Within Station Areas (Foot-Candles)	4.1-33
Table 4.1-4	Shadow Lengths (Feet) – Winter Solstice	4.1-34
Table 4.2-1	State and National Ambient Air Quality Standards and Attainment Status for the South Coast Air Basin	4.2-6
Table 4.2-2	Relevant General Plan Air Quality Goals, Objectives, and Policies	4.2-13
Table 4.2-3	Ambient Air Quality Data	4.2-16
Table 4.2-4	SCAQMD Daily Construction Emissions Thresholds	4.2-17
Table 4.2-5	SCAQMD Daily Operational Emissions Thresholds	4.2-17
Table 4.2-6	Estimated Average Daily Construction Emissions	4.2-21
Table 4.2-7	Operational Emissions	4.2-23
Table 4.2-8	2035 Estimated Carbon Monoxide Concentrations with Proposed Project	4.2-24
Table 4.3-1	Relevant General Plan Cultural Resources Goals, Objectives, and Policies	4.3-7
Table 4.3-2	Existing Community Plan Cultural Resources Goals, Objectives, and Policies	4.3-9
Table 4.3-3	Historic and Potentially Historic Resources located within the ECTNP Area or One Quarter-Mile Radius of the ECTNP Area	4.3-15
Table 4.3-4	Paleontological Localities within and in Proximity to the ECTNP Area	4.3-19
Table 4.4-1	Major Named Active Faults in Southern California	4.4-4
Table 4.5-1	Global Warming Potential for Various Greenhouse Gases	4.5-1
Table 4.5-2	California Greenhouse Gas Emissions Inventory	4.5-15
Table 4.5-3	Greenhouse Gas Emissions	4.5-19
Table 4.5-4	Objectives and Features of the Proposed Plan Relevant to GHG	4.5-21
Table 4.5-5	SB 375 Analysis	4.5-21
Table 4.6-1	Relevant General Plan Hazardous Materials Goals, Objectives, and Policies	4.6-9
Table 4.6-2	Number of Identified Hazardous Material Sites within the Search Area	4.6-13
Table 4.7-1	Relevant General Plan Hydrology and Water Quality Objectives and Policies	4.7-8
Table 4.8-1	Existing Land Use and Zoning within the Bundy Station Areas of Proposed Change	4.8-16
Table 4.8-2	Proposed Land Use and Zoning within the Bundy Station Areas of Proposed Change	4.8-17
Table 4.8-3	Existing Land Use and Zoning within the Sepulveda Station Areas of Proposed Change	4.8-17

TABLE OF CONTENTS (cont.)

Page

TABLES

Table 4.8-4 Proposed Land Use and Zoning within the Sepulveda Station Areas of Proposed Change 4.8-18
Table 4.8-5 Existing Land Use and Zoning within the Westwood Station Areas of Proposed Change 4.8-18
Table 4.8-6 Proposed Land Use and Zoning within the Westwood Station Areas of Proposed Change 4.8-18
Table 4.8-7 Existing Land Use and Zoning within the Palms Station Areas of Proposed Change 4.8-19
Table 4.8-8 Proposed Land Use and Zoning within the Palms Station Areas of Proposed Change 4.8-19
Table 4.8-9 Existing Land Use Regulations and Zoning within the Culver City Station Areas of Proposed Change 4.8-19
Table 4.8-10 Proposed Land Use Regulations within the Culver City Station Areas of Proposed Change 4.8-20
Table 4.8-11 Consistency with 2012-2035 RTP/SCS Goals 4.8-23
Table 4.8-12 Consistency with Applicable City of Los Angeles Community Plan Goals and Objectives 4.8-24
Table 4.8-13 Consistency with Applicable City of Santa Monica and City of Culver City Goals, Policy, and Objectives 4.8-36
Table 4.9-1 Guidelines for Noise Compatible Land Use 4.9-5
Table 4.9-2 Relevant General Plan Noise Goals, Objectives, and Policies 4.9-6
Table 4.9-3 Presumed Existing Ambient Noise Level 4.9-10
Table 4.9-4 Maximum Noise Levels of Common Construction Machines 4.9-15
Table 4.9-5 Potential Noise Incompatibility Adjacent to Zone Change Areas 4.9-16
Table 4.9-6 Operational Mobile Source Noise Levels – Future With Project Conditions 4.9-18
Table 4.9-7 Operational Mobile Source Noise Levels – Existing Plus Project Conditions 4.9-19
Table 4.9-8 Outdoor Construction Noise Levels 4.9-22
Table 4.9-9 Vibration Source Levels for Construction Equipment 4.9-23
Table 4.10-1 Relevant General Plan Population, Housing, and Employment Objectives and Policies 4.10-6
Table 4.10-2 Relevant Community Plan Population, Housing, and Employment Goals, Objectives and Policies 4.10-7
Table 4.10-3 Existing and Projected Population Growth within Los Angeles County 4.10-9
Table 4.10-4 Existing Population 4.10-10
Table 4.10-5 SCAG 2035 Population Projections 4.10-10
Table 4.10-6 Existing Housing Units 4.10-11
Table 4.10-7 SCAG 2035 Household Projections 4.10-12
Table 4.10-8 Existing Employment 4.10-12
Table 4.10-9 SCAG 2035 Employment Projections 4.10-13
Table 4.10-10 Population, Housing, and Employment in the ECTNP Area 4.10-14
Table 4.11-1 Relevant General Plan Fire Protection Goals, Objectives, and Policies 4.11-3
Table 4.11-2 LAFD Fire Stations Serving the Project Area – South and West Bureaus 4.11-6
Table 4.11-3 Required Fire Flow and Maximum Response Distances 4.11-8

TABLE OF CONTENTS (cont.)

Page

TABLES

Table 4.11-4 Land Use and Required Fire Flow 4.11-9
Table 4.11-5 Relevant General Plan Police Protection Goals, Objectives, and Policies 4.11-13
Table 4.11-6 LAPD Stations Serving the Project Area 4.11-14
Table 4.11-7 Crime Statistics of LAPD Stations Serving the Project Area 4.11-14
Table 4.11-8 Relevant General Plan School Goals, Objectives, and Policies 4.11-18
Table 4.11-9 Public Schools Serving the Project Area 4.11-19
Table 4.11-10 Anticipated Student Generation 4.11-22
Table 4.11-11 Relevant General Plan Parks and Library Goals, Objectives, and Policies 4.11-27
Table 4.11-12 Parks and Recreational Facilities Serving the Project Area 4.11-28
Table 4.11-13 Existing Demand for Recreational Facilities 4.11-28
Table 4.11-14 Libraries Serving the Project Area 4.11-30
Table 4.11-15 Future (2035) Demand for Recreational Facilities 4.11-32
Table 4.12-1 Existing (2013) Intersection Level of Service Analysis 4.12-27
Table 4.12-2 Average Daily Bus Boardings and Alightings within ½ Mile of the Expo Stations 4.12-31
Table 4.12-3 Level of Service Definitions Summary Table 4.12-38
Table 4.12-4 Future (2035) No Project Trip Generation 4.12-40
Table 4.12-5 Future (2035) With Project Trip Generation 4.12-40
Table 4.12-6 Project Only Trip Generation 4.12-41
Table 4.12-7A Intersections Operating at LOS E or F under No Project Conditions 4.12-45
Table 4.12-7B Intersections Operating at LOS E or F under Project Conditions 4.12-47
Table 4.12-8 2015 and 2035 Intersection Level of Service Analysis 4.12-50
Table 4.12-9 Signal Warrant Analysis 4.12-55
Table 4.12-10 50th Percentile Off-Ramp Termini Intersection Ramp Queues 4.12-57
Table 4.12-11 95th Percentile Off-Ramp Termini Intersection Ramp Queues 4.12-57
Table 4.12-12 2015 and 2035 Intersection with Mitigation Level of Service Analysis 4.12-61
Table 4.12-13 Summary of Number of Intersections Significantly Impacted 4.12-69
Table 4.12-14 CMP Freeway Analysis 4.12-72
Table 4.12-15 CMP Arterial Monitoring Stations 4.12-74
Table 4.12-16 Expo LRT 2030 Station Boardings 4.12-76
Table 4.12-17 Vehicle Trips with Origins and/or Destinations within the West Los Angeles APC Area – Comparison of Future Cumulative Conditions With and Without Project 4.12-82
Table 4.12-18 Vehicle Miles Traveled – Origins and/or Destinations within the West Los Angeles APC Area – Comparison of Future Cumulative Conditions With and Without Project 4.12-83
Table 4.12-19 Peak Period VMT Per Capita Comparison – West Los Angeles Area Planning Commission Area – Future Cumulative Conditions With and Without Project 4.12-83
Table 4.12-20 Peak Period Mode Split Comparison – West Los Angeles Area Planning Commission Area - Future Cumulative Conditions With and Without Project 4.12-83
Table 4.13-1 20x2020 Base and Target Data 4.13-3
Table 4.13-2 Relevant General Plan Water Supply Goals, Objectives, and Policies 4.13-4

TABLE OF CONTENTS (cont.)

Page

TABLES

Table 4.13-3 LADWP Water Supply Serving the City of Los Angeles (in Acre Feet) 4.13-7
Table 4.13-4 LADWP Groundwater Extractions (in Acre Feet)..... 4.13-8
Table 4.13-5 Wastewater Treatment Plants Summary..... 4.13-9
Table 4.13-6 Estimated Existing Water Usage within the Project Area 4.13-10
Table 4.13-7 Estimated Water Usage of the Project Area with Proposed Project (2035)..... 4.13-12
Table 4.13-8 Estimated Water Usage of the Project Area with Proposed Project – Alternative Compliance (2035) 4.13-12
Table 4.13-9 Active Conservation Projections by Sector 4.13-16
Table 4.13-10 Relevant General Plan Wastewater Treatment and Conveyance Goals, Objectives, and Policies..... 4.13-20
Table 4.13-11 Sewer Condition Ranks 4.13-23
Table 4.13-12 Estimated Existing Wastewater Generation within the Project Area 4.13-24
Table 4.13-13 Estimated Wastewater Generation of the Project Area with Proposed Project (2035)..... 4.13-26
Table 4.13-14 Estimated Wastewater Generation of the Project Area with Proposed Project – Alternative Compliance (2035)..... 4.13-27
Table 4.13-15 Relevant General Plan Solid Waste Goals, Objectives, and Policies 4.13-31
Table 4.13-16 Solid Waste Facilities Serving the City of Los Angeles..... 4.13-34
Table 4.13-17 Estimated Existing Solid Waste Generation within the Project Area..... 4.13-34
Table 4.13-18 Estimated Solid Waste Generation of the Project Area with Proposed Project (2035)..... 4.13-36
Table 4.13-19 Estimated Solid Waste Generation of the Project Area with Proposed Project – Alternative Compliance (2035)..... 4.13-37
Table 4.13-20 LADWP Power Resources (2015)..... 4.13-43
Table 4.13-21 Estimated Existing Electricity Usage within the Project Area 4.13-44
Table 4.13-22 Estimated Existing Natural Gas Usage within the Project Area..... 4.13-46
Table 4.13-23 Estimated Electricity Use in the Project Area with Proposed Project (2035)..... 4.13-47
Table 4.13-24 Estimated Electricity Use in the Project Area with Proposed Project – Alternative Compliance (2035)..... 4.13-49
Table 4.13-25 Estimated Natural Gas Usage of the Project Area with Proposed Project (2035) 4.13-50
Table 4.13-26 Estimated Natural Gas Usage of the Project Area with Proposed Project – Alternative Compliance (2035)..... 4.13-51
Table 4.14-1 Adopted Growth Projections for Proposed Project Adjacent Areas 4.14-2
Table 4.14-2 Estimated Mobile Source Noise Levels – Cumulative 4.14-6
Table 4.14-3 Increased in Population, Housing, Employment (2013-2035) – Cumulative 4.14-7
Table 4.14-4 2035 Cumulative Student Increase 4.14-9
Table 5-1 Alternatives Population, Dwelling Units, and Employment Capacities Comparison..... 5-8
Table 5-2 Alternative 1 – No Project Alternative Comparison..... 5-11
Table 5-3 Alternative 2 – Reduced Project Alternative Comparison..... 5-12
Table 5-4 Alternative 3 – Increased Residential Reduced Employment Alternative Comparison ... 5-12
Table 5-5 Comparison of Impacts between the Proposed Project and Alternatives 5-14
Table 5-6 Alternative 1 Compared to SCAG Forecast..... 5-29
Table 5-7 Alternative 2 Compared to SCAG Forecast..... 5-40

TABLE OF CONTENTS (cont.)

Page

TABLES

Table 5-8 Alternative 3 Compared to SCAG Forecast 5-51
Table 5-9 Ability of Alternatives to Meet Project Objectives 5-55
Table 5-10 Comparison of Alternatives to SCAG Projection 5-57
Table 5-11 Comparison of Alternatives to Market Study Estimates 5-57

ACRONYMS

°F	Fahrenheit
µg/m^3	Micrograms Per Cubic Meter
AB 2588	State Air Toxics Program
ACCMs	Asbestos Containing Construction Materials
ACMs	Asbestos-Containing Materials
ADA	Americans with Disabilities Act
af	Acre Feet
afy	Acre-Feet per Year
AIRFA	The American Indian Religious Freedom Act
ALUC	Airport Land Use Commission
APC	Area Planning Commission
AQMP	Air Quality Management Plan
ARPA	Archaeological Resources Protection Act
AVR	Average Vehicle Ratio
BACT	Best Available Control Technology
Basin	South Coast Air Basin
BAU	Business-As-Usual
Bcf	Billion cubic feet
BOE	Bureau of Engineering
C&D	Construction and Demolition
CAA	Federal Clean Air Act
CAAQS	California Ambient Air Quality Standards
Cal-ARP	California Accidental Release Prevention Program
CalEEMOd	California Emissions Estimator Model
Cal-EPA	California Environmental Protection Agency
CalGreen	California Green Building Code
California Register	California Register of Historical Resources
Cal-OES	California Office of Emergency Services
Cal-OSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CAT	Climate Action Team
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDO	Community Design Overlay District
CEQA	California Environmental Quality Act
CERC	China Clean Energy Research Center
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CERCLIS	Comprehensive Environmental Response, Compensation and Liability Information System
CERFA	Community Environmental Response Facilitation Act
CGS	California Geological Survey
CH4	Methane

ACRONYMS

CHAS	Comprehensive Housing Affordability Strategy
CiSWMPP	City of Los Angeles Solid Waste Management Policy Plan
City	City of Los Angeles Department of City Planning
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CO_2	Carbon Dioxide
COMPSTAT	Computer Statistics Unit
CPTED	Crime Prevention Through Environmental Design
CPUC	California Public Utilities Commission
CSI	California Solar Initiative
CSSA	Collection System Settlement Agreement
CTCSP/WLA TIMP	West Los Angeles Traffic Improvement and Mitigation Specific Plan
CTR	Commute Trip Reduction
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
CWC	California Water Code
DASH	Downtown Area Short Hop
dB	decibel
dBA	A-weighted scale
DCP	Department of City Planning
DCTWRP	Donald C. Tillman Water Reclamation Plant
DOGGR	California Division of Oil, Gas, and Geothermal Resources
DOSH	Division of Occupational Safety and Health
DOT	Department of Transportation
DPM	Diesel Particulate Matter
DPR	City of Los Angeles Department of Recreation and Parks
DTSC	Department of Toxic Substances Control
DWR	Department of Water Resources
E.O.	Executive Order
EOO	Emergency Operations Organization
ECTNP	Exposition Corridor Transit Neighborhood Plan
EDR	Environmental Data Resources
EIR	Environmental Impact Report
EMMA	Emergency Managed Mutual Aid
EMS	Emergency Medical Services
EPCRA	Emergency Planning and Community Right To Know Act
EWCP	Emergency Water Conservation Plan
EWMP	Enhanced Watershed Management Plan
FAA	Federal Aviation Administration
FAR	Floor Area Ratio
fc	Foot-candles
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration

ACRONYMS

FIFRA	Federal Insecticide, Fungicide, and Rodenticide Act
FIRM	Flood Insurance Rate Maps
FPS	Fire Preemption System
ft	Feet
FTA	Federal Transit Administration
FY	Fiscal Year
GCASP	General Construction Activities Stormwater Permit
GHG	Greenhouse Gas
gpd	Gallons Per Day
gpcd	Gallons Per Capita per Day
GSA	Groundwater Sustainability Agency
HAPs	Hazardous Air Pollutants
HazMat	Hazardous Materials
HCM	Historic-Cultural Monuments
HCP	Habitat Conservation Plan
HFCs	Hydrofluorocarbons
HMIS	Hazardous Material Identification System
HMMP	Hazardous Material Management Program
HMTA	Hazardous Materials Transportation Act
HPOZ	Historic Preservation Overlay Zone
HQTA	High Quality Transit Areas
HRS	Hazard Ranking System
HTP	Hyperion Treatment Plant
HUD	Housing and Urban Development
HVAC	Heating, Ventilation, and Air Conditioning
I-10	Interstate-10 (Santa Monica Freeway)
I-405	Interstate-405 (San Diego Freeway)
IBC	International Building Code
IIPP	Injury and Illness Prevention Program
ILUP	Memorandum on Staff Direction on Industrial Land Use and Potential Conversion to Residential or Other Uses
IOUs	Investor Owned Utilities
IRIS	Integrated Risk Information System
IRP	Integrated Resources Plan
L_{eq}	Equivalent Noise Level
L_{dn}	Day-Night Noise Level
LA&I	Los Angeles and Independence Railroad
LAA	Los Angeles Aqueduct
LAAC	Los Angeles Administrative Code
LABC	Los Angeles Building Code
LACDPW	Los Angeles County Department of Public Works
LACFCD	Los Angeles County Flood Control District
LACM	Natural History Museum of Los Angeles County
LADBS	Los Angeles Department of Building and Safety

ACRONYMS

LADPW	City of Los Angeles Department of Public Works
LADWP	Los Angeles Department of Water and Power
LAFD	Los Angeles Fire Department
LAGBC	Los Angeles Green Building Code
LAGWRP	Los Angeles-Glendale Water Reclamation Plant
LAMC	Los Angeles Municipal Code
LADOT	City of Los Angeles Department of Transportation
LAPD	Los Angeles Police Department
LAPL	Los Angeles Public Library
LARWQCB	Los Angeles Regional Water Quality Control Board
LASAN	Los Angeles Bureau of Sanitation
LAUSD	Los Angeles Unified School District
LBP	Lead-Based Paint
LEV	Low Emission Vehicle
LID	Low Impact Development
LOS	Level of Service
LRT	Light Rail Transit
LRTP	Metro 2009 Long Range Transportation Plan
LSTs	Localized Significance Thresholds
LUCE	Land Use and Circulation Element
MAA	Mutual Aid Agreements
MATES- IV	Multiple Air Toxics Exposure Study
MCL	Maximum Contaminant Level
Metro	Los Angeles County Metropolitan Transportation Authority
MEP	Maximum Extent Practicable
Mgd	Million Gallons per Day
mg/L	Milligrams Per Liter
mmt	Million Metric Ton
MMcf/d	Million Cubic Feet per Day
MMcf/y	Million Cubic Feet per Year
MP 2035	Mobility Plan 2035
MPOs	Metropolitan Planning Organizations
MS4	Municipally-Owned Separate Storm Sewer Systems
MSATs	Mobile Source Air Toxics
MSDS	Material Safety Data Sheet
MW	Megawatts
MWh	Million Megawatt-Hours
MWD	Metropolitan Water District of California
N_2O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standards
NAGPRA	Native American Graves Protection and Repatriation Act
National Register	National Register of Historic Places
NCP	National Contingency Plan
NCCP	Natural Community Conservation Plan

ACRONYMS

NFIP	National Flood Insurance Program
NGV	Natural Gas Vehicle
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic Safety Administration
NO	Nitric Oxide
NO_2	Nitrogen Dioxide
NOD	Neighborhood Oriented District
NOP	Notice of Preparation
NO_X	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
NPDWR	National Primary Drinking Water Regulations
O_3	Ozone
OEHHA	Office of Environmental Health Hazard Assessment
OHP	Office of Historic Preservation
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Administration
PA	Participating Agency
Pb	Lead
PCBs	Polychlorinated Biphenyls
PeMS	Performance Measurement System
PFCs	Perfluorocarbons
PHMSA	Pipeline and Hazardous Materials Safety Administration
pLAn	City of Los Angeles Sustainable City Plan
PM_{10}	Particulate Matter Ten Microns or Less In Diameter
$PM_{2.5}$	Particulate Matter 2.5 Microns or Less In Diameter
ppd	Pounds Per Day
ppm	Parts Per Million
ppb	Parts Per Billion
PPV	Peak Particle Velocity
PRC	Public Resources Code
Proposed Plan	Exposition Corridor Transit Neighborhood Plan
Proposed Project	Exposition Corridor Transit Neighborhood Plan
PSD	Prevention of Significant Deterioration
PURPA	Public Utility Regulatory Policies Act of 1978
R&D	Research and Development
RCP	Regional Comprehensive Plan
RCRA	Resource Conservation and Recovery Act
RENEW LA	Recovering Energy, Natural Resources and Economic Benefit from Waste for Los Angeles
RFC	Reference Concentration
RMS	Root Mean Square
ROG	Reactive Organic Gases
RSO	Rent Stabilization Ordinance

ACRONYMS

RSPA	Research and Special Programs Administration
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RTIP	Regional Transportation Improvement Plan
RWQCB	Regional Water Quality Control Board
SARA	Superfund Amendments and Reauthorization Act of 1986
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	Southern California Air Quality Management District
SCAR	Sewer Capacity Availability Request
SCEA	Sustainable Communities Environmental Assessment
SCS	Sustainable Communities Strategy
SDWA	Safe Drinking Water Act
SERC	State Emergency Response Commission
SF_6	Sulfur Hexafluoride
SGMA	Sustainable Groundwater Management Act
SHPO	State Historic Preservation Officer
SMC	Santa Monica College
SoCalGas	Southern California Gas Company
SO_2	Sulfur Dioxide
SPCC	Spill Prevention Control and Countermeasures
SQMP	Stormwater Quality Management Plan
SRRE	Source Reduction and Recycling Element
SRP	Scientific Review Panel
SRTP	Metro Short Range Transportation Plan
STIP	Statewide Transportation Improvement Program
SUSMP	Standard Urban Stormwater Mitigation Plan
SWP	State Water Project
SWIRP	Solid Waste Integrated Resources Plan – A Zero Waste Master Plan
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TACs	Toxic Air Contaminants
TAZ	Transportation Analysis Zone
TDM	Transportation Demand Management
TDS	Total Dissolved Solids
TIC	Transportation Information Center
TIWRP	Terminal Island Water Reclamation Plant
TMA	Transportation Management Association
TMDL	Total Maximum Daily Load
TPA	Transit Priorty Areas
TPP	Transit Priority Project
TSCA	Toxic Substances Control Act
TSP	Transportation Specific Plan
UBC	Uniform Building Code
UFC	Uniform Fire Code

ACRONYMS

USDOT	U.S. Department of Transportation
USEPA	U.S. Environmental Protection Agency
USGS	United States Geological Survey
USGS	U.S. Geological Survey
USTs	Underground Storage Tanks
UWMP	Urban Water Management Plan
V/C	Volume to Capacity Ratio
Vdb	Decibel notation to measure RMS
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
WBMWD	West Basin Municipal Water District
WCIP	Wastewater Capital Improvement Program
WDR	Waste Discharge Requirements
WQCMP	Water Quality Compliance Master Plan for Urban Runoff
WQCP	Water Quality Control Plan
WQO	Water Quality Objectives
WSA	Water Supply Assessments
WSAP	Water Supply Allocation Plan
ZIMAS	Zoning Information and Map Access System

1.0 INTRODUCTION

This chapter provides an overview of the purpose and focus of the Draft Environmental Impact Report (EIR), a discussion of the intended use of this Draft EIR, a description of the organization of the Draft EIR, and a discussion of the public review process and potential areas of controversy.

1.1 PURPOSE OF THIS REPORT

The City of Los Angeles (City) Department of City Planning (DCP) has prepared this Draft EIR for the following purposes:

- To satisfy the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Sections 21000–21178) and the CEQA Guidelines (California Code of Regulations [CCR] Title 4, Chapter 14, Sections 15000–15387).
- To inform the general public, local community, and responsible and interested public agencies of the nature of the proposed specific plan, known as the Exposition Corridor Transit Neighborhood Plan (ECTNP, Proposed Plan, or Proposed Project), its possible environmental effects, possible measures to mitigate those effects, and alternatives to the Proposed Project.
- To enable the City to consider environmental consequences when deciding whether to approve the proposed ECTNP. As the public agency with the authority to approve or deny the Proposed Project, the City of Los Angeles will consider the information in this EIR along with other information before taking any action on the Proposed Project. The conclusions of the EIR regarding environmental impacts do not control the City's discretion to approve, deny or modify the Proposed Project, but instead are presented as information intended to aid the decision-making process.
- While this Draft EIR has been prepared for a large scale specific plan, project details have been anticipated to the extent feasible and development assumptions have been made in order to perform environmental analysis that may be sufficient for many projects within the ECTNP Area provided they comply with the assumptions and mitigation measures included herein. Many of the mitigation measures require project specific evaluation of issues and compliance with performance standards. If a project is unable to comply with a performance standard, then additional project-specific environmental review will be required. Projects that require additional review would use the analyses contained in this EIR for the purpose of cumulative impacts analysis and may also use the information contained within this EIR in order to "tier" subsequent environmental documentation.

The determination that the City of Los Angeles is the "lead agency" is made in accordance with Sections 15051 and 15367 of the CEQA Guidelines, which define the lead agency as the public agency that has the principal responsibility for carrying out or approving a project. This Draft EIR reflects the independent judgment of the City regarding the potential environmental impacts, the level of significance of the impacts both before and after mitigation, and the mitigation measures proposed to reduce impacts.

As described in CEQA and the CEQA Guidelines, public agencies are charged with the duty to avoid or substantially lessen significant environmental impacts, where feasible. In discharging this duty, a public agency has an obligation to balance the project's significant impacts on the environment with other conditions, including economic, social, technological, legal, and other benefits. This Draft EIR is an informational document, the purpose of which is to identify the potentially significant impacts of the Proposed Project on the environment and to indicate the manner in which those significant impacts can be avoided or significantly lessened; to identify any significant and unavoidable adverse impacts that cannot be mitigated; and to identify reasonable and feasible alternatives to the Proposed Project that would eliminate or reduce any significant adverse environmental impacts as feasible.

This Draft EIR was prepared in accordance with Section 15151 of the CEQA Guidelines which defines the standards for EIR adequacy as follows:

> *An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR would summarize the main points of disagreement among the experts. The courts have looked not for perfection; but for adequacy, completeness, and a good faith effort at full disclosure.*

1.2 AUTHORIZATION AND FOCUS

The City's DCP is responsible for preparing this Draft EIR. Ultimately, the Los Angeles City Council, in taking action on the proposed ECTNP, is responsible for the review and certification of the Final EIR.

Although the Draft EIR does not determine the ultimate decision that will be made regarding implementation of the project, CEQA requires that, prior to taking action on the Proposed Project, the City Council consider the information in the EIR and make findings regarding each significant effect. Once certified, the Final EIR will serve as the base environmental document for the proposed ECTNP and will be used as a basis for decisions on development in the Project Area.

Specifically, this EIR evaluates the environmental effects that could result from implementation of the Proposed Project. The following topic areas are addressed in this Draft EIR.

- Aesthetics
- Air Quality
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use
- Noise
- Population, Housing, and Employment
- Public Services
- Transportation and Traffic
- Utilities and Service Systems
- Cumulative Impacts
- Alternatives

1.3 LEAD AGENCY

In accordance with Section 15367 of the CEQA Guidelines, the lead agency for the Proposed Project is the City of Los Angeles. The lead agency is "the public agency which has the principal responsibility for carrying out or approving the project."

1.4 SCOPE AND INTENDED USE OF THIS DRAFT EIR

The Proposed Project seeks to plan for development around the new Expo Light Rail Transit (LRT) Line Phase 2 stations in a manner consistent with state, regional, and local policies, including the General Plan Framework, which directs growth to designated centers and areas served by transit, as a means to improve air quality, mobility, and reduce greenhouse gas (GHG) emissions (see further discussion of existing land use policy in Section 4.8, Land Use). Without the Proposed Project, changes to land use and zoning would occur in an ad-hoc, disorganized fashion, with uncoordinated requests for General Plan amendments and/or zone changes on a site-by-site basis. Such ad-hoc development would likely result in increased impacts as compared to the Proposed Project. While CEQA does require analysis of the No Project Alternative, the No

Project analysis is confined to what is reasonably foreseeable. Therefore, while this EIR does include an analysis of the No Project Alternative in Chapter 5.0, Alternatives, the analysis is limited to what is anticipated to occur within existing regulations. This EIR does not analyze ad-hoc development as an alternative because such development is unpredictable and not reasonably foreseeable.

As required by CEQA, this EIR generally analyzes the impact of the Proposed Project compared to existing conditions. As appropriate, the analysis of some impacts - namely traffic and noise – compares No Project to Project conditions in 2015 (the Expo Light Rail Train Line opening year) as well as No Project to the Project conditions in 2035, the horizon year of the Proposed Plan. At the time of preparation of this EIR, the Expo LRT was under construction. The operation of the LRT is anticipated to affect mobility patterns and mobile noise conditions, so it is appropriate to consider impacts in a "base year" (2015) in which the LRT is operational, for purposes of identifying project impacts by comparing 2015 Project and 2015 No Project scenarios. This scenario is theoretical because the Proposed Plan could not be built out by 2015, and is presented for informational purposes only. (When analysis began on the ECTNP the opening year for the Expo LRT Phase 2 was anticipated to be 2015; it instead opened in 2016; this change does not substantially affect the analyses.)

This Draft EIR analyzes the environmental impacts that would occur upon implementation of the proposed ECTNP, including an Alternative Compliance scenario that would allow total development in the Project Area to shift from non-residential uses to more residential development subject to increased public benefits. The ECTNP anticipates growth in specific areas, identified interchangeably in this EIR as "areas of proposed change" or "Subareas." These are areas where there are proposed changes to land use and zoning, including an increase in allowable density. The ECTNP directs growth to these areas in order to protect properties outside of the areas of proposed change.

Reasonably foreseeable development under the Proposed Project was forecast based on a market study[1] undertaken for the general Project Area, as well as available data showing city and regional growth trends (see **Appendix F**). Under the Proposed Project, it is reasonable to expect the addition of 4,423 dwelling units, 8,976 residents, and 14,334 jobs above existing conditions (2013). Under the Proposed Project with the Alternative Compliance scenario, it is reasonable to expect the addition of 6,042 dwelling units, 12,215 residents, and 9,457 jobs above existing conditions (2013).

Future development projects within the areas of proposed change that are consistent with the Proposed Project are included in the analysis of environmental impacts. If development were to exceed this projected growth, additional environmental review will be required. Accordingly, this EIR represents sufficient and adequate environmental review of projects that are fully consistent with the ECTNP and provides a basis for preparation of future environmental documents, as appropriate, for projects that are not fully consistent with the assumptions contained in this EIR.

1.5 DRAFT EIR ORGANIZATION

As shown in the Table of Contents and outlined below, this Draft EIR is organized into seven chapters each dealing with a separate aspect of the required content of an EIR as identified in the CEQA Guidelines. To help the reader locate information of particular interest, a brief summary of the contents of each chapter of the EIR is provided below:

1.0 INTRODUCTION. As stated above, this chapter contains an overview of the purpose and focus of the Draft EIR, a discussion of the intended use of this Draft EIR, a description of the organization of the Draft EIR, a discussion of the public review process, availability of the Draft EIR, and potential areas of controversy.

[1]Pro Forma Advisors, LLC, *Expo and Crenshaw LRT Station Area Plans Market Analysis*, 2013 (See **Appendix L**).

2.0 SUMMARY. This chapter provides a summary of the Proposed Project, its potential environmental effects and mitigation measures, and a summary of the alternatives to the Proposed Project evaluated in this Draft EIR.

3.0 PROJECT DESCRIPTION. This chapter describes the project location, existing conditions, project objectives, and a description of the Proposed Project.

4.0 ENVIRONMENTAL IMPACTS. This chapter contains the environmental setting, regulatory context, thresholds of significance, project analyses, mitigation measures, and conclusions regarding the level of significance after mitigation for each of the environmental issues identified in Section 1.2, above.

5.0 ALTERNATIVES. This chapter provides analysis of each of the three alternatives to the Proposed Project: No Project Alternative, Reduced Project Alternative, and Increased Residential/Reduced Employment Alternative. In addition, alternatives considered but rejected from further discussion are addressed, including a no commercial alternative and a further increased density alternative.

6.0. OTHER CEQA CONSIDERATIONS. This chapter provides a discussion of the (1) significant environmental effects of the Proposed Project, (2) significant environmental effects that cannot be avoided if the Proposed Project is implemented, (3) significant irreversible environmental changes that would result from implementation of the Proposed Project, (4) growth-inducing impacts of the Proposed Project, and (5) secondary effects of the Proposed Project.

7.0 PERSONS AND SOURCES CONSULTED. This chapter lists all of the persons, public agencies, and organizations that were consulted or contributed and all the references and sources used in the preparation of the Draft EIR.

1.6 EIR PROCESS

As described in Section 15143 of the CEQA Guidelines:

> *The EIR shall focus on the significant effects on the environment. The significant effects should be discussed with emphasis in proportion to their severity and probability of occurrence. Effects dismissed in an Initial Study as clearly insignificant and unlikely to occur need not be discussed further in the EIR unless the Lead Agency subsequently receives information inconsistent with the finding in the Initial Study.*

As a first step in complying with the procedural requirements of CEQA, the City of Los Angeles published a Notice of Preparation (NOP) to inform responsible agencies and interested parties that an EIR was to be prepared for the Proposed Project and to request information and concerns relative to the potential environmental impacts of the Proposed Project.

In compliance with CEQA, the City of Los Angeles completed a multi-step process to determine the appropriate scope of issues to be examined in this Draft EIR. The City filed the NOP with the State Clearinghouse in the Office of Planning and Research (SCH No. 2013031038) as an indication that an EIR would be prepared. The NOP for this Draft EIR was published on March 14, 2013 by the City's DCP for a 30-day public review period. Information, data and observations addressing comments from these letters are included throughout this Draft EIR where relevant. The NOP and copies of each comment letter received are included in **Appendix A** of this Draft EIR. A public scoping meeting was held on April 10, 2013. The purpose of this meeting was to provide early consultation for the public to express their concerns about the Proposed Project, and acquire information and make recommendations on issues to be addressed in the Draft EIR.

During the preparation of the EIR, agencies, organizations, and persons whom the City believed might have an interest in this proposed project were specifically contacted. Information, data, and observations from these contacts are included in the EIR. Agencies or interested persons who did not respond during the public review period of the NOP will have an opportunity to comment during the public review period of the Draft EIR, as well as at subsequent hearings on the Proposed Project.

This EIR has been prepared to meet all of the substantive and procedural requirements of CEQA (PRC Section 21000 *et seq.*), the CEQA Guidelines (CCR, Title 14, Section 15000 *et seq.*). Accordingly, the City of Los Angeles is the lead agency for this Proposed Project, taking primary responsibility for conducting the environmental review and approving or denying the project.

Any environmental impacts that cannot be mitigated to a less than significant level are considered to be significant and unavoidable. If a public agency approves a project that has significant and unavoidable impacts, the agency must state in writing the specific reasons for approving the project, based on the Final EIR and any other information in the public record for the project. This is termed a "statement of overriding considerations," which is used to explain the specific reasons why the benefits of a Proposed Project make its unavoidable environmental effects acceptable. The statement is prepared, if required, after the Final EIR has been completed, yet before action to approve the project has been taken.

1.7 AVAILABILITY OF DRAFT EIR

In accordance with Sections 15087 and 15105 of the CEQA Guidelines, this Draft EIR is being circulated for a 60-day public review period. Responsible and trustee agencies and the public are invited to comment in writing on the information contained in this document. Persons and agencies commenting are encouraged to provide information that they believe is missing from the Draft EIR and to identify where the information can be obtained. The City is required to respond to comments on significant environmental issues only. All such comment letters, received during the 60-day comment period, concerning the Draft EIR will be responded to in writing. Comment letters, together with the responses to those comments, will be included in the Final EIR.

The Draft EIR is available for review at the following locations:

Richard J. Riordan Central Library
630 W. 5th Street
Los Angeles, CA 90071

Palms-Rancho Park Library – Branch 22
2920 Overland Avenue
Los Angeles, CA 90064

Mar Vista Library – Branch 38
12006 Venice Boulevard
Los Angeles, CA 90066

Westwood Branch Library – Branch 71
1246 Glendon Avenue
Los Angeles, CA 90024

Robertson Branch Library – Branch 42
1719 S. Robertson Boulevard
Los Angeles, CA 90035

West Los Angeles Regional Library – Branch 27
11360 Santa Monica Boulevard
Los Angeles, CA 90025

Additionally, the Draft EIR can be downloaded or reviewed via the Internet at the Department of City Planning's website [http://planning.lacity.org/ (click on "Environmental Review" and then "Draft EIR")]. The Draft EIR can be purchased on cd-rom for $7.50 per copy. Contact **Lameese Chang** of the City of Los Angeles at **lameese.chang@lacity.org** to purchase one.

Interested parties may provide written comments on the Draft EIR. Written comments on the Draft EIR must be postmarked by May 30, 2017 and should be addressed to:

Lameese Chang
Los Angeles Department of City Planning
200 N. Spring Street, Room 667
Los Angeles, California 90012
(213) 978-1178 (phone)
(213) 978-1477 (fax)
lameese.chang@lacity.org (e-mail)

Upon completion of the 60-day public review period, written responses to all comments on environmental issues discussed in the Draft EIR and raised by commenters will be prepared and incorporated into the Final EIR. These comments, and their responses, will be included in the Final EIR for consideration by the City of Los Angeles, as well as other public decision makers.

1.8 AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED

Potential areas of controversy and issues to be resolved by the decision-makers may include those environmental issue areas where the potential for a significant unavoidable impact has been identified. These areas include Aesthetics; Air Quality; Cultural Resources; Noise; Public Services; and Transportation and Traffic. Based on the NOP comment letters provided in **Appendix A**, issues known to be of concern in the community include, but are not limited to, the following:

- Appropriate parking requirements for new development in transit areas;
- Insufficient parking and potential for spillover parking from transit stations and increased density;
- Lack of parking for transit riders at the Palms and Westwood Stations;
- Lack of green/open space around station areas;
- Increased traffic;
- Increased density and change in character, especially in proximity to established residential neighborhoods;
- Use of native plants and trees within streetscapes;
- Need to prioritize multiple modes of travel in the street design and configuration;
- Improvements to pedestrian/bicyclist mobility and accessibility, including protected bike lanes that would not block vehicular traffic;
- Concern about the impact of commercial development on traffic;
- Loss of industrial uses;
- Inclusion of cumulative projects in the traffic study;
- Opportunities and challenges in the South Robertson area, including connecting the South Robertson Corridor to the transit-oriented development around the Culver City Station;
- Scope of the project, with a recommendation to limit changes to within 100-foot radius of each station;
- Potential shading impacts and other impacts on adjacent residential uses;
- Zone changes in R1 zones; and
- Provision of affordable housing to preserve the current demographic characteristics of the Palms Station area.

2.0 SUMMARY

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15123, this chapter of the Draft Environmental Impact Report (EIR) contains an overview of the Exposition Corridor Transit Neighborhood Plan (ECTNP, Proposed Plan, or Proposed Project), its potential environmental effects and mitigation measures, and a summary of the alternatives to the Proposed Project evaluated in this Draft EIR.

2.1 INTRODUCTION

The purpose of an EIR, as defined in Section 15121(a) of the CEQA Guidelines for the implementation of the CEQA California Code of Regulations (CCR), Title 14, Division 6, Chapter 3 "Guidelines," is to "inform public agency decision-makers and the public generally of the potential significant environmental effects of a project, identify possible ways to minimize the significant effect and describe reasonable alternatives to the project." This document assesses the potential significant environmental impacts, including significant unavoidable impacts and cumulative impacts, related to the Proposed Project. Where there is potential for a significant adverse effect, this report identifies mitigation measures that would either eliminate the impact or reduce the effect to a less-than-significant level.

As the City of Los Angeles (City) is the lead agency, this Draft EIR was prepared under the supervision of the City of Los Angeles Department of City Planning (DCP). The intended use of this Draft EIR is to assist the City in making decisions regarding the approval of the Proposed Project.

A Notice of Preparation (NOP) for this Draft EIR was issued on March 14, 2013, by the City for a 30-day public review period. Information, data, and observations resulting from these letters are included throughout this Draft EIR where relevant. The NOP and copies of each comment letter received are included in **Appendix A** of this Draft EIR. A public scoping meeting was held on April 10, 2013. The purpose of this meeting was to provide early consultation for the public to express their concerns about the Proposed Project, and acquire information and make recommendations on issues to be addressed in the Draft EIR.

In accordance with Sections 15087 and 15105 of the CEQA Guidelines, this Draft EIR is being circulated for a 60-day public review period. Responsible and trustee agencies and the public are invited to comment in writing on the information contained in this document. Persons and agencies commenting are encouraged to provide information that they believe is missing from the Draft EIR and to identify where the information can be obtained. The City's DCP is required to respond to comments on significant environmental issues only. Such comments on the Draft EIR, received within the 60-day comment period, will be responded to in writing. The comment letters, together with the responses to those comments, will be included in the Final EIR.

Comment letters should be sent to:

Lameese Chang
Los Angeles Department of City Planning
200 N. Spring Street, Room 667
Los Angeles, California 90012
(213) 978-1178 (phone)
(213) 978-1477 (fax)
lameese.chang@lacity.org (e-mail)

2.2 SUMMARY OF THE PROPOSED PROJECT

The Los Angeles County Metropolitan Transportation Authority (Metro) Exposition (Expo) Light Rail Transit (LRT) is a 15.2-mile-long transit line running between downtown Los Angeles and the City of Santa Monica. The Proposed Project would establish a Specific Plan to guide future development within the Expo LRT Corridor around five stations. These stations include Exposition/Bundy (Bundy), Exposition/Sepulveda (Sepulveda), Westwood/Rancho Park (Westwood), National/Palms (Palms), and Culver City. The Specific Plan would include General Plan amendments and zone changes that encourage infill development and a mix of uses within the identified areas to promote transit ridership, reduce automobile dependence, and create vibrant neighborhoods around the transit stations.

The Proposed Project: (1) creates four new zones and one new land use designation, and changes zoning and land use designations within specified portions of the Project Area; (2) includes public benefit requirements associated with tiered floor area ratios (FAR) in the new zones; (3) creates streetscape plans for identified street segments in the Project Area; and (4) requires design standards for new development within the Project Area (excluding R1 and R2 zones). The Proposed Project also includes new open space regulations and parking regulations for select properties within the Project Area.

The proposed ECTNP would guide future development in identified areas by specifying the type of uses, FAR, development requirements and design standards that would apply. The Proposed Project encourages new development at transit station areas with the goal of promoting transit ridership and creating an active, mixed use environment in the station areas. The primary objectives for the proposed ECTNP are as follows:

Primary Objective 1: Implement the policies of the City of Los Angeles General Plan Framework, the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and the West Adams-Baldwin Hills-Leimert, Palms-Mar Vista-Del Rey, and West Los Angeles Community Plans that encourage growth to be directed to transit-oriented areas and foster more sustainable, mixed use development patterns that improve mobility options and reduce auto dependence.

Primary Objective 2: Accommodate employment, housing, and population growth projections forecasted through the planning horizon year of 2035 by focusing residential development and new job-generating uses around transit stations.

Primary Objective 3: Maintain and expand the City's jobs base and increase opportunities for economic development in the Expo Corridor in order to increase the generation of tax revenue in the City that will help pay for the provision of City services.

Primary Objective 4: Implement the General Plan Framework goal to capture a significant share of regional growth in emerging environmentally oriented and clean industries such as technology industry jobs, which are clustered on the Westside and comprise a growing industry sector, and institute zoning that accommodates and creates incentives for the location and continued clustering of these technology industry jobs in the Expo Corridor where they will benefit from the proximity to transit and mixed use environments.

Primary Objective 5: Create incentives for the provision of affordable housing in new residential development near the Expo LRT Line to enhance accessibility and housing options for core transit riders and increase transit ridership.

Primary Objective 6: Improve circulation within the station areas; increase mobility choices; promote transit ridership and use of other alternative transit modes; and reduce vehicle miles traveled per capita for those who live and/or work within the Expo Corridor.

The ECTNP also includes secondary objectives that aim to develop a more comprehensive, cohesive, and sustainable planning document.

Secondary Objective 1: Ensure new development is pedestrian-oriented, acknowledges the transit stations, and is compatible with surrounding neighborhoods through the design of buildings, streets, and the public realm.

Secondary Objective 2: Stimulate vibrancy and activity and create a unique sense of place within each station area through the design of buildings, streets, and the public realm.

The Proposed Project would establish a Specific Plan and initiate zone changes, General Plan amendments and introduce development and urban design standards. The Proposed Project would also involve new streetscape plans, modified street standards, and parking strategies that together would enhance the pedestrian experience, promote transit ridership, and encourage a variety of mobility options. Zone changes and General Plan amendments would not affect every parcel within the Project Area; changes would only occur within specific "areas of proposed change."

2.3 SIGNIFICANT AND UNAVOIDABLE IMPACTS

Section 15382 of the CEQA Guidelines defines a significant impact on the environment as "a substantial, or potentially substantial, adverse change in any of the physical conditions within an area affected by the project, including land, air, water, flora, fauna, ambient noise, and objects of historic or aesthetic significance." In order to approve a project with significant and unavoidable impacts, the lead agency must adopt a Statement of Overriding Considerations (in accordance with Section 15093 of the CEQA Guidelines) indicating that the benefits of approving the Proposed Project outweigh the negative environmental consequences. Based on the analysis contained in this EIR, the Proposed Project would create significant and unavoidable impacts related to the following topics:

- Aesthetics (Visual Character and Shade)
- Air Quality (Standards during construction and sensitive receptors during construction)
- Cultural Resources (Historical Resources)
- Noise (Construction Noise Standards and Vibration; Operational Noise)
- Public Services (Parks and Recreational Facilities)
- Transportation and Traffic (Circulation System; Neighborhood Intrusion; Congestion Management Plan Arterial Intersection Analysis)

2.4 SIGNIFICANT IMPACTS THAT CAN BE MITIGATED TO LESS THAN SIGNIFICANT; LESS-THAN-SIGNIFICANT IMPACTS; OR NO IMPACT

Based on the analysis contained in this Draft EIR, the following were found to result in a less-than-significant impact or no impact:

- Aesthetics (Scenic Vistas; Scenic Resources; Light and Glare; Geological/Topographical Features)
- Air Quality (Implementation of Air Quality Plan; Odors)
- Cultural Resources (Archaeological or Paleontological Resources; Human Remains)
- Geology and Soils (Rupture of Faults; Seismic Ground Shaking; Liquefaction; Landslides; Expansive Soils; Unstable Geologic Units; Soil Erosion; and Septic Tanks)
- Greenhouse Gas Emissions (Emissions Generation; GHG Reductions Plans)
- Hazards and Hazardous Materials (Transport, Use and Disposal; Upset and Accident Conditions; Schools; Sites; Airport Hazards; Airstrip Hazards; Plans; Wildland Fire)

- Hydrology and Water Quality (Water Quality Standards; Groundwater Supplies; Drainage; and Streams or Rivers; Drainage and Erosion; Runoff Water and Stormwater; Flood Hazard; Seiche, Tsunami, and Mudflow/Mudslides)
- Land Use and Planning (Physically dividing an established community; Conflicting with any applicable land use plan, policy, or regulation; Habitat Conservation Plans and Natural Community Conservation Plans)
- Noise (Noise from public airports; Noise from private airstrips)
- Population, Housing and Employment (Inducing population Growth; Displacement of population; Displacement of housing units)
- Public Services (Fire; Police; Public Schools; Libraries)
- Transportation and Traffic (Transit, Bicycle, and Pedestrian Facilities and Plans; Congestion Management Plan Freeway Analysis and Transit Impact Review; Emergency Vehicle Access; Design Features; Construction in the Public Right-of-Way)
- Utilities (Water; Wastewater; Stormwater; Solid Waste; Energy)

2.5 SUMMARY OF ALTERNATIVES

CEQA requires that an EIR describe a range of reasonable alternatives to the project or to the location of the project that would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project.[1] An EIR should also evaluate the comparative merits of the alternatives. The range of feasible alternatives is selected and discussed in a manner intended to foster meaningful public participation and informed decision making. Among the factors that may be taken into account when addressing the feasibility of alternatives (as described in CEQA Guidelines Section 15126.6[f][1]) are environmental impacts, site suitability, economic viability, availability of infrastructure, general plan consistency, regulatory limitations, jurisdictional boundaries, and whether the proponent could reasonably acquire, control, or otherwise have access to the alternative site.

The alternatives considered for the Proposed Project include:

Alternative 1 – No Project Alternative. The No Project Alternative is required by Section 15126.6(e)(2) of the CEQA Guidelines and assumes that the Proposed Project would not be implemented. The No Project Alternative allows the decision-maker to compare the impacts of approving the Proposed Project with the impacts of not approving the Proposed Project. However, "no project" does not mean that development within the ECTNP Area will be prohibited. The No Project Alternative includes "what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services" (CEQA Guidelines Section 15126.6[e][2]).

This Alternative assumes reasonably foreseeable development under existing zoning, General Plan designations, and land use regulations, and assumes no discretionary actions such as site-specific zone changes. However, the recent opening and operation of the Expo LRT Line, could result in uncoordinated requests for General Plan amendments and zoning changes that are not reasonably foreseeable in this document.

Alternative 2 – Reduced Project Alternative. Under this Alternative there would be an overall reduction in development as compared to the Proposed Project. This Alternative would have the same mix of uses as the Proposed Project but less overall density (i.e. all development reduced proportionately by 25 percent) to illustrate how impacts would differ with less development.

[1]CEQA Guidelines Section 15126.6.

Alternative 3 – Increased Residential / Reduced Employment Alternative. This Alternative would have approximately the same amount of development as the Proposed Project but would substantially increase the proportion of residential development and reduce the amount of non-residential square footage that could occur under the Proposed Plan. This Alternative would increase the reasonably expected number of residential units above existing by 25 percent as compared to the reasonably expected number of units under the Proposed Project with Alternative Compliance scenario.

2.6 SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

A summary of the environmental impacts associated with the proposed ECTNP and mitigation measures proposed to avoid or lessen the severity of potentially significant environmental impacts after mitigation is identified in **Table 2-1**. The level of significance of environmental impacts after mitigation is also identified in the table, where applicable.

TABLE 2-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measures	Significance After Mitigation
AESTHETICS		
Impact 4.1-1: Would implementation of the Proposed Project have a substantial adverse effect on a scenic vista/obstruction of views?	None required.	Less than Significant
Impact 4.1-2: Would implementation of the Proposed Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	None required.	Less than Significant
Impact 4.1-3: Would implementation of the Proposed Project substantially degrade the existing visual character or quality of the site and its surroundings?	Beyond the proposed Design Standards, no feasible mitigation measures have been identified.	Significant and Unavoidable
Impact 4.1-4: Would implementation of the Proposed Project create a new source of substantial light or glare that could adversely affect day- or nighttime views in the project area?	**AE1** The City shall require that glare effects be limited by using non-reflective building and construction materials, such as concrete, wood, composite materials, coated metal, non-reflective glass, and stone. This shall include, but not be limited to, art installations, fencing material, and recreational equipment.	Less than Significant
Impact 4.1-5: Would implementation of the Proposed Project result in development of structures that would shade shadow-sensitive uses for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. Pacific Standard Time (between late October and early April), or for more than four hours between the hours of 9:00 a.m. and 5:00 p.m. Pacific Daylight Time (between early April and late October)?	Beyond the proposed Design Standards, no feasible mitigation measures have been identified.	Significant and Unavoidable
Impact 4.1-6: Would implementation of the Proposed Project destroy, permanently cover or materially and adversely modify one or more distinct and prominent geologic or topographic features such as hilltops, ridges, hill slopes, canyons, ravines, rock outcrops, water bodies, streambeds and wetlands?	None required.	Less than Significant
AIR QUALITY		
Impact 4.2-1: Would implementation of the Proposed Project conflict with or obstruct implementation of the applicable air quality plan?	None required.	Less than Significant
Impact 4.2-2: Would implementation of the Proposed Project violate an air quality standard or contribute substantially to an existing or projected air quality violation?	**AQ1** The City shall require all applicants to include in the agreements with contractors and subcontractors the following best management practices in contract specifications: • Use properly tuned and maintained equipment. • Contractors shall enforce the idling limit of five minutes as set forth in the California Code of Regulations. • Use diesel-fueled construction equipment to be retrofitted with after treatment products (e.g., engine catalysts) to the extent they are readily available and feasible. • Use heavy duty diesel-fueled equipment that uses low NO_X diesel fuel to the extent it is readily available and feasible. • Use construction equipment that uses low polluting fuels (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent available and feasible.	Significant and Unavoidable (construction); however, operational characteristics associated with implementing the Proposed Project would not result in a significant regional or localized air quality impact.

TABLE 2-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measures	Significance After Mitigation
	• Maintain construction equipment in good operating condition to minimize air pollutants. • Project applicants shall ensure that all construction equipment meets or exceeds equivalent emissions performance to that of U.S. Environmental Protection Agency (USEPA) Tier 4 standards for non-road engines. In the event that Tier 4 engines are not available for any off-road equipment larger than 100 horsepower, that equipment shall be equipped with a Tier 3 engine, or an engine that is equipped with retrofit controls to reduce exhaust emissions of nitrogen oxides and diesel particulate matter to no more than Tier 3 levels unless certified by engine manufacturers or the on-site air quality construction mitigation manager that the use of such devices is not practical for specific engine types. For purposes of this condition, the use of such devices is "not practical" for the following, as well as other, reasons: - There is no available retrofit control device that has been verified by either the CARB or USEPA to control the engine in question to Tier 3; - The construction equipment is intended to be on site for five days or less; or - Relief may be granted from this requirement if a good faith effort has been made to comply with this requirement and that compliance is not practical. • The use of a retrofit control device may be terminated immediately, provided that a replacement for the equipment item in question meeting the required controls occurs within ten days of termination of the use, if the equipment would be needed to continue working at this site for more than 15 days after the use of the retrofit control device is terminated, if one of the following conditions exists: - The use of the retrofit control device is excessively reducing the normal availability of the construction equipment due to increased down time for maintenance, and/or reduced power output due to an excessive increase in back pressure; - The retrofit control device is causing or is reasonably expected to cause engine damage; - The retrofit control device is causing or is reasonably expected to cause a substantial risk to workers or the public; or - Any other seriously detrimental cause which has the approval of the project manager prior to implementation of the termination. • Construction contractors shall use electricity from power poles rather than temporary gasoline or diesel power generators, as feasible. • Use building materials, paints, sealants, mechanical equipment, and other materials that yield low air pollutants and are nontoxic. • Construction contractors shall utilize super-compliant architectural coatings as defined by the South Coast Air Quality Management District (Volatile Organic Compound standard of less than ten grams per liter). • Construction contractors shall utilize materials that do not require painting, as feasible. • Construction contractors shall use pre-painted construction materials, as feasible.	

TABLE 2-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measures	Significance After Mitigation
Impact 4.2-3: Would implementation of the Proposed Project expose sensitive receptors to substantial pollutant concentrations?	Refer to Mitigation Measure **AQ1** for mitigation related to exposing sensitive receptors during construction activities.	Significant and Unavoidable (construction); however, operational characteristics associated with implementing the Proposed Project would not result in a significant impact related to exposing sensitive receptors.
Impact 4.2-4: Would implementation of the Proposed Project create objectionable odors affecting a substantial number of people?	None required.	Less than Significant
CULTURAL RESOURCES		
Impact 4.3-1: Would implementation of the Proposed Project cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?	Beyond the existing regulatory framework and the Proposed Plan standards, no feasible mitigation measures have been identified.	Significant and Unavoidable
Impact 4.3-2: Would implementation of the Proposed Project cause a substantial adverse change in the significance of an archaeological resource?	**CR1** A qualified archaeologist shall be required to monitor excavation and grading activities in soils that have not been previously disturbed, to identify, record, and evaluate the significance of any archaeological finds during construction. If archaeological resources are uncovered (in either a previously disturbed or undisturbed area), the City Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, state, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the project shall not collect or move any archaeological materials or associated materials. Construction activity may continue unimpeded on other portions of the project site. The found deposits shall be treated in accordance with federal, state, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Construction activities in the area where resources were found may commence once the identified resources are properly assessed and processed by a qualified archeologist. **CR2** The City shall require that all cultural resources identified on a site be assessed and treated in a manner determined appropriate by a qualified archeologist in consultation with the City's Office of Historic Resources. A report shall be prepared according to current professional standards that describes the resource, how it was assessed, and disposition.	Less than Significant
Impact 4.3-3: Would implementation of the Proposed Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	**CR3** A qualified paleontologist shall be required to monitor excavation and grading activities in soils that have not been previously disturbed. If paleontological resources are uncovered (in either a previously disturbed or undisturbed area), the City Department of Building and Safety shall be notified immediately, and all work on the project site shall cease until a qualified paleontologist evaluates the find. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. Halted construction activities on the project site may commence once the identified resources are properly assessed and processed by a qualified paleontologist. **CR4** The City shall require that all paleontological resources identified on a project site be assessed and treated in a manner determined by a qualified paleontologist in consultation with the City's Office of Historic Resources. A report shall be prepared according to current professional standards that describes the resource, how it was assessed, and disposition. Any reports and surveys shall be submitted to the City's Office of Historic Resources and the Natural History Museum of Los Angeles County.	Less than Significant

TABLE 2-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measures	Significance After Mitigation
Impact 4.3-4: Would implementation of the Proposed Project could disturb human remains, including those interred outside of formal cemeteries?	None required.	Less than Significant
GEOLOGY AND SOILS		
Impact 4.4-1: Would implementation of the Proposed Project cause or accelerate geologic hazards that would expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death, involving the rupture of a known earthquake fault?	None required.	No Impact
Impact 4.4-2: Would implementation of the Proposed Project cause or accelerate geologic hazards that would expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death from strong seismic ground shaking?	None required.	No Impact
Impact 4.4-3: Would implementation of the Proposed Project cause or accelerate geologic hazards that would expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death from seismic-related ground failure, including liquefaction?	None required.	No Impact
Impact 4.4-4: Would implementation of the Proposed Project cause or accelerate geologic hazards that would expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death from seismic-related ground failure, including landslides?	None required.	No Impact
Impact 4.4-5: Would implementation of the Proposed Project be located on geologic unit that is unstable, or that would become unstable as a result of the Proposed Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	None required.	No Impact
Impact 4.4-6: Would implementation of the Proposed Project lead to construction on existing expansive soils, as defined in Table 18-1-B of the Uniform Building Code (1994), Creating substantial risks to life or property?	None required.	No Impact
Impact 4.4-7: Would implementation of the Proposed Project result in substantial soil erosion or the loss of topsoil?	None required.	Less than Significant
Impact 4.4-8: Would implementation of the Proposed Project involve the use of septic tanks or alternative waste water disposal system and, therefore, result in hazards related to construction on soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems?	None required.	No Impact
GREENHOUSE GAS EMISSIONS		
Impact 4.5-1: Would implementation of the Proposed Project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?	None required.	Less than Significant

TABLE 2-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measures	Significance After Mitigation
Impact 4.5-2: Would implementation of the Proposed Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions?	None required.	Less than Significant
HAZARDS AND HAZARDOUS MATERIALS		
Impact 4.6-1: Would implementation of the Proposed Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	None required.	Less than Significant
Impact 4.6-2: Would implementation of the Proposed Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	None required.	Less than Significant
Impact 4.6-3: Would implementation of the Proposed Project result in hazardous emissions or the handling of acutely hazardous materials, substances, or waste within a quarter mile of an existing or proposed school, creating a risk to human health from such activities?	None required.	Less than Significant
Impact 4.6-4: Would development under the Proposed Project be located on a site that is included on a list of hazardous materials sites compiled pursuant to government code section 65962.5 and, as a result, could development create a significant hazard to the public or the environment?	**HM1** The City shall require that future development that involves new construction and soil disturbance document that the site is not on any government list of sites containing hazardous waste or hazardous materials (including lists prepared pursuant to Government Code, section 65962.5). A report setting forth the results of this database search (e.g. historical environmental reports prepared by Enviroscan, EDR, or similar firms) shall be provided to the City. If the report indicates the project site, or property within one-quarter mile of the project site has the potential to be contaminated with hazardous waste or hazardous materials for any reason, a Phase I Environmental Site Assessment (ESA) shall be prepared. The Phase I assessment shall be prepared by an appropriately qualified individual (with experience in the identification and mitigation of hazardous materials and wastes) in accordance with state standards and guidelines to evaluate whether the site or the surrounding area is contaminated from the past or current uses including storage, use, transport, generation, and disposal of toxic and hazardous waste or materials. Depending on the results of this study, further investigation and remediation may be required in accordance with local, state, and federal regulations and policies. Any further study found necessary by an appropriately qualified individual or relevant federal, state, or local agency shall be performed prior to project approval or made a condition of project approval. Prior to the Department of Building and Safety's issuance of any permits that allow for grading or construction on the project sites that were on a government list or within one-quarter mile of a site on a government list, the appropriately qualified individual or relevant agency shall provide written confirmation to the City that any necessary remediation has been completed to the satisfaction of the lead agency responsible for cleanup including confirmation that required site remediation was completed consistent with the relevant federal, state, or local requirements.	Less than Significant
Impact 4.6-5: Would Implementation of the Proposed Project result in a safety hazard for people residing or working in the project area near a public airport?	None required.	Less than Significant

TABLE 2-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measures	Significance After Mitigation
Impact 4.6-6: Would implementation of the Proposed Project result in a safety hazard for people residing or working in the project area near a private airstrip?	None required.	No Impact
Impact 4.6-7: Would implementation of the Proposed Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	None required.	Less than Significant
Impact 4.6-8: Would implementation of the Proposed Project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	None required.	No Impact
HYDROLOGY AND WATER QUALITY		
Impact 4.7-1: Would implementation of the Proposed Project violate any water quality standards or waste discharge requirements?	None required.	Less than Significant
Impact 4.7-2: Would implementation of the Proposed Project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	None required.	Less than Significant
Impact 4.7-3: Would implementation of the Proposed Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	None required.	Less than Significant
Impact 4.7-4: Would implementation of the Proposed Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	None required.	Less than Significant
Impact 4.7-5: Would implementation of the Proposed Project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	None required.	Less than Significant
Impact 4.7-6: Would implementation of the Proposed Project otherwise substantially degrade water quality?	None required.	Less than Significant
Impact 4.7-7: Would development under the Proposed Project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	**HWQ1** Buildings within a 100-year floodplain (i.e., the area of proposed change on the north side of Pico Boulevard between Westwood Boulevard and Overland Avenue) shall be designed and constructed a minimum of one foot above the 100-year flood water surface elevation to ensure the protection of structures from all flooding events.	Less than Significant
Impact 4.7-8: Would implementation of the Proposed Project place structures which would impede or redirect flood flows within a 100-year flood hazard area?	None required.	No Impact

TABLE 2-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measures	Significance After Mitigation
Impact 4.7-9: Would implementation of the Proposed Project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	None required.	Less than Significant
Impact 4.7-10: Would implementation of the Proposed Project expose people or structures to risk from seiche, tsunami, or mudflow/mudslides?	None required.	No Impact
LAND USE		
Impact 4.8-1: Would implementation of the Proposed Project physically divide an established community?	None required.	Less than Significant
Impact 4.8-2: Would implementation of the Proposed Project be consistent with applicable adopted regional, state and local goals, policies and regulations and therefore, would not conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	None required.	Less than Significant
Impact 4.8-3: Would implementation of the Proposed Project conflict with any applicable habitat conservation plans or natural community conservation plans?	None required.	No Impact
NOISE		
Impact 4.9-1: Would implementation of the Proposed Project expose persons to or generate noise in levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	**N1** The City, as a condition of any approval for applicable projects within the ECTNP, shall require all contractors to include the following best management practices in contract specifications: • Construction haul truck and materials delivery traffic shall avoid residential areas whenever feasible. If no alternatives are available, truck traffic shall be routed on streets with the fewest residences. • The construction contractor shall locate construction staging areas away from sensitive uses. • When construction activities are located within 500 feet of noise-sensitive land uses, noise barriers (e.g., temporary walls or piles of excavated material) shall be constructed between activities and noise sensitive uses. • Impact pile drivers shall be avoided where possible in noise-sensitive areas. Drilled piles or the use of a sonic vibratory pile driver are quieter alternatives that shall be utilized where geological conditions permit their use. Noise shrouds shall be used when necessary to reduce noise of pile drilling/driving. • Construction equipment shall be equipped with mufflers that comply with manufacturers' requirements. • The construction contractor shall use on-site electrical sources to power equipment rather than diesel generators where feasible.	Significant and Unavoidable

TABLE 2-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measures	Significance After Mitigation
	N2 The following conditions shall apply to future development within New Industry, Hybrid Industrial: Jobs Emphasis, Hybrid Industrial-Residential Emphasis, and Mixed Use: Commercial/Residential zones with direct line-of-site to adjacent residential and other sensitive land uses: • Industrial activity yards that include the operation of heavy equipment shall be shielded by sound barriers that block line-of-sight to sensitive receptors. • Mechanical equipment (e.g., HVAC Systems) shall be enclosed with sound buffering materials. • Truck loading/unloading activity shall be prohibited between the hours of 10:00 p.m. and 7:00 a.m. when located within 200 feet of a residential land use. • Parking structures located within 200 feet of any residential use shall be constructed with a solid wall abutting the residences and utilize textured surfaces on garage floors and ramps to minimize tire squeal.	
Impact 4.9-2: Would implementation of the Proposed Project result in a substantial permanent increase in ambient noise levels in the proposed project vicinity above levels existing without the project?	Refer to Mitigation Measure **N2** above for mitigation related to permanent noise from operational activity.	Significant and Unavoidable
Impact 4.9-3: Would implementation of the Proposed Project result in a substantial temporary or periodic increase in ambient noise levels in the proposed project vicinity above levels existing without the project?	Refer to Mitigation Measure **N1** above for mitigation related to temporary and periodic noise from construction activity.	Significant and Unavoidable
Impact 4.9-4: Would implementation of the Proposed Project expose people to or generate excessive vibration or ground-borne noise levels?	**N3** As part of project conditions for new development within the ECTNP Area, the City shall require all contractors to include the following best management practices in contract specifications: • The construction contractor shall manage construction phasing (scheduling demolition, earthmoving, and ground-impacting operations so as not to occur in the same time period), use low-impact construction technologies, and shall avoid the use of vibrating equipment where possible to avoid construction vibration impacts. • The construction contractor shall utilize alternatives to impact pile drivers, such as sonic pile drivers or caisson drills. If geotechnical limitations require the use of pile driving, control measures shall be used to reduce vibration levels. These measures may include, but are not limited to: - Predrilled holes; - Cast-in-place or auger cast piles; - Pile cushioning (i.e., a resilient material placed between the driving hammer and the pile); - Jetting (i.e., pumping a mixture of air and water through high-pressure nozzles to erode the soil adjacent to the pile); and - Non-displacement piles (i.e., piles that achieve capacity from the end bearing rather than the pile shaft).	Significant and Unavoidable related to construction impacts; Impacts related to operational vibration were determined to be less than significant without mitigation.

TABLE 2-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measures	Significance After Mitigation
Impact 4.9-5: Would implementation of the Proposed Project exacerbate levels of exposure for people working or residing within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport to excessive noise levels?	None required.	No Impact
Impact 4.9-6: Would implementation of the Proposed Project exacerbate levels of exposure for people working or residing within the vicinity of a private airstrip to excessive noise levels?	None required.	No Impact
POPULATION, HOUSING, AND EMPLOYMENT		
Impact 4.10-1: Would implementation of the Proposed Project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	None required.	Less than Significant
Impact 4.10-2: Would implementation of the Proposed Project displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	None required.	Less than Significant
Impact 4.10-3: Would implementation of the Proposed Project displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	None required.	Less than Significant
PUBLIC SERVICES		
Impact 4.11-1: Would implementation of the Proposed Project foreseeably require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection and emergency response?	None required.	Less than Significant
Impact 4.11-2: Would implementation of the Proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, and other performance objectives?	None required.	Less than Significant
Impact 4.11-3: Would implementation of the Proposed Project create additional demand for public school enrollment that could not be adequately accommodated by existing schools serving the project area, resulting in the need for new or physically altered school facilities?	None required.	Less than Significant
Impact 4.11-4: Would implementation of the Proposed Project create additional demand for parks and recreation facilities that could not be adequately accommodated by existing facilities serving the Project Area and likely result in the need for new or physically altered parks and recreation facilities?	No feasible mitigation measures exist.	Significant and Unavoidable
Impact 4.11-5: Would implementation of the Proposed Project create additional demand for library services that could not be adequately accommodated by existing facilities serving the project area and likely result in the need for new or physically altered library facilities?	None required.	Less than Significant

TABLE 2-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measures	Significance After Mitigation
TRANSPORTATION AND TRAFFIC		
Impact 4.12-1: Would implementation of the Proposed Project disrupt existing public transit, bicycle, or pedestrian facilities or interfere with planned facilities, or create conflicts or inconsistencies with adopted public transit, bicycle, or pedestrian system plans, guidelines, policies, or standards or otherwise decrease the performance or safety of such facilities?	None required.	Less than Significant
Impact 4.12-2: Would implementation of the Proposed Project impact the circulation system by exceeding the applicable thresholds established by each jurisdiction?	**TR1** A trip generation analysis, as well as an access and circulation study per LADOT guidelines, will be required as part of the development application for projects within the Specific Plan boundary that result in net new square footage for purposes of determining consistency of the project with the transportation assumptions in the EIR. The Specific Plan area is divided into five ECTNP station segments, as shown in Figure 3-2 in the Project Description. To be consistent, a project cannot cause the total estimated 2035 trip forecasts (for the station segment in which it is located) to exceed the number of either AM or PM peak hour net new external trips analyzed in the EIR (see Table 4.12-5). If a project is determined to be consistent, no further traffic analysis will be required. However, if a project causes the number of either AM or PM peak hour net external trips to exceed the cumulative total number of trips in the corresponding station segment analyzed in the EIR, then a project-specific traffic analysis per current LADOT Guidelines will be required. The City will revise this traffic impact consistency determination methodology, if appropriate, to reflect new traffic impact guidance mandated by the State of California, Office of Planning and Research in response to SB 743. **2015 Intersection Improvement Mitigation Measures**. The following mitigation measures would partially or fully mitigate the significant impacts for 10 of the intersections identified in the 2015 impact analysis. **TR2** **Centinela Avenue & Exposition Boulevard (Intersection 6)**. Signalize the intersection. **TR3** **Bundy Drive & Olympic Boulevard (Intersection 16)**. Restripe the northbound and southbound approaches. The northbound restriping would add one northbound left-turn lane. This would result in a northbound approach of one right-turn lane, two through lanes, and two left-turn lanes. The southbound restriping would add one southbound left-turn lane and change one through lane and the right-turn lane into a shared through/right lane. This would result in a southbound approach of one shared through/right lane, one through lane, and two left-turn lanes. **TR4** **Barrington Avenue & Pico Boulevard (Intersection 27)**. Restripe the existing northbound curb lane to provide one through lane and one right-turn lane. This improvement would require the removal of one on-street parking space. **TR5** **Barrington Avenue & Gateway Boulevard (Intersection 28)**. Restripe the existing northbound shared through/right-turn lane to provide one through lane and one right-turn lane. This improvement would require the removal of four on-street parking spaces. **TR6** **Sepulveda Boulevard & Exposition Boulevard (Intersection 43)**. Restripe the existing eastbound shared left/through/right lane to provide one shared through/left-turn lane and one right-turn lane.	Significant and Unavoidable

TABLE 2-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measures	Significance After Mitigation
	TR7 Sepulveda Boulevard & Palms Boulevard (Intersection 46). Restripe one existing northbound shared through/right-turn lane to provide one through lane and one right-turn lane. This improvement would require the removal of two on-street parking spaces. **TR8 Military Avenue & National Boulevard (Intersection 47)**. Restripe one existing southbound shared through/right-turn lane to provide one shared through/left-turn lane and one right-turn lane. This improvement would require the removal of four on-street parking spaces. **TR9 Overland Avenue & National Boulevard / I-10 Westbound On- and Off-Ramp (Intersection 53)**. Restripe the existing eastbound shared through/left-turn lane to a shared left-/through/right-turn lane. **TR10 La Cienega Boulevard & Venice Boulevard (Intersection 76)**. Remove the median to provide a second westbound left-turn lane. **TR11 Sepulveda Boulevard & Venice Boulevard (Intersection 84)**. Remove the medians on Venice Boulevard and restripe both the eastbound and westbound approaches to add one left-turn lane to each approach. **2035 Intersection Improvement Mitigation Measures**. The following mitigation measures would partially or fully mitigate the significant impacts for 12 of the intersections identified in the 2035 impact analysis. **TR12 Stewart Street & Olympic Boulevard (Intersection 3)**. Modify the existing signal phasing to change eastbound left-turn signal phasing from permitted to protected and change westbound left-turn signal phasing from protected/permitted to protected. **Centinela Avenue & Exposition Boulevard (Intersection 6)**. Mitigation Measure TR2 would also mitigate impacts in 2035. **Bundy Drive & Olympic Boulevard (Intersection 16)**. Mitigation Measure TR3 would also mitigate impacts in 2035. **TR13 Barrington Avenue & Mississippi Avenue (Intersection 25)**. Restripe the existing eastbound shared left/through/right lane to provide one shared through/left-turn lane and one right-turn lane. This improvement would require the removal of two on-street parking spaces. **Barrington Avenue & Pico Boulevard (Intersection 27)**. Mitigation Measure TR4 would also mitigate impacts in 2035. **Barrington Avenue & Gateway Boulevard (Intersection 28)**. Mitigation Measure TR5 would also mitigate impacts in 2035. **Sepulveda Boulevard & Exposition Boulevard (Intersection 43)**. Mitigation Measure TR6 would also mitigate impacts in 2035. **Sepulveda Boulevard & Palms Boulevard (Intersection 46)**. Mitigation Measure TR7 would also mitigate impacts in 2035. **Military Avenue & National Boulevard (Intersection 47)**. Mitigation Measure TR8 would also mitigate impacts in 2035. **Overland Avenue & National Boulevard/I-10 Westbound On- and Off-Ramp (Intersection 53)**. Mitigation Measure TR9 would also mitigate impacts in 2035.	

TABLE 2-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measures	Significance After Mitigation
	La Cienega Boulevard & Venice Boulevard (Intersection 76). Mitigation Measure TR10 would also mitigate impacts in 2035. **Sepulveda Boulevard & Venice Boulevard (Intersection 84)**. Mitigation Measure TR11 would also mitigate impacts in 2035.	
Impact 4.12-3: Would implementation of the Proposed Project have a significant impact related to neighborhood intrusion by exceeding the established thresholds?	**TR14** In areas where implementation of the Proposed Project could result in diversion of traffic to adjacent residential streets, LADOT shall monitor traffic on identified residential streets, upon request submitted through the Council Office, to determine if traffic diversion occurs. If traffic on residential streets is found to be significantly impacted in accordance with current LADOT guidelines, LADOT will work with the project applicant and neighborhood residents to survey and monitor the residential street segment/s before and after project occupancy to assess the need for appropriate traffic calming measures. These measures could include the following (but are not limited to): • Traffic circles • Speed humps • Roadway narrowing effects (e.g. raised medians, traffic chokers etc.) • Landscaping features • Roadway striping changes • Stop signs In addition to the aforementioned traffic calming measures, neighborhood improvements can offset the effect of adding traffic. These could include (but are not limited to) measures such as street trees, sidewalks, landscaping, neighborhood identification features, and pedestrian amenities. It would be the project applicant's responsibility to implement any of the approved measures through the Bureau of Engineering's permit process.	Significant and Unavoidable
Impact 4.12-4: Would implementation of the Proposed Project have a significant impact related to the CMP Freeway Analysis by exceeding the established threshold?	None required.	Less than Significant
Impact 4.12-5: Would implementation of the Proposed Project have a significant impact related to the CMP Arterial Intersection Analysis by exceeding the established threshold?	**TR15** **Arterial Monitoring Station #70 (Venice Boulevard and Centinela Avenue)**. Restripe one existing northbound shared through/right-turn lane to provide one through lane and one right-turn lane and restripe one existing shared through/right-turn lane to provide one through lane and one right-turn lane. This improvement would require the removal of four on-street parking spaces on Venice Boulevard and the relocation of the bus stop on Centinela Avenue from the south side to the north side of the intersection.	Significant and Unavoidable
Impact 4.12-6: Would implementation of the Proposed Project have a significant impact related to the CMP Transit Impact Review by substantially impacting transit service?	None required.	Less than Significant
Impact 4.12-7: Would implementation of the Proposed Project result in inadequate emergency vehicle access such that there would be need for construction of new or physically altered emergency service facilities (police and/or fire)?	None required.	Less than Significant
Impact 4.12-8: Would implementation of the Proposed Project increase hazards due to a design feature or incompatible uses?	None required.	Less than Significant

TABLE 2-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measures	Significance After Mitigation
Impact 4.12-9: Would implementation of the Proposed Project require construction activities to take place within a major or secondary highway ROW which would necessitate temporary lane, alley, or street closures for more than one day; require construction activities to take place within a collector or local street ROW which would necessitate temporary lane, alley, or street closures for more than seven days; result in the loss of regular vehicular or pedestrian access to an existing land use for more than one day; or result in the temporary loss for more than one day of an existing bus stop or rerouting of a bus route that serves the project site?	**TR16** Projects that require a worksite traffic control plan per current LADOT guidelines shall submit to LADOT for review and approval a plan that mitigates the impact of traffic disruption and ensures the safety of all users of the affected roadway. The plan shall address construction duration and activities and include measures, such as operating a temporary traffic signal, using flagmen adjacent to construction activities, or providing a dedicated pedestrian walkway, as appropriate.	Less than Significant
UTILITIES AND SERVICE SYSTEMS		
Impact 4.13-1: Would implementation of the Proposed Project cause the construction of new water treatment facilities or expansion of existing treatment facilities, the construction of which could cause significant environmental effects?	None required.	Less than Significant
Impact 4.13-2: Would implementation of the Proposed Project result in the construction of new water lines?	None required.	Less than Significant
Impact 4.13-3: Would implementation of the Proposed Project result in LADWP making a determination that they have insufficient water supplies available to serve the Proposed Project from existing entitlements and resources, or would the Proposed Project result in LADWP needing new or expanded entitlements?	None required.	Less than Significant
Impact 4.13-4: Would implementation of the Proposed Project exceed wastewater treatment requirements of LARWQCB?	None required.	Less than Significant
Impact 4.13-5: Would implementation of the Proposed Project result in the construction of new wastewater treatment facilities or expansion of existing wastewater treatment facilities?	None required.	Less than Significant
Impact 4.13-6: Would implementation of the Proposed Project result in the construction of new wastewater conveyance systems or expansion of existing conveyance systems?	None required.	Less than Significant
Impact 4.13-7: Would implementation of the Proposed Project require the construction of new stormwater drainage facilities or expansion of existing facilities?	None required.	Less than Significant
Impact 4.13-8: Would implementation of the Proposed Project result in a determination by the BOS that it does not have adequate capacity to serve the Proposed Project in addition to their existing commitments?	None required.	Less than Significant
Impact 4.13-9: Would implementation of the Proposed Project comply with federal, state, and local statutes and regulations related to solid waste and be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?	None required.	Less than Significant
Impact 4.13-10: Would implementation of the Proposed Project result in the inefficient use of electricity?	None required.	Less than Significant
Impact 4.13-11: Would implementation of the Proposed Project result in the inefficient use of natural gas?	None required.	Less than Significant

3.0 PROJECT DESCRIPTION

This chapter provides a detailed description of the Exposition Corridor Transit Neighborhood Plan (ECTNP, Proposed Project, or Proposed Plan). The project description discussion includes the background of the Proposed Project, the Proposed Project objectives, the location of the Proposed Project, a description of the existing environment in the Project Area and in the surrounding area, a description of the proposed elements of the Proposed Project, and approval requirements for the Proposed Project to proceed. The estimated time-line for construction and operation are also included.

3.1 PROJECT BACKGROUND

The Los Angeles County Metropolitan Transportation Authority (Metro) Exposition (Expo) Light Rail Transit (LRT) Line is a 15.2-mile-long transit line running between downtown Los Angeles and the City of Santa Monica. The majority of the line runs along the Expo right-of-way, roughly parallel to the Santa Monica Freeway (I-10). Phase 1 of the line was completed in 2012; it extends from Downtown to Culver City. Phase 2 of the line was completed in May 2016; it extends 6.6 miles from the Phase 1 terminus in Culver City to the Colorado/4th Street Station in Santa Monica. The underlying purpose of the Proposed Project is to plan for development around the Phase 2 stations in a manner consistent with state, regional and local policies to encourage infill around transit stations as a means to accommodate growth (see further discussion of existing land use policy in Section 4.8, Land Use and Planning). Thus, the Proposed Project includes a variety of land use regulatory changes in the areas along the Expo Phase 2 LRT Corridor (Expo Corridor), encompassing five station areas within the City of Los Angeles boundaries. These stations include Exposition/Bundy (Bundy), Exposition/Sepulveda (Sepulveda), Westwood/Rancho Park (Westwood), National/Palms (Palms), and Culver City. Without the Proposed Project, it is anticipated that development would occur in an ad hoc, disorganized fashion, requiring uncoordinated requests for General Plan amendments and/or zone changes on a site-by-site basis. Such ad hoc development would likely result in increased impacts as compared to the Proposed Project.

3.2 PROJECT OBJECTIVES

The ECTNP would guide future development in identified areas by specifying the type of uses, floor area ratios (FAR), development requirements and design standards that would apply. The primary objectives for the ECTNP are as follows:

Primary Objective 1: Implement the policies of the City of Los Angeles General Plan Framework, the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and the West Adams-Baldwin Hills-Leimert, Palms-Mar Vista-Del Rey, and West Los Angeles Community Plans that encourage growth to be directed to transit-oriented areas and foster more sustainable, mixed use development patterns that improve mobility options and reduce auto dependence.

Primary Objective 2: Accommodate employment, housing, and population growth projections forecasted through the planning horizon year of 2035 by focusing residential development and new job-generating uses around transit stations.

Primary Objective 3: Maintain and expand the City's jobs base and increase opportunities for economic development in the Expo Corridor in order to increase the generation of tax revenue in the City that will help pay for the provision of City services.

Primary Objective 4: Implement the General Plan Framework goal to capture a significant share of regional growth in emerging environmentally oriented and clean industries such as technology industry jobs, which are clustered on the Westside and comprise a growing industry sector, and institute zoning that accommodates and creates incentives for the location and continued clustering of these technology industry jobs in the Expo Corridor where they will benefit from the proximity to transit and mixed use environments.

Primary Objective 5: Create incentives for the provision of affordable housing in new residential development near the Expo LRT Line to enhance accessibility and housing options for core transit riders and increase transit ridership.

Primary Objective 6: Improve circulation within the station areas; increase mobility choices; promote transit ridership and use of other alternative transit modes; and reduce vehicle miles traveled per capita for those who live and/or work within the Expo Corridor.

The ECTNP also includes secondary objectives that aim to promote well-designed, cohesive, and sustainable neighborhoods around the Expo Corridor transit stations.

Secondary Objective 1: Ensure new development is pedestrian-oriented, acknowledges the transit stations, and is compatible with surrounding neighborhoods through the design of buildings, streets, and the public realm.

Secondary Objective 2: Stimulate vibrancy and activity and create a unique sense of place within each station area through the design of buildings, streets, and the public realm.

The Proposed Project would establish a Specific Plan and initiate zone changes, General Plan amendments and introduce development and urban design standards. The Proposed Project would also involve new streetscape plans, modified street standards, and parking strategies that together would enhance the pedestrian experience, promote transit ridership, and encourage a variety of mobility options. Zone changes and General Plan amendments would not affect every parcel within the Project Area; changes would only occur within specific "areas of proposed change."

3.3 LOCATION AND SURROUNDING LAND USES

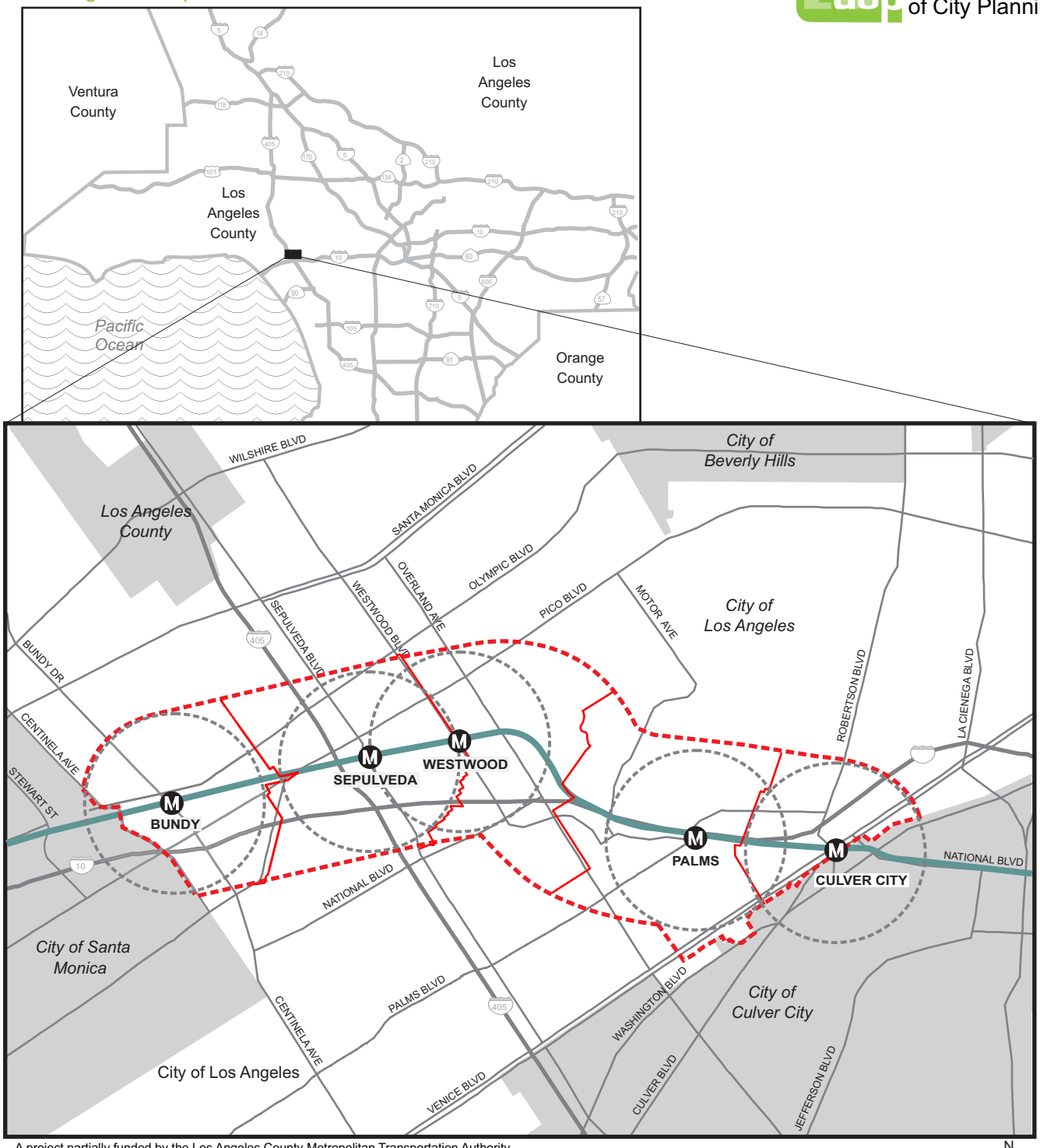
The Project Area is located approximately eight miles west of downtown Los Angeles and contains approximately 1,971 acres (**Figures 3-1** and **3-2**). The Project Area is located entirely within the incorporated City of Los Angeles and is comprised of an approximately five-mile-long, one-mile-wide corridor along the Expo Phase 2 LRT Corridor (which generally includes the half-mile radii around five stations: Bundy, Sepulveda, Westwood, Palms, and Culver City). As shown in **Figure 3-1**, the half-mile radii extend into the neighboring cities of Santa Monica and Culver City, and therefore are not included in the Project Area. The Project Area is divided into five station segments to facilitate impact analysis in this EIR, and, as shown in **Figure 3-2**, multiple areas of proposed change/subareas are contained in each of the station segments.

Within the Project Area, there is currently a mix of zoning. The primary zoning around the Palms and Westwood Stations is residential. The Westwood Station Area is comprised almost entirely of R1 (single-family residential) zoned properties, and the Palms Station is comprised mostly of R3 (multi-family residential) zoned properties. Around the Culver City, Sepulveda, and Bundy Stations, there are concentrations of industrially zoned land in the immediate vicinity of the transit stations, with a mix of residential, commercial, and public facilities zoning nearby.

Exposition Corridor Transit Neighborhood Plan

Figure 3-1 Regional Map

Los Angeles Department of City Planning



A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

Not to Scale

N

LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Station Segment Boundary
- Jurisdictional Boundary

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

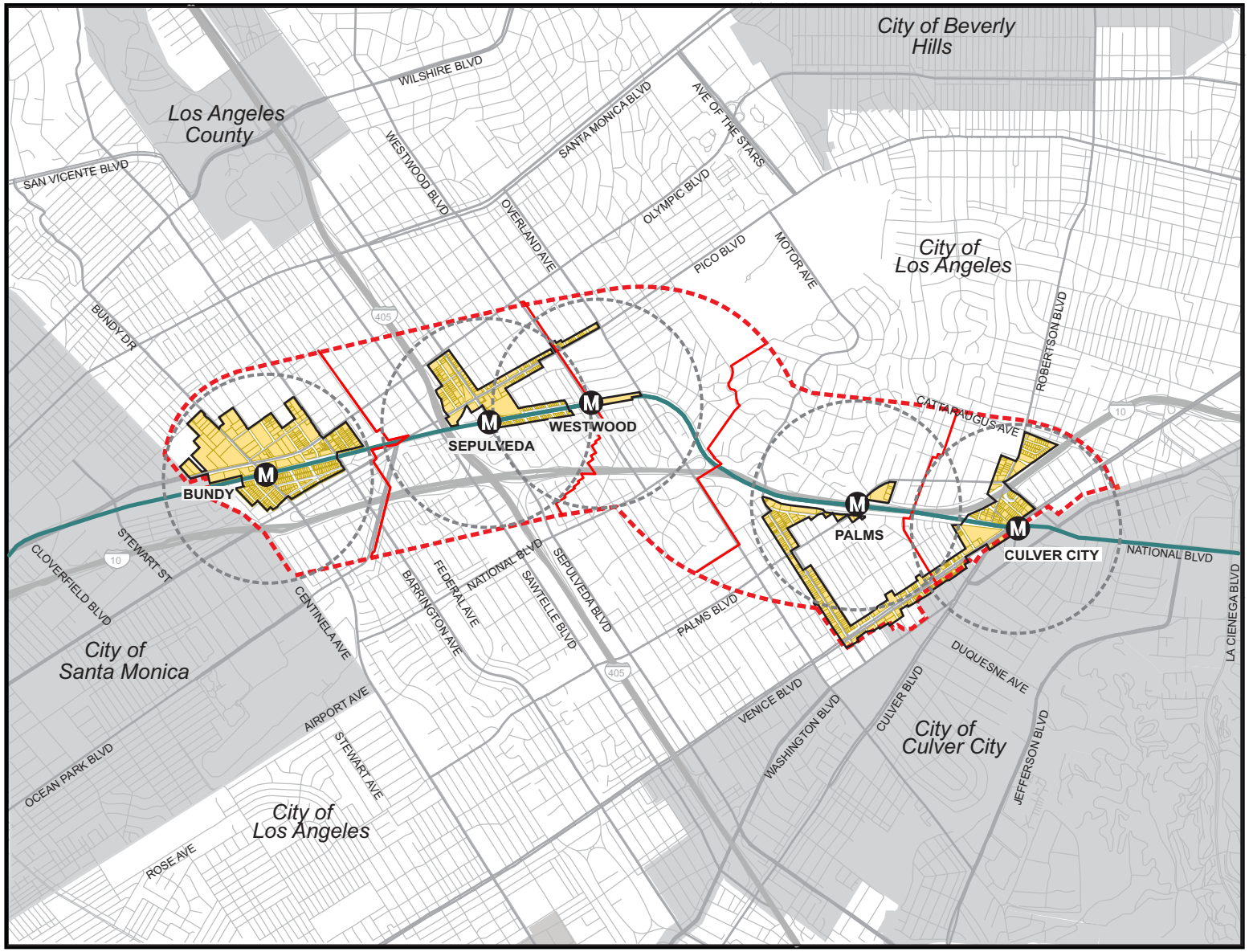
SOURCE: City of Los Angeles and TAHA, 2017.

2012-058

Exposition Corridor Transit Neighborhood Plan

Figure 3-2 Project Area and Areas of Proposed Change

Los Angeles Department of City Planning



LEGEND:

- ECTNP Boundary
- Station Segment Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Jurisdictional Boundary
- Areas of Proposed Change/ Subareas

Approx. Scale

N

0 0.35 0.7 MILES

A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

SOURCE: City of Los Angeles and TAHA, 2017.

2012-058

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

3.4 PROJECT DESCRIPTION

The Proposed Project would establish a Specific Plan to guide future development within the Expo Corridor. The Specific Plan would include General Plan amendments and zone changes that encourage infill development and a mix of uses within identified areas to promote transit ridership, reduce automobile dependence, and create vibrant neighborhoods around the transit stations.

The Proposed Project: (1) creates four new zones and one new land use designation, and changes zoning and land use designations within specified portions of the Project Area (see **Figure 3-2**); (2) includes public benefit requirements associated with tiered floor area ratios (FARs) in the new zones; (3) creates streetscape plans for identified street segments in the Project Area; and (4) requires design standards for new development within the Project Area (excluding R1 and R2 zones). Appendix A of the Specific Plan lists eligible public benefits, the potential environmental impacts of which have been analyzed and evaluated in this EIR. The Proposed Project also includes new open space regulations and parking regulations for select properties within the Project Area. Each of these Proposed Project components is discussed in detail below.

ANTICIPATED POPULATION, HOUSING AND EMPLOYMENT

The proposed General Plan land use designation and zoning changes are aimed at accommodating forecasted growth in the area, and are anticipated to result in growth in the number of dwelling units and non-residential floor area, exceeding the amount allowed by the current land use designation and zoning in the Project Area. That growth is summarized in the following **Table 3-1**, which compares existing conditions to the reasonable expected development under the Current Plan and the Proposed Plan (in 2035, the horizon year of the plan).

TABLE 3-1: DWELLING UNITS, POPULATION, EMPLOYMENT, AND NON-RESIDENTIAL SQUARE FOOTAGE FOR THE ECTNP AND THE ALTERNATIVE COMPLIANCE SCENARIO/g/

	Housing (dwelling units)	Population (persons)	Employment (jobs)	Non-Residential Square Footage
Existing Conditions (2013)	25,018/a/	50,595/a/	33,962/b/	11,424,485/c/
Current Plan Reasonable Expected Development (2035)	26,072	52,447	37,775	13,727,355
Proposed Plan Reasonable Expected Development (2035)	29,441/d/	59,571/e/	48,296/f/	16,957,415
Difference Between Existing Conditions and Proposed Plan	4,423	8,976	14,334	5,532,930
Difference Between Current Plan and Proposed Plan	3,369	7,124	10,521	3,230,060
Alternative Compliance Reasonable Expected Development (2035)	31,060/d/	62,810/e/	43,419/f/	15,311,503
Difference Between Existing Conditions and Alternative Compliance Scenario	6,042	12,215	9,457	3,887,018
Difference Between Current Plan and Alternative Compliance Scenario	4,988	10,363	5,644	1,584,148

SOURCES and NOTES:
/a/ Existing Population and Housing are estimates derived from the US Census (2010), adjusted to 2013 using average growth rates from the California Department of Finance. See Section 4.10, Population, Housing, and Employment and **Appendix F** of this EIR for detailed methodology.
/b/ U.S. Census "On The Map" application (2013).
/c/ Existing non-residential square footage is derived from the existing number of jobs in each station segment, multiplied by an average square foot per employee factor that reflects the types of land uses in each area.
/d/ Estimated number of dwelling units in Proposed Plan Reasonable Expected Development is based on a methodology using reasonably anticipated residential densities for each zone. See **Appendix F** for further discussion about the methodology and how population, housing, employment, and non-residential development were determined for the Proposed Project.
/e/ Population in Proposed Plan Reasonable Expected Development is derived from the estimated number of dwelling units multiplied by the SCAG estimated persons per household (by Community Plan Area) for 2035.
/f/ Employment in Proposed Plan Reasonable Expected Development is derived from the estimated square footage of non-residential use, using square foot per employee factors that reflect the types of land uses permitted by the proposed zoning.
/g/ DCP has considered SCAG 2012-2035 RTP/SCS base year estimates and 2040 growth projections contained in the 2016-2040 RTP/SCS and has concluded the estimates in this table remain reasonable and consistent with the 2016-2040 RTP/SCS estimates and projections. See **Appendix K** of this EIR for details.

ALTERNATIVE COMPLIANCE SCENARIO

The ECTNP includes an Alternative Compliance scenario that would allow designated sites (within the areas of proposed change) to have a different mix of residential and non-residential uses than required per the proposed zoning of the property. Projects utilizing this path would still be subject to the maximum FAR and other zoning and development standards, and would also be required to provide increased public benefits and affordable housing. **Table 3-1** shows the effect the Alternative Compliance scenario could have on population, housing, and employment in the future (2035), and compares the population, housing, and employment of the Proposed Project incorporating the Alternative Compliance scenario to the existing conditions and the Current Plan.

Figures 3-3a and **3-3b** show the parcels where the Alternative Compliance scenario would be permitted. Projects reviewed under the Alternative Compliance scenario of the Specific Plan would be required to obtain a "Director's Determination for Alternative Compliance."

SUMMARY OF LAND USE AND ZONE CHANGES

The Proposed Project proposes land use changes that can accommodate the anticipated growth in population, housing, and employment shown above. Of the approximately 1,971 acres that comprise the Project Area, approximately 258 acres (13 percent) are proposed for General Plan land use and zone changes that would modify the allowable intensity, density, and types of uses on those properties and thus increase the capacity for housing and jobs. These areas of proposed change, also known as Subareas in the Specific Plan and shown in **Figure 3-2**, are located directly around the transit stations and along major corridors within the Project Area.

Of the land use and zone changes, the majority (approximately 58 percent) involve a change from a Light Manufacturing land use designation to a Hybrid Industrial designation, creating an opportunity for higher-intensity office and light industrial development while also introducing limited capacity for residential development in areas where it is currently not permitted. Approximately 26 percent of the change areas involve rezoning properties along commercial corridors (primarily zoned as C2) to the Mixed Use: Commercial/Residential zone in order to encourage mixed use and higher intensity commercial development in areas currently dominated by low scale commercial buildings and single-use multi-family residential uses. Approximately six percent of the changes involve rezoning select properties along key corridors to the RAS4 zone to allow neighborhood-scale mixed use development that creates and/or maintains ground floor commercial activity on those streets while introducing capacity for multi-family housing. Approximately nine percent of the changes involve rezoning select R1 and R2 zoned properties proximate to the stations to the RD1.5 or R3 zones to encourage additional housing capacity proximate to the stations. Finally, approximately one percent of the changes comprise rezoning several currently vacant City-owned properties along the Expo right-of-way to the Open Space (OS) zone to make them consistent with plans for development of a public open space. Station specific zone, FAR, and height changes are discussed in Section 4.8, Land Use and Planning.

The Proposed Project also includes Urban Design Standards and Guidelines and Streetscape Plans (see below), which do not directly result in additional capacity for population, housing, and employment, but are key project features that contribute to the livability and walkability of the Project Area.

GENERAL PLAN AMENDMENTS AND ZONE CHANGES

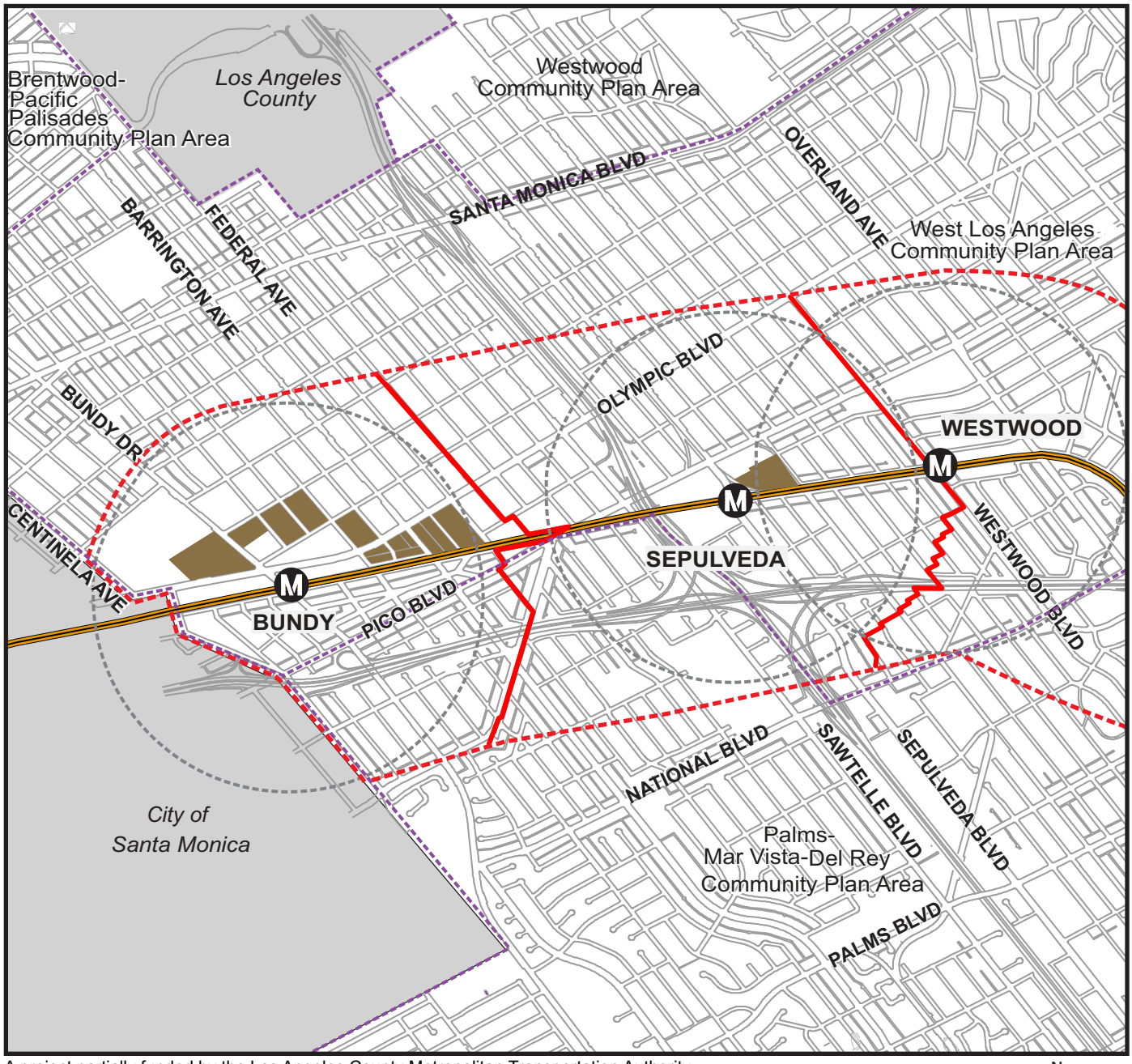
General Plan Land Use

Figures 3-4a and **3-4b** show the existing General Plan land use designations. The Proposed Project would initiate several General Plan amendments, including land use designation, and would create a new General Plan land use designation: Hybrid Industrial. **Figures 3-5a** and **3-5b** show the proposed General Plan land use designations for the Project Area. The Hybrid Industrial designation encourages clean industry uses, including high tech, creative, and media industry functions. Specific General Plan land use designation changes are discussed in Section 4.8, Land Use and Planning.

Exposition Corridor Transit Neighborhood Plan

Figure 3-3a Map of Sites Eligible for Alternative Compliance (Bundy Station to Westwood Station)

Los Angeles Department of City Planning



A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Station Segment Boundary
- Community Plan Areas
- Jurisdictional Boundary
- Eligible for Alternative Compliance

N

Approx. Scale

0 1,050 2,100 FEET

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

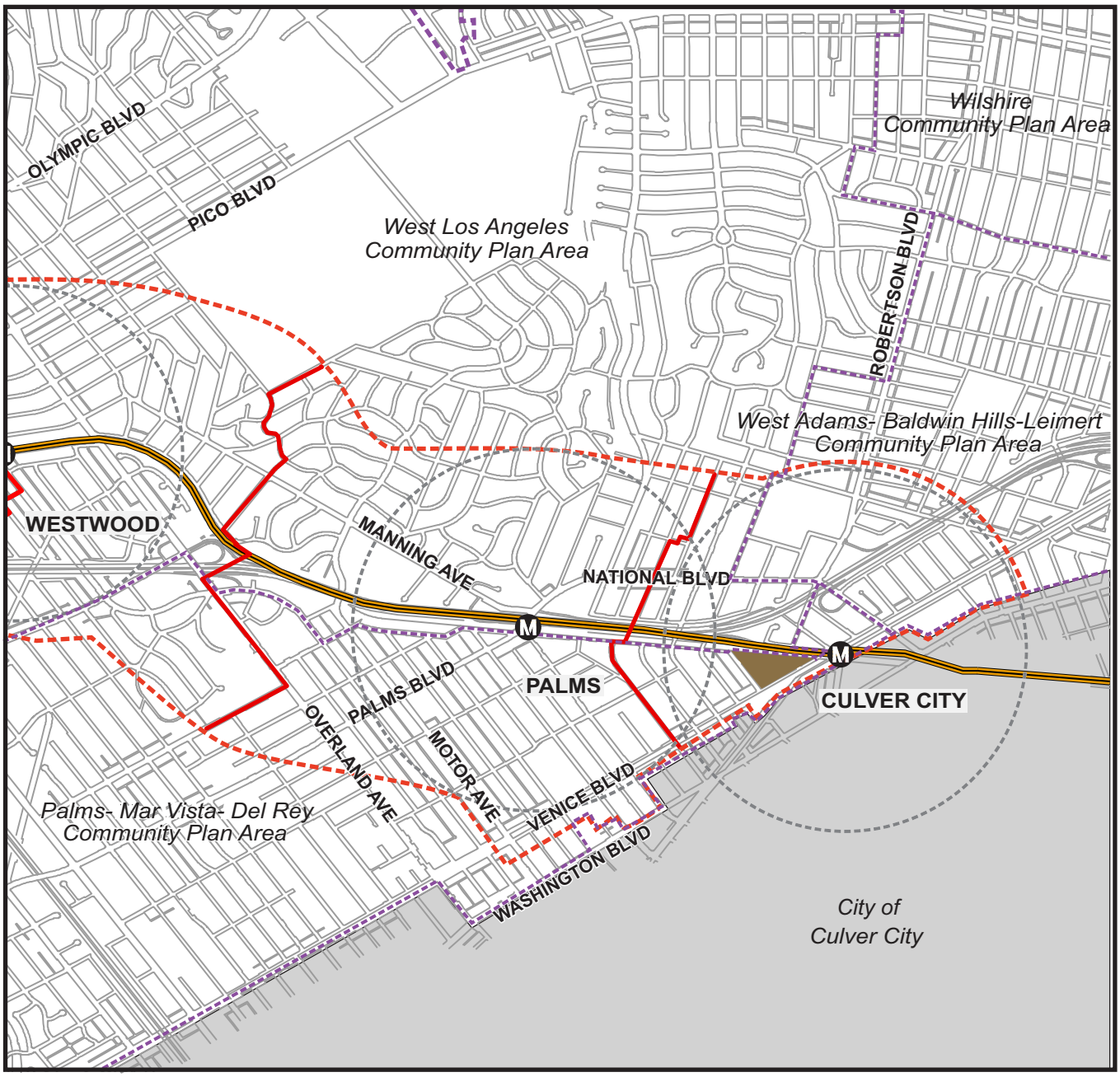
SOURCE: City of Los Angeles, TAHA, and Gruen Assoicates, 2017.

2012-058

Exposition Corridor Transit Neighborhood Plan

Figure 3-3b Maps of Sites Eligible for Alternative Compliance
(Palms and Culver City Stations)

Los Angeles Department of City Planning



A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Station Segment Boundary
- Community Plan Areas
- Jurisdictional Boundary
- Eligible for Alternative Compliance

N

Approx. Scale

0 1,050 2,100 FEET

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

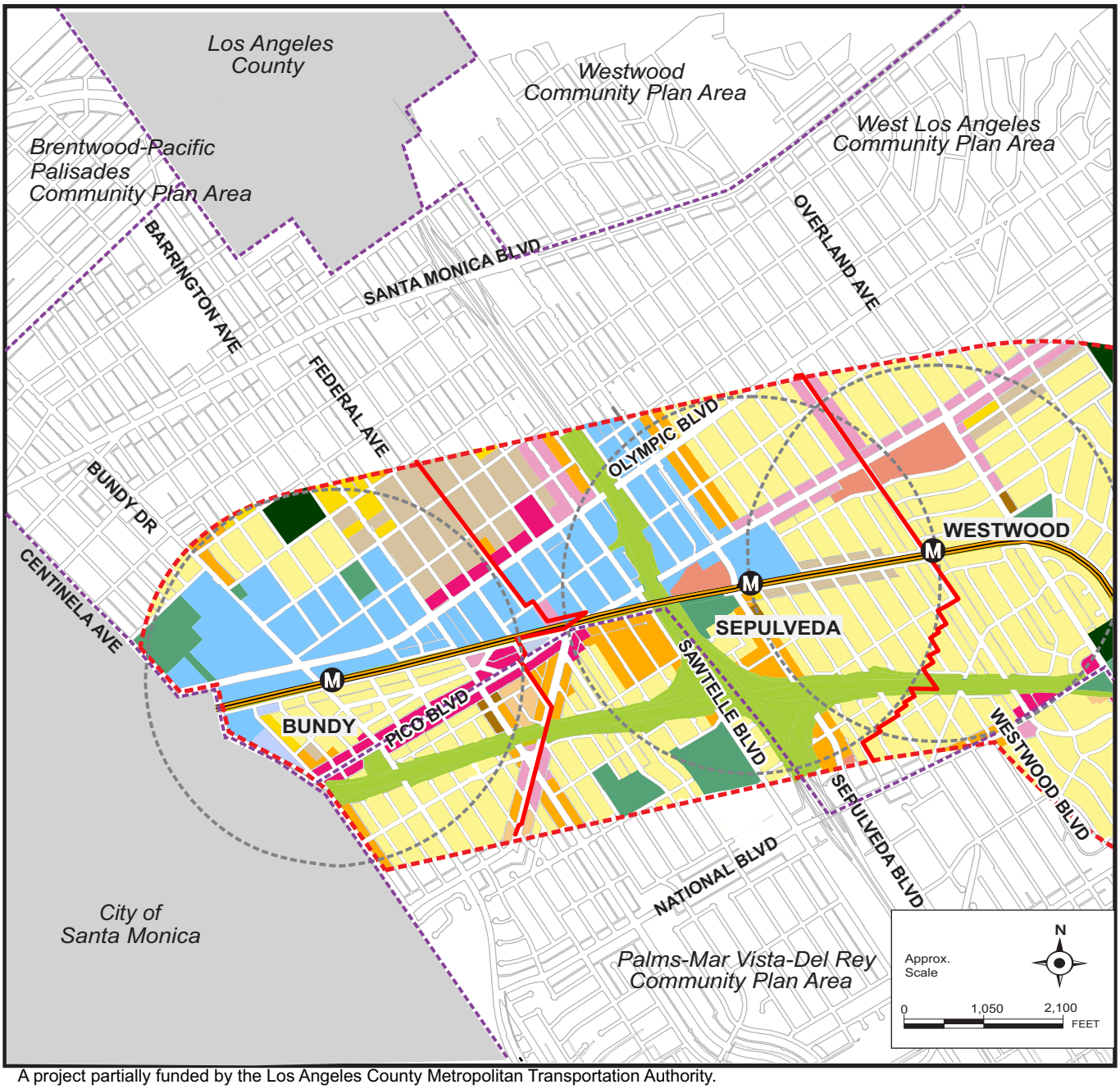
SOURCE: City of Los Angeles, TAHA, and Gruen Assoicates, 2017.

2012-058

Exposition Corridor Transit Neighborhood Plan

Figure 3-4a Existing General Plan Land Use (Bundy Station to Westwood Station)

Los Angeles Department of City Planning



A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Community Plan Areas
- Station Segment Boundary
- Jurisdictional Boundary
- Low Residential
- Low Medium Residential
- Low Medium I Residential
- Low Medium II Residential
- Medium Residential
- High Medium Residential
- Neighborhood Office Commercial
- Neighborhood Commercial
- General Commercial
- Community Commercial
- Commercial Manufacturing
- Limited Industrial
- Light Industrial
- Parking
- Open Space
- Public Facilities
- Public Facilities- Freeway

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

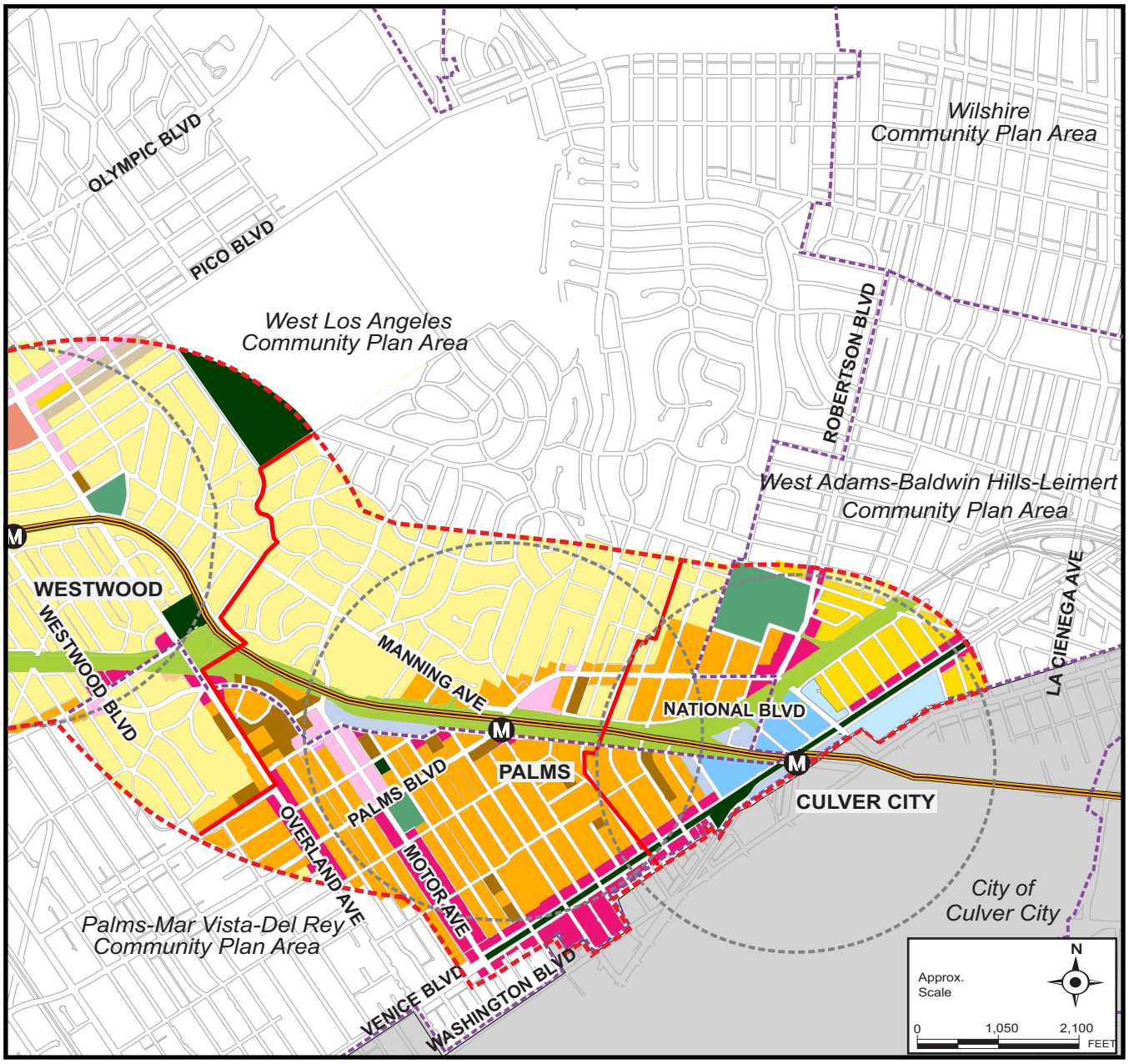
SOURCE: City of Los Angeles, TAHA, and Gruen Assoicates, 2017.

2012-058

Exposition Corridor Transit Neighborhood Plan

Figure 3-4b Existing General Plan Land Use (Palms and Culver City Stations)

Los Angeles Department of City Planning



A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Community Plan Areas
- Station Segment Boundary
- Jurisdictional Boundary
- Low Residential
- Low Medium Residential
- Low Medium I Residential
- Low Medium II Residential
- Medium Residential
- High Medium Residential
- Neighborhood Office Commercial
- Neighborhood Commercial
- General Commercial
- Community Commercial
- Commercial Manufacturing
- Limited Industrial
- Light Industrial
- Parking
- Open Space
- Public Facilities
- Public Facilities- Freeway

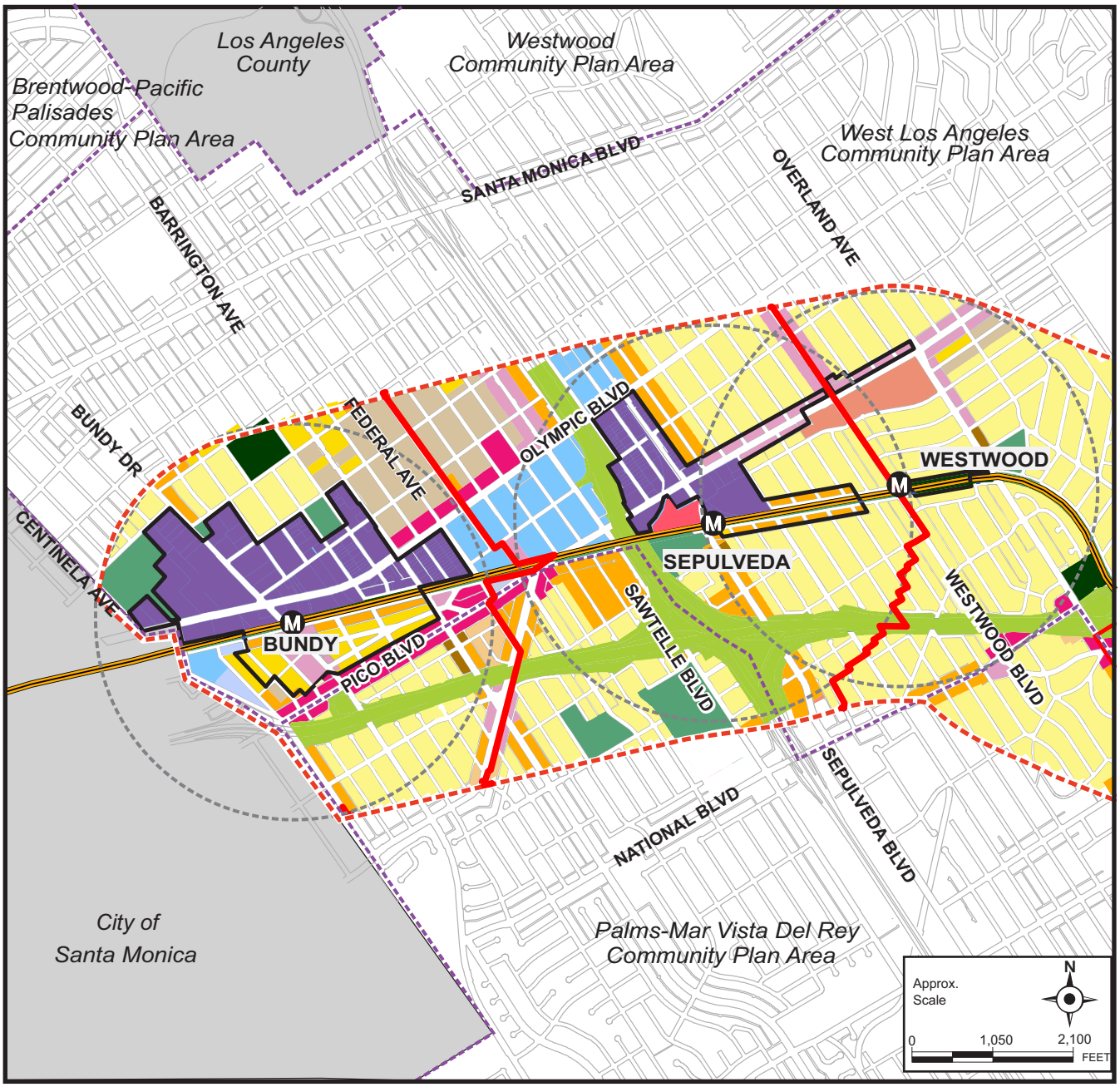
LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: City of Los Angeles, TAHA, and Gruen Assoicates, 2017.

Exposition Corridor Transit Neighborhood Plan

Figure 3-5a Proposed General Plan Land Use (Bundy Station to Westwood Station)

Los Angeles Department of City Planning



A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Community Plan Areas
- Station Segment Boundary
- Jurisdictional Boundary
- Areas of Proposed Change/Subareas
- Low Residential
- Low Medium Residential
- Low Medium I Residential
- Low Medium II Residential
- Medium Residential
- High Medium Residential
- Neighborhood Office Commercial
- Neighborhood Commercial
- General Commercial
- Community Commercial
- Commercial Manufacturing
- Hybrid Industrial
- Limited Industrial
- Light Industrial
- Parking
- Open Space
- Public Facilities
- Public Facilities-Freeway

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

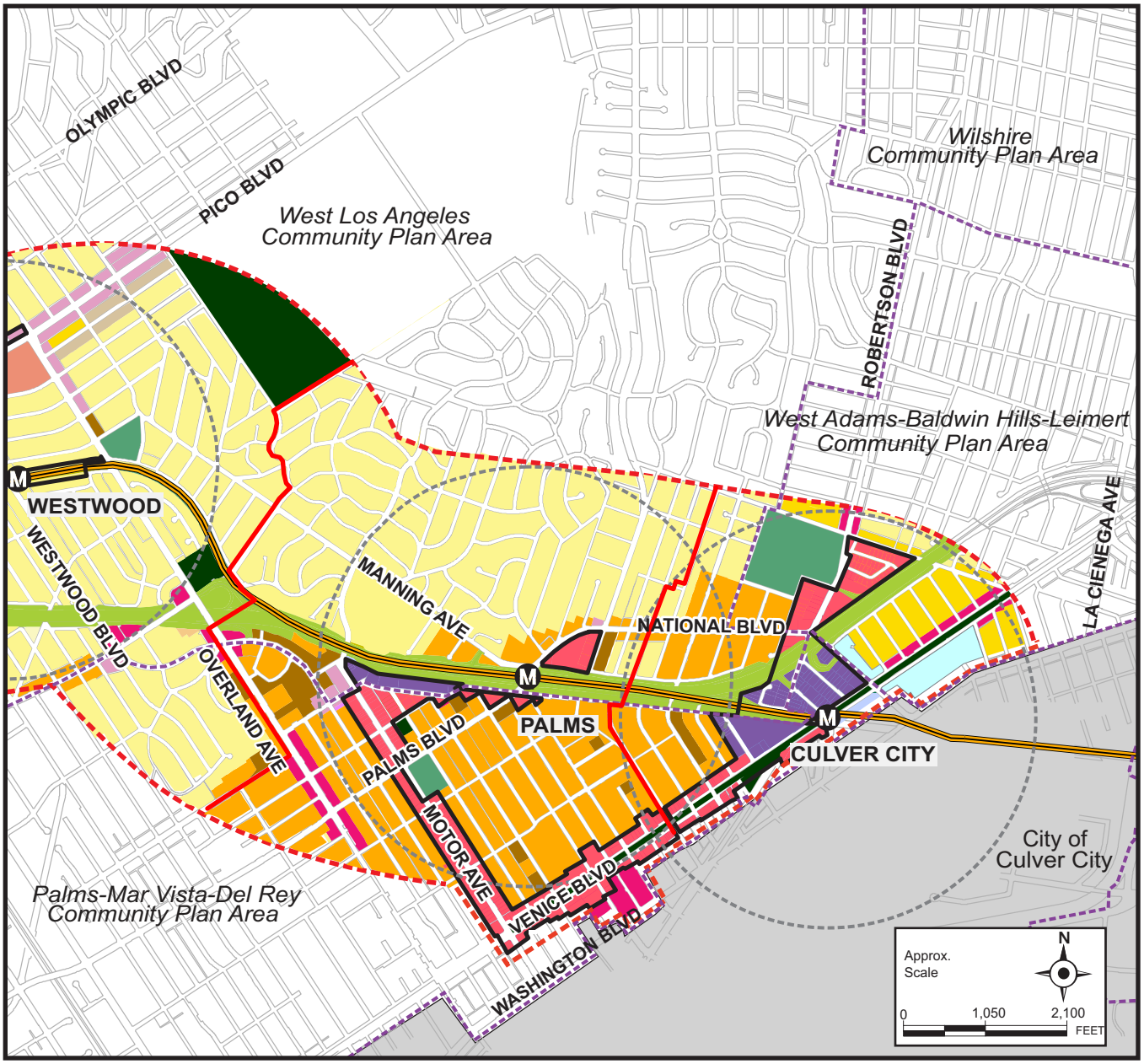
SOURCE: City of Los Angeles, TAHA, and Gruen Assoicates, 2017.

2012-058

Exposition Corridor Transit Neighborhood Plan

Figure 3-5b Proposed General Plan Land Use (Palms and Culver City Stations)

Los Angeles Department of City Planning



A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Community Plan Areas
- Station Segment Boundary
- Jurisdictional Boundary
- Areas of Proposed Change/Subareas

- Low Residential
- Low Medium Residential
- Low Medium I Residential
- Low Medium II Residential
- Medium Residential
- High Medium Residential

- Neighborhood Office Commercial
- Neighborhood Commercial
- General Commercial
- Community Commercial
- Commercial Manufacturing
- Hybrid Industrial
- Limited Industrial
- Light Industrial

- Parking
- Open Space
- Public Facilities
- Public Facilities-Freeway

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: City of Los Angeles, TAHA, and Gruen Assoicates, 2017.

2012-058

Zone Changes

Figures 3-6a and **3-6b** show the existing zoning. The Proposed Project would initiate zone changes, either to existing zone classifications (RAS4, R3, and RD1.5) or to new zone classifications created by the Proposed Project (New Industry, Hybrid Industrial: Jobs Emphasis, Hybrid Industrial: Residential Emphasis, and Mixed Use: Commercial/Residential). **Figures 3-7a** and **3-7b** show the proposed zoning for the Project Area. These zones are generally described below, and are grouped by whether they are existing zones found in the current City zoning code or new zones established by the proposed Specific Plan.

Existing Zone Classifications

RAS4 (Residential Accessory Services). This zone is a multi-family residential zone that allows neighborhood-serving commercial use on the ground floor. Within the Proposed Project, a change to this zone is intended to revitalize commercial corridors while allowing uses that are compatible with abutting residential neighborhoods. The residential density in this zone is limited to one dwelling unit per 400 square feet of lot area (or approximately 108 dwelling units per acre). Typical building types include multi-story mixed use or residential-only buildings. The FAR is limited to 3.0:1.

R3 (Multi-family Residential). This zone is a medium density multi-family residential zone. Typically, developments include apartments or condominiums with sub-grade or structured parking. The residential density in this zone is limited to one dwelling unit per 800 square feet of lot area (or approximately 54 dwelling units per acre). The FAR is limited to 3.0:1.

RD1.5 (Restricted Density Multi-family Residential). This zone is a low medium density (per the General Plan Land Use) multi-family residential zone, which allows one dwelling unit per 1,500 square feet of lot area (or approximately 29 dwelling units per acre). Typical developments include a residential unit with accessory living quarters, duplexes, multi-family apartments or condominiums, or small lot subdivisions. The FAR is limited to 3.0:1.

New Zone Classifications

New Industry. The proposed New Industry zone is intended to be an employment zone with uses tailored to 21st century and creative industries, such as digital technology, research and development, media, design, and publishing, motion pictures, and broadcasting. Light manufacturing and assembly uses associated with these industries are also appropriate in this zone. Retail and restaurant uses are intended to be ancillary uses that support the employment uses. Traditional residential uses are prohibited in this zone, but live/work units built to building code standards that allow non-residential employees are permitted. Permitted FARs range from 2.5:1 to 4.0:1, depending on the amount of public benefits provided.

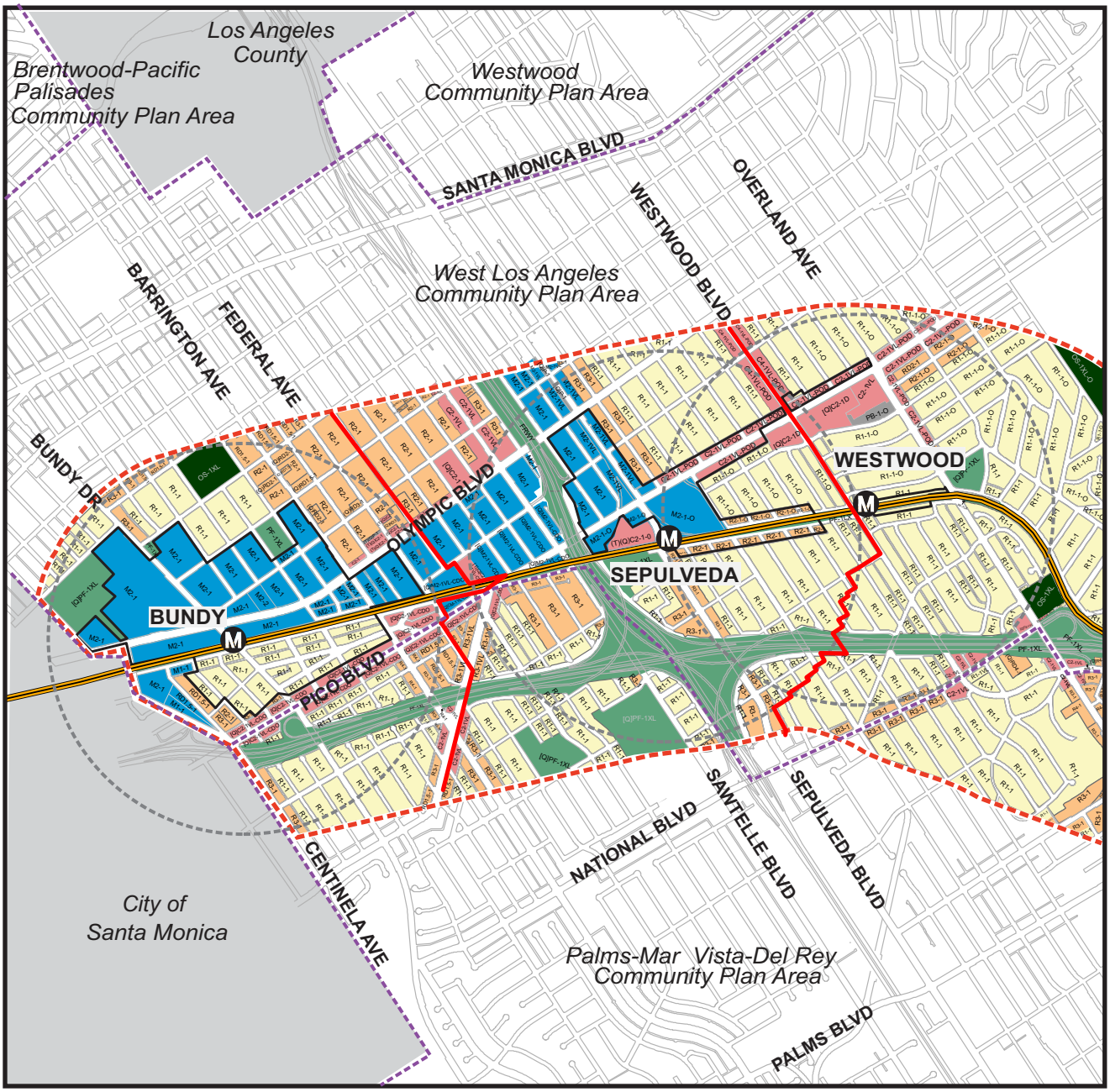
Hybrid Industrial: Jobs Emphasis. This hybrid zone is intended to be an employment-focused zone while also allowing a limited amount of residential uses. The employment uses in this zone are similar to those in the New Industry zone, but can include a larger amount of retail, restaurant, and entertainment uses. Residential use is limited to 30 percent of the total square footage of a project, though projects would have the ability to include up to 50 percent residential use by providing additional public benefits. Projects that include residential uses would be permitted a FAR range of 2.0:1 to 4.0:1 (depending on the public benefits provided) and projects without residential uses would have a permitted FAR range of 2.5:1 to 4.0:1 (depending on the public benefits provided).

Hybrid Industrial: Residential Emphasis. This hybrid zone is intended to be a zone that requires a minimum level of employment uses (similar to New Industry and Hybrid Industrial: Jobs Emphasis) along with a greater but still limited amount of residential use. This zone allows residential use for up to 70 percent of the total square footage of a project, though projects would have the ability to include up to 75 percent residential use by providing additional public benefits. A project would be allowed to be entirely commercial or include a mix of residential and commercial uses.

Exposition Corridor Transit Neighborhood Plan

Figure 3-6a Existing Zoning (Bundy Station to Westwood Station)

Los Angeles Department of City Planning



A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Community Plan Areas
- Station Segment Boundary
- Jurisdictional Boundary
- Areas of Proposed Change/Subareas

Generalized Zoning

- Single Family Residential
- Multiple Family Residential
- Commercial
- Industrial
- Parking
- Open Space
- Public Facilities

Approx. Scale

N

0 1,050 2,100 FEET

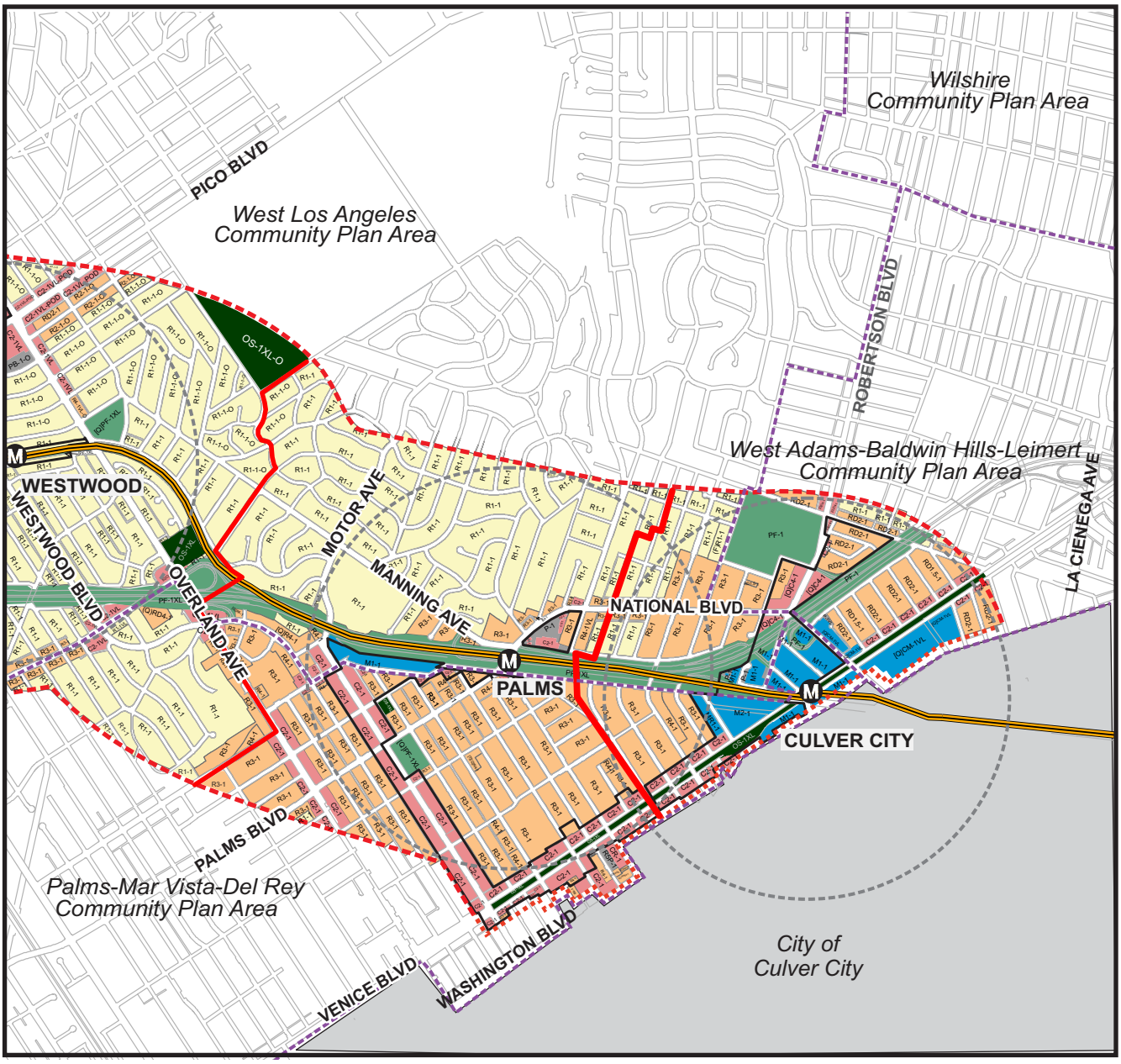
LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: City of Los Angeles, TAHA, and Gruen Assoicates, 2017.

Exposition Corridor Transit Neighborhood Plan

Figure 3-6b Existing Zoning (Palms and Culver City Stations)

Los Angeles Department of City Planning



A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Community Plan Areas
- Station Segment Boundary
- Jurisdictional Boundary
- Areas of Proposed Changes/Subareas

Generalized Zoning

- Single Family Residential
- Multiple Family Residential
- Commercial
- Industrial
- Parking
- Open Space
- Public Facilities

Approx. Scale

N

0 1,050 2,100 FEET

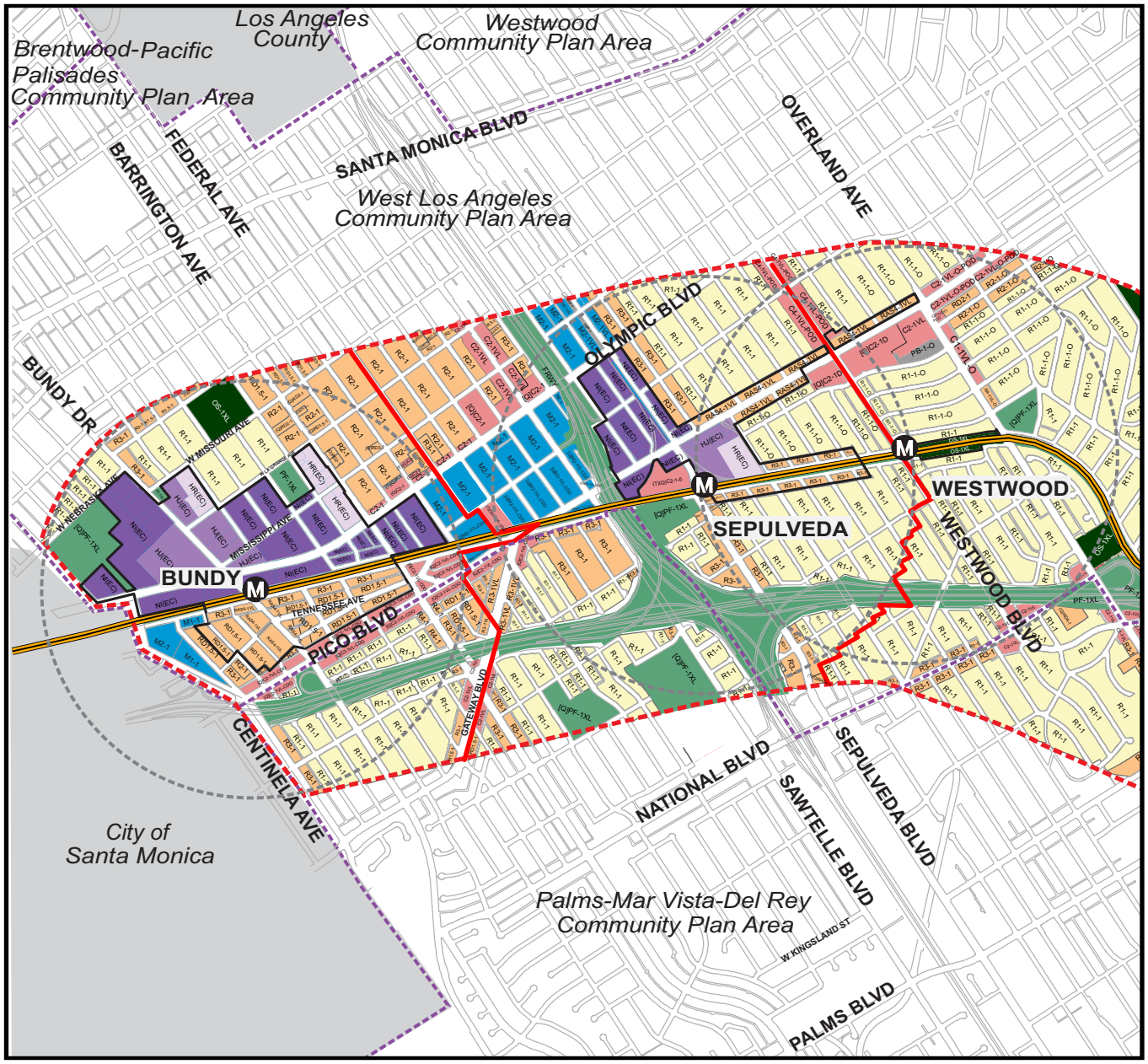
LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: City of Los Angeles, TAHA, and Gruen Assoicates, 2017.

Exposition Corridor Transit Neighborhood Plan

Figure 3-7a Proposed Zoning (Bundy Station to Westwood Station)

Los Angeles Department of City Planning



A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Community Plan Areas
- Station Segment Boundary
- Jurisdictional Boundary
- Areas of Proposed Change/Subareas

Generalized Zoning

- Single Family Residential
- Multiple Family Residential
- Commercial
- Mixed Use: Commercial/Residential
- Hybrid Industrial: Residential Emphasis
- Hybrid Industrial: Jobs Emphasis
- New Industry
- Industrial
- Parking
- Open Space
- Public Facilities

Approx. Scale

N

0 1,050 2,100 FEET

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

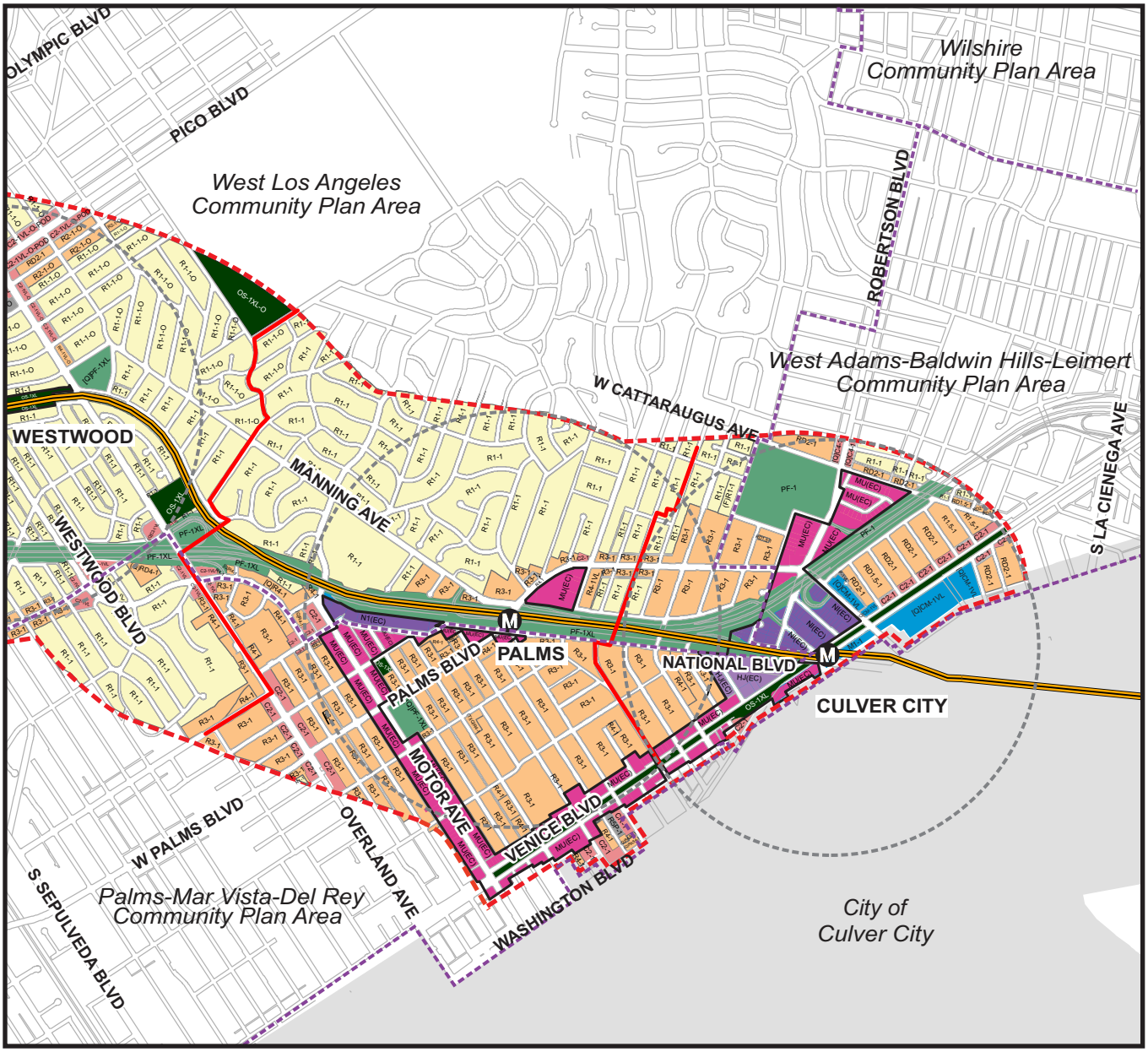
SOURCE: City of Los Angeles, TAHA, and Gruen Associates, 2017.

2012-058

Exposition Corridor Transit Neighborhood Plan

Figure 3-7b Proposed Zoning (Palms and Culver City Stations)

Los Angeles Department of City Planning



A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Community Plan Areas
- Station Segment Boundary
- Jurisdictional Boundary
- Areas of Proposed Change/Subareas

Generalized Zoning

- Single Family Residential
- Multiple Family Residential
- Commercial
- Mixed Use: Commercial/Residential
- Hybrid Industrial: Residential Emphasis
- Hybrid Industrial: Jobs Emphasis
- New Industry
- Industrial
- Parking
- Open Space
- Public Facilities

Approx. Scale

N

0 1,050 2,100 FEET

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: City of Los Angeles, TAHA, and Gruen Assoicates, 2017.

2012-058

The Hybrid Industrial: Residential Emphasis zone would serve as a transition zone from residential-only neighborhoods to jobs centers. The permitted FAR for projects that include residential uses would range from 2.0:1 to 4.0:1 (depending on the public benefits provided), for projects without residential uses the permitted FAR would range from 2.5:1 to 4.0:1 (depending on the public benefits provided).

Mixed Use: Commercial / Residential. This zone is intended to allow neighborhood and community commercial uses and institutional uses, either alone or in combination with multi-family residential. This zone activates commercial corridors with a variety of uses that serve the local community while also providing housing. The Mixed Use: Commercial/Residential zone allows residential use for up to 90 percent of the total square footage, depending on the FAR of a development project. A project site could consist entirely of non-residential use or a mix of residential and commercial use. The permitted FAR would range from 2.0:1 to 3.6:1 (depending on the public benefits provided).

Development projects involving new construction or addition/redevelopment within the four new zones described above would have a base FAR that could be increased up to a bonus FAR level depending on the provision of public benefits (**Table 3-2**; see also Public Benefits, below).

TABLE 3-2: NEW ZONE CLASSIFICATIONS AND ASSOCIATED MAXIMUM FLOOR AREA RATIOS

	New Industry	Hybrid Industrial: Jobs Emphasis	Hybrid Industrial: Residential Emphasis	Mixed Use: Commercial/ Residential
Base FAR	2.5:1	2.0:1 /a/	2.0:1 /a/	2.0:1
Bonus FAR	4.0:1	4.0:1	4.0:1	3.6:1

/a/ Projects without residential uses are permitted a Base FAR of 2.5:1.
SOURCE: City of Los Angeles, 2017.

Corridor-Wide General Plan Land Use and Zone Changes

Table 3-3 shows the existing General Plan land use designations and zoning for properties within the areas of proposed change within the ECTNP Area. **Table 3-4** shows the proposed General Plan land use designations and zoning for the areas of proposed change within the ECTNP Area.

TABLE 3-3: EXISTING LAND USE AND ZONING WITHIN ECTNP AREAS OF PROPOSED CHANGE

General Plan Land Use	Acres	Zoning	FAR	Max Allowable Height (Stories) /d/	Max Allowable Height (Feet) /d/
Neighborhood Commercial	20.1	C2-1, P-1	1.5:1	N/A	N/A
		C2-1VL	1.5:1	3 /a/	45
General Commercial	40.7	C2-1, C4-1	1.5:1	N/A	N/A
		CR-1	1.5:1	6	75
		RD2-1, R3-1	3.0:1	N/A	45
		R4-1	3.0:1	N/A	N/A
Limited Manufacturing	11.65	M1-1, P-1	1.5:1	N/A	N/A
Light Manufacturing	139.1	M1-1, M2-1	1.5:1	N/A	N/A
		M2-1VL	1.5:1	3	45
		M2-2	6:1	N/A	75
Low Residential	26.3	R1-1	/b/	N/A	33 /c/
Low Medium I Residential	5.6	R2-1	3.0:1	N/A	33
Low Medium II Residential	7	RD1.5-1, RD2-1	3.0:1	N/A	45
Medium Residential	5.7	R3-1	3.0:1	N/A	45
High Medium Residential	1.5	R3-1	3.0:1	N/A	45

/a/ Buildings used entirely for residential (and ground floor commercial in RAS zones) are only limited as to height, not stories.
/b/ See LAMC Section 12.08 C.5 for limitations on the allowable floor area for properties in the R1-1 zone.
/c/ The maximum building height in the R1 zone is limited to 28 feet when the roof of the uppermost story of the building has a slope of less than 25 percent.
/d/ This represents a general height limitation for the zone; some properties have "Q" qualifying conditions which vary from the general limitations.
SOURCE: City of Los Angeles, 2017.

TABLE 3-4: PROPOSED LAND USE AND ZONING WITHIN ECTNP AREAS OF PROPOSED CHANGE

General Plan Land Use	Acres	Zoning	FAR	Height Range (Stories)	Max Height (Feet)
Community Commercial	21.8	Mixed Use: Commercial/ Residential	2:1 to 3.6:1	3 to 6 stories 3 to 7 stories	68 68 to 78
Hybrid Industrial	34.1	Hybrid Industrial: Jobs Emphasis	2:1 to 4.0:1 2.5:1 to 4.0:1	3 to 7 stories 4 to 11 stories 6 to 12 stories	96 148 161
Hybrid Industrial	17	Hybrid Industrial: Residential Emphasis	2.0:1 to 4.0:1 2.5:1 to 4.0:1	4 to 7 stories	96
Hybrid Industrial	97.2	New Industry	2.5:1 to 4.0:1	4 to 6 stories 3 to 7 stories 4 to 11 stories 6 to 12 stories	83 96 148 161
Neighborhood Commercial	15.7	RAS4-1VL	3.0:1	N/A	50
Open Space	2.2	OS	N/A	N/A	N/A
Low Medium II Residential	14	RD1.5-1	3.0:1	N/A	45
Medium Residential	10	R3-1	3.0:1	N/A	45
Neighborhood Commercial	45.5	Mixed Use: Commercial/ Residential	2.0:1 to 3.6:1	3 to 5 stories	58

SOURCE: City of Los Angeles, 2017.

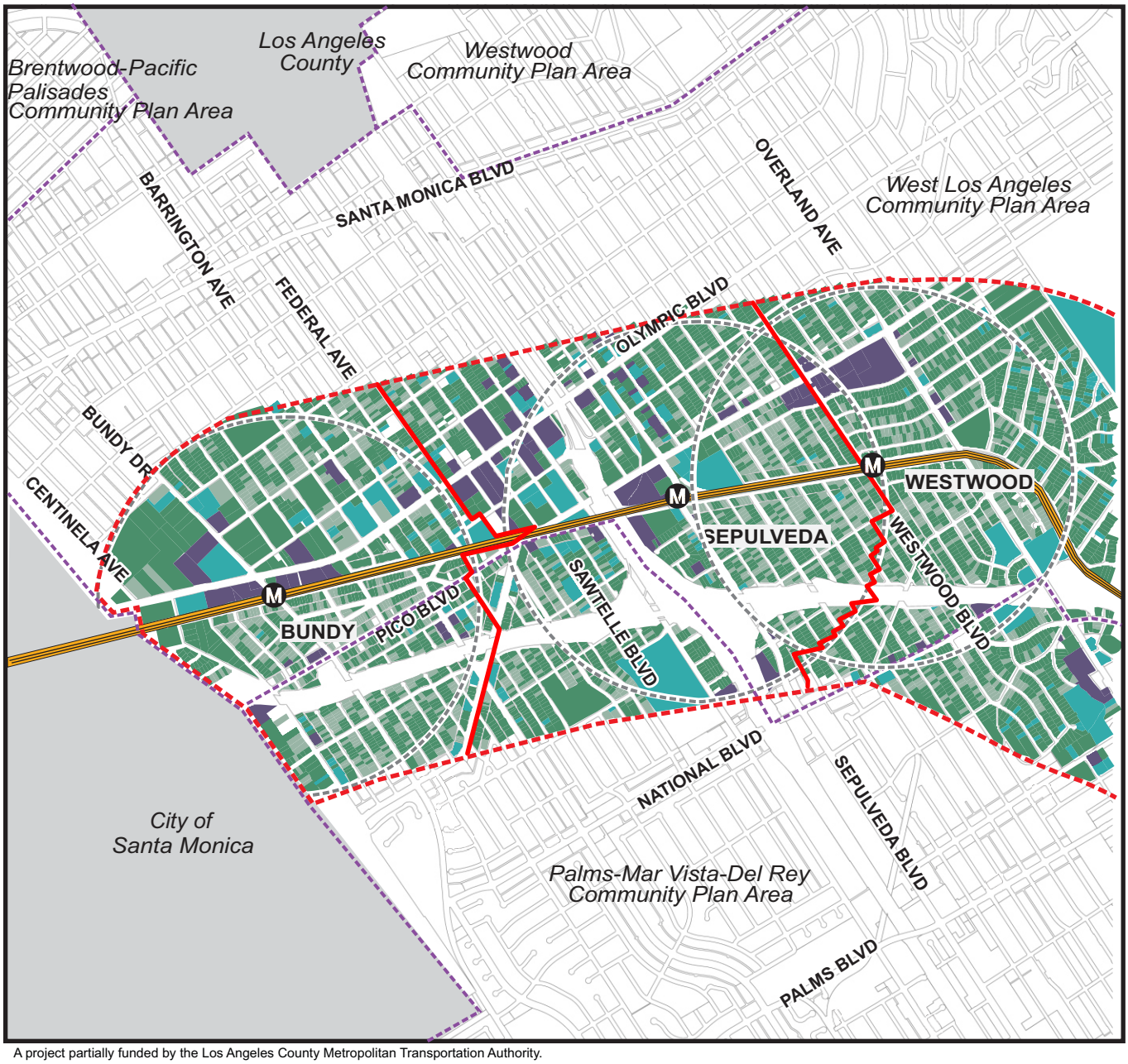
BUILDING HEIGHTS AND FLOOR AREA RATIOS

Figures 3-8a and **3-8b** show the heights of existing buildings in the ECTNP Area. **Figures 3-9a** and **3-9b** show the maximum building heights that would be for the areas of proposed change under the ECTNP. **Figures 3-10a** and **3-10b** illustrate the existing maximum allowable FAR, **Figures 3-11a** and **3-11b** illustrate the proposed FAR, and **Figures 3-12a** and **3-12b** illustrate the difference between the maximum FAR allowable by the existing zoning and the maximum FAR allowed by the proposed zoning. Where the proposed zoning includes a range of FARs, the maximum Bonus FAR was used in order to demonstrate the greatest possible change in FAR between existing and proposed zoning. For properties currently zoned as R1, an FAR of 0.5:1 was assumed to account for the typical floor area allowed on a single-family property per Los Angeles Municipal Code (LAMC) Section 12.08 C.5. While additional floor area may be allowed in the R1 zone, an FAR of 0.5:1 was used to demonstrate the greatest possible change in FAR between existing and proposed zoning on these properties.

Exposition Corridor Transit Neighborhood Plan

Figure 3-8a Heights of Existing Buildings (Bundy Station to Westwood Station)

Los Angeles Department of City Planning



A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Community Plan Areas
- Station Segment Boundary
- Jurisdictional Boundary

Building Heights

- 1-15 Feet
- 16-30 Feet
- 31-44 Feet
- 45 Feet and greater

Approx. Scale

N

0 1,050 2,100 FEET

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: Los Angeles Region Imagery Acquisition Consortium, City of Los Angeles, TAHA, 2017.

2012-058

Exposition Corridor Transit Neighborhood Plan

Figure 3-8b Heights of Existing Buildings (Palms and Culver City Stations)

Los Angeles Department of City Planning

A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Community Plan Areas
- Station Segment Boundary
- Jurisdictional Boundary

Building Heights

- 1-15 Feet
- 16-30 Feet
- 31-44 Feet
- 45 Feet and greater

Approx. Scale

N

0 1,050 2,100 FEET

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

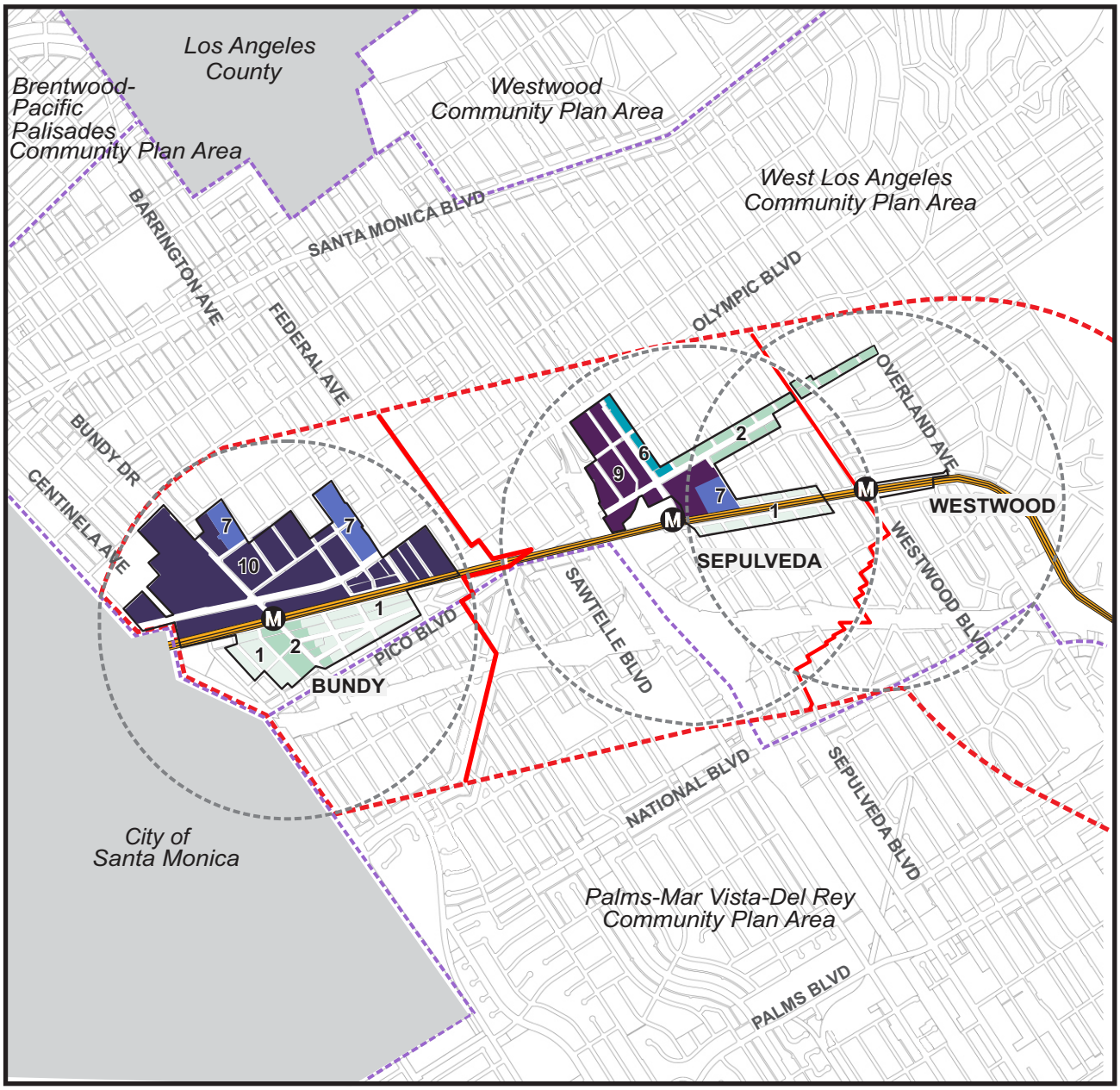
SOURCE: Los Angeles Region Imagery Acquisition Consortium, City of Los Angeles, TAHA, 2017.

2012-058

Exposition Corridor Transit Neighborhood Plan

Figure 3-9a Proposed Maximum Allowable Building Heights (Bundy Station to Westwood Station)

Los Angeles Department of City Planning



A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Community Plan Area
- Station Segment Boundary
- Jurisdictional Boundary
- Areas of Proposed Change/ Subareas

Building Heights

1	45 Feet	6	83 Feet
2	50 Feet	7	96 Feet (78 Feet*)
3	58 Feet	8	96 Feet
4	68 Feet	9	148 Feet (118 Feet*)
5	78 Feet	10	161 Feet (128 Feet*)

* Applies to buildings with residential use above the ground floor.

Approx. Scale

N

0 1,050 2,100 FEET

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

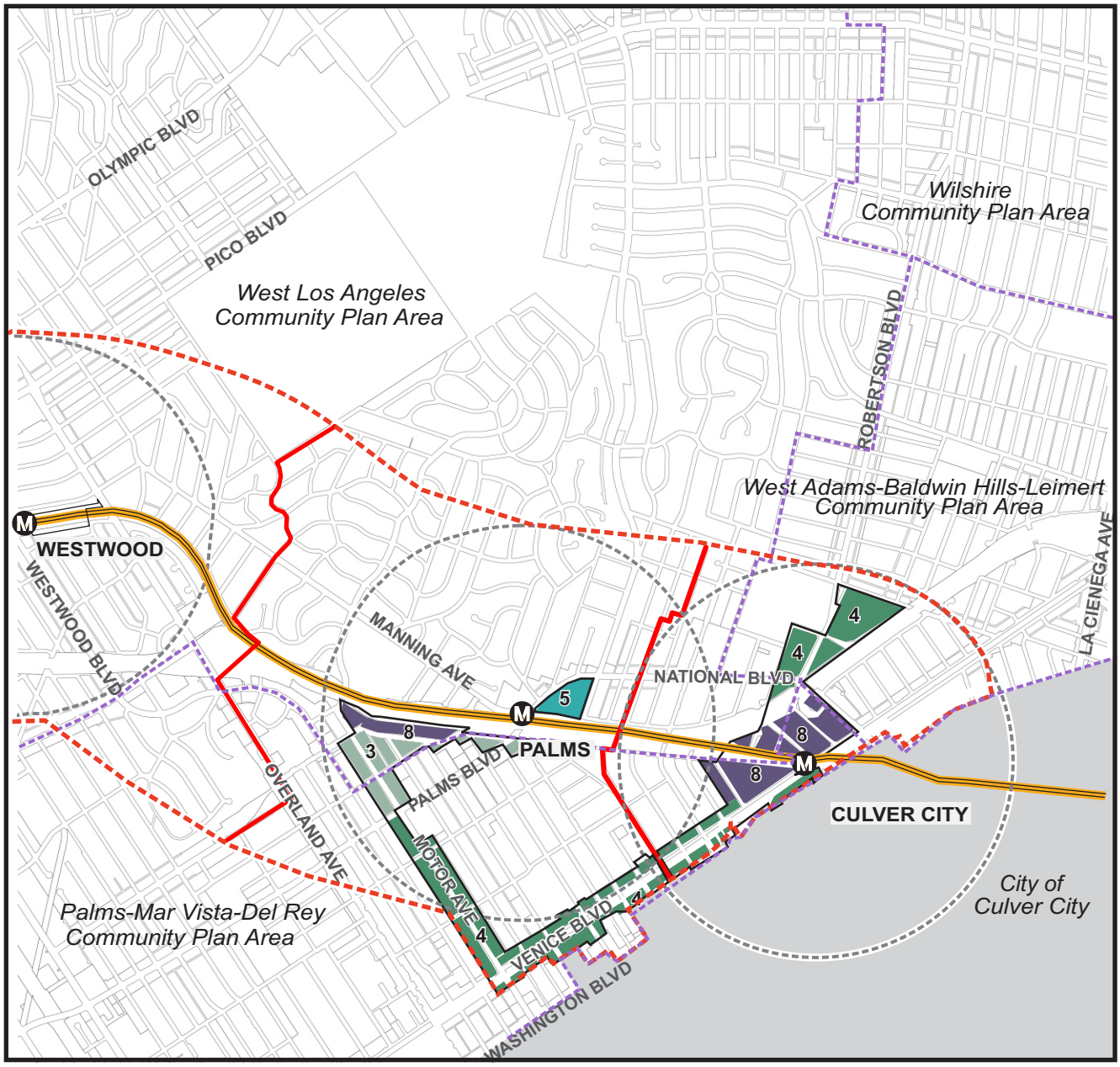
SOURCE: City of Los Angeles, TAHA, and Gruen Assoicates, 2017.

2012-058

Exposition Corridor Transit Neighborhood Plan

Figure 3-9b Proposed Maximum Allowable Building Heights
(Palms and Culver City Stations)

Los Angeles Department of City Planning



A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Community Plan Area
- Station Segment Boundary
- Jurisdictional Boundary
- Areas of Proposed Change/ Subareas

Building Heights

1	45 Feet	6	83 Feet
2	50 Feet	7	96 Feet (78 Feet*)
3	58 Feet	8	96 Feet
4	68 Feet	9	148 Feet (118 Feet*)
5	78 Feet	10	161 Feet (128 Feet*)

* Applies to buildings with residential use above the ground floor.

Approx. Scale

N

0 1,050 2,100 FEET

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

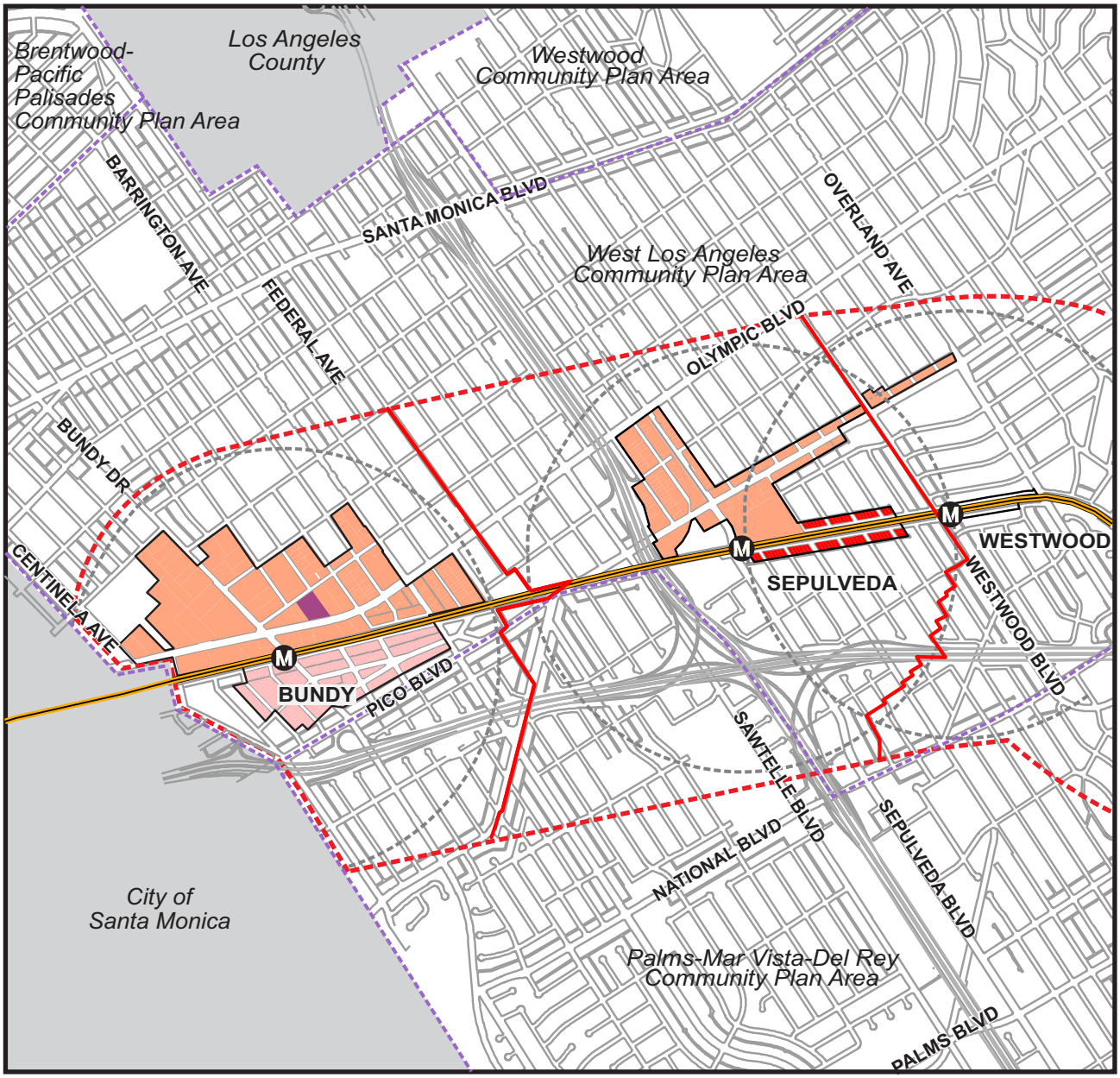
SOURCE: City of Los Angeles, TAHA, and Gruen Assoicates, 2017.

2012-058

Exposition Corridor Transit Neighborhood Plan

Figure 3-10a Existing FAR (Bundy Station to Westwood Station)

Los Angeles Department of City Planning



A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Community Plan Areas
- Station Segment Boundary
- Jurisdictional Boundary
- Areas of Proposed Change/Subareas

Existing Maximum FAR Permitted by Current Zoning

- 0.5
- 1.5
- 3.0
- 3.6
- 4.0
- 6.0

Approx. Scale

N

0 1,050 2,100 FEET

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

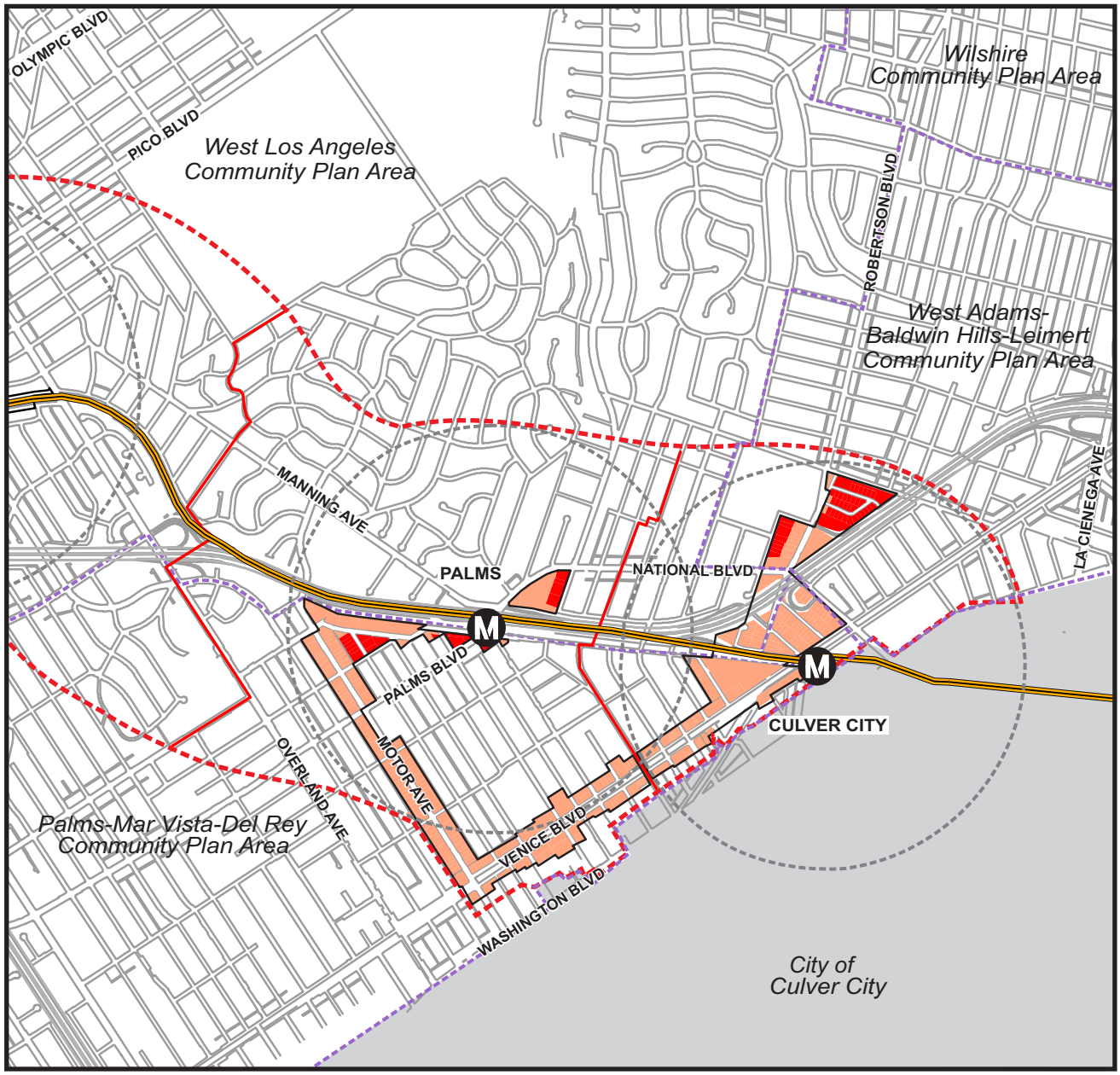
SOURCE: City of Los Angeles, TAHA, 2017.

2012-058

Exposition Corridor Transit Neighborhood Plan

Figure 3-10b Existing FAR (Palms and Culver City Stations)

Los Angeles Department of City Planning



A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Community Plan Areas
- Station Segment Boundary
- Jurisdictional Boundary
- Areas of Proposed Change/Subareas

Existing Maximum FAR Permitted by Current Zoning

- 0.5
- 1.5
- 3.0
- 3.6
- 4.0
- 6.0

Approx. Scale

N

0 1,050 2,100 FEET

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: City of Los Angeles, TAHA, 2017.

2012-058

Exposition Corridor Transit Neighborhood Plan

Figure 3-11a Proposed FAR (Bundy Station to Westwood Station)

Los Angeles Department of City Planning

A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Community Plan Areas
- Station Segment Boundary
- Jurisdictional Boundary
- Areas of Proposed Change/Subareas

Maximum FAR Permitted by Proposed Zoning

- 0.5
- 1.5
- 3.0
- 3.6
- 4.0
- 6.0

Approx. Scale

N

0 1,050 2,100 FEET

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

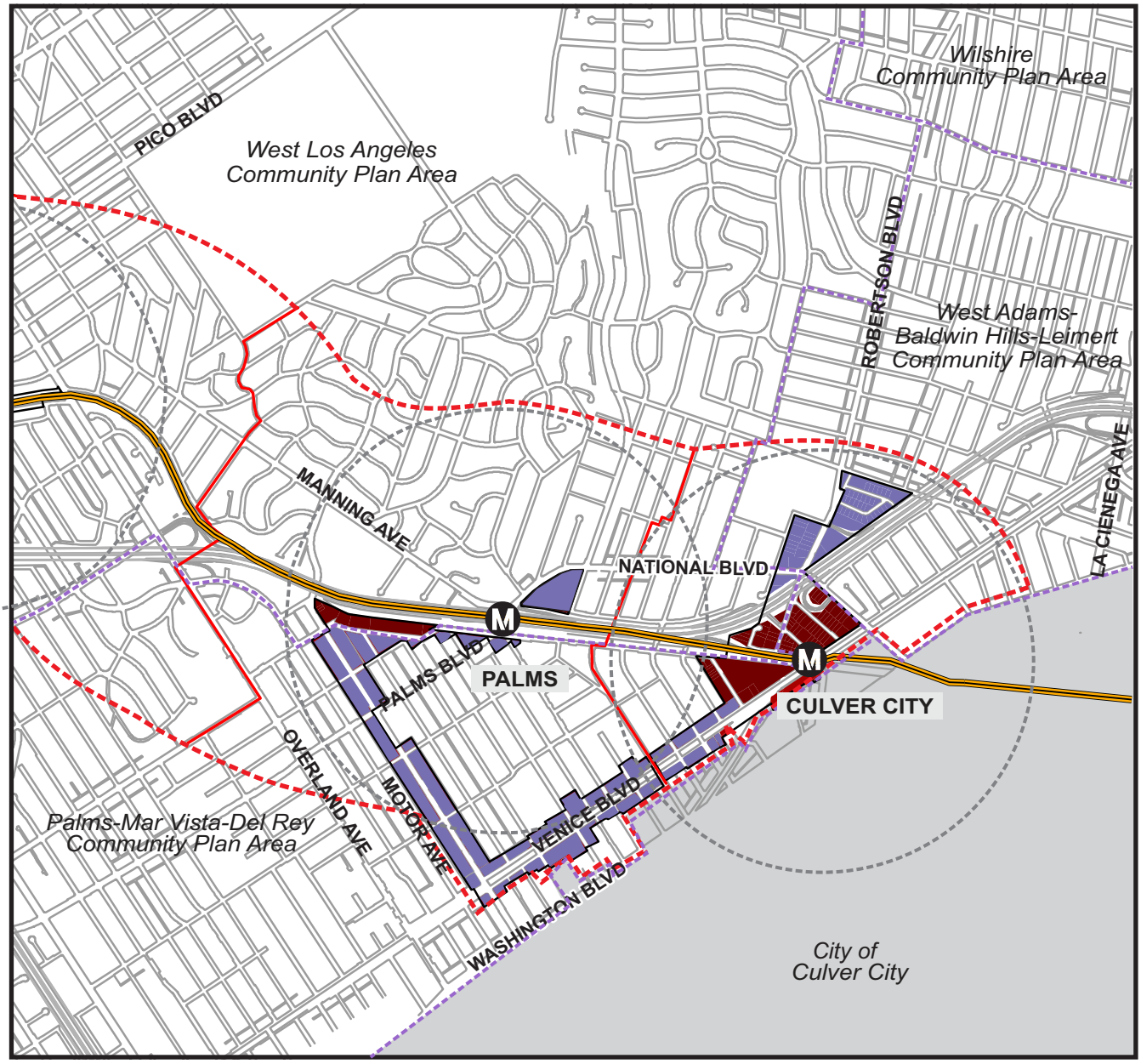
SOURCE: City of Los Angeles, TAHA, 2017.

2012-058

Exposition Corridor Transit Neighborhood Plan

Figure 3-11b Proposed FAR (Palms and Culver City Stations)

Los Angeles Department of City Planning



A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Community Plan Areas
- Station Segment Boundary
- Jurisdictional Boundary
- Areas of Proposed Change/Subareas

Maximum FAR Permitted by Proposed Zoning

- 0.5
- 1.5
- 3.0
- 3.6
- 4.0
- 6.0

N

Approx. Scale

0 1,050 2,100 FEET

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

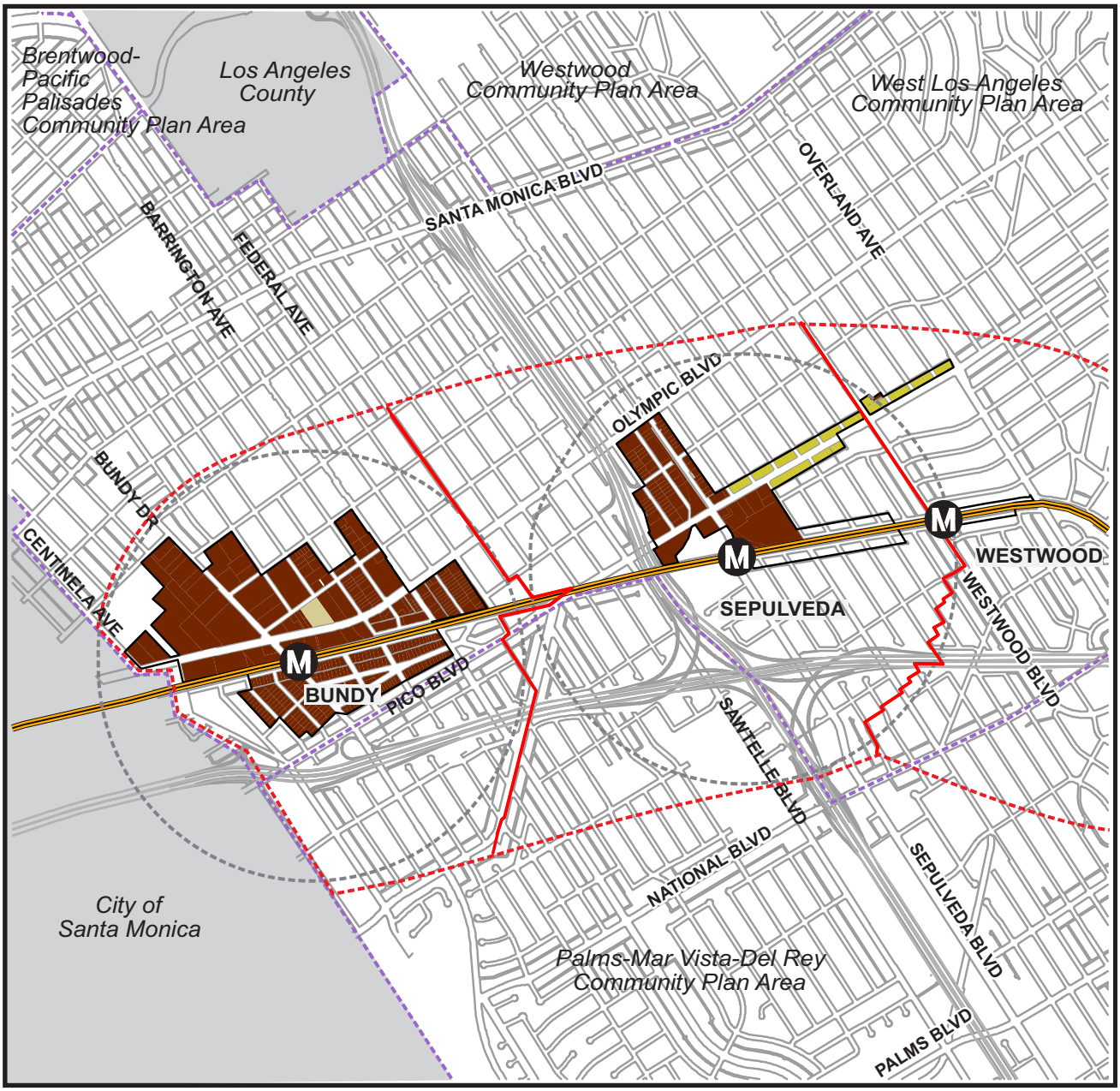
SOURCE: City of Los Angeles, TAHA, 2017.

2012-058

Exposition Corridor Transit Neighborhood Plan

Figure 3-12a Change in FAR (Bundy Station to Westwood Station)

Los Angeles Department of City Planning



A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Community Plan Areas
- Station Segment Boundary
- Jurisdictional Boundary
- Areas of Proposed Change/Subareas

Change in Maximum FAR Permitted by Proposed Zoning

- -2.0
- 0.0
- +0.6
- +1.5
- +2.1
- +2.5

Approx. Scale

N

0 1,050 2,100 FEET

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

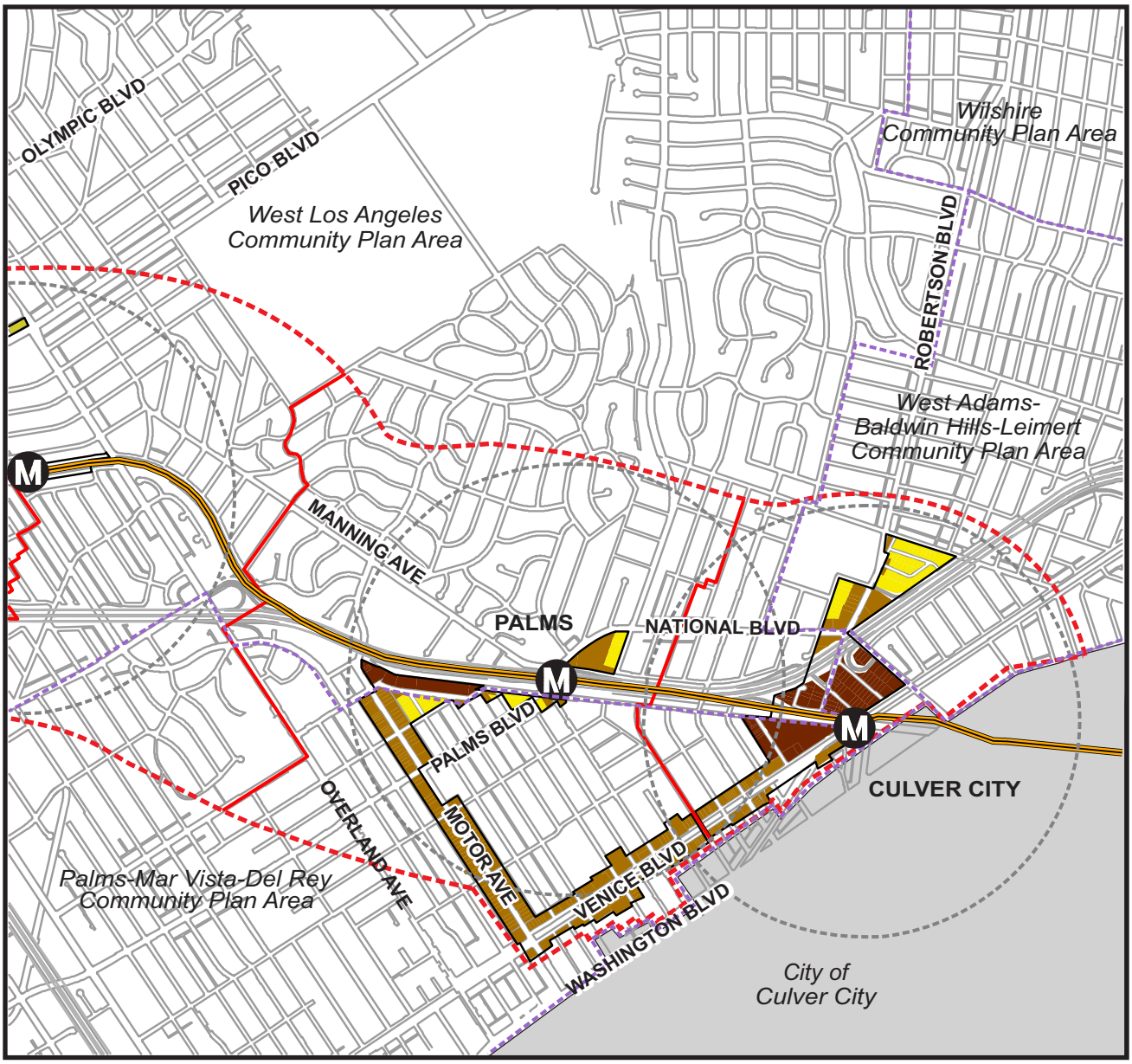
SOURCE: City of Los Angeles, TAHA, 2017.

2012-058

Exposition Corridor Transit Neighborhood Plan

Figure 3-12b Change in FAR (Palms and Culver City Stations)

Los Angeles Department of City Planning



A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Community Plan Areas
- Station Segment Boundary
- Jurisdictional Boundary
- Areas of Proposed Change/Subareas

Change in Maximum FAR Permitted by Proposed Zoning

- -2.0
- 0.0
- +0.6
- +1.5
- +2.1
- +2.5

N

Approx. Scale

0 1,050 2,100 FEET

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: City of Los Angeles, TAHA, 2017.

2012-058

PUBLIC BENEFITS

The ECTNP would require all projects in the areas of proposed change to provide basic public benefits, such as on-site streetscape improvements, on-site open space, bicycle facilities, unbundled parking, and other transportation demand management strategies, as applicable.

Community Amenities and Affordable Housing. Projects within the New Industry, Hybrid Industrial: Jobs Emphasis, Hybrid Industrial: Residential Emphasis, and Mixed Use: Commercial/Residential zones would be eligible for increased FAR in exchange for providing additional public benefits in the form of affordable housing and community amenities. As shown in **Table 3-2**, each zone has a Base and Bonus FAR. In order to take advantage of Bonus FAR, additional public benefits are required in the form of affordable housing and community amenities.

Examples of community amenities include: off-site streetscape improvements; enhancements to freeway underpasses; publicly accessible open space; transit and bike amenities (e.g., enhanced bus shelters and kiosks, mobility hubs, long-term bike storage); and community facilities (e.g., childcare center, senior/youth/cultural facility). Projects using the Bonus FAR must also set aside a portion of the units as affordable housing for Extremely Low-, Very Low-, or Low-income households; the portion required varies based on household income category.

The public benefits are intended to correspond to the intensity of the project, and would be administered using a point system that is based on a project's location and square footage of residential and non-residential uses (**see Table 3-5**). Market studies prepared for the Project Area showed that residential uses can support greater levels of public benefits compared to non-residential uses, and that properties closer to the Bundy and Sepulveda Stations can support a greater level of public benefits compared to the Palms and Culver City station areas; therefore, residential uses and projects in the Bundy and Sepulveda station areas have a greater point factor. The square footage dedicated to restricted affordable housing units is not assessed a point value.

TABLE 3-5: PUBLIC BENEFITS POINT SCHEDULE

	Station Area			
	Bundy	**Sepulveda**	**Palms**	**Culver City**
Non-Residential Use (per 1,000 GSF)	0.050	0.050	0.010	0.010
Affordable Housing (per 1,000 NSF)	0	0	0	0
Market-rate housing and Live/Work Units (per 1,000 NSF)	0.105	0.105	0.011	0.011
Market-rate housing and Live/Work Units in projects using Alternative Compliance (per 1,000 NSF)	0.315	0.315	0.035	0.035
Live/Work Units in projects in the New Industry Zone with more than 30% Live/Work Units (per 1,000 NSF)	0.315	0.315	0.035	0.035

GSF (gross square footage) includes all building floor area, including common areas.
NSF (net square footage) excludes square footage of common areas within residential buildings, and includes only square footage of individual dwelling units.
SOURCE: City of Los Angeles, 2017.

Once the point value of a project is calculated, an equivalent amount of public benefits are assigned to the project based off of the menu found in Appendix A of the Specific Plan.

Vehicle Trip Reduction. In lieu of providing the above public benefits, projects within the New Industry, Hybrid Industrial: Jobs Emphasis, Hybrid Industrial: Residential Emphasis, and Mixed Use: Commercial/Residential zones that are comprised of 70 percent or greater non-residential uses must meet the Vehicle Trip Reduction requirements (described below) to be eligible for the Bonus FAR.

Such projects would be required to demonstrate either a ten percent reduction in peak-hour vehicle trips from expected vehicle trip levels, or an Average Vehicle Ratio (AVR) of 1.75 for AM/PM peak-hour weekday vehicle trips. Expected vehicle trip levels would be based on a trip generation analysis prepared at the time of application.

The vehicle trip reduction strategies may include, but would not be limited to, the following Transportation Demand Management (TDM) strategies (which would be in addition to TDM strategies required in the City-wide ordinance):

- TDM Coordinator
- Area-wide Transportation Management Association (TMA)
- Commute Trip Reduction (CTR) Marketing (such as a Transportation Information Center [TIC])
- Transit Fare Subsidy
- On-site sale of monthly transit passes
- Bicycle Facilities
- Integrated Mobility Hubs
- On-site car share and/or bike share programs
- Provide Pedestrian Network Improvements
- Flexible Work Hours
- Telecommuting
- Employer-Sponsored Vanpool/Shuttle
- Ridesharing
- School Pool Program
- School Bus Program
- Parking Cash Out
- Unbundled Parking
- Workplace Parking Pricing
- Limiting Parking Supply

Beginning one year after a Certificate of Occupancy is obtained, the property owner would be required to submit annual reports, documenting counts of peak-hour weekday vehicle trips beginning and ending at the property. These annual reports would be reviewed by the Department of City Planning, in consultation with LADOT as needed, to monitor a project's compliance with the trip reduction requirements.

OTHER PLAN PROVISIONS

Parking Regulations. In addition to requiring that projects comply with current City-wide minimum parking standards, the ECTNP includes several requirements and provisions unique to select areas within the ECTNP Area. The Proposed Project requires that all parking for new development in areas of proposed change, with the exception of properties in the R3 or more restrictive zones, be unbundled from the sale or lease price of an individual dwelling unit or non-residential space. It also includes mechanisms to encourage shared parking among uses within a development site.

Finally, the Proposed Project allows individual neighborhood-serving retail and personal services uses that are less than 1,500 square feet within mixed use developments to be excluded from minimum parking requirements. This provision would also apply to individual neighborhood-serving restaurants less than 1,500 square feet, for up to a maximum of 50 percent of an individual project's non-residential square footage or 1,500 square feet, whichever is greater. This provision would apply only to specified Neighborhood Commercial properties in the ECTNP. The objective of these parking provisions is to encourage small neighborhood-serving commercial uses in specified areas where the commercial uses are intended to serve surrounding neighborhoods and not serve as a regional destination.

Open Space Regulations. All new development projects located in the ECTNP Area would be required to provide open space. This includes the open space for residential uses currently required by the LAMC. In addition, the ECTNP would require open space to be constructed based on non-residential square footage in a commercial or mixed use development. The ECTNP also allows for a reduction in required open space if the provided open space is made publicly accessible.

STREETSCAPE PLANS

The Proposed Project includes streetscape plans for a number of key corridors identified below. These plans illustrate streetscape improvements in the public right-of-way with the goal of creating a pedestrian-friendly environment that encourages walking, bicycling, and transit use while maintaining vehicular circulation. The location of the street segments included in the proposed streetscape plans are shown in **Figure 3-13** and listed below:

- Bundy Drive between Missouri Avenue and Pico Boulevard
- Olympic Boulevard between Centinela and Barrington Avenues
- Sepulveda Boulevard between Olympic and National Boulevards
- National Boulevard between Mentone Avenue and Castle Heights Boulevard
- Palms Boulevard between National Boulevard and Motor Avenue
- Exposition Corridor Streetscape Plan
- Motor Avenue between I-10 and Venice Boulevard (in Livable Boulevards Streetscape Plan)
- Pico Boulevard between I-405 and Patricia Avenue (in Livable Boulevards Streetscape Plan)
- Pico Boulevard between Centinela Avenue and I-405 (in Livable Boulevards Streetscape Plan)

The current dimensions, street designations per the adopted Mobility Plan 2035 (MP 2035), and proposed dimensions for these segments are shown in **Table 3-6**. The proposed dimensions are consistent with the Moiblity Plan 2035 street standards, and would accommodate the streetscape improvements in the proposed streetscape plans.

National Boulevard. The proposed streetscape plan for National Boulevard reflects an expanded right-of-way per the new Avenue II street classification standards in the MP 2035; the existing roadway width would be maintained. Between Mentone Avenue and Palms Boulevard/Exposition Boulevard the streetscape plan would provide consistent landscape treatment, including street trees.

On the north side of the street, the sidewalk would be widened to 14 feet by means of a dedication as properties are redeveloped. Between Palms Boulevard/Exposition Boulevard and Castle Heights Avenue, the proposed streetscape plan would provide wider sidewalks and parkways and consistent landscape treatment. Sidewalks in the range of 12 to 15 feet in width would be made possible through a combination of dedications and easements on private property as properties are redeveloped.

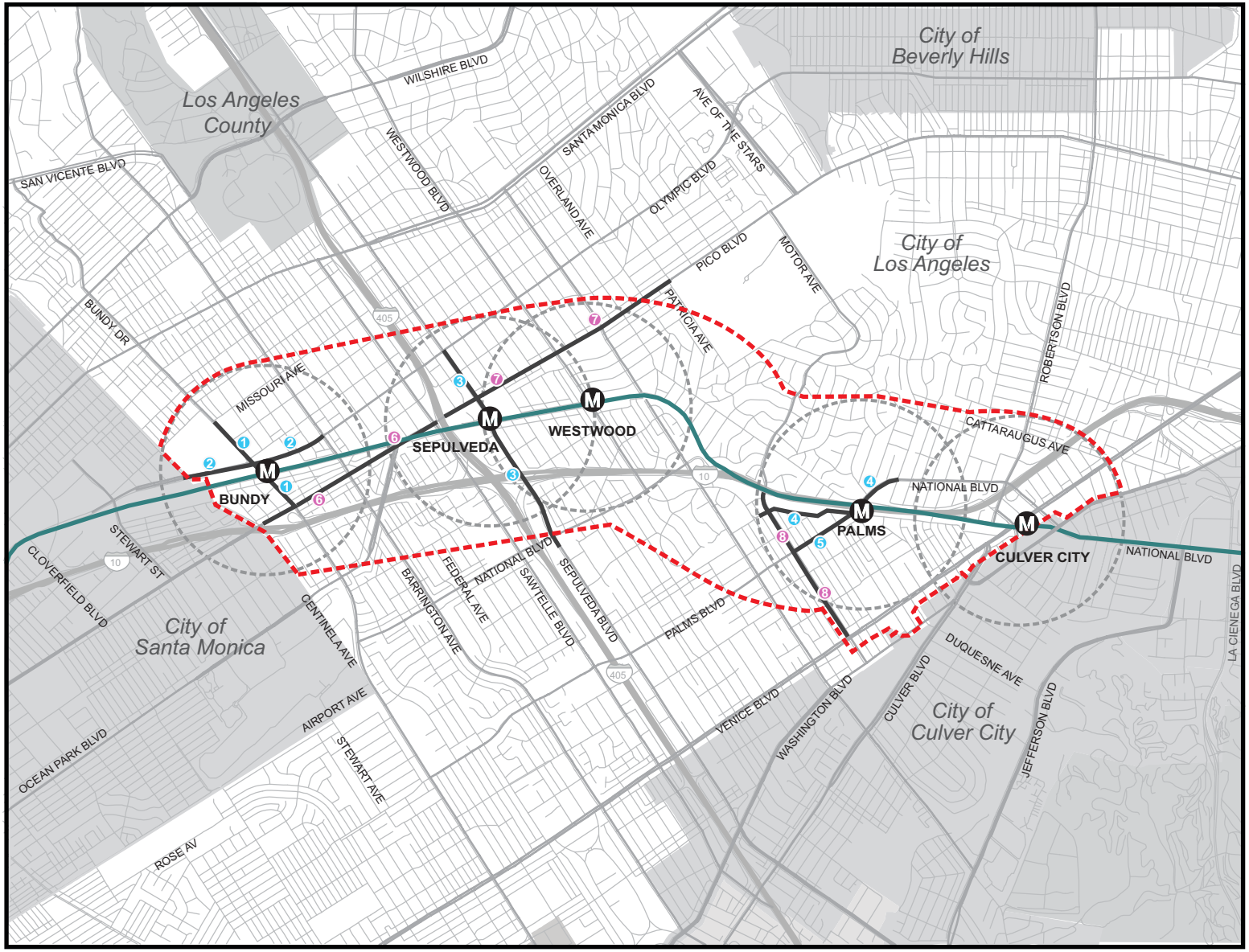
Bundy Drive. The proposed streetscape plan for Bundy Drive reflects and expanded roadway and right-of-way per the new Avenue I street classification standards in the MP 2035. The streetscape plan would increase the sidewalk width to 15 feet – including walkways and parkways, where relevant – on both sides of the street (from the current 7 to 10 feet), introduce a consistent pattern of street trees along the sidewalks, reduce travel lane widths, and incorporate parking on both sides of the street. The number of travel lanes would remain as existing. The streetscape plan would require the reconstruction of curbs, gutters, and driveways along the portion of Bundy Drive north of Olympic Boulevard. In order to achieve the right-of-way dimensions required, a dedication would be required as properties are redeveloped.

Olympic Boulevard. The proposed streetscape plan for Olympic Boulevard, which reflects the right-of-way per the new Boulevard II street classification in the MP 3025, would increase the sidewalk width from 12 feet to 15 feet, introduce a consistent pattern of street trees along the sidewalks, and install center landscaped medians between left-turn lanes. To achieve the wider sidewalk width, an easement on private properties fronting the street would be necessary as properties are redeveloped.

Exposition Corridor Transit Neighborhood Plan

Figure 3-13 Streetscape Segments

Los Angeles Department of City Planning



LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Streetscape Segments
- Jurisdictional Boundary

Expo Streetscape Plan

1. Bundy Drive between Pico Boulevard and Missouri Avenue
2. Olympic Boulevard between Centinela and Barrington Avenues
3. Sepulveda Boulevard between Olympic and National Boulevards
4. National Boulevard between Castle Heights and Mentone Avenues
5. Palms Boulevard between Motor Avenue and National Boulevard

Livable Boulevards Streetscape Plan

6. Pico Boulevard between Centinela Avenue and I-405
7. Pico Boulevard between I-405 and Patricia Avenue
8. Motor Avenue between I-10 and Venice Boulevard

Approx. Scale

N

0 0.35 0.7 MILES

A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

SOURCE: City of Los Angeles and TAHA, 2017.

2012-058

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

TABLE 3-6: STREETSCAPE SEGMENT DIMENSIONS

Street Name	Specific Location	Current Dimensions/a/			Designation Per MP 2035	MP 2035 Standard Dimensions			MP 2035 Network	Proposed Dimensions		
		Sidewalk /b/	Roadway	Right-of-Way		Sidewalk /b/	Roadway	Right-of-Way		Sidewalk /b/	Roadway Width	Right-of-Way
Bundy Dr.	Missouri Ave. to La Grange Blvd.	7' to 10'	56'	73'	Avenue I	15'	70'	100'	Transit Enhanced Network; Bicycle Lane Network	15'	70'	100'
Bundy Dr.	La Grange Blvd. to Olympic Blvd.	10'	66'	86'	Avenue I	15'	70'	100'	Transit Enhanced Network; Bicycle Lane Network	15'	70'	100'
Bundy Dr.	Olympic Blvd. to Pico Blvd.	7'	70'	84'	Avenue I	15'	70'	100'	Transit Enhanced Network; Bicycle Lane Network	15'	70'	100'
Olympic Blvd.	Centinela Ave. to Barrington Ave.	12'	86'	110'	Boulevard II	15'	80'	110'	Vehicle Enhanced Network	15'/e/	86'/d/	110'
Sepulveda Blvd.	Olympic Blvd. to Pico Blvd.	0' to 8'	52'	100'	Boulevard II	15'	80'	110'	Transit-Enhanced Network; Bicycle Lane Network	15'	80'	110'
Sepulveda Blvd.	Pico Blvd. to National Blvd.	5' to 20'	60'/c/	100'	Boulevard II	15'	80'	110'	Transit-Enhanced Network; Bicycle Lane Network	15'	80'	110'
National Blvd.	Castle Heights Ave. to Palms Blvd.	8' to 10'	63'	81' to 83'	Avenue II	15'	56'	86'	Neighborhood Enhanced Network	12' to 15'/e/	63'/d/	86'
National Blvd.	Palms Blvd. to Mentone Ave.	12' to 15'	57'	84'	Avenue II	15'	56'	86'	Bicycle Lane Network; Bicycle Enhanced Network	14' to 15'	57'/d/	86'
Palms Blvd.	National Blvd. to Motor Ave.	7'	62'	76'	Avenue II	15'	56'	86'	Bicycle Lane Network	12'	62'/d/	86'
Pico Blvd. /f/	I-405 to Patricia Ave.	15'	70'	100'	Avenue I	15'	70'	100'	Bicycle Lane Network; Transit Enhanced Network	15'	70'	100'
Pico Blvd. /f/	Centinela to I-405	15'	70'	100'	Avenue I	15'	70'	100'	Bicycle Lane Network; Transit Enhanced Network	15'	70'	100'
Motor Ave. /f/	I-10 to Venice Blvd.	9'	62'	80'	Modified Avenue II	15'	56'	86'	Bicycle Enhanced Network	12'	62'	86'

/a/ The range indicated is the range of existing dimensions as of the date of adoption of this plan. All dimensions are approximate and should be field verified and should not be used for engineering purposes. LADOT's signing and striping plans, GIS parcel maps and Google aerials were used for roadway, sidewalk/parkway, and right-of-way widths.

/b/ Sidewalk includes both walkway (Pedestrian Zone) and tree well or parkway area (Amenity Zone).

/c/ Roadway width at the intersection of Pico and Sepulveda is 78'.

/d/ The proposed right-of-way for this street segment is consistent with the MP 2035 street designation. The roadway width does not need to comply with the MP 2035 street designation and shall be constructed to the proposed dimensions shown here.

/e/ The standard sidewalk width on this street segment is achieved through a required sidewalk easement.

/f/ These Streetscape Segments can be found in the Livable Boulevards Streetscape Plan; other plans are in the Exposition Corridor Streetscape Plan.

SOURCE: Gruen Associates, February 2014; Department of City Planning, 2017.

Sepulveda Boulevard. The proposed streetscape plan for Sepulveda Boulevard reflects an expanded roadway and right-of-way per the new Boulevard II street classification standards in the MP 2035. The streetscape plan includes two scenarios – one that anticipates a center-running transit line on Sepulveda Boulevard, and one that does not. In both scenarios, a dedication on each side of Sepulveda Boulevard would be required as properties are redeveloped, as well as reconstruction of curbs, gutters, and driveways. Within the widened right-of-way, the sidewalk width (including parkways, where existing) would be increased to 15 feet, and a consistent landscape treatment along the sidewalk would be installed. In the scenario with transit, parking along one or both sides of Sepulveda Boulevard may need to be removed. In the scenario without transit, parking along both sides of Sepulveda Boulevard would be maintained. The center-running transit line on Sepulveda Boulevard is not covered in this EIR, and a separate environmental clearance would be required in the future.

Palms Boulevard. The proposed streetscape plan for Palms Boulevard reflects an expanded right-of-way width per the new Avenue II street classification standards in the MP 2035; the existing roadway width would be maintained. Sidewalks (including parkways) would be widened to 12 feet by means of a dedication on each side as properties are redeveloped. The streetscape plan would also install street trees as well as landscaped curb extensions in between parking stalls and at intersections.

Motor Avenue. The proposed streetscape plan for Motor Avenue would expand the right-of-way per the new Avenue II streets classification in the MP 2035, while the existing roadway width would be maintained. On both sides of the street, the sidewalks would be widened to 12 feet by means of a dedication as properties are redeveloped. In addition, the streetscape plan would include a consistent landscape and street furniture treatment, as well as curb extensions at intersections.

Pico Boulevard. The proposed streetscape plan for Pico Boulevard between I-405 and Patricia Avenue maintains the existing right-of-way and roadway widths, consistent with the new Avenue I street classification standards in the MP 2035. Sidewalks currently 15 feet in width would be maintained, and a consistent landscape and street furniture treatment would be introduced. Several new landscaped medians would also be installed within the existing left-turn lane in between intersections.

The proposed streetscape plan for Pico Boulevard between Centinela Avenue and I-405 also maintains the existing right-of-way and roadway widths, consistent with the new Avenue I street classification standards in the MP 2035. Sidewalks currently 15 feet in width would be maintained, and a consistent landscape, street tree, and street furniture treatment would be introduced. Several new landscaped medians would also be installed within the existing left-turn lane in between intersections, as well as curb extensions.

URBAN DESIGN STANDARDS AND GUIDELINES

The Proposed Project establishes Urban Design Standards and Guidelines for all properties within the Project Area, excluding properties in the R1 and R2 zones. The Urban Design Standards and Guidelines are intended to create livable neighborhoods with an emphasis on walkability and the making of great streets and neighborhoods. The focus of the Urban Design Standards and Guidelines is on the relationship of buildings to the street and the public realm to create high quality public spaces and a walkable environment. The Urban Design Standards and Guidelines include requirements for the following:

- Setbacks and Yards
- Streetwall
- Massing and Lot Coverage
- Building Orientation and Entry
- Ground Floor Treatment
- Ground Floor Use
- Architectural Treatment
- Windows and Doors
- Exterior Lighting
- Mechanical and Utilities
- Open Space
- Parking and Access

The Proposed Project would incorporate in full the design standards of the existing West Pico Community Design Overlay District (CDO) and the CDO will be repealed. Where the existing Westwood/Pico Neighborhood Oriented District (NOD) overlaps with the ECTNP, all provisions of the ECTNP, including the Urban Design Standards and Guidelines, would apply; additionally, the use prohibitions and signage regulations of the NOD would also continue to apply.

PROJECT FEATURES

Following is a more detailed description of the components and features of the Proposed Project that are intended to implement the Project Objectives (See Section 3.2) while reducing potential impacts.

The Proposed Plan:

- Accommodates jobs
  - Allows light industrial uses in the New Industry, Hybrid Industrial: Jobs Emphasis, and Hybrid Industrial: Residential Emphasis zones, including manufacturing, packaging, distribution, and research and development (R&D), which support the creative, technology, media, and similar industries clustered in the area.
  - Requires a minimum amount of non-residential use (10 to 20 percent) in the Mixed Use: Commercial/Residential zone.
  - Prohibits residential use in the New Industry zone, with the exception of live/work units built to building code standards that allow non-residential employees.
  - Allows only a limited amount of residential use in the Hybrid Industrial: Jobs Emphasis zone (up to 50 percent) and Hybrid Industrial: Residential Emphasis zone (up to 75 percent).
  - Limits new retail and restaurant uses in the New Industry and Hybrid Industrial: Jobs Emphasis zones so they remain ancillary to the employment uses on the site.
  - Offers higher base floor area ratios for projects that are comprised entirely of non-residential use.
  - Allows additional floor area in exchange for vehicle trip reduction for projects comprised primarily (more than 70 percent) of non-residential use.

- Increases housing supply
  - Rezones select industrial properties to Hybrid Industrial zones to allow limited residential uses where such uses are not currently allowed.
  - Rezones properties along major commercial boulevards to Mixed Use: Commercial/Residential to provide opportunities for new multifamily housing while still requiring a minimum amount of neighborhood-serving and job-generating uses.

- Streamlines processes
  - Streamlines the development review process for projects that comply with the ECTNP.
  - Establishes an Alternative Compliance process for eligible sites to provide flexibility in maintaining jobs in the area while accommodating housing needs.

- Promotes transit supportive land use intensities and development patterns
  - Implements land use changes that accommodate additional jobs and housing within close proximity to transit.
    - Rezones single-family residential area adjacent to the Bundy Station to various low to medium density multifamily residential uses.
    - Prohibits or limits new auto-oriented and low-intensity uses on properties surrounding the transit stations, reserving these areas for compact, job-generating development.
    - Rezones select industrial properties within a half-mile of a transit station to the New Industry, Hybrid Industrial: Jobs Emphasis, and Hybrid Industrial: Residential Emphasis zones to direct jobs and housing to the station areas.

    - Applies new mixed use zones to currently single-use areas, which can lead to more walking trips among destinations.

- Creates incentives for new development to provide public benefits
    - Provides additional development rights in the form of greater FARs in exchange for the provision of public benefits
    - Creates an incentive for new development to provide affordable housing, placing more core transit riders close to stations and expanding their access to jobs.
    - Requires large mixed use developments to provide transportation-related public benefits, such as mobility hubs, bicycle facilities, and other amenities that address the first/last mile linkage to transit stations.
    - Requires publicly accessible open spaces to be located on the ground floor and open to the public, and contain seating and other programmatic elements.

- Requires pedestrian-friendly and quality urban design
    - Creates safe, interesting and inviting buildings that improve the pedestrian experience. Set maximum front yard setbacks. Creates a continuous pedestrian experience, uninterrupted by excessive driveways, with a required continuous street wall, no blank facades, and primary pedestrian entrances oriented to the street.
    - Requires new commercial, industrial, and multifamily residential development within transit neighborhoods to orient towards the street and other public space and include active ground floor uses that help define and activate the street and create visual interest.
    - Limits building lengths and requires projects on large sites to break up blocks with paseos, new streets, or other open space to ensure appropriate scale of development and facilitate pedestrian flow through the station areas.
    - Encourages new buildings to incorporate high-quality materials and appropriate architectural details.
    - Institutes transitional height requirements (stepbacks) where zone changes to New Industry, Hybrid Industrial: Jobs Emphasis, Hybrid Industrial: Residential Emphasis, and Residential/Accessory Services (RAS4) zones is adjacent to single-family and two-family residential uses.
    - Ensures that surface parking and parking structures are concealed from the street.
    - Creates a hierarchy of "Active Streets" and "Retail Streets" within the Project Area that requires varying levels of ground-floor activity and transparency to provide nearby employees, residents, and visitors with services and amenities that are accessible on foot and inviting to people walking.
    - Establishes Streetscape Plans that improve the configuration and condition of public rights-of-way to better promote pedestrian, bicycle, and vehicular circulation.

- Improves mobility
    - Requires commercial developments that use a floor area bonus to demonstrate a reduction in vehicle trip generation using transportation demand management strategies.
    - Generally maintains current Code parking requirements and encourages shared parking among uses within a development.

3.5 CONSTRUCTION SCHEDULE AND PHASING

The Proposed Project is a Specific Plan that would guide development in the Project Area. There is no specifically planned development as a part of this Proposed Project. Therefore, there is no construction schedule or phasing. The ECTNP is anticipated to be adopted in 2017 with implementation starting after adoption and continuing through 2035.

3.6 DISCRETIONARY ACTIONS AND APPROVALS

Approval of the following would be required by the Planning Commission and City Council in order to implement the ECTNP:

- General Plan Amendments
- Zone Changes
- Exposition Corridor Transit Neighborhood Plan Specific Plan (Ordinance)
- Specific Plan Amendments
- Urban Design Guidelines
- Modified Street Classifications and Standards
- Streetscape Plans
- Other Ordinances, including modification of existing overlays, as appropriate
- Amendments to the General Plan Framework, Transportation (Mobility) Element, and other General Plan Elements, as appropriate.

After the adoption of the ECTNP, individual projects would be required to submit an application, which would be reviewed to determine consistency with the ECTNP. The subsequent environmental review required for subsequent projects determined to be consistent with the ECTNP will depend upon the circumstances of each project and may include the following approaches: (1) A determination pursuant Public Resources Code (PRC) Section 21166 and CEQA Guidelines Section 15162 that the project was fully assessed in this EIR and no further environmental review is required; (2) an addendum to this EIR pursuant to CEQA Guidelines Section 15164; (3) a determination that the project is statutorily or categorically exempt from CEQA; or (4) the project requires subsequent environmental review pursuant to PRC Section 21166 and CEQA Guidelines Section 15162.

Within the Project Area, a maximum of 1,200 dwelling units above what is permitted by the zoning would be allowed through the Alternative Compliance scenario. These additional 1,200 units, along with the corresponding reduction in non-residential square footage, are incorporated into the assumptions analyzed in the Alternative Compliance scenario of this EIR. Individual subsequent projects utilizing the Alternative Compliance scenario that are consistent with the land use designation, development intensity, design guidelines, and standards and the policies of the ECTNP and do not raise any of the circumstances set forth in PRC Section 21166 or CEQA Guidelines Section 15162 requiring subsequent environmental review, would be required to apply for a "Director's Determination for Alternative Compliance," but generally would not be required to prepare additional environmental review. Individual projects utilizing the Alternative Compliance scenario that exceed the 1,200-dwelling unit limit are not included in the EIR assumptions and would be required to conduct project-specific environmental review in addition to the application for a Director's Determination (Specific Plan Project Permit per LAMC Section 11.5.7) and a Specific Plan amendment. As set forth above, this environmental review may include (1) A determination pursuant PRC Section 21166 and CEQA Guidelines Section 15162 that the project was fully assessed in this EIR and no further environmental review is required; (2) an addendum to this EIR pursuant to CEQA Guidelines Section 15164; (3) a determination that the project is statutorily or categorically exempt from CEQA; or (4) the project requires subsequent environmental review pursuant to PRC Section 21166 and CEQA Guidelines Section 15162.

4.0 ENVIRONMENTAL IMPACTS

This chapter evaluates the reasonably foreseeable significant environmental impacts that could result from the implementation of the Proposed Project. These potential impacts are analyzed for the following environmental issues: aesthetics; air quality; cultural resources; geology and soils; greenhouse gas (GHG) emissions; hazards and hazardous materials; hydrology and hazardous materials; land use and planning; noise; population, housing and employment; public services; transportation and traffic; utilities and service systems; and cumulative impacts. Discussion is focused on the identification of changes that may be considered to be environmentally significant (a substantial, or potentially substantial, adverse change in the environment) relative to the existing environmental conditions.

Analysis of each environmental issue is organized to include the following subsections:

- **REGULATORY FRAMEWORK** – This subsection includes an identification of applicable federal, state, regional, and local regulations.

- **EXISTING SETTING** – This subsection includes a description of existing physical conditions that precede implementation of the Proposed Project.

- **THRESHOLDS OF SIGNIFICANCE** – This subsection identifies the environmental thresholds by which the Proposed Project components are measured to determine if the Proposed Project would cause a substantial or potentially substantial adverse change in the existing environmental conditions. In this subsection, both the California Environmental Quality Act (CEQA) Guidelines Appendix G thresholds and thresholds adopted by the 2006 Los Angeles CEQA Thresholds Guide (Thresholds Guide) are generally presented and discussed. This Draft Environmental Impact Report (EIR) typically relies upon the CEQA Guidelines Appendix G thresholds for the purposes of determining whether the Proposed Project would cause a potentially significant impact on the environment. CEQA does not require that the City use its own adopted thresholds. In instances where this Draft EIR relies upon the City's thresholds, it is because the City's thresholds are typically more oriented to analyzing the impact of a specific development project and not of a long-range land use plan such as the ECTNP. In other instances, this EIR uses a combination of the CEQA Guidelines Appendix G and the Thresholds Guide to provide the most comprehensive analysis of the Proposed Project's potential environmental impacts. Discussion in both the thresholds and methodology subsections found in the sections associated with each individual impact area will provide further explanation of which thresholds are used. As to each environmental topic, the City has selected the thresholds that ensure as comprehensive an analysis of the potential environmental impacts from implementation of the ECTNP as possible given the constraints of attempting to analyze a plan that will be implemented over twenty years or more.

- **METHODOLOGY** – This subsection summarizes the methods, procedures and techniques used to estimate Proposed Project impacts. As is described in the "Thresholds of Significance" discussion above, the methodology subsection also further clarifies which thresholds—CEQA Guidelines Appendix G or Thresholds Guide—are used when describing the methods, procedures and techniques used to estimate Proposed Project impacts. Generally, a methodology will be modified, in part, based on whether the environmental impacts being analyzed identify potential impacts that are localized (e.g., population, housing, employment; land use) or would generally effect the entire plan area or region (e.g., air quality or greenhouse gas emissions). Consequently, this subsection describes the geographic extent of the analysis relevant to each impact area. A typical impact analysis for localized impacts will break down the impact analysis by potential impacts associated with development in the subareas (also called "change areas" or "areas of proposed change") and potential impacts associated with development in the areas within the Project Area boundary but outside the subareas (also called "non-change areas") to help determine the potential impacts of the Proposed Project; in some instances, like the cumulative impacts analysis discussion a comparative analysis is prepared for the Project Area versus a broader geographic

area beyond the boundaries of the Project Area (i.e., a one- or two-mile area outside of the Project Area, not including the Project Area) in order to assess potential impacts of the Proposed Project on the identified impact area. The methodology subsection of the chapters associated with each individual impact area will provide further explanation of what geographic area is used for the purposes of the impact analysis.

- **IMPACTS** – This subsection includes an analysis of the beneficial and adverse effects of the Proposed Project (compared to existing conditions per CEQA), including, where appropriate, assessments of the significance of potential impacts relative to established thresholds. The analysis reflects the recent court case, *California Building Industry Association v. Bay Area Air Quality Management District (CBIA v. BAAQMD),* which held that generally CEQA does not require that the existing environment's effect on a project be analyzed unless a project exacerbates existing risk.[1,2] For each significant impact identified, this subsection also recommends appropriate and reasonable measures to avoid or minimize impacts to the greatest extent feasible. In addition, this subsection includes a discussion of whether a significant impact would be reduced to a less than significant level after mitigation or would remain significant and unavoidable.

[1]*CBIA v. BAAQMD* (2015) 62 Cal.4th 369, 377.

[2]Kostka, Stephen L. and Michael H. Zischke, *Practice Under the California Environmental Quality Act* (2d ed Cal CEB), Section 13.5, 2005.

4.1 AESTHETICS

This section provides an overview of aesthetics and evaluates the impacts associated with the Proposed Project. Topics addressed include visual character, views and vistas, scenic resources, and light and glare.

REGULATORY FRAMEWORK

FEDERAL

There are no federal policies related to aesthetics.

STATE

Senate Bill 743 (SB 743) (Environmental Quality). On September 2013, Governor Jerry Brown signed into law SB 743, which instituted changes to California Environmental Quality Act (CEQA) when evaluating environmental impacts of projects in areas served by transit. While the thrust of SB 743 addressed a major overhaul on how transportation impacts are evaluated, it also limited the extent to which aesthetics impacts are evaluated under CEQA. SB 743 (Public Resources Code [PRC] Section 21099 (d)(1)) exempts development projects located in Transit Priority Areas (TPAs), from review of aesthetic impacts under CEQA. Specifically, this Bill provides that aesthetic impacts of a residential, mixed use residential, or employment center project on an infill site within a TPA shall not be considered significant impacts on the environment.[1] A TPA is defined as an area within one-half mile of a major transit stop that is existing or planned. Section 21064.3 of the PRC defines a "major transit stop" as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. The majority of the Project Area is located within a TPA; however, some portions fall just outside the TPA boundaries (**Figure 4.1-1**).

Visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impacts, as defined in the City's Los Angeles CEQA Threshold Guide (Threshold Guide), shall not be considered an impact for applicable infill projects within TPAs pursuant to CEQA. However, this law does not limit the ability of the City to regulate or study aesthetic related impacts pursuant to its land use authority and regulations, such as found in the Los Angeles Municipal Code (LAMC) or the City's General Plan, and other zoning ordinances, such as specific plans. For example, Department of City Planning (DCP) staff would still need to address a development project's shade and shadow impacts if it is expressly required in a Specific Plan, Community Design Overlay (CDO), or Historic Preservation Overlay Zone (HPOZ). SB 743 expressly provides that impacts to historic or cultural resources are not "aesthetic impacts" for purposes of its provisions and therefore, SB 743 does not affect the City's obligations under CEQA to assess impacts to cultural resources.

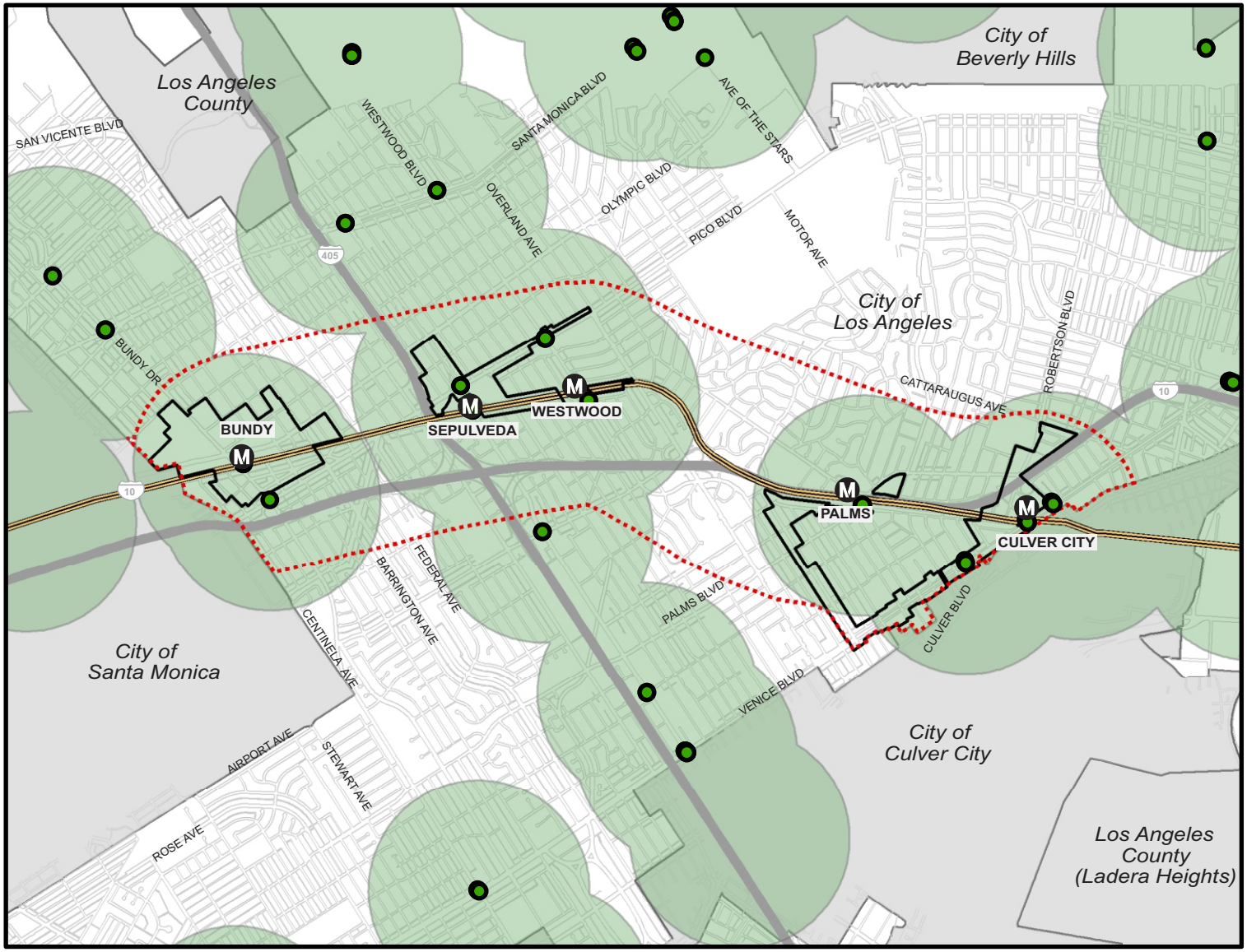
Within the City, development projects within a TPA must be consistent with the use designation, density, building intensity, and applicable policies specified for the area in the Sustainable Communities Strategy (SCS) for which the California Air Resources Board (CARB) has accepted Southern California Association of Governments' (SCAG) determination that the SCS would, if implemented, achieve the greenhouse gas (GHG) emission reduction targets.

[1]PRC Section 21099(a)(1) defines "employment center project" as a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a TPA.

Exposition Corridor Transit Neighborhood Plan

Figure 4.1-1 Transit Priority Area

Los Angeles Department of City Planning



LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- Major Transit Stops
- Transit Priority Area (TPA)
- Jurisdictional Boundary
- Areas of Proposed Change/Subareas

Approx. Scale

N

0 1,900 3,800 MILES

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: City of Los Angeles and TAHA, 2017.

2012-058

Within the City of Los Angeles, a development is considered to be within a TPA if all parcels for the development have no more than 25 percent of its area farther than one-half mile from the transit stop or corridor and if not more than 10 percent of the residential units or 100 units, whichever is less, in the development are farther than one-half mile from the transit stop or corridor. The City has developed a preliminary map of TPAs and parcels within TPAs are tagged in Zoning Information and Map Access System (ZIMAS).

California Department of Transportation (Caltrans) State Scenic Highways. California's Scenic Highway Program was created by the Legislature in 1963. Its purpose is to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. State laws governing the Scenic Highway Program are found in the Streets and Highways Code, Sections 260 through 263. A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. Caltrans defines a State Scenic Highway as any freeway, highway, road, or other public right-of-way that traverses an area of exceptional scenic quality. Eligibility for designation as a State Scenic Highway is based on vividness, intactness, and unity of the roadway. The status of a proposed State Scenic Highway changes from eligible to officially-designated when the local governing body applies to Caltrans for scenic highway approval, adopts a Corridor Protection Program, and receives notification that the highway has been officially designated a State Scenic Highway.

LOCAL

City of Los Angeles General Plan Framework, Conservation Element, and Mobility Plan 2035. The City of Los Angeles General Plan is a comprehensive, long-range declaration of purposes, policies and programs for the development of the City of Los Angeles. The General Plan Framework, Conservation Element and Mobility Plan 2035 (MP 2035) are elements of the City's General Plan. The General Plan Framework, adopted in December 1996 and amended in August 2001, is intended to guide the City's long-range growth and development through the year 2010. The Framework Element planning policies regarding urban form, neighborhood design and the conservation of open space and other scenic resources are intended to improve community and neighborhood livability in the City of Los Angeles. The Framework Element Open Space and Conservation policies seek to conserve significant resources and use open space to enhance community and neighborhood character in the City.

The Conservation Element (adopted in 2001) includes a discussion of the existing landforms and scenic vistas in the City of Los Angeles. Objectives, policies, and programs included in these elements are intended to ensure the protection of natural terrain and landforms, unique site features, scenic highways, and panoramic public views as City staff and decision-makers consider future land use development and infrastructure projects.

The MP 2035 (adopted in 2015, as subsequently amended) provides an inventory of city-designated scenic highways. Scenic highways depicted within the City have special controls for protection and enhancement of scenic resources. The MP 2035 includes Scenic Highway Guidelines for those designated scenic highways for which there is no adopted scenic corridor plan.

The General Plan Framework, Conservation Element and MP 2035 are intended to ensure the protection of natural terrain and landforms, unique site features, scenic highways, and panoramic public views as City staff and decision-makers consider future land use development and infrastructure projects. Applicable goals, objectives, and policies are shown in **Table 4.1-1**. See Section 4.8, Land Use and Planning, for a discussion of land use consistency of aesthetics goals, objectives, and policies.

TABLE 4.1-1: RELEVANT GENERAL PLAN AESTHETICS GOALS, OBJECTIVES, AND POLICIES	
GENERAL PLAN FRAMEWORK	
Goal 5A	A livable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and Citywide scales.
Objective 5.1	Translate the Framework Element's intent with respect to Citywide urban form and neighborhood design to the community and neighborhood levels through locally prepared plans that build on each neighborhood's attributes, emphasize quality of development, and provide or advocate "proactive" implementation programs.
Policy 5.1.1	Use the Community Plan Update process and related efforts to define the character of communities and neighborhoods at a finer grain than the Framework Element permits.
Objective 5.2	Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community or the region.
Policy 5.2.1	Designate centers and districts in locations where activity is already concentrated and/or where good transit service is, or will be provided.
Policy 5.2.2	Encourage the development of centers, districts, and selected corridor/boulevard nodes such that the land uses, scale, and built form allowed and/or encouraged within these areas allow them to function as centers and support transit use, both in daytime and nighttime (see Chapter 3: Land Use). Additionally, develop these areas so that they are compatible with surrounding neighborhoods, as defined generally by the following building characteristics. Buildings in neighborhood districts generally should be low rise (one- to two-stories), compatible with adjacent housing, and incorporate the pedestrian-oriented design elements defined in Policies 5.8.1 and 3.16.1 - 3.16.3. They should also be located along sidewalks with appropriate continuous storefronts. Buildings located at activity nodes along mixed use boulevards generally shall have the same characteristics as either neighborhood districts or community centers, depending on permitted land use intensities. Housing over ground floor storefronts or in place of commercial development shall be encouraged along mixed use boulevards.
Objective 5.5	Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.
Policy 5.5.3	Formulate and adopt building and site design standards and guidelines to raise the quality of design Citywide.
Policy 5.5.4	Determine the appropriate urban design elements at the neighborhood level, such as sidewalk width and materials, street lights and trees, bus shelters and benches, and other street furniture.
Policy 5.5.6	Identify building and site design elements for commercial or mixed use streets in centers that may include: the height above which buildings must step back; the location of the building base horizontal articulation; and other design elements.
Policy 5.5.7	Promote the undergrounding of utilities throughout the City's neighborhoods, districts, and centers.
Policy 5.6.1	Revise community plan designations as necessary to conserve the existing urban form and community character of areas not designated as centers, districts, or mixed use boulevards.
Objective 5.7	Provide a transition between conservation neighborhoods and their centers.
Policy 5.7.1	Establish standards for transitions in building height and for on-site landscape buffers.
Objective 5.8	Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus for investment in the community.
Policy 5.8.1	Buildings in pedestrian-oriented districts and centers should have the following general characteristics: a. An exterior building wall high enough to define the street, create a sense of enclosure, and typically located along the sidewalk; b. A building wall more-or-less continuous along the street frontage; c. Ground floor building frontage designed to accommodate commercial uses, community facilities, or display cases; d. Shops with entrances directly accessible from the sidewalk and located at frequent intervals; e. Well-lit exteriors fronting on the sidewalk that provide safety and comfort commensurate with the intended nighttime use, when appropriate; f. Ground floor building walls devoted to display windows or display cases; g. Parking located behind the commercial frontage and screened from view and driveways located on side streets where feasible; h. Inclusion of bicycle parking areas and facilities to reduce the need for vehicular use; and i. The area within 15 feet of the sidewalk may be an arcade that is substantially open to the sidewalk to accommodate outdoor dining or other activities.

TABLE 4.1-1: RELEVANT GENERAL PLAN AESTHETICS GOALS, OBJECTIVES, AND POLICIES	
Policy 5.8.2	The primary commercial streets within pedestrian-oriented districts and centers should have the following characteristics: a. Sidewalks: 15-17 feet wide (see illustrative street cross-sections). b. Mid-block medians (between intersections): landscaped where feasible. c. Shade trees, pruned above business signs, to provide a continuous canopy along the sidewalk and/or palm trees to provide visibility from a distance. d. Pedestrian amenities (e.g., benches, pedestrian-scale lighting, special paving, window boxes, and planters).
Policy 5.8.4	Encourage that signage be designed to be integrated with the architectural character of the buildings and convey a visually attractive character.
CONSERVATION ELEMENT	
Land Form & Scenic Vista Objective	Protect and reinforce natural and scenic vistas as irreplaceable resources and for the aesthetic enjoyment of present and future generations.
Land Form & Scenic Vista Policy	Continue to encourage and/or require property owners to develop their properties in a manner that will, to the greatest extent practical, retain significant existing land forms (e.g., ridge lines, bluffs, unique geologic features) and unique scenic features (historic, ocean, mountains, unique natural features) and/or make possible public view or other access to unique features or scenic views.
MOBILITY PLAN 2035	
Objective 11	Preserve and enhance access to scenic resources and regional open space.
Policy 11.1	Designate scenic highways and scenic byways which merit special consideration for protection and enhancement of scenic resources.
Policy 11.2	Provide for protection and enhancement of views of scenic resources along or visible from designated scenic highways through implementation of guidelines set forth in this 2035 Mobility Plan.
Policy 11.3	Consider aesthetics and scenic preservation in the design and maintenance of designated scenic highways and of those scenic byways designated in Community Plans.
Policy 11.4	Establish Scenic Corridor Plans, where appropriate, which set forth corridor boundaries and development controls in harmony with each corridor's specific scenic character.
Policy 2.16	Ensure that future modifications to any scenic highway do not impact the unique identity or characteristic of that scenic highway.
SOURCE: City of Los Angeles, The Citywide General Plan Framework, re-adopted 2001; City of Los Angeles General Plan, Conservation Element, adopted 2001; City of Los Angeles General Plan, Mobility Plan 2035, adopted 2015, as subsequently amended.	

City of Los Angeles Planning and Zoning Code and Building Regulations. LAMC Chapter 1 contains the Planning and Zoning Code, and Chapter 9 contains Building Regulations. The purpose of the Planning and Zoning Code is to designate and regulate the location, use, height and size of buildings. The Planning and Zoning Code regulates the aesthetics and visual quality of development projects. It includes development regulations specific to each zone and addresses parking, landscaping, lighting, and a number of other topics that influence the aesthetics of a development project. The Planning and Zoning Code also includes design regulations that seek to affect the physical alteration of streets, intersections, alleys, pedestrian walkways, and landscaping.

The following are sections of the LAMC that regulate lighting:

- *Chapter 1, Article 2, Sec. 12.21 A5(k).* All lights used to illuminate a parking area shall be designed, located and arranged so as to reflect the light away from any streets and any adjacent premises.
- *Chapter 1, Article 7, Sec. 17.08C.* Plans for street lighting system shall be submitted to and approved by the Bureau of Street Lighting.
- *Chapter 9, Article 3, Sec. 93.0117.* No exterior light source may cause more than two foot-candles (21.5 lux) of lighting intensity or generate direct glare onto exterior glazed windows or glass doors; elevated habitable porch, deck, or balcony; or any ground surface intended for uses such as recreation, barbecue or lawn areas or any other property containing a residential unit or units.

- *Chapter 9, Article 1, Section 91.6205 (K)4*. Signs are prohibited if they contain flashing, mechanical and strobe lights in conflict with the provisions of Section 80.08.4 and 93.6215 of this code.
- *Chapter 9, Article 1, Section 91.6205M*. No sign shall be arranged and illuminated in such a manner as to produce a light intensity of greater than three foot-candles above ambient lighting, as measured at the property line of the nearest residentially zoned property.

Los Angeles Administrative Code (LAAC) Cultural Heritage Ordinance (Section 22.171). The Cultural Heritage Ordinance was first adopted by the Los Angeles City Council in 1962 and has since been amended several times. The provisions of the Cultural Heritage Ordinance are codified in Division 22, Chapter 9, Article 1 of the LAAC, commencing with Section 22.171. The Ordinance created a Cultural Heritage Commission and criteria for designating Historic-Cultural Monuments (HCM). HCMs, along with all other historically significant resources, are considered scenic resources. The designation of a historic building as a HCM affords it protection from development and requires that resource be considered when analyzing the aesthetic impacts of a project.

The Cultural Heritage Commission is comprised of five citizens appointed by the Mayor, who have exhibited a knowledge of Los Angeles' history, culture and architecture. LAAC Section 22.171.7 states that an historical or cultural monument is:

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

Each nomination for HCM designation is reviewed by the Commission, then by the Planning and Land Use Management Committee of the City Council, and the City Council as a whole. Once a property has been designated a monument, the Cultural Heritage Commission and its staff review permits for alteration, relocation, or demolition.

City of Los Angeles Historic Preservation Overlay Zone (HPOZ) Ordinance. In addition to the designation of individual sites as HCMs, the City of Los Angeles also has a separate ordinance and procedure for the designation of historic districts, or HPOZ. The ordinance, which is found in LAMC Chapter I, Article 2, Section 12.20.3, is intended to recognize, preserve, and enhance buildings, structures, landscaping, natural features, and areas within the City having historic, architectural, cultural, or aesthetic significance in the interest of the health, economic prosperity, cultural enrichment, and general welfare of the people.

City of Los Angeles Tree Preservation Ordinance. Protected trees are considered aesthetic resources. The City of Los Angeles passed an ordinance for the Preservation of Protected Trees (Ordinance No. 177,404; LAMC Chapter IV, Article 6) which became law on April 23, 2006. The ordinance protects the following tree species:

- All native Oak tree species (*Quercus* spp), but excluding the Scrub Oak (*Quercus dumosa*)
- Western Sycamore (*Platanus racemosa*)
- California Bay (*Umbellularia californica*)
- Southern California Black Walnut (*Juglans californica var. californica*)

The Ordinance applies to trees that are four inches or greater in diameter at 4.5 feet above ground, and on any lot size. Protected tree removal requires a removal permit by the City of Los Angeles Department of Public Works (LADPW). Any act that may cause the failure or death of a protected tree requires inspection by the LADPW Urban Forestry Division. In the event, the LADPW approves a tree removal, replacement of the tree is required with at least two trees of a protected variety.

Heritage Trees. Similar to protected species of trees, Heritage Trees are considered aesthetic resources. Heritage Trees are individual trees of any size or species that are specially designated as heritage because of their historical, commemorative, or horticultural significance. The list of designated heritage trees is maintained by the City of Los Angeles Department of Recreation and Parks (DPR) and can be viewed on NavigateLA.[2] Section 17.02 of the LAMC, protects four native Californian tree species, including Oak Trees, Southern California Black Walnut, Western Sycamore, and California Bay Trees. The list of designated heritage trees remains open for new designations and the Department of Parks and Recreation is responsible for the maintenance and protection of these trees from injury.

EXISTING SETTING

SCENIC VIEWS AND VISTAS

The term views generally refer to visual access to, or the visibility of, a particular natural or man-made visual resource from a given vantage point or corridor. Focal views focus on a particular object, scene, setting, or feature of visual interest. The City's General Plan Conservation Element defines scenic views or vistas as the panoramic public view access to natural features, including views of the ocean, striking or unusual natural terrain, or unique urban or historic features. Public access to these views is typically from park lands, publicly owned sites, and public rights-of-way.

There are no designated, publicly accessible panoramic vista points within the Project Area. Due to the relatively flat nature of the Project Area, there are limited views from public rights-of-way within the Project Area to visual resources and landmarks either within or adjacent to the Project Area. Public views of historic buildings, parks, landscaped street medians, and Heritage and Ordinance Protected Trees are typically limited to close in foreground views from adjacent streets and sidewalks. **Figure 4.1-2** depicts views of recognized scenic resources and landmarks which are partially visible from within the Project Area. Some of these resources are located in the Project Area, while others are located outside. These views of scenic resources and landmarks include:

- South-facing views along Motor Avenue of the Sony Pictures Water Tower in Culver City (160 feet in height) (**Figure 4.1-2a**).
- Views of the Helms Bakery District from Venice Boulevard (**Figure 4.1-2b**).
- South facing views along Overland Avenue of the Veterans Memorial Building (122 feet in height) in Culver City, (**Figure 4.1-2c**).
- North facing views along Overland Avenue of the spire of the Mormon Temple (257 feet in height) on Santa Monica Boulevard (**Figure 4.1-2d**).

[2]LADPW, *NavigateLA*, http://navigatela.lacity.org; City of Los Angeles, *Urban Forestry Division*, http://bss.lacity.org/urbanforestry/index.htm; accessed February 28, 2017.

Los Angeles Department of City Planning

4.1-2a: View of the Sony Pictures Studios Water Tower (at 10000 West Washington Boulevard)

4.1-2b: View of the Helms Bakery District (at 8830 Venice Boulevard)

4.1-2c: View of Veterans Memorial Building (at 4117 Overland Avenue).

4.1-2d: View of Los Angeles California Mormon Temple (at 10777 Santa Monica Boulevard)

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: City of Los Angeles and TAHA, 2017.

Limited views of geologic features and mountains located outside of the Project Area are available from public rights-of-way within the Project Area. These views are often subject to atmospheric visibility conditions. On a clear day, distant background views are possible, including:

- South-facing views along National Boulevard near Venice Boulevard of portions of the Baldwin Hills ridge line.
- Views of the Santa Monica Mountains and the Hollywood Hills, located to the north of the Project Area, looking north from Bundy Drive, Barrington Avenue, and Sawtelle, Sepulveda, and Robertson Boulevards, as well as by motorist from the Interstate-405 (I-405) and Interstate-10 (I-10).
- Background views of the San Gabriel Mountains, located to the east of the Project Area can be seen from certain vantage points, when looking east and north, primarily along a number of east-west oriented roadways including Olympic, Pico, Palms, Venice, and Washington Boulevards, and the I-10.
- Distant views to the south and west of Baldwin Hills and the Santa Monica mountains from Manning Avenue and other east-west local streets in the Cheviot Hills area.

The Baldwin Hills Scenic Overlook in Culver City is the nearest designated public vista point to the Project Area. This vista point offers views of the Project Area and of recognized scenic resources located outside of the Project Area. The Baldwin Hills Scenic Overlook is located approximately two miles to the southeast of the Culver City Station Area at the intersection of Jefferson Boulevard and Hetzler Road in Culver City. The Baldwin Hills Scenic Overlook peak is 511 feet above sea level, which is higher in elevation than the Project Area. **Figure 4.1-3** represents a view of the Project Area from the Baldwin Hills Scenic Overlook looking to the northwest. The Project Area is in the middle ground of the photograph, with station areas indicated. The Sony Studios Water Tower, the Getty Center, and the Mormon Temple located outside of the Project Area are visible from the Baldwin Hills Scenic Overlook, as represented in **Figure 4.1-3**. The background vista is visually dominated by the Hollywood Hills, and the Santa Monica and San Gabriel mountains.

Views of the Project Area and beyond are available from the public rights-of-way of the I-10 and from the I-405. In the majority of the Project Area, the I-10 is elevated on an aerial structure or berms and views of the Project Area by freeway travelers is intermittently shielded by adjacent development and landscaping. Additionally, views of the Project Area are also available from the elevated portion of the Expo light rail transit (LRT) Line at the Culver City Station Area, which was recently constructed. Along the track segments of the Expo LRT Line that are elevated, transit riders also have momentary views of the Project Area; these include Exposition Boulevard at Palms Boulevard, Motor Avenue, Sawtelle Boulevard, Pico Boulevard, Bundy Drive, and Centinela Avenue. At these locations, there are no adjacent publically valued views. North of the Expo LRT Line, the Bundy and Sepulveda Station Areas are bounded by industrial and commercial-oriented uses. The remainder of the Expo LRT Line within the Project Area is bounded by primarily residential neighborhoods with low-scale buildings.

SCENIC RESOURCES

Scenic Highways. As described above in the Regulatory Framework, the California State Scenic Highway System is a list of highways that have been designated by Caltrans as Scenic Highways. There are no State-designated Scenic Highways located within the Project Area. Furthermore, there are no State-designated Scenic Highways in proximity to the Project Area that afford views of the Project Area. The nearest State-designated Scenic Highway is State Route 2, north of State Route 210 in La Canada Flintridge.

Figure 4.1-3 Baldwin Hills Scenic Overlook Visual Character

The southeastern portion of the Project Area is approximately two miles from the Baldwin Hills Scenic Overlook. Views of the Project Area and beyond are available from this panoramic view point. The background vista is visually dominated by the Santa Monica Mountains. The Project Area can be seen in the middle-ground views from this point. Views of the Sony Studios Water Tower in the foreground, the Getty Center, and the Mormon Temple beyond the Project Area are available from this panoramic view point.

SOURCE: City of Los Angeles and TAHA, 2017.

The City's MP 2035 identifies the entire length of Venice Boulevard within the Project Area as a locally-designated scenic highway.[3] According to the MP 2035, city-designated scenic highways may traverse an urban area of cultural, historic, or aesthetic value. Venice Boulevard is designated as a scenic highway, and features a landscaped median planted with grass and mature trees. About 30 percent of the Venice Boulevard median is landscaped with intermittent trees, small shrubs, and grassy areas within the Project Area. Vegetation on the median can be found predominantly in the road segment from Motor Avenue on the west to Helms Avenue on the east. No other city-designated scenic highways are located in the Project Area.

Scenic Natural Features, Landforms and Geology. Scenic resources may include natural or urban features. Natural features can include open space, native or ornamental vegetation/landscaping; topographic or geologic features; and natural water sources. Urban features can include structures of architectural or historic significance or visual prominence, public plazas, art or gardens, heritage oaks and other trees or landscaping protected by the City; consistent design elements along a street or within a district; pedestrian amenities; and landscaped medians or park areas. These scenic natural features contribute to a valued aesthetic character or image of a given area.[4]

The Project Area is highly urbanized and contains a limited number of natural features. With the exception of a narrow ravine along the Expo LRT right-of-way just east of Overland Avenue and a slight rise in topography in the Cheviot Hills area, there are no major topographic features within the Project Area.

Open Space and Parks. Open space and landscaping are primarily limited to public parks, which are considered urban features. The urban scenic features within the Project Area are discussed below. The most prominent open space area in the vicinity of the Project Area is the Rancho Park Golf Course. This 184-acre area is located just outside the northern boundary of the Project Area. The Project Area has four public parks: Stoner Recreation Center, Palms Recreation Center, Woodbine Park, and Media Park (refer to Figure 4.11-3 in Section 4.11, Public Services). Stoner Recreation Center, Palms Recreation Center, and Woodbine Park are located in residential neighborhoods, while Media Park is located at the major commercial intersection of Venice and Culver Boulevards. Trees, grassy areas, and other vegetation contribute to scenic quality of these parks. Additionally, Media Park contains the Ivy Substation, a City of Los Angeles designated HCM.

Parkways and Landscaped Roadway Medians. Of the numerous major and minor arterials within the Project Area, only a few streets have landscaped medians, including Venice, Culver, and Gateway Boulevards. Only the median along Venice Boulevard is part of a city-designated scenic highway.

Heritage and Ordinance Protected Trees. Heritage Trees are individual trees of any size or species that are specially designated as heritage because of their historic, commemorative, or horticultural significance.[5] The vast majority of Heritage Trees in the Project Area are located within city-designated community parks and at recreation centers.

Historic Resources. No HPOZs are located within the Project Area (refer to Figure 4.3-1 in Section 4.3, Cultural Resources). The nearest HPOZs are the Gregory Ain Mar Vista Tract and the South Carthay HPOZ. The Gregory Ain Mar Vista Tract is located approximately two miles south of the western portion of the Project Area and the South Carthay HPOZ is located approximately two miles north of the eastern portion of the Project Area.

Historic Buildings and Monuments. A number of properties located within the Project Area are listed in, or have been determined eligible for, listing in the National Register of Historic Places (National Register), the California Register of Historical Resources (California Register), or local listing. These properties that

[3]City of Los Angeles *Mobility Plan 2035*, adopted in 2015, as subsequently amended.
[4]City of Los Angeles *CEQA Thresholds Guide*, 2006.
[5]LADPW, *NavigateLA*, http://navigatela.lacity.org; City of Los Angeles, *Urban Forestry Division*, http://bss.lacity.org/urbanforestry/index.htm, accessed February 28, 2017.

are defined in part as visual resources are identified in Tables 4.3-3 and 4.3-4 and Figure 4.3-1 in Section 4.3, Cultural Resources. The majority of officially designated historic resources within the Project Area are concentrated in the Culver City Station Area, while a number of eligible buildings are located in the northern area between the Sepulveda and Bundy Station Areas. Although not officially designated as historic, the Helms Bakery District is a local landmark and is architecturally significant. It is valued as a scenic resource in part due to its Olympic style neon sign and landscaped pedestrian plaza. The Helms Bakery District has frontage on both Venice and Washington Boulevards. The Venice Boulevard portion of the site is in the City of Los Angeles, while the Washington Boulevard portion of the district is in the City of Culver City. There are two city-designated HCMs are located in the Project Area: the Ivy Park Substation (located southwest of the Culver City Station Area) and the Lawrence and Martha Joseph Residence and Apartments (located south of the Palms Station Area). Additionally, there are several historic resources within the Project Area that are eligible for local, state, and federal listing, as well as historic resources that are located just outside the Project Area, such as the Moreton Bay Fig Tree, a city-designated HCM.

VISUAL CHARACTER

The Project Area is highly urbanized and there is little vacant land or open space, except for the Rancho Park Golf Course. The Project Area is characterized by a mix of single- and multi-family residential neighborhoods, commercial corridors, and industrial uses. There is no one consistent style or type of development within the Project Area. Generally, development in the Project Area is low-rise, ranging in height from one to three stories. However, within certain areas, development may exceed three stories and can reach up to 12 stories, such as along Olympic and Pico Boulevards. Development exceeding four stories is typically interspersed among lower-scale development. Industrial uses are typically concentrated near the former railroad rights-of-way near Exposition Boulevard and in the Bundy and Sepulveda station areas. None of these non-residential areas have unique or outstanding features. Similarly, multi-family residential areas are compact, typically low scale and well landscaped (with lawns and trees) but comprise a wide variety of architectural styles and building ages that result in a lack of consistent visual character. Major streets in the project area have tall utility poles and overhead wires which detract from the visual character of the streetscape. This condition is apparent on Venice Boulevard, Bundy Drive, Sepulveda, and Olympic Boulevards.

Infrastructure elements such as elevated freeways and rail crossing play a large role in defining neighborhood boundaries within the Project Area. Specifically, the I-10 and I-405 are dominant visual features within the Project Area. The I-10 traverses the area in an east-west direction for approximately four miles, and the I-405 in the north-south direction for approximately 1.1 miles. The I-10 and I-405 are predominantly elevated in the Project Area, with a limited number of crossings over local streets. These crossings over local streets create a "gateway" effect between neighborhoods and commercial areas at the ground level. These freeways create a visual division between communities.

Similarly, the Expo LRT Line, which generally follows the east-west route of a former rail line is an emerging visual feature of the Project Area. The visual prominence of this facility is highlighted by overcrossing concrete bridge structures at Centinela Avenue, Bundy Drive, Barrington Avenue, Pico Boulevard, Sawtelle Boulevard, Sepulveda Boulevard, Motor Avenue, National Boulevard, and Venice Boulevard. Although these structures are generally less imposing than the freeway in the Project Area, they have a similar gateway visual effect for both neighborhoods and commercial areas.

The visual character specific to each of the five station areas, shown in Figure 3-1 in Chapter 3.0, Project Description, is described below. The boundaries of each station segment are indicated with a solid red line.

Bundy Station Area. **Figure 4.1-4a** includes images of some of the Bundy Station Areas of proposed change. **Figure 4.1-4b** identifies the location of these views. An aerial view of the Bundy Station Area is provided as **Figure 4.1-4c**. The areas of proposed change are adjacent to, but oriented away from the single-family neighborhoods to the north and east. The dominant visual features in the Bundy Station area are the elevated I-10 and associated ramps, Expo LRT Line where it crosses above Bundy Drive, and office buildings exceeding six-stories in height. These office buildings are mostly located in the vicinity of the Bundy Drive and Olympic Boulevard intersection. The I-10, which roughly parallels Pico Boulevard to the south, is mostly shielded from view by development and a densely-landscaped buffer. The I-10 is visible where it crosses above Barrington Avenue, Bundy Drive, Pico Boulevard, and Centinela Avenue.

Just over 50 percent of the Bundy Station Area is comprised of single-family residential neighborhoods. The single-family neighborhood clusters are similar with largely one story post-war residences. These neighborhoods generally have consistent layouts including single-story residences with side yards, driveways, and 20-30-foot street setbacks with landscaped front yards and sidewalks.

The primary characteristic difference between the neighborhood just south of the Expo LRT Line and east of Bundy Drive and the other neighborhoods are the unusually wide streets. While the residences are primarily single story in the neighborhood just south of Expo LRT Line and east of Bundy Drive, the street widths are approximately 80 feet and are substantially wider than streets in most residential areas in the Project Area and in the City. The wider streets give this neighborhood the appearance of being less dense and more open.

The character of commercial corridors and districts within the Bundy Station Area is summarized below:

- *Olympic Boulevard.* The most prominent non-residential visual feature on Olympic Boulevard in the Bundy Station Area is a series of office buildings that range from 4 to 12 stories in height. This stretch of Olympic Boulevard is shown in **Figure 4.1-4a**, View 2. The area generally lacks a cohesive character, as it does not have consistent height, scale, or massing and has very diverse and variable building forms. In addition to office buildings, the area includes auto-oriented uses such as gas stations, as well as a number of schools, a supermarket, and single-story strip mall style shopping centers. Tall utility poles and lines parallel the south side of Olympic Boulevard.
- *Pico Boulevard.* Pico Boulevard in the Bundy Station Area has generally a consistent commercial character. The roadway is mostly lined by one-story buildings consisting of restaurants, storefronts, and other businesses oriented towards the street, occasionally broken up by surface parking lots. Also, there are a number of corner strip malls and stand-alone buildings that are oriented around surface parking lots. The only exception to the low-scale character of this street segment is a new, approximately six-story residential mixed use building located at the northeast corner of Pico Boulevard and Centinela Avenue.
- *Bundy Drive.* The character of this segment is mixed. Along Bundy Drive, north of Expo LRT Line, development includes several one and two-story retail stores oriented around surface parking lots, however there are several office buildings ranging from three to eight stories. Buildings along Bundy Drive are mostly set back from the roadway by landscaping or parking areas. Tall utility poles and lines parallel the west side of the street and add to visual clutter.
- *Centinela Avenue.* The character of the east side of Centinela Avenue, within the station area has a distinct light industrial character. Several single-story warehouse-style buildings with surface parking lots line the east side of Centinela Avenue. These buildings are either built up to the street, shielded by walls or fences along the sidewalk or setback by paved strips. Utility lines parallel Centinela Avenue.

Exposition Corridor Transit Neighborhood Plan

Figure 4.1-4a Visual Character of Bundy Station Change Areas

Los Angeles Department of City Planning

View 1: Looking northwest toward single-family residences on the north side of Tennessee Avenue, west of Granville Avenue.

View 2: Looking northeast toward commercial development along Olympic Boulevard, west of Bundy Drive.

View 3: Looking northwest toward commercial development along Bundy Drive, north of Olympic Boulevard.

View 4: Looking west toward single-family residences along the south side of Exposition Boulevard, east of Bundy Drive.

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

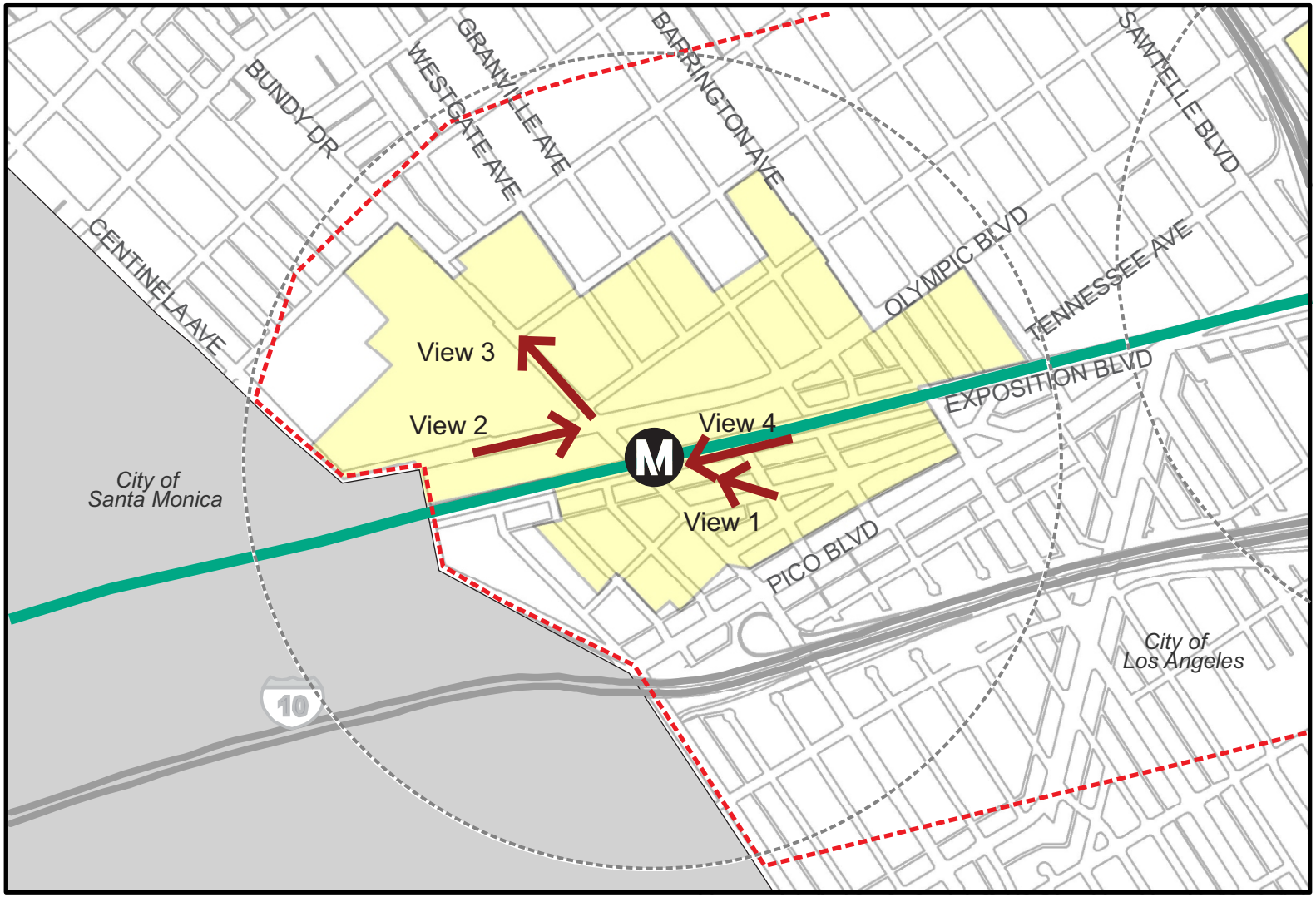
SOURCE: City of Los Angeles and TAHA, 2017.

2012-058

Exposition Corridor Transit Neighborhood Plan

Figure 4.1-4b Bundy Station Change Areas Viewpoint Map

Los Angeles Department of City Planning



LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Viewpoint Perspective
- Jurisdictional Boundary
- Areas of Proposed Change/ Subareas

Approx. Scale

N

0 400 800 FEET

A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: City of Los Angeles and TAHA, 2017.

2012-058

Exposition Corridor Transit Neighborhood Plan

Figure 4.1-4c Bundy Station - Proposed Change Areas Aerial Map

Los Angeles Department of City Planning

LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Areas of Proposed Change/ Subareas

Approx. Scale

N

0 400 800 FEET

A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: City of Los Angeles and TAHA, 2017.

2012-058

Sepulveda Station Area. **Figure 4.1-5a** includes images of some of the Sepulveda Station Areas of proposed change. **Figure 4.1-5b** identifies the location of these views. An aerial view of the Sepulveda Station Area is provided as **Figure 4.1-5c**. Transportation infrastructure including the elevated I-405, Expo LRT Line, and I-10 are the dominant visual features in the area. The elevated I-405 crosses over Pico Boulevard between Sepulveda and Sawtelle Boulevards. Beneath the freeway is undeveloped land, landscaped in some locations and used as service yards in other locations. The I-10 freeway runs east-west and is highly visible between Sawtelle Boulevard and the I-405. The Expo LRT Line crosses above Sepulveda Boulevard just south of Pico Boulevard, as well as above Pico and Sawtelle Boulevards. The Expo LRT Line is at-grade through the remainder of the Sepulveda Station area.

Approximately 40 percent of the Sepulveda Station Area is single-family neighborhoods. Most of the neighborhood streets are tree-lined and have, one- and two-story single-family residences with landscaped front yards, driveways, and street setbacks with sidewalks. Along Exposition Boulevard between Sepulveda Boulevard and Westwood Boulevard approximately 6 acres are currently zoned as R2-1. These properties are mostly developed with one- and two-story two-family dwelling units that are set back from the street by landscaped front yards.

Medium density multi-family residential buildings in the Sepulveda Station Area are concentrated along Sepulveda south of the station, along Bentley Avenue just east of Sepulveda Boulevard and on or around Sawtelle Boulevard west of the I-405. These buildings are mostly four stories in height, and are either minimally set back from the street or have narrow landscaped front yards. Parking is typically provided in ground floor parking garages located below dwelling units and accessed from driveways along these streets or alleyways. Despite some consistency in building heights and orientation, the multi-family residential buildings comprise a wide variety of architectural styles and building ages that result in a lack of consistent visual character.

The character of commercial corridors and districts within the Sepulveda Station Area is summarized below:

- *Industrial-style development and uses are located just north of the Sepulveda Station, between Sepulveda Boulevard and the I-405, north of the Expo LRT Line.* The area is characterized by non-descript flat buildings, one to two stories in height, aligned with the roadways, and spaced out by surface parking lots and service yards. **Figure 4.1-5a**, Views 1 and 3, are representative of the visual character of this area. Fencing, gates, or low walls often buffer development from the street. Along the west side of Sepulveda Boulevard, businesses are setback from the street by a linear surface parking lot, with no curbs and gutters along the street. Businesses are built to the sidewalk along the east side of Sepulveda Boulevard, with utility poles and lines in the sidewalk. A concrete batch plant is located on the west side of Sepulveda Boulevard, south of Pico Boulevard.
- *Pico Boulevard.* This area has a fairly consistent low-scale commercial character, but setbacks and spacing between buildings is varied. Freestanding restaurants and businesses, and strips of retail line Pico Boulevard. Buildings are separated by surface parking lots. Development along Pico Boulevard is mostly one story in height; however, a few buildings reach up to three stories in height. Billboards and other forms of advertising are widely present along Sepulveda and Pico Boulevards. A view of the commercial development along Pico Boulevard east of Veteran Avenue is illustrated in **Figure 4.1-5a**, View 4. Tall utility poles and lines parallel both sides between the I-405 and Sepulveda Boulevard.
- *Sawtelle Boulevard.* Sawtelle Boulevard, north of Pico Boulevard has a mixed and inconsistent character. Sawtelle Boulevard is lined with a mix of freestanding buildings oriented toward surface parking lots and away from the street and buildings oriented toward the street with no parking in front, and a parking garage. Buildings along Sawtelle Boulevard are generally one to two stories in height. Additionally, there are three-story shopping centers, an eight-story office building, and a storage facility. Buildings are generally setback by a landscaped strip. Tall utility poles and lines parallel the west side of Sawtelle Boulevard.

Figure 4.1-5a Visual Character of Sepulveda Station Change Areas

Los Angeles Department of City Planning

View 1: Looking southeast toward commercial uses along Sepulveda Boulevard, south of Olympic Boulevard.

View 2: Looking northeast toward commercial/industrial uses near the intersection of Pico Boulevard and Sepulveda Boulevard.

View 3: Looking north toward commercial uses along Sepulveda Boulevard, north of Olympic Boulevard.

View 4: Looking northeast toward commercial development along Pico Boulevard, west of Veteran Avenue.

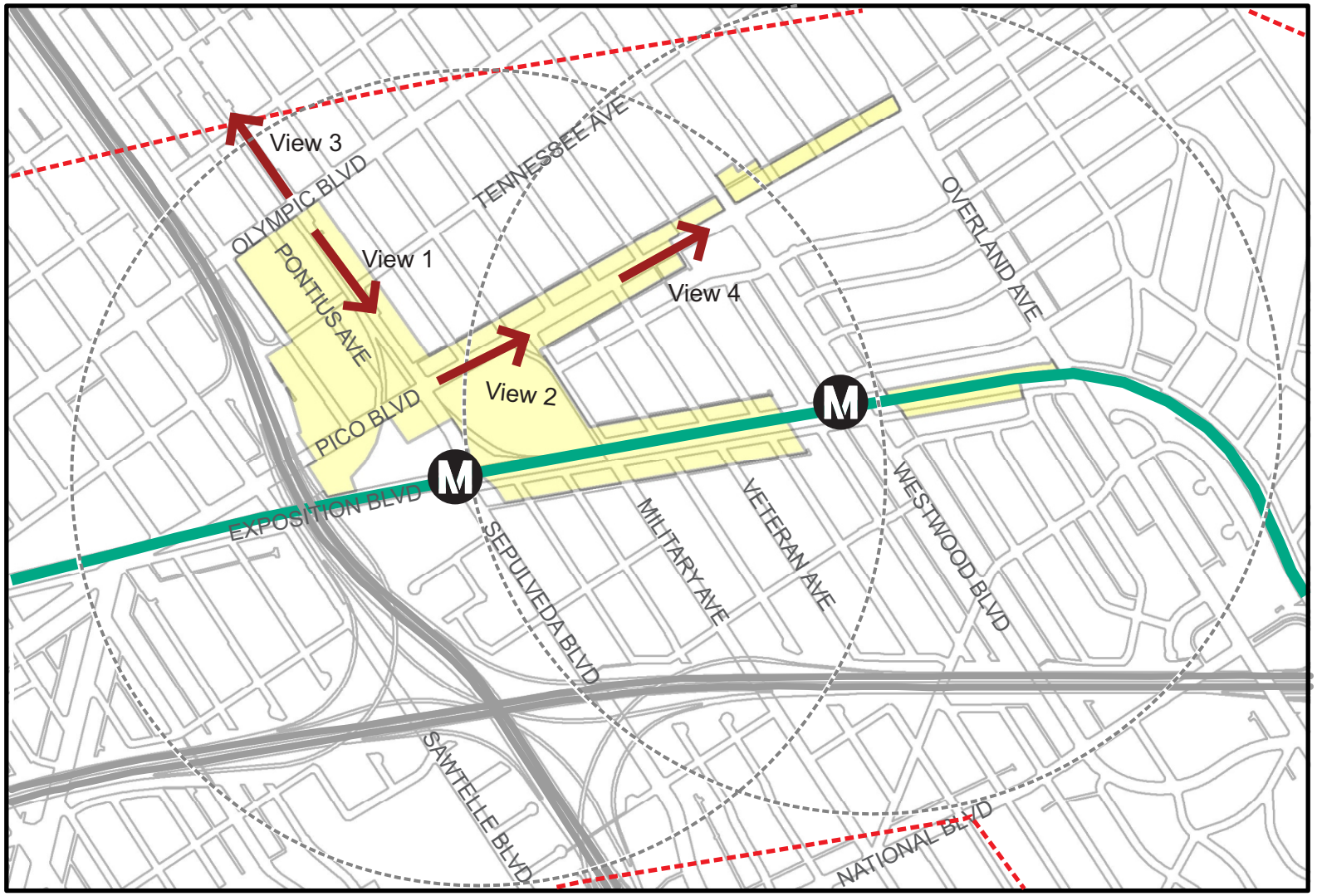
LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: City of Los Angeles and TAHA, 2017.

Exposition Corridor Transit Neighborhood Plan

Figure 4.1-5b Sepulveda Station Change Areas Viewpoint Map

Los Angeles Department of City Planning



LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Viewpoint Perspective
- Areas of Proposed Change/ Subareas

N

Approx. Scale

0 400 800 FEET

A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

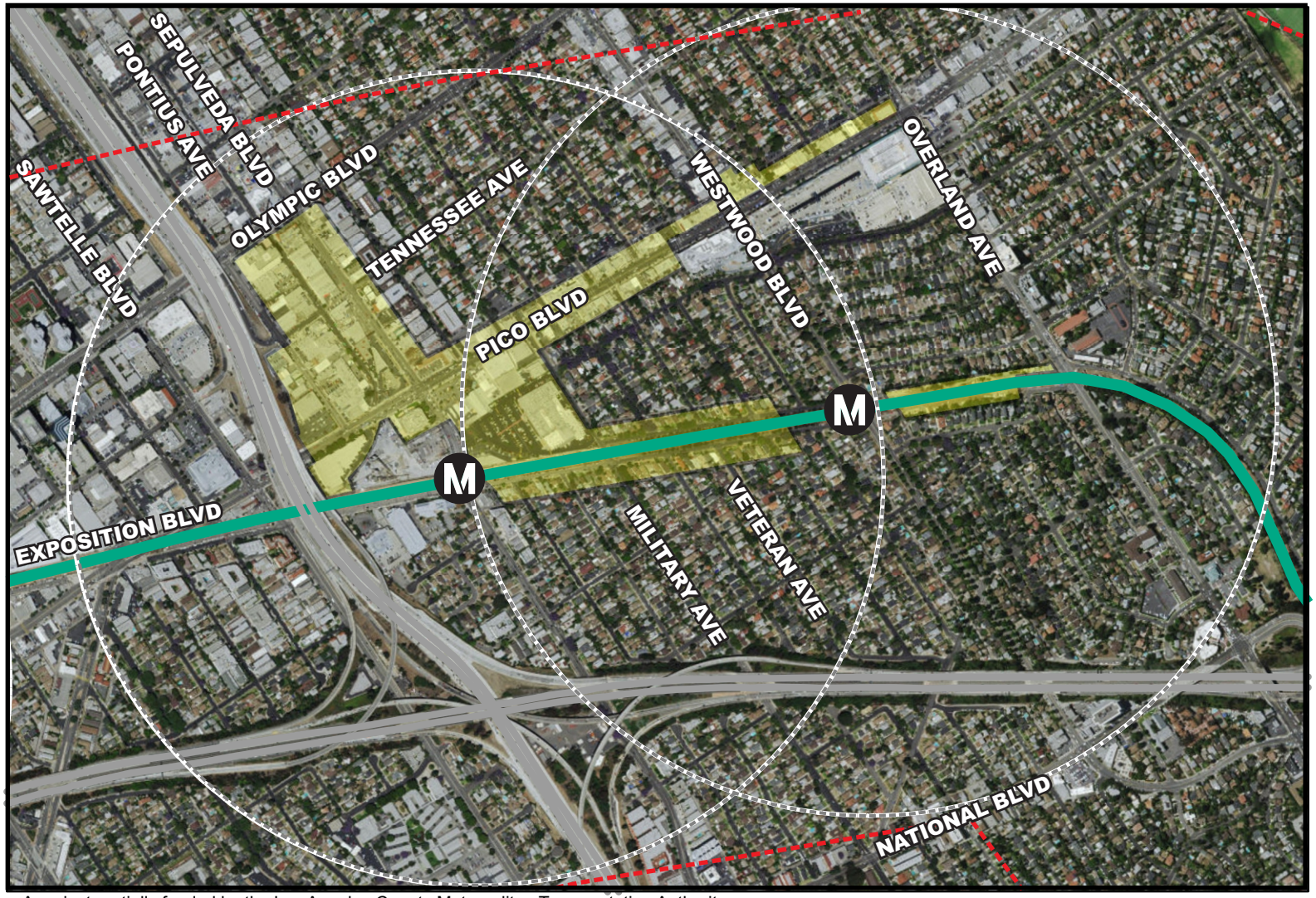
SOURCE: City of Los Angeles and TAHA, 2017.

2012-058

Exposition Corridor Transit Neighborhood Plan

Figure 4.1-5c Sepulveda Station Change Areas Aerial Map

Los Angeles Department of City Planning



LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Areas of Proposed Change/ Subareas

N

Approx. Scale

0 400 800 FEET

A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: City of Los Angeles and TAHA, 2017.

Westwood Station Area. The Westwood Station Area is largely residential in character, except along Pico Boulevard, portions of Overland Avenue, and Westwood Boulevard north of Pico Boulevard. **Figure 4.1-6a** includes images of some of the Westwood Station areas of proposed change. **Figure 4.1-6b** identifies the location of these views. An aerial view of the Westwood Station Area is provided as **Figure 4.1-6c**. The four-story Westside Pavilion shopping center, located south of Pico Boulevard and bridging over Westwood Boulevard, and a six-story office building situated on the southeast corner of Pico Boulevard and Overland are significant visual features along Pico Boulevard. The visual contrast between the Westside Pavilion and the small-scale development adjacent to it on Pico Boulevard defines the area.

Approximately 55 percent of the Westwood Station Area is single-family residential.[6] Residences are mostly one- to two-stories in height and are set back from the streets by landscaped front yards and driveways.

The character of commercial and industrial corridors and districts in the Westwood Station Area are described below:

- *Pico Boulevard.* The north side of Pico has a consistent low-scale character with relatively uniform building setbacks. Pico Boulevard is lined primarily with retail continuous storefronts and restaurants, and is occasionally separated by parking lots, as illustrated in **Figure 4.1-6a**, Views 1 through 4. Development along Pico Boulevard is low-scale, rarely exceeding two-stories in height, and generally built to the sidewalk. The Westside Pavilion, a four-story indoor shopping mall, extends along the south side of Pico Boulevard from approximately Midvale Avenue to Overland Avenue, crossing over Westwood Boulevard via a bridge that extends three stories above the roadway. The Westside Pavilion is internally oriented with limited pedestrian access from Pico Boulevard, creating a dominant street wall that contrasts with the character of the north side of Pico Boulevard.
- *Westwood Boulevard.* North of Pico Boulevard, the character of Westwood Boulevard is consistently low-scale commercial. Westwood Boulevard is lined primarily with retail storefronts and restaurants, the occasional office building, and multi-family residential. South of Pico Boulevard, Westwood Boulevard is primarily single-family residential. Near National Boulevard south of I-10 there is a cluster of commercial uses, including several shopping centers oriented around surface parking lots, a six-story office building, and a synagogue.
- *Overland Avenue.* The height, scale, and type of development vary considerably along this segment of Overland Avenue. North of Exposition Boulevard, the east side of Overland Avenue is lined with a number of different uses including Overland Elementary School (immediately north of Exposition Boulevard), a four-story multi-family development, a seven-story office building, a two-story corner strip mall, and a one-story strip of commercial uses. The Palms Recreation Center and Notre Dame Elementary School are also located along Overland Avenue, just north of the I-10. Overland Avenue crosses above the I-10. The maze of freeway on- and off-ramps, the freeway right-of-way as well as billboards oriented towards the freeway influence the character of this area. South of the I-10 within the station area, the character of Overland Avenue becomes auto-oriented with a gas station and an oil-change shop. Tall utility poles and lines parallel the south side of the avenue.

[6]Properties zoned R-1 and R-2 are not subject to the regulations in the ECTNP Area.

Figure 4.1-6a Visual Character of Westwood Station Change Areas

Los Angeles Department of City Planning

View 1: Looking northeast along Pico Boulevard, east of Veteran Avenue.

View 2: Looking northeast along Pico Boulevard, east of Bentley Avenue.

View 3: Looking southwest along Pico Boulevard, west of Malcolm Avenue.

View 4: Looking northeast along Pico Boulevard, east of Malcolm Avenue.

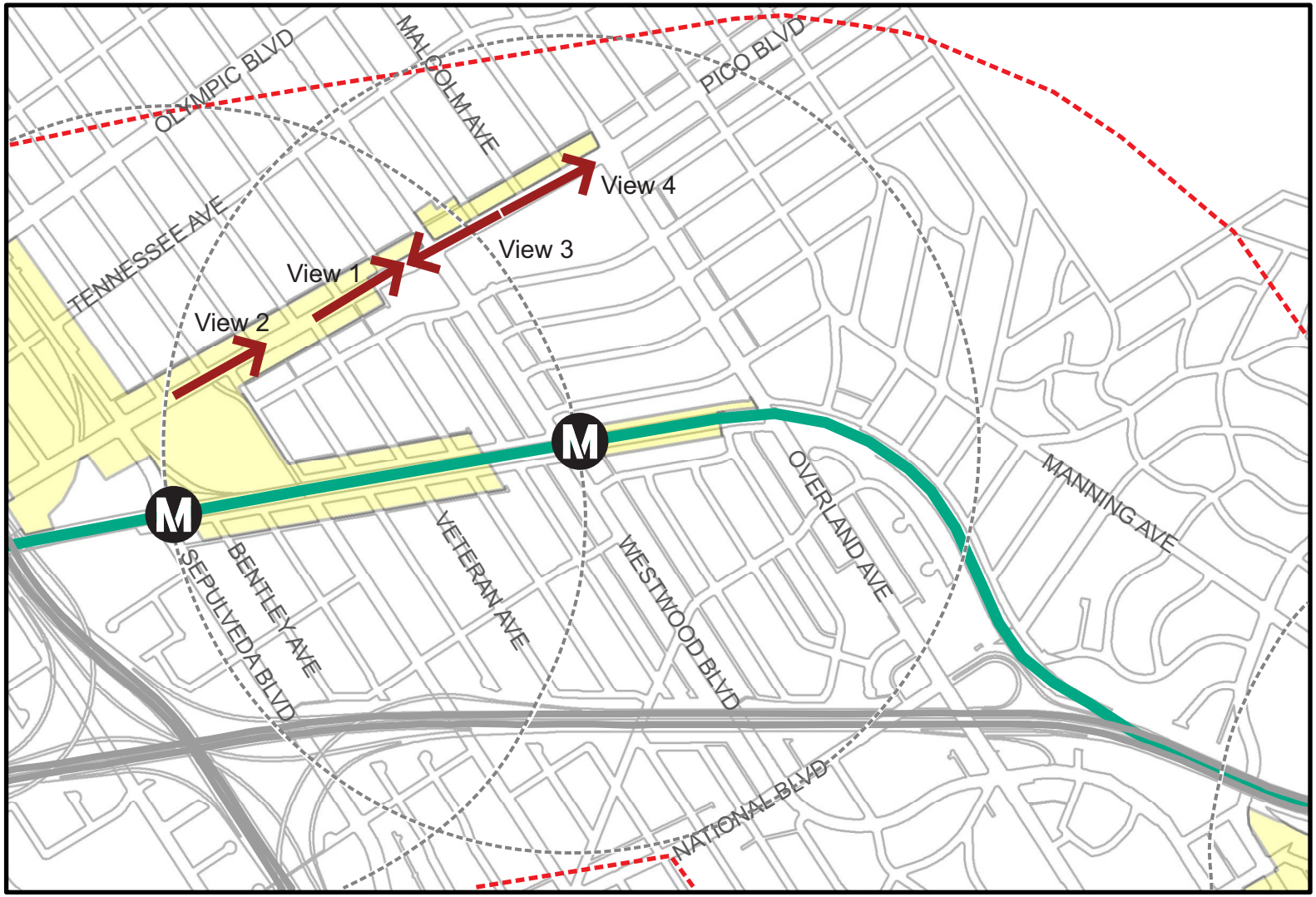
LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: City of Los Angeles and TAHA, 2017.

Exposition Corridor Transit Neighborhood Plan

Figure 4.1-6b Westwood Station Change Areas Viewpoint Map

Los Angeles Department of City Planning



LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Viewpoint Perspective
- Areas of Proposed Change/ Subareas

Approx. Scale

N

0 400 800 FEET

A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

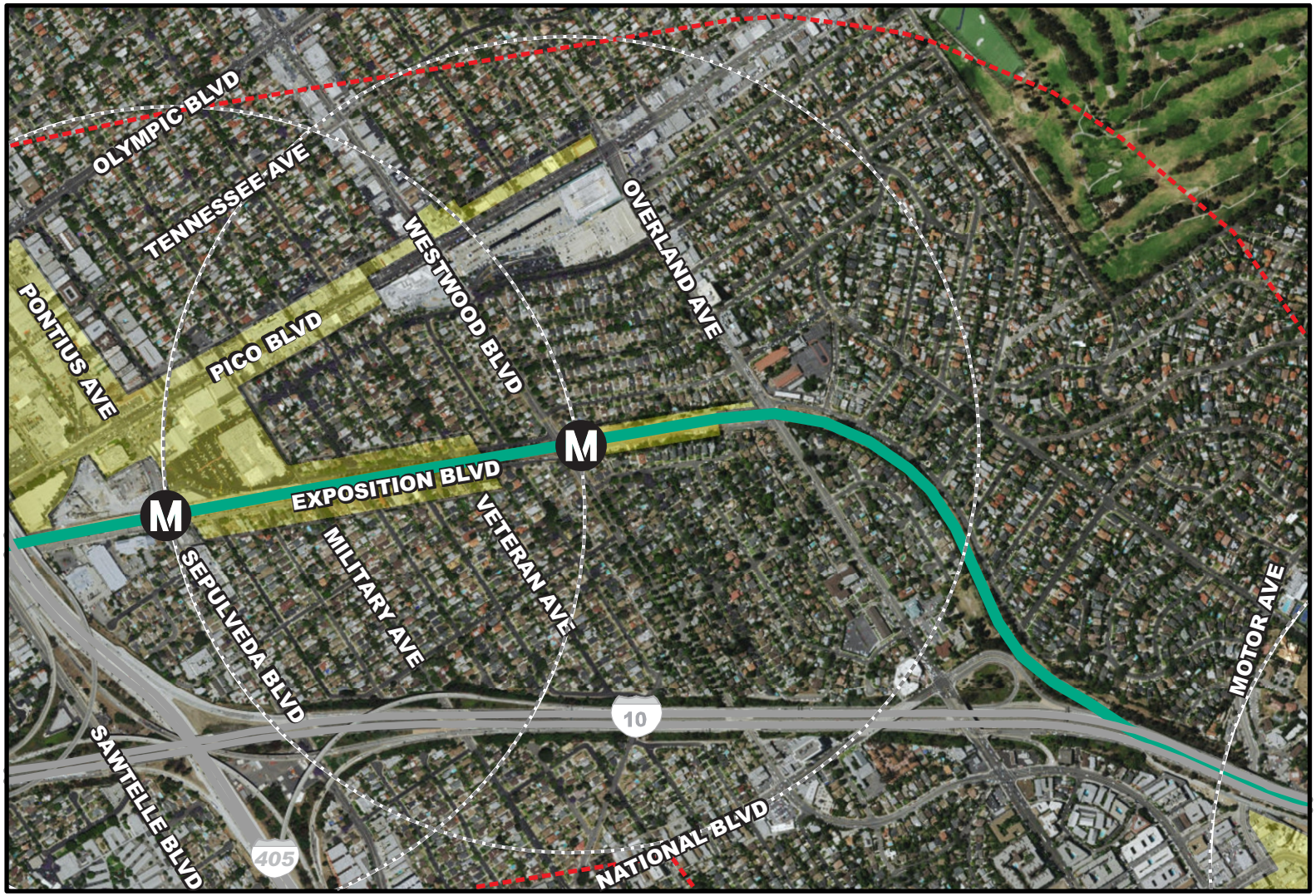
SOURCE: City of Los Angeles and TAHA, 2017.

2012-058

Exposition Corridor Transit Neighborhood Plan

Figure 4.1-6c Westwood Station Change Areas Aerial Map

Los Angeles Department of City Planning



LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Areas of Proposed Change/ Subareas

N

Approx. Scale

0 400 800 FEET

A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: City of Los Angeles and TAHA, 2017.

2012-058

Palms Station Area. The Palms Station Area is largely multi-family residential in character, except along Motor Avenue, National Boulevard, and Venice Boulevard, which are mostly commercial in character. **Figure 4.1-7a** includes images of some of the Palms Station Areas of proposed change. **Figure 4.1-7b** identifies the location of these views. An aerial view of the Palms Station Area is provided as **Figure 4.1-7c**. The prominent visual character features in the Palms Station area are multi-family, multistory residential structures. Additional features include two new approximately six-story residential mixed use buildings located on Motor Avenue, north of Palms Boulevard. While the elevated I-10, which parallels the Expo LRT Line, bisects the Palms Station Area, the I-10 is mostly blocked from view by existing buildings. The I-10 is only highly visible along Exposition Boulevard, east of National Boulevard, where it crosses over Motor Avenue, north of National Boulevard, and at the intersection of National Boulevard and Palms Avenue where an on- and off-ramp is located.

Closely spaced apartment buildings line most of the streets in the Palms Station Area, south of the Expo LRT Line and National Boulevard. These buildings are typically two- to four-stories in height and are setback from the street by landscaping and driveways. Residential streets are often tree-lined; however, the distribution and type of trees is rarely consistent. Parking is typically provided in ground floor parking garages located below dwelling units and accessed from driveways along these streets or alleyways. In some cases, carports face local streets. Views of the multi-family residential development representative of the visual character of the area are shown in **Figure 4.1-7a**, View 1.

Approximately 38 percent of the Palms Station Area is single-family residential.[7] The single-family residential neighborhoods in the station area are grouped in one area—Cheviot Hills—located north of the Expo LRT Line and the I-10, where the topography becomes hilly.

The character of commercial and industrial corridors and districts in the Palms Station Area is described below:

- *Motor Avenue.* Motor Avenue is characterized by a mix of uses and building types, including apartment and office buildings, commercial strips, and stand-alone businesses, as well as a school, a fire station and a post office. Buildings range in height from one to four stories, although a few newer buildings reach up to six stories in height. Parking is allowed along both sides of Motor Avenue, which is also has Class II bike lanes. Street trees are distributed sporadically along Motor Avenue. Minimal landscaping is present along the frontages of most apartment buildings.
- *National Boulevard.* Development along National Boulevard south of I-10 mostly consists of three- to four-story apartment buildings set back from the street by narrow landscaped yards on the south side, and low-scale industrial-style development on the north side abutting the freeway. In the vicinity of National Boulevard's intersection with Motor Avenue, there are several commercial strip malls with on-site parking. North of the I-10 overpass the primarily multi-family residential character of the street is broken by a large commercial shopping center with large surface parking lots. This is shown in **Figure 4.1-7a**, View 3. Street trees and landscaping are sporadic along National Boulevard. Tall utility poles and lines and run along the south side of the boulevard south of I-10, and along the north-west side of the boulevard north of I-10.
- *Venice Boulevard.* Venice Boulevard within the Palms Station Area is an eight-lane divided highway, lined with a wide variety of commercial uses, including a number of corner strip malls and stand-alone buildings, mostly one or two-stories in height, setback from sidewalks by surface parking lots. As described above, Venice Boulevard features a center median that is landscaped with grass and trees in some locations. Aside from the landscaping associated with the median, the landscaping along Venice Boulevard within the Palms Station Area is extremely limited. A number of billboards are located along Venice Boulevard. Utility poles and lines are located on the northwest side of Venice Boulevard.

[7]Properties zoned R-1 and R-2 are not subject to the regulations in the ECTNP.

Figure 4.1-7a Visual Character of Palms Station Change Areas

Los Angeles Department of City Planning

View 1: Looking north along Vinton Avenue, toward National Boulevard.

View 2: Looking east along National Boulevard, east of Motor Avenue.

View 3: Looking northeast of shopping center along National Boulevard, north of I-10 freeway.

View 4: Looking northeast along Venice Boulevard, east of Vinton Avenue.

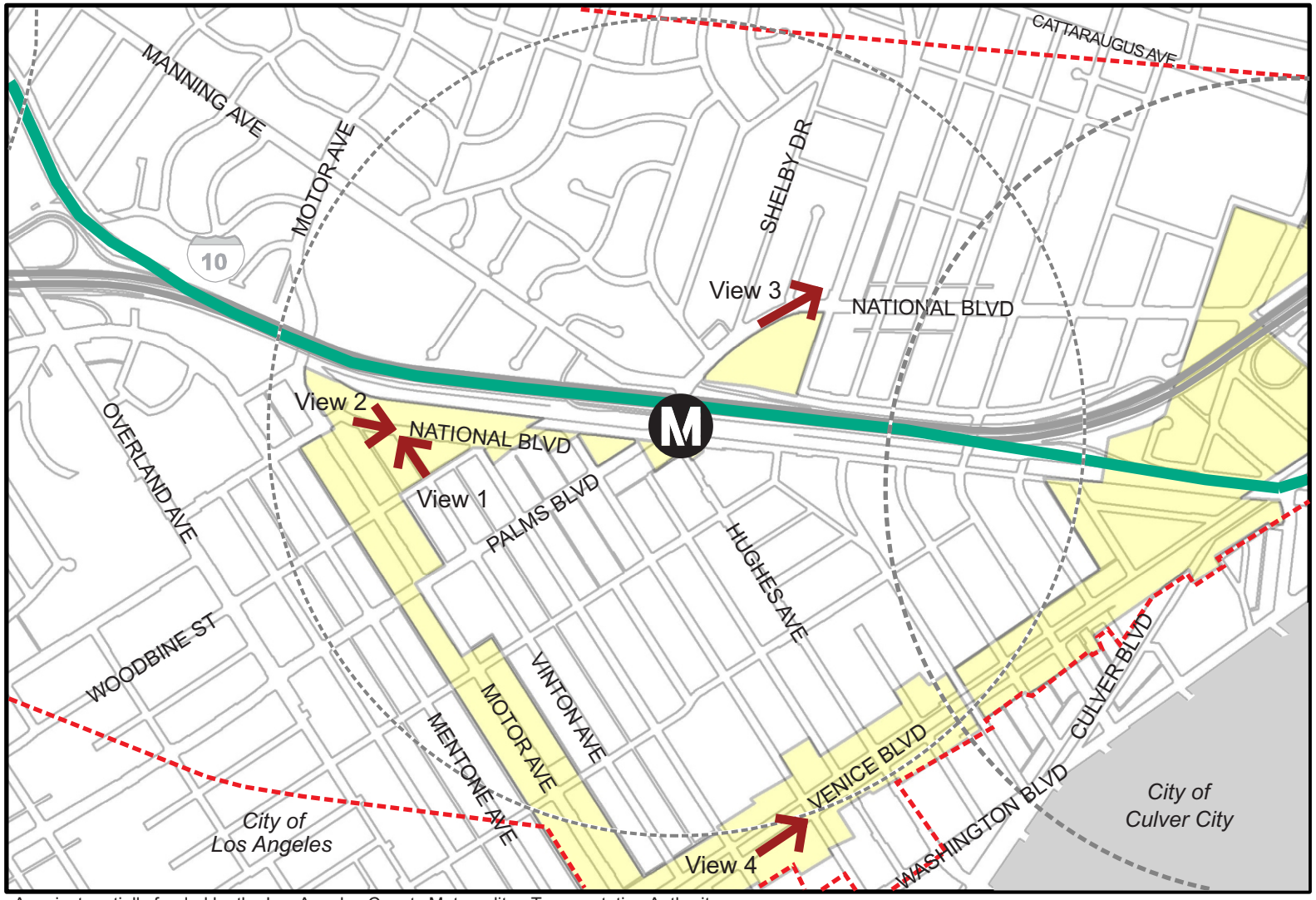
LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: City of Los Angeles and TAHA, 2017.

Exposition Corridor Transit Neighborhood Plan

Figure 4.1-7b Palms Station Change Areas Viewpoint Map

Los Angeles Department of City Planning



LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Viewpoint Perspective
- Jurisdictional Boundary
- Areas of Proposed Change/ Subareas

Approx. Scale

N

0 400 800 FEET

A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: City of Los Angeles and TAHA, 2017.

2012-058

Exposition Corridor Transit Neighborhood Plan

Figure 4.1-7c Palms Station Change Areas Aerial Map

Los Angeles Department of City Planning

LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Areas of Proposed Change/ Subareas

Approx. Scale

N

0 400 800 FEET

A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: City of Los Angeles and TAHA, 2017.

2012-058

Culver City Station. The character of the Culver City Station Area is varied. With the exception of Robertson Boulevard north of I-10 and the industrial and commercial area adjacent to the station, roughly bound by Venice Boulevard, National Boulevard, I-10 and Durango Avenue, the remainder of the Culver City Station Area is residential in character. **Figure 4.1-8a** includes images of some of the Culver City Station's areas of proposed change. **Figure 4.1-8b** identifies the location of these views. An aerial view of the Culver City Station Area is provided as **Figure 4.1-8c**. The defining character features of the station area are the landscaped Venice Boulevard median; the elevated Expo LRT Line bridge; the I-10, where it crosses National and Robertson Boulevards; the Helm's Bakery development; and the I-10's on- and off-ramps from Robertson and National Boulevards.

Approximately 21 percent of the Culver City Station Area (within the boundaries of the City of Los Angeles) is zoned single-family residential (**Figure 4.1-8a)**.[8] Residences are mostly one- and two-stories in height and are setback from sidewalks by landscaped front yards. This area has sidewalks, and curb and gutter infrastructure. A view of a single-family residential neighborhood looking north along Robertson Place south of Cattaraugus Avenue is depicted in **Figure 4.1-8a**, View 4. The multi-family residential neighborhoods in the Culver City Station Area are concentrated north of Venice Boulevard and west of Robertson Boulevard. These buildings are typically two- to four-stories in height. These buildings are typically setback from the street by landscaped frontages and wide driveways. Parking is often located at street-level beneath dwelling units.

Commercial corridors and districts within the Culver City Station Area are described below:

- *Venice Boulevard.* Near the Culver City Station, Venice Boulevard is eight-lanes wide and includes a center median, the elevated Expo LRT Line over-crossing, and the I-10 ramps. The presence of a substantial commercial shopping center at the intersection of Venice and Culver Boulevards influences the visual character of the area. The shopping center is anchored by a supermarket and a number of other large retail establishments. Surrounding the shopping center are several commercial strip malls and stand-alone fast food restaurants oriented around surface parking lots, as well as the Culver City Media Park, which fronts Venice Boulevard. Although much of this area is commercial in nature, this portion of Venice Boulevard appears very industrial in character due in part to the absence of landscaping, abundance of paved areas, the types of buildings, and auto-related land uses. East of National Boulevard, the character of Venice Boulevard transitions to being more commercial in character. This is largely a result of the presence of a wide-landscaped median with mature trees, and landscaping along both sides of the roadways, as well as the presence of the Helms Bakery District which has a landscaped pedestrian plaza, home furnishing stores, and restaurants. The Helms Bakery District, a local landmark that straddles the cities of Culver City and Los Angeles, includes art-deco style signage visible from Venice Boulevard and Washington Boulevard. Development along this segment of Venice Boulevard is mostly two-stories in height, and setback from sidewalks by landscaped frontages or surface parking lots. Tall utility poles and lines parallel the north side of the boulevard. The character of Venice Boulevard is illustrated in **Figure 4.1-8a**, View 3.
- *Robertson Boulevard.* Where the I-10 crosses above Robertson Boulevard and Robertson Boulevard's intersection with National Boulevard, Robertson Boulevard is industrial and auto-oriented in character, and is heavily influenced by the I-10 overpass, ramps, associated buffer areas, and several auto-oriented uses including a car wash, gas station, and auto-repair mall, all predominately one story in height. North of this area, Robertson Boulevard transitions to being more commercial in character, and is lined by strips of single-story commercial development, with the exception of a four-story medical office building and parking structure located adjacent to the I-10. Hamilton High School is located on the west side of Robertson Boulevard, and set back from the roadways by a surface parking lot planted with a number of mature trees. A view looking south towards the commercial uses along Robertson Boulevard is available in **Figure 4.1-8a**, View 2.

[8]Properties zoned R-1 and R-2 are not subject to the regulations in the ECTNP.

Exposition Corridor Transit Neighborhood Plan

Figure 4.1-8a Visual Character of Culver City Station Change Areas

Los Angeles Department of City Planning

View 1: Looking north along Ellis Avenue from Venice Boulevard.

View 2: Looking southwest along Robertson Place, south of Cattaragus Avenue, towards Robertson Boulevard.

View 3: Looking southwest along Venice Boulevard, east of Watseka Avenue.

View 4: Looking northeast along Robertson Place, south of Cattaragus Avenue.

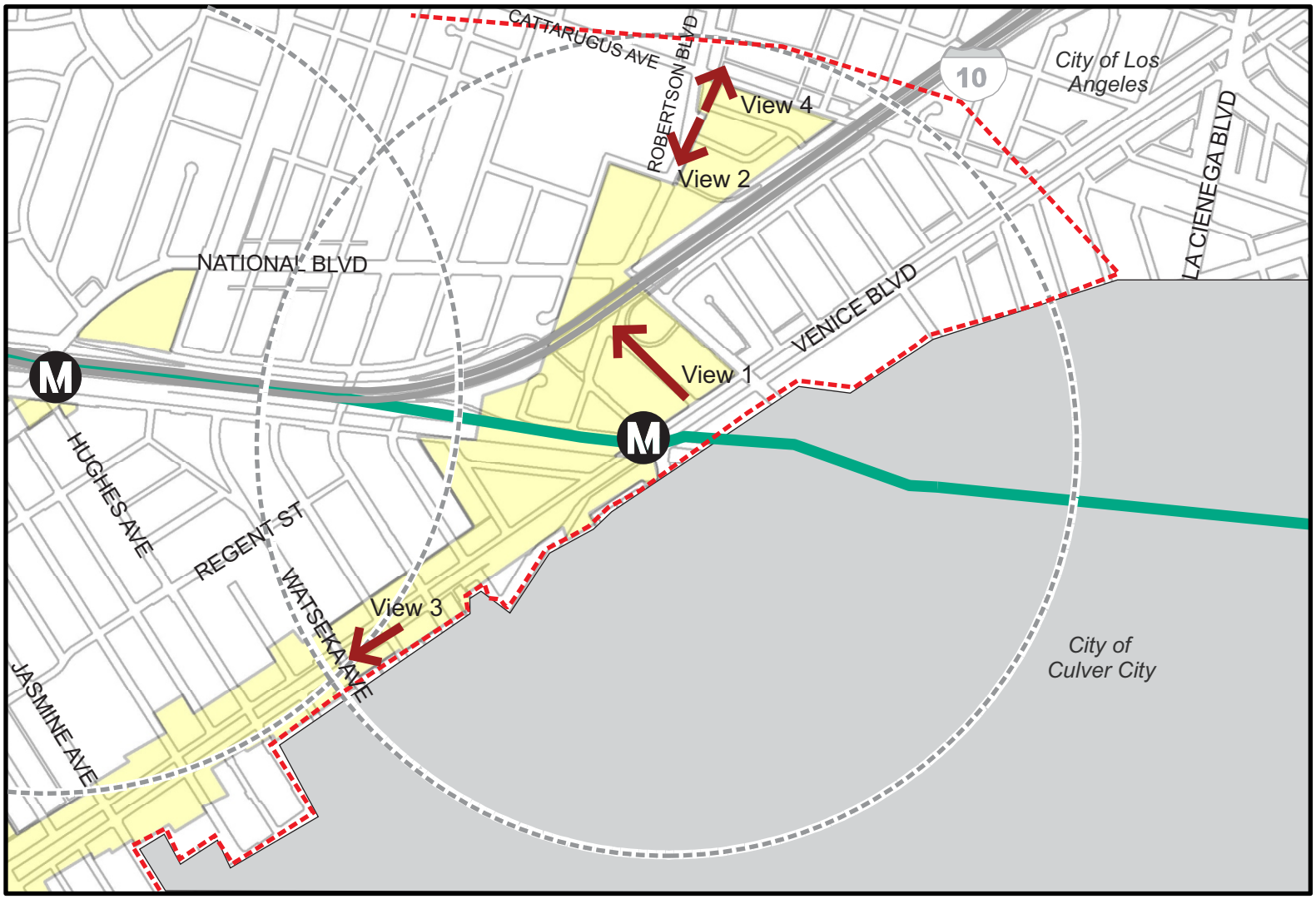
LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: City of Los Angeles and TAHA, 2017.

Exposition Corridor Transit Neighborhood Plan

Figure 4.1-8b Culver City Station Change Areas Viewpoint Map

Los Angeles Department of City Planning



LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Viewpoint Perspective
- Jurisdictional Boundary
- Areas of Proposed Change

N

Approx. Scale

0 400 800 FEET

A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

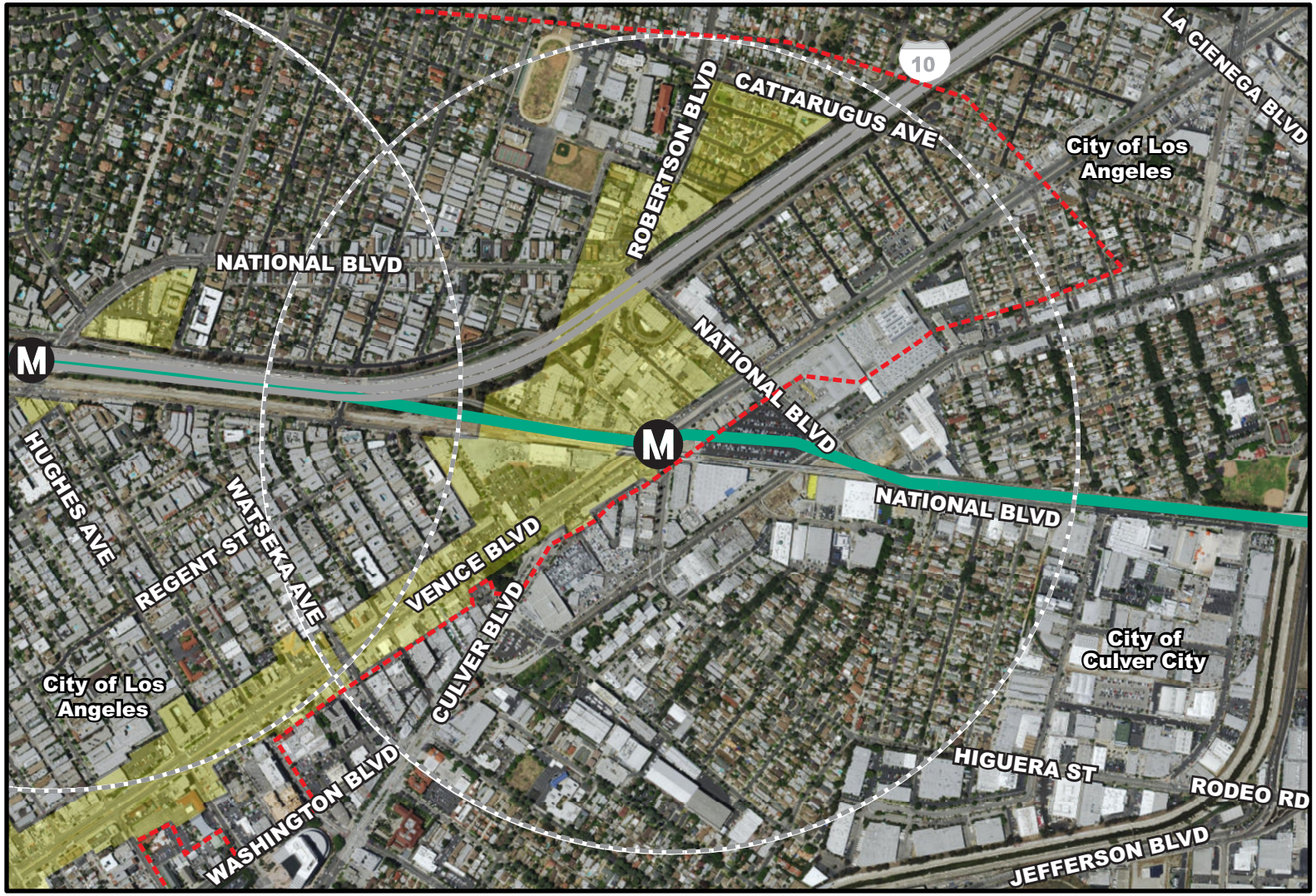
LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: City of Los Angeles and TAHA, 2017.

Exposition Corridor Transit Neighborhood Plan

Figure 4.1-8c Culver City Station Change Areas Aerial Map

Los Angeles Department of City Planning



LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Areas of Proposed Change/ Subareas

Approx. Scale

N

0 400 800 FEET

A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: City of Los Angeles and TAHA, 2017.

LIGHT AND GLARE

A high level of ambient nighttime light exists in the Project Area due to its urbanized nature. Nighttime artificial lighting sources include street, security, and wayfinding outdoor lighting, vehicle headlights, and interior building illumination. While there is no visually dominant illumination source in the Project Area, street lighting is the most evident. Street lighting within the Project Area adheres to City of Los Angeles standards. These standards depict lighting levels in foot-candles (fc). A foot-candle is a unit of measure of the intensity of light falling on one square foot of surface area equal to one lumen per square foot. The City standards are based on a combination of factors including roadway type, the potential for conflicts between pedestrians and vehicles, and the degree of reflectivity of the pavement surface. The most stringent standards are imposed when there is a high probability of pedestrian and vehicle conflicts. For major arterial roadway segments the illumination standard ranges from 1.2 to 1.7 fc. For Collector roads, the standard is reduced somewhat to 0.8 to 1.2 fc and the lowest illumination standard is applied to local roads at 0.6 to 0.8 fc.

At roadway intersections, there is greater potential for conflicts and the lighting standards are increased. **Table 4.1-2** demonstrates the LADPW's Bureau of Street Lighting Design Standards and Guidelines for intersections under these reasonably worst-case conditions.

TABLE 4.1-2: CITY OF LOS ANGELES MAXIMUM INTERSECTION ILLUMINATION STANDARDS

Intersection Type	Maximum Illumination (Foot-candles)
Major Arterial to Major Arterial	3.4
Major Arterial to Collector Street	2.9
Major Arterial to Local Street	2.6
Collector Street to Collector Street	2.1
Local Street to Local Street	1.8

SOURCE: LADPW's *Bureau of Street Lighting Design Standards and Guidelines*, 2007.

A nighttime survey of representative intersections and street segments within each of the project station areas confirmed that lighting levels were generally within the range of the established street lighting standards. The most brightly lit areas in the Project Area are the I-10 and I-405 and near the Westside Pavilion, and the most dimly lit areas are those south of the Expo LRT Line alignment in the Bundy and Sepulveda Station Areas. **Table 4.1-3** describes the average existing nighttime ambient street lighting levels within each of the station areas.

TABLE 4.1-3: EXISTING AMBIENT STREET LIGHTING LEVELS WITHIN STATION AREAS (FOOT-CANDLES)

Average	Range (difference between maximum and minimum)	Spectrum (maximum to minimum range)
CULVER CITY		
1.5	3.3	0.7 - 4.0
PALMS		
1.5	2.6	0.2 - 2.8
WESTWOOD		
2.2	1.2	1.5 - 2.7
SEPULVEDA		
1.6	3.9	0.1 - 4.0
BUNDY		
1.3	3.1	0.1 - 3.2

SOURCE: TAHA, 2017.

Glare is a common phenomenon in the Southern California area primarily due to the occurrence of a high number of days per year with direct sunlight and the highly-urbanized nature of the region, resulting in a large concentration of reflective surfaces. Glare can result from sunlight reflecting off plastic awnings or other structural fixtures of buildings located on adjacent streets in the Project Area. The majority of existing structures within the Project Area are comprised of non-reflective materials, such as concrete, wood, stucco and plaster. However, a number of office buildings with substantial amounts of glass are located along Olympic Boulevard and there are glare effects typically in the afternoon hours.

SHADE AND SHADOW

Shading refers to the effect of shadows cast upon adjacent areas. The consequences of shadows upon land uses may be positive, including cooling effects during warm weather, or negative such as the loss of natural light necessary for solar energy purposes or the loss of warming influences during cool weather. Shadows are cast in a clockwise direction from west/northwest to east/northeast from approximately 7:00 a.m. to 3:00 p.m. or later depending on the time of the year: Summer Solstice (June 21), Spring/Fall Equinoxes (March 20 and September 22), and Winter Solstice (December 21). Generally, the shortest shadows are cast during the Summer Solstice and grow increasingly longer until the Winter Solstice. During the Winter Solstice, the sun appears to be lower in the sky and shadows are at their maximum coverage lengths. Shadow-sensitive uses generally include routinely useable outdoor spaces associated with residential, recreational, or institutional land uses. **Table 4.1-4** provides an overview of the maximum shadow lengths for the latitude and longitude of the Project Area during the Winter Solstice. As described above, the majority of existing development in the Project Area ranges in height from one- to four-stories. This results in, shadow lengths ranging from 31 to 131 feet but can be much longer where there are taller buildings.

TABLE 4.1-4: SHADOW LENGTHS (FEET) – WINTER SOLSTICE

Time of Day	1-2 Story Bldg (20 ft.)	3-4 Story Bldg (40 ft.)	5-6 Story Bldg (60 ft.)	7-8 Story Bldg (80 ft.)	9-10 Story Bldg (100 ft.)	10-12 Story Bldg (120 ft.)
9:00 a.m.	56	112	168	224	280	336
10:00 a.m.	40	79	119	159	198	238
11:00 a.m.	33	66	99	132	165	198
Noon	31	63	94	126	157	189
1:00 p.m.	34	69	103	137	172	206
2:00 p.m.	43	86	130	173	216	259
3:00 p.m.	65	131	196	261	326	392

SOURCE: Planetcalc.com. Date = 12/21/14; Time Zone = -8; Lat=34 3 0 N Long=118 15 0 W. Altitude from US Naval Observatory, Astronomical Applications Dept. aa.usno.navy.mil/cgi-bin/aa_altazw.pl.

Due to the relatively dense arrangement of the existing commercial, industrial, and residential buildings within the Project Area, shadow effects on shadow-sensitive uses already exist in the Project Area. Shadow-sensitive uses located to the northwest, north and northeast of buildings exceeding three stories in height are particularly affected by shadows. The most significant shadows in the Project Area are created by development along Olympic Boulevard in the Bundy Station Area. Shadow-sensitive uses directly north and northeast of this area include single-family residential residences in the neighborhoods located adjacent to tall buildings.

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the State CEQA Guidelines, the Proposed Project would have a significant impact related to aesthetics if it would:

- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway;
- Substantially degrade the existing visual character or quality of the site and its surroundings; and/or
- Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.

CITY OF LOS ANGELES CEQA THRESHOLDS GUIDELINES

In addition to the thresholds set by the State CEQA Guidelines, based on the criteria set forth in the 2006 Los Angeles CEQA Thresholds Guide (Thresholds Guide), the determination of significance is made on a case-by-case basis, considering the following factors:

View Obstruction

- Would the project occur within or adjacent to a valued focal or panoramic vista or within view of any designated scenic highway, corridor, or parkway?
- Would the project obstruct, interrupt, or diminish a valued focal and/or panoramic view?
- Does the project propose standards for height and bulk of structures and other elements that inadequately protect existing visual resources and/or views?

The determination of significance is made on a case-by-case basis, considering the following factors:

- The nature and quality of recognized or valued views (such as natural topography, settings, man- made or natural features of visual interest, and resources such as mountains or the ocean);
- Whether the project affects views from a designated scenic highway, corridor, or parkway;
- The extent of obstruction (e.g., total blockage, partial interruption, or minor diminishment); and
- The extent to which the project affects recognized views available from a length of a public roadway, bike path, or trail, as opposed to a single, fixed vantage point.

Shadows

- Shadow-sensitive uses would be shaded by project-related structures for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. Pacific Standard Time (between late October and early April), or for more than four hours between the hours of 9:00 a.m. and 5:00 p.m. Pacific Daylight Time (between early April and late October).

The following threshold is from the Geology section, but given its relation to aesthetics, it is discussed herein:

The Proposed Project would have a significant impact on landform alteration if:

- One or more distinct and prominent geologic or topographic features would be destroyed, permanently covered, or materially and adversely modified. Such features may include, but are not limited to, hilltops, ridges, hill slopes, canyons, ravines, rock outcrops, water bodies, streambeds, and wetlands.

METHODOLOGY

Pursuant to SB 743 (PRC Section 21099 (d)(1)), aesthetic impacts of a residential, mixed use residential, or employment center project on an infill site within a TPA shall not be considered significant impacts on the environment. Such projects are typical of the kinds of projects anticipated by the Proposed Project. Although a majority of the Project Area is located in a Transit Priority Area, a portion of the Project Area is not (see **Figure 4.1-1**). Therefore, a discussion of aesthetic impacts is provided below. For this analysis, Appendix G criteria are used, supplemented by the thresholds identified in the City's Thresholds Guide, where appropriate. The method of assessment for individual aesthetic-related topics is discussed below. The assessment addresses the Proposed Project as described in Chapter 3.0, Project Description, as well as the Alternative Compliance scenario. This scenario would allow designated sites within the change areas or subareas to have a different mix of residential and non-residential uses than required per the zoning of the property. Projects utilizing this path would still be subject to the maximum FAR and other zoning and development standards but would also be required to provide increased public benefits in addition to affordable housing.

As discussed in the Chapter 3.0, Project Description and shown in Figure 3-2, the Project Area has two primary land use geographies –areas that are proposed for land use and zoning changes (known as "change areas" or "subareas"), and the areas that are outside of these change areas but are still within the boundary of the proposed Specific Plan (known as "non-change areas"). This section presents potential impacts in both geographic areas. Change area impacts are discussed on a station area basis, as impacts in these areas are dependent on the location of a project and the surrounding land uses. Aesthetic impacts may also result from development in other locations within the Project Area. Such impacts in the non-change areas are discussed generally in this section. Outside the change areas, projects are required to comply with the zoning and land use designations in the current community plan, but will also be subject to the urban design standards and guidelines of the ECTNP and the streetscape requirements of the associated Streetscape Plans, as applicable. If a project seeks a discretionary action from the DCP in order to vary from the current regulations, then aesthetic impacts must be analyzed under a separate environmental document.

SCENIC VISTAS/OBSTRUCTION OF VIEWS

A significant impact would occur if the Proposed Project would have a substantial adverse effect on a publicly available scenic vista, particularly a panoramic view of areas that have visual interest. The assessment method would identify whether such viewpoints exist within the Project area and whether the content of the view would be adversely affected by the Proposed Project. Diminishment of a scenic vista would occur if the bulk or design of a building or development contrasts enough with a visually interesting view, so that the content and quality of the view is permanently affected. Specifically, impacts would typically consist of loss or obstruction of a valued public view. This would include changes in the character of the viewshed that detract from a valued public view, such as the elimination or obstruction of natural and/or manmade features that were formerly part of a valued public viewshed.

SCENIC RESOURCES WITHIN A STATE HIGHWAY

The assessment method would identify whether there are state-designated scenic highways within the project area. If so, the assessment would characterize to what extent the scenic character of the state highway would be changed by the Proposed Project.

VISUAL CHARACTER

Significant impacts to the visual character of a site and its surroundings is generally based on the removal of features with aesthetic value, the introduction of contrasting urban features into a local area, and the degree to which the elements of the Proposed Project detract from the visual character of an area. Elements contributing to this impression include:

- Height and mass of proposed buildings compared to existing development
- Building setback distances from the street
- Loss of or reconfiguration of open space and landscaping

LIGHT AND GLARE

Light and glare impacts are typically associated with outdoor artificial light during the evening and nighttime hours. Glare may also be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. The assessment would identify whether there would be any particular features within the Proposed Project design that would either produce unusual amounts of artificial light or where project features would entail large surface areas of reflective surface.

SHADE AND SHADOW

The Proposed Project would have a significant impact if it creates shade or shadows that affect shadow-sensitive uses for more than three consecutive hours between 9:00 a.m. and 3:00 p.m. from late October to early April, or for more than four consecutive hours between 9:00 a.m. and 5:00 p.m. from early April to late October. Shadow-sensitive uses, are typically considered to include routinely useable outdoor spaces associated with residential and recreational land uses. These uses are considered shade-sensitive because sunlight is important to function and physical comfort. For purposes of this assessment, shading would typically result from sensitive land uses being located to the north, northeast or northwest of Proposed Project areas slated for multi-story development.

GEOLOGICAL OR TOPOGRAPHIC FEATURES

According to the Thresholds Guide, a project would have a significant impact on landform alteration if one or more distinct and prominent geologic or topographic features would be destroyed, permanently covered, or materially and adversely modified. Such features may include, but are not limited to, hilltops, ridges, hill slopes, canyons, ravines, rock outcrops, water bodies, streambeds, and wetlands.

PROJECT FEATURES

The Proposed Project would establish a Specific Plan and initiate zone changes, General Plan amendments, and introduce development and urban design standards. Proposed land use and zone changes, which apply to areas of proposed change only, would allow for increased development density, intensity, and heights, and/or a new mix of uses. Accordingly, implementation of the Proposed Project would allow physical changes to the visual character of areas proposed to have land use and zoning changes in order to achieve the vision of the ECTNP. The Proposed Project would encourage new development at select sites (subareas) within the transit station areas with the goal of promoting transit ridership and creating an active, mixed use environment in the station areas in an urbanized area of the City. The goals and visions of the Proposed Project would be achieved through the rezoning of selected areas and implementation of new development standards. The Proposed Project would also include specific environmental thresholds to address potential shade/shadow impacts as well as to protect historic resources.

The Proposed Project includes design standards and guidelines intended to preserve and/or enhance the existing visual character of the Project Area. These design standards and guidelines would be applicable to all future development within the Project Area, except for R1 and R2 zones. The design standards address factors which influence the visual character in the Project Area including building design, orientation,

frontages, massing and articulation, transitional height, landscaping, lighting, and signage, among a range of other topics with the intent of creating consistency in design and improving the visual quality of the area and the pedestrian environment. The design standards encourage development patterns that promote more compact, functional, and walkable neighborhoods and station areas, integrating greater density and height in a sensitive manner.

The Proposed Project would also involve new streetscape plans and parking strategies that together would enhance the pedestrian experience, promote transit ridership, and encourage a variety of mobility options. The Proposed Project includes streetscape plans for eight street segments that aim to improve streets for pedestrians, transit users, and drivers. See Figure 3-13 in Chapter 3.0, Project Description for the specific locations of these segments.

Implementation of the Proposed Project would allow for future development to be built at heights and densities greater than what is currently permitted in the areas of proposed change. The allowable building heights under the Proposed Project vary according to zoning and location, and are depicted in Figures 3-9a and 3-9b in Chapter 3.0, Project Description; as shown in the figure, the greatest maximum permitted height of buildings under the Proposed Project would be 161 feet. The current allowable height of buildings in the Project Area ranges from 33 to 45 feet in residential zones. In many commercial zones, height is limited to 45 feet. In all industrial and a number of commercial zones, there is no maximum building height, though floor area ratios (FARs), typically 1.5:1, effectively limit feasible building heights. Existing and proposed building heights, as well as densities, are listed on a station area basis in Tables 4.8-2 through 4.8-11 of Section 4.8, Land Use and Planning. The existing building heights of the Project Area are presented in Figures 3-8a and 3-8b in Chapter 3.0, Project Description.

IMPACTS

IMPACT 4.1-1 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA/OBSTRUCTION OF VIEWS? THIS IMPACT IS LESS THAN SIGNIFICANT.

There are no publicly available scenic vista points within the Project Area. Views of scenic resources, which include public parks, historic buildings, landmarks, historic signage, and heritage trees, are limited to public rights-of-way and adjacent sidewalks. Changes proposed, including implementation of design standards, and streetscape plans would not substantially alter these views and less than significant impacts are anticipated.

While new development could be built to the maximum permitted heights adjacent to the freeways and the Expo LRT Line, intermittent views of the Project Area would be obstructed, however, views within the Project Area are not considered panoramic and do not meet the City's definition of a scenic view or vista. Changes are considered less than significant.

As previously described, views of recognized scenic resources outside of the Project Area include the Mormon Temple, the Sony Studios Water Tower, the Getty Center, the Santa Monica and San Gabriel Mountains, and the Hollywood and Baldwin Hills, are available from the Baldwin Hills Scenic Overlook. In some instances, onlookers must look beyond the Project Area to see some of these resources (such as to see the Pacific Ocean and the Getty Center).

Presently, existing buildings and infrastructure in the Project Area do not obstruct views of recognized scenic resources or mountains from the Baldwin Hills Scenic Overlook. While the Proposed Project would allow a maximum building height of up to 161 feet (roughly 12 stories), given the elevation of the Project Area, these buildings are unlikely to obstruct views of recognized scenic resources or mountains from the Baldwin Hills Scenic Overlook. Impacts from this scenic vista are considered less than significant.

ALTERNATIVE COMPLIANCE SCENARIO

As described in Chapter 3.0, Project Description, the Alternative Compliance scenario would allow designated sites (within the areas of change) to have a different mix of residential and non-residential uses than required per the zoning of the property. It is anticipated that use of this option would result in a greater amount of residential use, and corresponding lesser amount of non-residential use, than under the Proposed Project. However, the floor-area-ratios, building heights and design standards associated with the Proposed Project would be applicable to the Alternative Compliance scenario. In this respect, it is not anticipated that the effects of this option would differ from the Proposed Project and changes to scenic vistas or views would also be considered less than significant.

NON-CHANGE AREAS

Outside the subareas, new development would be governed by the General Plan land uses and associated zoning contained in the included portions of the West Los Angeles, Palms-Mar Vista-Del Rey and West Adams-Baldwin Hills-Leimert Community Plans. Specifically, building height, open space and setbacks in these areas would occur similar to current patterns of development with the exception that proposed design standards and guidelines described in the Specific Plan would also apply to these non-change areas. It is anticipated that as a result, existing land use controls taken together with new design standards/guidelines, which are intended to improve the visual quality of the area, would have a less than significant effect on scenic vistas or views within the non-change portions of the Project Area.

MITIGATION MEASURES

Impacts related to scenic vistas would be less than significant under the Proposed Project. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts related to scenic vistas were determined to be less than significant without mitigation.

IMPACT 4.1-2 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING, BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS WITHIN A STATE SCENIC HIGHWAY? THIS IMPACT IS LESS THAN SIGNIFICANT.

There are no state-designated scenic highways located within the Project Area. While not designated a scenic highway by the state, Venice Boulevard (State Route 187) is a City of Los Angeles-designated scenic highway.[9] This city-designated scenic highway features a center median that is intermittently planted with grass and mature trees. There is no proposed streetscape plan or other changes to the landscaped median. Future development occurring within areas of proposed change along Venice Boulevard would not result in the removal of the landscaped median or trees within the median. Accordingly, future development occurring under the Proposed Project would not result in the damage of a scenic resource within a state- or locally-designated scenic highway. Impacts in this category are considered less than significant.

ALTERNATIVE COMPLIANCE SCENARIO

As noted above, the FARs, building heights, and design standards associated with the Proposed Project would be applicable to the Alternative Compliance scenario. The designated geographic areas for land use change would also be the same as the Proposed Project. In this respect, it is not anticipated that the effects of this option would differ from the proposed project and changes to scenic resources within a state or locally designated scenic highway, such as Venice Boulevard, would be considered less than significant.

[9]City of Los Angeles, *Mobility Plan 2035*, adopted in 2015, as subsequently amended.

NON-CHANGE AREAS

Outside the geographic areas designated for change, new development would be governed by the General Plan land uses and associated zoning contained in the included portions of the West Los Angeles, Palms-Mar Vista-Del Rey and West Adams-Baldwin Hills-Leimert Community Plans. As noted above, Venice Boulevard is the only scenic highway designated within the Project Area. A 0.4-mile segment of Venice Boulevard, extending from National Boulevard to Cattaraugus Avenue, is beyond the limits of the areas proposed for change within the Project Area. This extent of Venice Boulevard is within the West Adams Community Plan. The community plan indicates that Venice Boulevard is a scenic resource with appropriate policies that encourage its protection. Thus, it is not anticipated that development in conformance with the community plan would result in an adverse effect on the scenic qualities of the roadway, and a less than significant impact is anticipated.

MITIGATION MEASURES

Impacts related to scenic resources within scenic highways would be less than significant under the Proposed Project. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts related to substantially damaging scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway, were determined to be less than significant without mitigation.

IMPACT 4.1-3 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE SITE AND ITS SURROUNDINGS? THIS IMPACT IS POTENTIALLY SIGNIFICANT AND UNAVOIDABLE.

In general, changes in visual character would be potentially significant within existing areas currently designated for low density residential use, where rezoning to RD1.5, R3 or RAS4 is proposed, and where increases in height and density would occur. Rezoning of low-density residential areas would occur in the Bundy Station Area, south of the Expo LRT Line, and in the Sepulveda and Westwood Station areas, along either side of the Expo LRT Line as shown in Figure 3-5 in Chapter 3.0, Project Description. Change in visual character would also be evident on some commercial corridors such as– Pico Boulevard, Motor Avenue, National Boulevard, Venice Boulevard, and Robertson Blvd (Mixed Use), where heights and density would be increased as a result of rezoning from C2 to RAS4 or Mixed Use: Commercial/Residential.

While changes to visual character would be most evident in the limited single-family areas where land use and zoning changes are proposed, increases in the height of permitted development throughout areas of proposed change would influence the visual character of the area. Under the Proposed Project, within areas of proposed change, maximum permitted building heights would range from 45 to 161 feet depending on the zone, station area, and adjacent land uses. The existing and proposed visual character for each station area, as indicated by land use and zoning changes, is characterized in Section 4.8, Land Use and Planning (Tables 4.8-2 through 4.8-11. The existing and proposed changes in maximum allowable building heights for the Project Area are illustrated in Figure 3-8a and Figure 3-9a (Bundy to Westwood Stations) and Figure 3-8b and Figure 3-9b (Palms to Culver City Stations) in Chapter 3.0, Project Description. The following briefly describes the proposed height changes by zone for areas of proposed change within each station area, as well as proposed transitional height standards that would be required for properties that abut R1 and R2 residential uses. Additional information regarding the proposed changes in station areas can be found in Chapter 3.0, Project Description.

Bundy Station. The proposed changes would affect approximately 114 acres within the station area. Land uses to be rezoned include light manufacturing and low residential parcels. The area of proposed change in the Bundy Station Area is generally north of Pico Boulevard, east of Centinela Avenue, south of Nebraska Avenue, and west of Barrington Avenue.

- The New Industry and Hybrid Industrial: Jobs Emphasis zones would allow for development ranging in height from six to 12 stories or a maximum height of 161 feet, with transitional height standards for locations that abut R1 or R2 residential uses.
- The Hybrid Industrial: Residential Emphasis zone would allow for development ranging in height from three to seven stories, with a maximum height of 78 to 96 feet, depending on the building uses, with transitional height standards for locations that abut R1 or R2 zones.
- RD1.5-1 and R3-1 zoned properties would have a maximum height of 45 feet. RAS4-1VL zoned properties would have a maximum height of 50 feet.

The Bundy Station Area currently has buildings in a range of heights, including buildings up to 6 to 12 stories along Olympic Boulevard. The Proposed Project would allow for increased building heights in a greater portion of the Bundy Station Area, though the increased height is primarily concentrated around the station. Where the increased height in the non-residential areas is increased, transitional height standards would limit impacts on adjacent low-density residential areas. Although industrial areas would have greater scale and mix of uses, these areas currently have no discernible, defining character. For these reasons the proposed changes to the non-residential areas would not degrade the visual character of the Bundy Station Area.

The Bundy Station Area would experience significant changes to visual character with implementation of the Proposed Project in the single-family residential neighborhoods south of Exposition Boulevard. To accommodate new multi-family development in existing neighborhoods currently zoned for low-density residential use, individual lots would have to be consolidated. New development under the Proposed Project would have allowable heights of up to 45 feet for RD1.5-1 and R3-1 zones and up to 50 feet for the RAS4-1VL zone which can result in buildings that are three to four stories tall. This represents an increase in height and massing compared to the consistently one- to two-story single-family development currently in the area.

Sepulveda Station. The Proposed Project would change the land use designation and zoning on approximately 46 acres. Land uses to be rezoned include light manufacturing, neighborhood commercial, and low-medium residential uses. Most of the areas of proposed change in the Sepulveda Station Area are located north of the Exposition right-of-way, east of the I-405, south of Olympic Boulevard, and west of Bentley Avenue, and along Pico Boulevard between Sepulveda Boulevard and Westwood Boulevard. Specific proposed changes include the following:

- The New Industry zone, west of Sepulveda Boulevard would allow for development ranging in height from four to 11 stories and a maximum height of 148 feet. This same zone, east of Sepulveda Boulevard would allow for development ranging in height from four to six stories, with a maximum height of 83 feet.
- The New Industry and Hybrid Industrial: Jobs Emphasis zones, south of Pico Boulevard, would allow for development ranging in height from four to 11 stories and a maximum height of 148 feet with transitional height requirements where properties about the R1 zone.
- The Hybrid Industrial: Residential Emphasis zone east of Sepulveda would allow development ranging in height from three to seven stories and a maximum height of 96 feet with transitional height requirements where properties about the R1 zone.
- On the north side of Pico Boulevard, the proposed RAS4-1VL zone would allow a maximum height of 50 feet with transitional height standards. These standards would limit the height of new development in this zone to 25 feet for portions of properties within 50 feet of the abutting R1 neighborhood.
- The R3-1 zone along Exposition Boulevard would allow a maximum height of 45 feet.

On Pico Boulevard between Sepulveda Boulevard and Westwood Boulevard, the Proposed Project would allow for small amount of additional height (5 feet more than is currently allowed in the C2-1VL zone) and a higher FAR than currently allowed, resulting in a potential change to the visual character of Pico Boulevard. In these areas where new development would be adjacent to single family residential, it is anticipated that transitional height standards incorporated into the Proposed Project would minimize the impact to these homes. Changes to visual character would be limited to the Pico Boulevard commercial frontage where taller buildings would be introduced. However, the impact of this change would be minimized by proposed design standards addressing ground floor treatment, which emphasize the pedestrian scale along the street and thus ensure consistency with the active, neighborhood-serving commercial character of the street today. As a result, visual character changes along the Pico Boulevard commercial corridor are anticipated to be less than significant.

Similar to the Bundy Station Area, the existing industrial areas around Sepulveda Boulevard lack a cohesive visual character, as they contain a wide variety of building type and heights. The proposed changes are focused on areas adjacent to the station and the I-405 freeway, and more limited increases in heights are proposed adjacent to residential uses. Therefore, the proposed changes to these areas, which would increase allowable height, would not have a negative impact on the visual character of the area.

Finally, the proposed changes to the properties fronting Exposition Boulevard in the Sepulveda Station Area would allow increased height and FAR. This would result in a potential change to the visual character of the area, which is currently characterized by low-scale dwelling units.

Westwood Station. The Proposed Project would change the land use designation and zoning on approximately 5.2 acres. Land uses to be rezoned include neighborhood commercial (C2-VL-POD) and low residential (R1). The areas of proposed change in the Westwood Station Area are located along the north side of Pico Boulevard between Westwood Boulevard and Overland Avenue, and along the Expo LRT Line generally between Westwood and Overland Boulevards. Specific proposed changes include the following:

- The RAS4-1VL zone along the north side of Pico Boulevard between Westwood Boulevard and Overland Avenue would allow for development to reach up to 50 feet with transitional height design standards, where 45 feet is allowed currently. In areas where the building heights on Pico Boulevard are typically about 30 feet, this proposed change would represent a significant change to the existing visual character to the Pico Boulevard commercial corridor. Similar to changes proposed in the Sepulveda Station Area along Pico Boulevard, the Proposed Project would allow for additional height and a higher FAR than currently allowed, resulting in a potential change to the visual character of Pico Boulevard. In these areas where new development would be adjacent to single family residential, it is anticipated that transitional height standards incorporated into the Proposed Project, would minimize the impact on these homes, and changes to visual character would be limited to the Pico Boulevard commercial frontage. However, this change would be moderated by proposed design standards addressing ground floor treatment, which emphasize the pedestrian scale along the street. As a result, visual character changes along the Pico Boulevard commercial corridor are anticipated to be less than significant.
- The Proposed Project would rezone approximately 2.2 acres flanking the Expo LRT Line right-of-way generally between Westwood and Overland Boulevards from R1 to OS (open space). These properties are currently vacant, and thus this change would maintain the existing undeveloped visual character of this area.

Palms Station. The Proposed Project would change the land use designation and zoning on approximately 51 acres. Land uses to be rezoned include limited manufacturing (M1-1), general and neighborhood commercial (C2-1), high medium residential (R4-1), and medium residential (R3-1) uses. The areas of proposed change in the Palms Station Area are generally south of the I-10, along National Boulevard, Motor Avenue, and Venice Boulevard, as well as a triangular parcel north of the I-10, located east of National Boulevard.

- The New Industry zone would allow for development ranging in height from three to seven stories, with a maximum height of 96 feet.
- The Mixed Use: Commercial/Residential zone along National Boulevard, north of the I-10, would allow for development ranging in height from three to seven stories, with a maximum height of 78 feet.
- The Mixed Use: Commercial/Residential zone along Motor Avenue north of Palms Boulevard and along National Boulevard would allow for development ranging from three to five stories, with a maximum height of 58 feet.
- Along Motor Avenue south of Palms Boulevard and along Venice Boulevard, the Mixed Use: Commercial/Residential zone would allow for development ranging in height from three to six stories, with a maximum height of 68 feet.

Overall, the changes proposed would allow for a mix of residential and commercial developments at mid-rise heights, which is not unlike the scale of many existing multi-family and commercial development located in this area. These changes would not represent substantial degradation of visual character to the station area.

Culver City Station. The Proposed Project would change the zoning designation on approximately 42 acres. Land uses to be rezoned include industrial, commercial, and residential. The areas of proposed change in the Culver City Station Area include a shopping center on Venice and Culver Boulevards, the area between the I-10 and Venice Boulevard, and along Robertson Boulevard between the I-10 and Cattaraugus Avenue.

- The New Industry and Hybrid Industrial: Jobs Emphasis zones would have a height range of 3 to 7 stories, with a maximum height of 96 feet.
- The Mixed Use: Commercial/Residential zone would have a height range of 3 to 6 stories, with a maximum height of 68 feet.

The Proposed Project would allow additional height and FAR in the industrial areas along Venice Boulevard within a quarter mile of the station. As these areas currently comprise a variety of low-scale auto-oriented commercial and industrial uses with no distinct visual character, and because the changes are concentrated around the station and the I-10 freeway, the proposed changes would not result in a degradation of visual character in this area. The proposed changes to the commercial areas along Venice Boulevard would similarly not have a negative impact on visual character, as these areas do not currently have a cohesive character and do not abut sensitive low-density residential uses.

In the northeast portion of the station area, between I-10 and Robertson Boulevard, the residential area currently zoned as RD2-1 primarily contains homes that are one or two stories in in height. The proposed change to Mixed Use: Commercial/Residential would allow for more intense residential development as well as commercial use, including buildings up to six stories in height. These changes would constitute a substantial change, and can be considered a degradation in visual character in this area.

Along portions of Robertson Boulevard north of I-10, currently commercial areas zoned as C2 would be also rezoned to Mixed Use: Commercial/Residential. Since these areas currently contain a diversity of commercial, industrial, and institutional uses at a variety of heights, the proposed changes would not degrade the visual character in this area.

Streetscape Improvements. The Proposed Project includes streetscape plans for eight street segments in the Project area. These streetscape plans illustrate streetscape improvements in the public right-of-way with the goal of creating a pedestrian-friendly environment that encourages walking, bicycling, and transit use while maintaining vehicular circulation. The location of the street segments included in the proposed streetscape plans are shown in Figure 3-13 in Chapter 3.0, Project Description and listed below:

- Bundy Drive between Missouri Avenue and Pico Boulevard
- Olympic Boulevard between Centinela and Barrington Avenues
- Sepulveda Boulevard between Olympic and National Boulevards
- National Boulevard between Mentone Avenue and Castle Heights Boulevard
- Palms Boulevard between National Boulevard and Motor Avenue
- Motor Avenue between I-10 and Venice Boulevard
- Pico Boulevard between I-405 and Patricia Avenue
- Pico Boulevard between Centinela Avenue and I-405

The proposed streetscape plans are intended to be beneficial and improve the existing visual character of street segments in the Project Area, and their immediately surrounding areas, through the reconstruction of curbs, gutters, and sidewalks; the installation of landscaped curb extensions in between parking stalls and at intersections; an introduction of a consistent pattern of street trees along the sidewalks; the installation of center landscaped medians between left-turn lanes and wider sidewalks and parkways; and the introduction of consistent landscape and street furniture treatments. These improvements are constructed: 1) as a condition of development for all new projects, to be provided along the frontage of their property, and also 2) as a public benefit requirement for new projects that are using Bonus development rights, to be provided along street segments beyond the project's frontage. While these changes are proposed to enhance visual character, they do represent change to visual character within these street segments.

Design Standards. As discussed above, the Proposed Project establishes design standards for all properties within the Project Area, excluding properties in the R1 and R2 zones. The design standards are intended to be beneficial and create livable neighborhoods with an emphasis on walkability and the making of great streets and neighborhoods. The focus of the design standards is on the relationship of buildings to the street and the public realm to create high quality public spaces and a walkable environment, as well as on the building form and design to create increased consistency along each street and improved visual quality. These design standards would help minimize the effects of land use and zone changes on the existing character of the area, and would also enhance visual character and quality through transitional height requirements, massing restrictions, requirements for use of high quality materials and façade articulation. Projects proposed within the ECTNP Area, regardless of whether they are within an area of proposed change, would be required to comply with the proposed design standards.

Compliance with existing and proposed development regulations and design standards would help establish consistency in the visual character of the Project Area, which is currently lacking in industrial areas and commercial corridors. However, the proposed land use and zoning changes that allow increases in height, scale and density in the Project Area would represent a significant change in the visual character in some portions of the Project Area, particularly in the limited single family areas that are proposed to have land use and zoning changes. Therefore, implementation of the Proposed Project over time would result in significant visual contrast and change in visual character.

ALTERNATIVE COMPLIANCE SCENARIO

As noted in the Chapter 3.0, Project Description, the Proposed Project allows for Alternative Compliance, in which certain properties can be developed with more residential use while remaining within the maximum allowable FAR for the site. As noted, the ability of an owner to pursue this path is tied directly to the provision of increased public benefits such as affordable housing, open space, streetscape improvements and other amenities. Figure 3-3a and Figure 3-3b in Chapter 3.0, Project Description illustrate the sites eligible

for the Alternative Compliance scenario. Development under Alternative Compliance on these sites would have a similar impact on visual character as the Proposed Project, as the allowable FAR and heights are the same. The areas where Alternative Compliance scenario can be applied are currently industrial areas that lack any consistent development patterns and heights. The development and design standards in the Proposed Project would be applicable to new development on these sites and help to improve the visual quality and character of the areas. Thus, the Alternative Compliance scenario would similarly have a significant impact on visual character in these locations.

NON-CHANGE AREAS

Outside the geographic areas designated for change, new development would be governed by the General Plan land uses and associated zoning contained in the included portions of the West Los Angeles, Palms, and West Adams Community Plans. Specifically, density, building height, open space requirements and setbacks in these areas would occur similar to current trends with the exception that proposed design standards described in the Specific Plan would also apply to these non-change areas. It is anticipated that as a result, existing land use controls and policies taken together with new design standards/guidelines would result in a less than significant effect on the visual character of the non-change portions of the Project Area.

MITIGATION MEASURES

Beyond the proposed Design Standards, no feasible mitigation measures have been identified to reduce the potentially significant impacts on visual character.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

As discussed above, design standards would be enforced to reduce visual change, yet it is anticipated that visual effects associated with new building heights and site development intensities would remain potentially significant and unavoidable.

IMPACT 4.1-4 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE THAT COULD ADVERSELY AFFECT DAY- OR NIGHTTIME VIEWS IN THE PROJECT AREA? THIS IMPACT WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION.

As described above, existing sources of nighttime lighting include street, security, and wayfinding outdoor lighting, vehicle headlights, and interior building illumination. This relatively high level of ambient light currently reduces the visibility of the nighttime sky. With implementation of the Proposed Project, additional sources of nighttime lighting associated with increased development capacity within areas of proposed change, streetscape improvements, crime prevention, and increased vehicle traffic can be anticipated. While there is anticipated to be increased illumination from sidewalk lighting, and light from commercial and residential windows in mixed use and stand-alone projects, these effects would be incremental and less-than significant impacts related to lighting are anticipated. The LAMC contains specific regulations with respect to lighting. LAMC Section 12.21 A.5 (k) (amended by Ordinance No. 171,858) states that all lights used to illuminate parking areas shall be designed, located and arranged so as to reflect the light away from any street and any adjacent premises. Additionally, any new lighting would be designed to conform to applicable standards including LAMC Sections 93.0117 and 12.21 A.5 (k), which pertains to outdoor lighting affecting residential property (no more than two foot-candles of lighting intensity from a light source is allowed on adjacent residential property). All new development would be required to be consistent with these LAMC regulations to reduce impacts from light. In addition, General Plan Framework Policies 5.5.3, 5.5.4, and 5.8.1 call for the formulation of building and site design standards, determination of appropriate urban design elements, and lighting commensurate with intended nighttime use. Illuminated signs are regulated by City Ordinance and other design provisions of the Proposed Project, and it is not anticipated that lighting levels from these elements would result in significant impacts. Compliance with proposed design standards and the

LAMC regulations would help to reduce the light impacts of future development occurring under the ECTNP to less than significant.

Due to proposed design standards and Title 24 energy standards, it is not anticipated that the Proposed Project would result in development with extensive glazing that would generate substantial glare and annoyance. However substantial glare may still result due to building facades being constructed with other highly reflective materials. Therefore, glare impacts would be potentially significant.

ALTERNATIVE COMPLIANCE SCENARIO

As noted in the Chapter 3.0, Project Description, the Proposed Project allows for an Alternative Compliance scenario in which certain properties can be developed with more residential use while remaining within the maximum allowable FAR for the site. As noted, the ability of an owner to pursue this path is tied directly to the provision of increased public benefits, such as affordable housing, open space, streetscape improvements and other amenities. These improvements would not result in additional sources of spillover lighting or glare compared to the Proposed Project. Current City regulations and Project design standards related to lighting would continue to apply to Alternative Compliance projects, and therefore a less than significant impact related to light is anticipated. Without mitigation, glare impacts in the Alternative Compliance scenario would be potentially significant.

NON-CHANGE AREAS

Outside the geographic areas designated for change, new development would be governed by the General Plan land uses and associated zoning contained in the included portions of the West Los Angeles, Palms-Mar Vista-Del Rey, and West Adams-Baldwin Hills-Leimert Community Plans. As described above, existing City regulations would address new sources of spillover lighting, and it is anticipated that these effects would be reduced to a less than significant level within the non-change area portions of the Project Area. However, impacts related to glare could remain potentially significant.

MITIGATION MEASURES

AE1 The City shall require that glare effects be limited by using non-reflective building and construction materials, such as concrete, wood, composite materials, coated metal, non-reflective glass, and stone. This shall include, but not be limited to, art installations, fencing material, and recreational equipment.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Implementation of the Proposed Project would result in a less-than- significant impact related to creating a new source of substantial light. Impacts related to creating a new source of substantial glare that could adversely affect day- or nighttime views in the Project Area were determined to be potentially significant without mitigation. Mitigation Measure **AE1** would reduce those impacts to less than significant.

IMPACT 4.1-5 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT RESULT IN DEVELOPMENT OF STRUCTURES THAT WOULD SHADE SHADOW-SENSITIVE USES FOR MORE THAN THREE HOURS BETWEEN THE HOURS OF 9:00 A.M. AND 3:00 P.M. PACIFIC STANDARD TIME (BETWEEN LATE OCTOBER AND EARLY APRIL), OR FOR MORE THAN FOUR HOURS BETWEEN THE HOURS OF 9:00 A.M. AND 5:00 P.M. PACIFIC DAYLIGHT TIME (BETWEEN EARLY APRIL AND LATE OCTOBER)? THIS IMPACT IS POTENTIALLY SIGNIFICANT AND UNAVOIDABLE.

Due to the sun's angle in the northern hemisphere, shadows from buildings are cast to the north and move from the west to east throughout daylight hours and in the Los Angeles area, the maximum shadow a building can cast is usually equivalent to three times its height during the Winter Solstice. The potential for off-site effects is dependent on the distance between the project site and the nearest shade-sensitive land uses.

In general, the Proposed Project would implement zone changes which would allow for increased development density, intensity, and heights, and/or a new mix of uses. Changes that could result in new shade and shadow impacts would occur at areas of proposed change, where increased FAR and height would be allowed.

Based on the maximum allowable building heights under the Proposed Project, **Figures 4.1-9a** and **4.1-9b** demonstrate the maximum shadow footprints, or areas of greatest potential shading, that could be created adjacent to the areas of proposed change if buildings were constructed to the maximum allowable heights. It is important to note that, while changes in permitted densities, intensities and design standards are being proposed, existing as-built conditions already create shade and shadow impacts.

According to **Figures 4.1-9a** and **4.1-9b**, the areas which would be the most vulnerable to shade and shadow impacts if buildings in the areas of proposed change were to be constructed to the maximum heights allowable under the Proposed Project would be the single-family residential areas located immediately adjacent to the areas of proposed change. These include the following single-family residential neighborhoods:

- Northeast and northwest of the areas of proposed change in the Bundy Station Area
- Northeast to Olympic Boulevard and southeast to Exposition Boulevard in the Sepulveda Station Area
- South of Manning Avenue in the Palms Station Area
- Northeast of the areas of proposed change in the Culver City Station Area

PROJECT FEATURES

The ECTNP includes a design standard for transitional height, which requires new construction that directly abuts or is across an alley from R1 or R2 residential zones to step back heights to minimize casting shadows on these residential uses. In addition, individual projects located outside of Transit Priority Areas (TPAs) with increased heights adjacent to shadow-sensitive uses would be required to prepare individual shade and shadow studies to assess the potential for shade/shadow impacts and to determine whether such impacts can be reduced or minimized through the project's design. Although the Proposed Project includes protections for shadow-sensitive areas, future development could still cast shadows on shadow-sensitive land uses for a potentially significant period of time. Therefore, implementation of the Proposed Project would result in a significant and unavoidable impact related to development of structures that would shade shadow-sensitive uses.

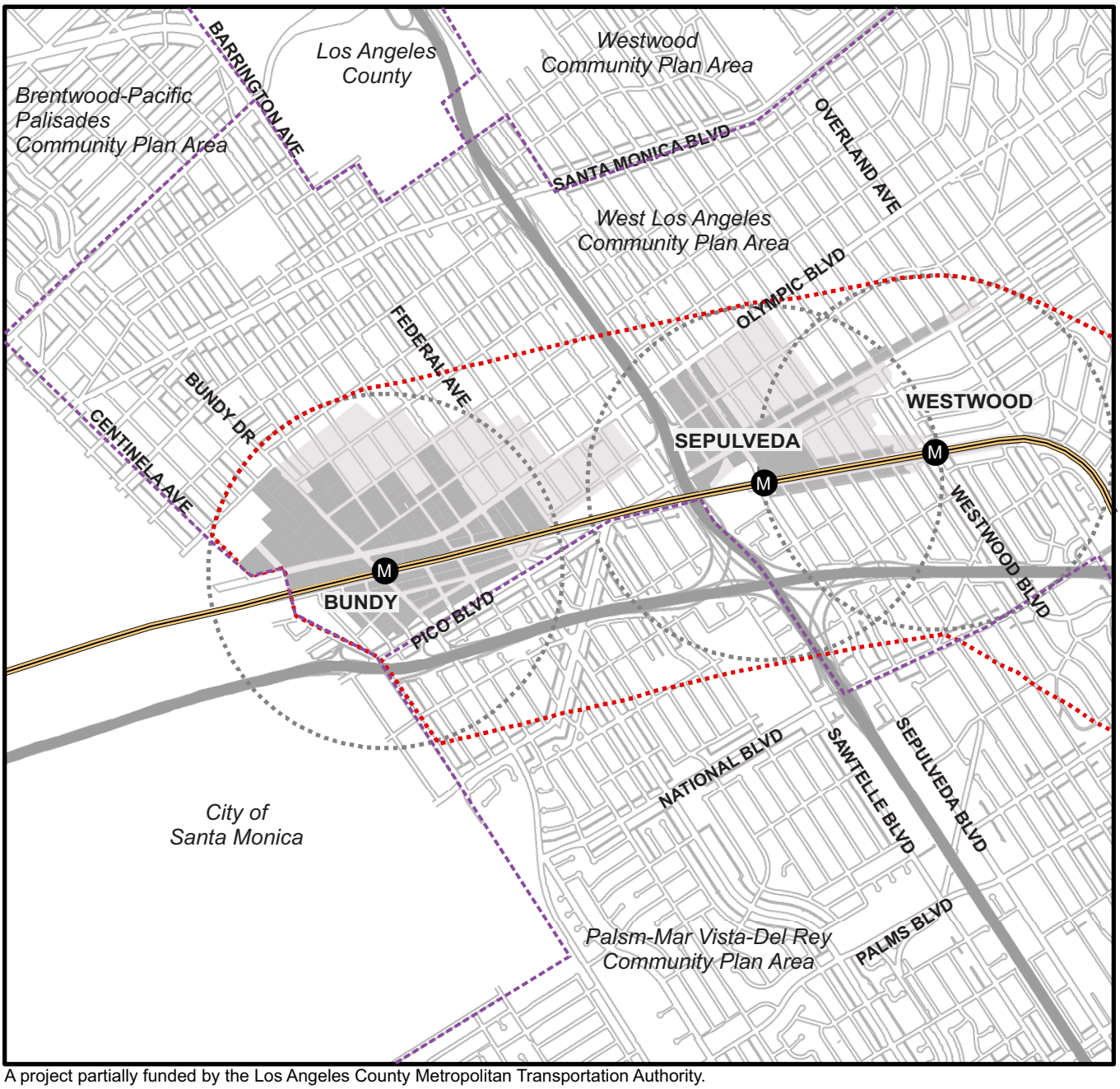
ALTERNATIVE COMPLIANCE SCENARIO

As noted in the Chapter 3.0, Project Description, the Proposed Project allows for an Alternative Compliance scenario for property owners wishing to focus more on residential than on non-residential development. Similar to the Proposed Project, properties using this alternative approach would be subject to building height and massing requirements similar to the Proposed Project, as well proposed design guide lines, particularly setback and stepback requirements. Where taller buildings are directly adjacent to low scale residential or other light sensitive uses to the north, northwest or southeast, a significant shadow impact is anticipated.

Exposition Corridor Transit Neighborhood Plan

Figure 4.1-9a Maximum Shadow Footprints (Bundy Station to Westwood Station)

Los Angeles Department of City Planning



A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Community Plan Area
- Areas of Proposed Change/ Subareas
- Shadow Footprint Resulting from Areas of Proposed Change

Approx. Scale

N

0 1,150 2,100 FEET

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

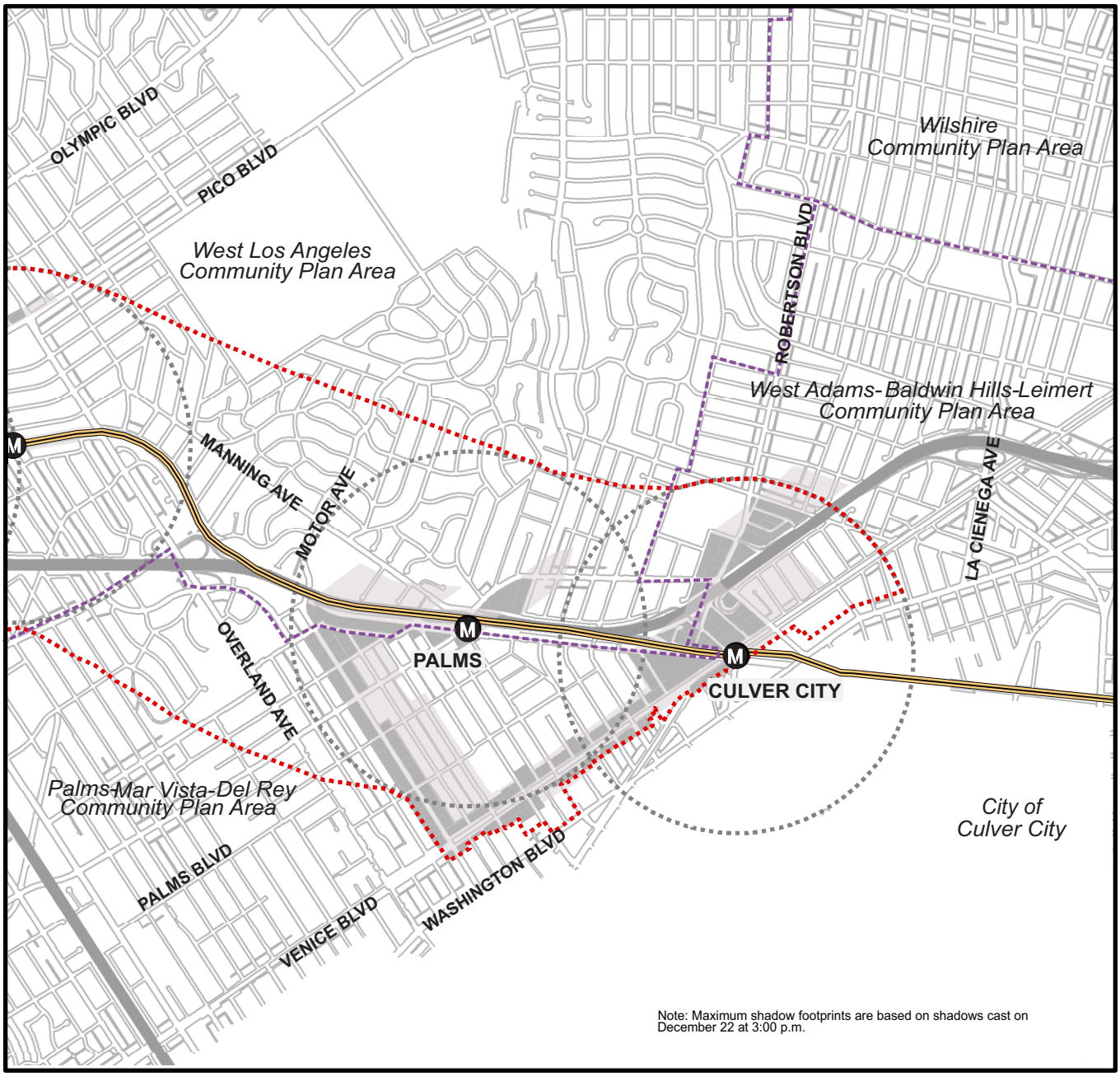
SOURCE: City of Los Angeles, TAHA, and Gruen Assoicates, 2017.

2012-058

Exposition Corridor Transit Neighborhood Plan

Figure 4.1-9b Maximum Shadow Footprints (Palms to Culver City Stations)

Los Angeles Department of City Planning



A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Community Plan Area
- Areas of Proposed Change/Subareas
- Shadow Footprint Resulting from Areas of Proposed Change

N

Approx. Scale

0 1,050 2,100 FEET

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: City of Los Angeles, TAHA, and Gruen Assoicates, 2017.

NON-CHANGE AREAS

Outside the geographic areas designated for change, new development would be governed by the General Plan land uses and associated zoning contained in the included portions of the West Los Angeles, Palms, and West Adams Community Plans. In a number of areas, it is anticipated that there would be increased building heights compared to existing conditions, particularly where heights are classified as unlimited. In those areas where taller building are directly adjacent to low scale residential or other light sensitive uses to the north, northwest or southeast, a significant shadow impact is anticipated.

MITIGATION MEASURE

Beyond the Design Standards included in the Proposed Project, no feasible mitigation measures have been identified to reduce the potentially significant impact related to development of structures that would shade shadow-sensitive uses under the Proposed Project. Although implementation of the design standards and other plan standards described above may serve to reduce or eliminate impacts related to shade-shadow, in these highly-urbanized areas it is infeasible to relocate development in such a way that shade-shadow impacts could be avoided altogether.

SIGNIFICANCE OF IMPACT AFTER MITIGATION

No feasible mitigation measures have been identified and impacts related to shading shadow-sensitive uses would remain potentially significant and unavoidable.

IMPACT 4.1-6 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT DESTROY, PERMANENTLY COVER OR MATERIALLY AND ADVERSELY MODIFY ONE OR MORE DISTINCT AND PROMINENT GEOLOGIC OR TOPOGRAPHIC FEATURES SUCH AS HILLTOPS, RIDGES, HILL SLOPES, CANYONS, RAVINES, ROCK OUTCROPS, WATER BODIES, STREAMBEDS AND WETLANDS? THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

There are no ridges, canyons, ravines, and other topographic features within the Project Area; however, as described above, the Project Area contains a small portion the Cheviot Hills area north of the Palms station area (north of the I-10 and west of Club Drive). There are no proposed changes within the Cheviot Hills portion of the Project Area. Thus, the Proposed Project would continue to allow the development of the Project Area as envisioned by the existing community plans, wherein development in hillside areas would be minimal. Given the location of proposed areas of change (see Figure 3-2 in Chapter 3.0, Project Description) in areas with no geologic landforms, the Proposed Project would not destroy, permanently cover, or materially and adversely modify distinct and prominent geologic or topographic features. Therefore, implementation of the Proposed Project would have a less than significant impact. Less than significant effects are also anticipated for Alternative Compliance scenario where the development focus would shift from non-residential to residential use, as well as for other geographic areas not designated for change that would be governed by the existing community plans and zoning. Importantly, hillside areas would be governed by existing City regulations and hillside-related ordinances.

MITIGATION MEASURES

Impacts related to related to destroying, permanently covering or materially and adversely modifying one or more distinct and prominent geologic or topographic features would be less than significant. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts related to destroying, permanently covering or materially and adversely modifying one or more distinct and prominent geologic or topographic features would be less than significant without mitigation.

4.2 AIR QUALITY

This section provides an overview of air quality and evaluates the impacts associated with the Proposed Project. This analysis focuses on air pollution from two perspectives: daily emissions and pollutant concentrations. "Emissions" refer to the quantity of pollutants released into the air, measured in pounds per day (ppd). "Concentrations" refer to the amount of pollutant material per volumetric unit of air, measured in parts per million (ppm) or micrograms per cubic meter ($\mu g/m^3$).

The following provides background information on the pollutants discussed in this section.

POLLUTANTS AND EFFECTS

Criteria air pollutants are defined as pollutants for which the federal and state governments have established ambient air quality standards for outdoor concentrations to protect public health. The federal and state standards have been set at levels above which concentrations could be harmful to human health and welfare. These standards are designed to protect the most sensitive persons from illness or discomfort. Pollutants of concern include carbon monoxide (CO), ozone (O_3), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter 2.5 microns or less in diameter ($PM_{2.5}$), particulate matter ten microns or less in diameter (PM_{10}), and lead (Pb).

Carbon Monoxide (CO). CO is a colorless and odorless gas formed by the incomplete combustion of fossil fuels. CO is emitted almost exclusively from motor vehicles, power plants, refineries, industrial boilers, ships, aircraft and trains. In urban areas, such as the project location, automobile exhaust accounts for the majority of CO emissions. CO is a non-reactive air pollutant that dissipates relatively quickly, so ambient CO concentrations generally follows the spatial and temporal distributions of vehicular traffic. CO concentrations are influenced by local meteorological conditions, primarily wind speed, topography and atmospheric stability. CO from motor vehicle exhaust can become locally concentrated when surface-based temperature inversions are combined with calm atmospheric conditions, a typical situation at dusk in urban areas between November and February.[1] The highest levels of CO typically occur during the colder months of the year when inversion conditions are more frequent. In terms of health, CO competes with oxygen, often replacing it in the blood, thus reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can be dizziness, fatigue, and impairment of central nervous system functions.

Ozone (O_3). O_3 is a colorless gas that is formed in the atmosphere when reactive organic gases (ROG), which includes volatile organic compounds (VOC) and nitrogen oxides (NO_X) react in the presence of ultraviolet sunlight. O_3 is not a primary pollutant; it is a secondary pollutant formed by complex interactions of two pollutants directly emitted into the atmosphere. The primary sources of ROG and NO_X, components of O_3, are automobile exhaust and industrial sources. Meteorology and terrain play major roles in O_3 formation. Ideal conditions occur during summer and early autumn, on days with low wind speeds or stagnant air, warm temperatures and cloudless skies. The greatest source of smog-producing gases is the automobile. Short-term exposure (lasting for a few hours) to O_3 at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue and some immunological changes.

Nitrogen Dioxide (NO_2). NO_2, like O_3, is not directly emitted into the atmosphere but is formed by an atmospheric chemical reaction between nitric oxide (NO) and atmospheric oxygen. NO and NO_2 are collectively referred to as NO_X and are major contributors to O_3 formation. NO_2 also contributes to the formation of PM_{10}. High concentrations of NO_2 can cause breathing difficulties and result in a brownish-red

[1]Inversion is an atmospheric condition in which a layer of warm air traps cooler air near the surface of the earth, preventing the normal rising of surface air.

cast to the atmosphere with reduced visibility. There is some indication of a relationship between NO_2 and chronic pulmonary fibrosis. Some increase of bronchitis in children (two and three years old) has also been observed at concentrations below 0.3 ppm.

Particulate Matter. Particulate matter pollution consists of very small liquid and solid particles floating in the air, which can include smoke, soot, dust, salts, acids and metals. Particulate matter also forms when gases emitted from industries and motor vehicles undergo chemical reactions in the atmosphere. $PM_{2.5}$ and PM_{10} represent fractions of particulate matter. Fine particulate matter, or $PM_{2.5}$, is roughly 1/28 the diameter of a human hair. $PM_{2.5}$ results from fuel combustion (e.g., motor vehicles, power generation and industrial facilities), residential fireplaces and wood stoves. In addition, $PM_{2.5}$ can be formed in the atmosphere from gases such as SO_2, NO_X and VOC. Inhalable particulate matter, or PM_{10}, is about 1/7 the thickness of a human hair. Major sources of PM_{10} include crushing or grinding operations; dust stirred up by vehicles traveling on roads; wood burning stoves and fireplaces; dust from construction, landfills and agriculture; wildfires and brush/waste burning; industrial sources; windblown dust from open lands; and atmospheric chemical and photochemical reactions.

$PM_{2.5}$ and PM_{10} pose a greater health risk than larger-size particles. When inhaled, these tiny particles can penetrate the human respiratory system's natural defenses and damage the respiratory tract. $PM_{2.5}$ and PM_{10} can increase the number and severity of asthma attacks, cause or aggravate bronchitis and other lung diseases, and reduce the body's ability to fight infections. Very small particles of substances, such as lead, sulfates and nitrates can cause lung damage directly. These substances can be absorbed into the blood stream and cause damage elsewhere in the body. These substances can transport absorbed gases, such as chlorides or ammonium, into the lungs and cause injury. Whereas PM_{10} tends to collect in the upper portion of the respiratory system, $PM_{2.5}$ is so tiny that it can penetrate deeper into the lungs and damage lung tissues. Suspended particulates also damage and discolor surfaces on which they settle, as well as produce haze and reduce regional visibility.

Sulfur Dioxide (SO_2). SO_2 is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Main sources of SO_2 are coal and oil used in power plants and industries. Generally, the highest levels of SO_2 are found near large industrial complexes. In recent years, SO_2 concentrations have been reduced by the increasingly stringent controls placed on stationary source emissions of SO_2 and limits on the sulfur content of fuels. SO_2 is an irritant gas that attacks the throat and lungs. It can cause acute respiratory symptoms and diminished ventilator function in children. SO_2 can also yellow plant leaves and erode iron and steel.

Lead (Pb). Pb in the atmosphere occurs as particulate matter. Sources of lead include leaded gasoline; the manufacturers of batteries, paint, ink, ceramics, ammunition and secondary lead smelters. Prior to 1978, mobile emissions were the primary source of atmospheric lead. Between 1978 and 1987, the phase-out of leaded gasoline reduced the overall inventory of airborne lead by nearly 95 percent. With the phase-out of leaded gasoline, secondary lead smelters, battery recycling, and manufacturing facilities have become lead-emission sources of greater concern.

Prolonged exposure to atmospheric lead poses a serious threat to human health. Health effects associated with exposure to lead include gastrointestinal disturbances, anemia, kidney disease, and in severe cases, neuromuscular and neurological dysfunction. Of particular concern are low-level lead exposures during infancy and childhood. Such exposures are associated with decrements in neurobehavioral performance, including intelligence quotient performance, psychomotor performance, reaction time and growth.

Toxic Air Contaminants (TACs). TACs, also referred to as hazardous air pollutants (HAPs), are generally defined as those contaminants that are known or suspected to cause serious health problems, but do not have a corresponding ambient air quality standard. TACs are also defined as an air pollutant that may increase a person's risk of developing cancer and/or other serious health effects; however, the emission of a toxic chemical does not automatically create a health hazard. Other factors, such as the amount of the chemical;

its toxicity, and how it is released into the air, the weather, and the terrain, all influence whether the emission could be hazardous to human health. TACs are emitted by a variety of industrial processes such as petroleum refining, electric utility and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust and may exist as PM_{10} and $PM_{2.5}$ or as vapors (gases). TACs include metals, other particles, gases absorbed by particles, and certain vapors from fuels and other sources.

The emission of toxic substances into the air can be damaging to human health and to the environment. Human exposure to these pollutants at sufficient concentrations and durations can result in cancer, poisoning, and rapid onset of sickness, such as nausea or difficulty in breathing. Other less measurable effects include immunological, neurological, reproductive, developmental, and respiratory problems. Pollutants deposited onto soil or into lakes and streams affect ecological systems and eventually human health through consumption of contaminated food. The carcinogenic potential of TACs is a particular public health concern because many scientists currently believe that there is no "safe" level of exposure to carcinogens. Any exposure to a carcinogen poses some risk of contracting cancer.

The public's exposure to TACs is a significant public health issue in California. The Air Toxics "Hotspots" Information and Assessment Act is a state law requiring facilities to report emissions of TACs to air districts. The program is designated to quantify the amounts of potentially hazardous air pollutants released, the location of the release, the concentrations to which the public is exposed, and the resulting health risks.

The State Air Toxics Program (AB 2588) identified over 200 TACs, including the 188 TACs identified in the Federal Clean Air Act. The U.S. Environmental Protection Agency (USEPA) has assessed this expansive list of toxics and identified 21 TACs as Mobile Source Air Toxics (MSATs). MSATs are compounds emitted from highway vehicles and nonroad equipment. Some toxic compounds are present in fuel and are emitted to the air when the fuel evaporates or passes through the engine unburned. Other toxics are emitted from the incomplete combustion of fuels or as secondary combustion products. Metal air toxics also result from engine wear or from impurities in oil or gasoline. USEPA also extracted a subset of these 21 MSAT compounds that it now labels as the six priority MSATs: benzene, formaldehyde, acetaldehyde, diesel particulate matter (DPM)/diesel exhaust organic gases, acrolein, and 1,3-butadiene. While these six MSATs are considered the priority transportation toxics, USEPA stresses that the lists are subject to change and may be adjusted in future rules.[2] USEPA has issued a number of regulations that will dramatically decrease MSATs through cleaner fuels and cleaner engines. According to an FHWA analysis, even if the number of vehicle miles traveled increases by 64 percent, reductions of 57 percent to 87 percent in MSATs are projected from 2000 to 2020.

The California-specific transportation air quality analysis model, EMFAC, is designed to model MSATs at the project-level. Health effects from MSATs/TACs, i.e., cancer risks and chronic non-cancer risks from on-road traffic, have been associated primarily with DPM, benzene, and 1,3-butadiene. EMFAC can be used to estimate DPM, benzene, and 1,3-butadiene emissions. In addition to DPM, benzene, 1,3-butadiene, acetaldehyde, carbon tetrachloride, hexavalent chromium, paradichlorobenzene, formaldehyde, methylene chloride, and perchloroethylene pose the greatest existing ambient TAC risk, for which data are available, in California. DPM poses the greatest health risk among these ten TACs mentioned. Based on receptor modeling techniques, South Coast Air Quality Management District (SCAQMD) estimated that DPM accounts for 84 percent of the total regional risk.[3]

To date, the most comprehensive regional study of air toxics is the Multiple Air Toxics Exposure Study (MATES-IV) conducted by SCAQMD. The monitoring program measured more than 30 air pollutants, including both gases and particulates. The monitoring study was accompanied by a computer modeling

[2]FHWA, *Updated Interim Guidance on Mobile Source Air Toxics Analysis in NEPA Documents*, October 18, 2016.
[3]SCAQMD, *MATES IV Final Report Multiple Air Toxics Exposure Study in the South Coast Air Basin*, May 2015.

study in which SCAQMD estimated the risk of cancer from breathing toxic air pollution throughout the region based on emissions and weather data. MATES-IV found that the cancer risk in the region from carcinogenic air pollutants ranges from about 600 in a million to 1,600 in a million, with an average regional risk of about 900 in a million.

Diesel Particulate Matter (DPM). According to the 2006 California Almanac of Emissions and Air Quality, the majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most important being particulate matter from the exhaust of diesel-fueled engines. DPM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances.

Diesel exhaust is composed of two phases, gas and particle, and both phases contribute to the health risk. The gas phase is composed of many of the urban hazardous air pollutants, such as acetaldehyde, acrolein, benzene, 1,3-butadiene, formaldehyde and polycyclic aromatic hydrocarbons. The particle phase is also composed of many different types of particles by size or composition. Fine and ultra fine diesel particulates are of the greatest health concern, and may be composed of elemental carbon with adsorbed compounds such as organic compounds, sulfate, nitrate, metals and other trace elements. Diesel exhaust is emitted from a broad range of diesel engines; the on road diesel engines of trucks, buses and cars and the off road diesel engines that include locomotives, marine vessels and heavy duty equipment. Although DPM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emission control system is present.

The most common exposure to DPM is breathing the air that contains DPM. The fine and ultra-fine particles are respirable (similar to $PM_{2.5}$), which means that they can avoid many of the human respiratory system defense mechanisms and enter deeply into the lung. Exposure to DPM comes from both on-road and off-road engine exhaust that is either directly emitted from the engines or lingering in the atmosphere.

Diesel exhaust causes health effects from both short-term or acute exposures, and long-term chronic exposures. The type and severity of health effects depends upon several factors including the amount of chemical exposure and the duration of exposure. Individuals also react differently to different levels of exposure. There is limited information on exposure to just DPM but there is enough evidence to indicate that inhalation exposure to diesel exhaust causes acute and chronic health effects.

Acute exposure to diesel exhaust may cause irritation to the eyes, nose, throat and lungs, some neurological effects such as lightheadedness. Acute exposure may also elicit a cough or nausea as well as exacerbate asthma. Chronic exposures to DPM in experimental animal inhalation studies have shown a range of dose-dependent lung inflammation and cellular changes in the lung and immunological effects. Based upon human and laboratory studies, there is considerable evidence that diesel exhaust is a likely carcinogen. Human epidemiological studies demonstrate an association between diesel exhaust exposure and increased lung cancer rates in occupational settings.[4] Because children's lungs and respiratory systems are still developing, they are also more susceptible than healthy adults to fine particles. Exposure to fine particles is associated with increased frequency of childhood illnesses and can also reduce lung function in children. For the average Californian, 70 percent of cancer risk from breathing toxic air pollutants stem from diesel exhaust particles.[5]

USEPA's National Scale Assessment uses several types of health hazard information to provide a quantitative "threshold of concern" or a health benchmark concentration at which it is expected that no adverse health effects occur at exposures to that level. Health effects information on carcinogenic, short- and long-term non-carcinogenic end points are used to establish selective protective health levels to compare to the modeled exposures levels. Unfortunately, the exposure response data in human studies are considered

[4]USEPA, *Diesel Particulate Matter*, http://www.epa.gov/region1/eco/airtox/diesel.html.

[5]Office of Environmental Health Hazard Assessment, *Health Effects of Diesel Exhaust*, http://oehha.ca.gov/public_info/facts/dieselfacts.html.

too uncertain to develop a carcinogenic unit risk for USEPA's use. There is a Reference Concentration (RFC) that is used as a health benchmark protective of chronic non-carcinogenic health effects but it is for diesel exhaust and not specifically set for DPM. The RFC for diesel exhaust, which includes DPM, is 5 $\mu g/m^3$.[6] This value is similar to, but less than, the National Ambient Air Quality Standards (NAAQS) established for fine particulate matter ($PM_{2.5}$), which is 15 $\mu g/m^3$.

Unlike other TACs, no ambient monitoring data are available for DPM because no routine measurement method currently exists. However, California Air Resources Board (CARB) has made preliminary concentration estimates based on a PM exposure method. This method uses the CARB emissions inventory's PM_{10} database, ambient PM_{10} monitoring data, and the results from several studies to estimate concentrations of DPM.

REGULATORY FRAMEWORK

The Federal Clean Air Act (CAA) governs air quality in the United States. In addition to being subject to the requirements of CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). At the federal level, CAA is administered by USEPA. In California, the CCAA is administered by the CARB at the state level and by the air quality management districts and air pollution control districts at the regional and local levels.

FEDERAL

U.S. Environmental Protection Agency (USEPA). CAA governs air quality and USEPA is responsible for enforcing the CAA. USEPA is also responsible for establishing the NAAQS. NAAQS are required under the 1977 CAA and subsequent amendments. USEPA regulates emission sources that are under the exclusive authority of the Federal Government, such as aircraft, ships, and certain types of locomotives. USEPA has jurisdiction over emission sources outside state waters (e.g., beyond the outer continental shelf) and establishes various emission standards, including those for vehicles sold in states other than California. Automobiles sold in California must meet stricter emission standards established by CARB.

The USEPA has adopted multiple tiers of emission standards to reduce emissions from non-road diesel engines by integrating engine and fuel controls as a system to gain the greatest emission reductions. The first federal standards (Tier 1) for new non-road (or off-road) diesel engines were adopted in 1994 for engines over 50 horsepower, to be phased-in from 1996 to 2000. On August 27, 1998, the USEPA introduced Tier 1 standards for equipment under 37 kilowatts (50 horsepower) and increasingly more stringent Tier 2 and Tier 3 standards for all equipment with phase-in schedules from 2000 to 2008. Tier 1 through 3 standards were met through advanced engine design, with no or only limited use of exhaust gas after-treatment (oxidation catalysts). Tier 3 standards for nitrogen oxides and hydrocarbons are similar in stringency to the 2004 standards for highway engines; however, Tier 3 standards for particulate matter were never adopted. On May 11, 2004, the USEPA signed the final rule introducing Tier 4 emission standards, which were phased-in between 2008 and 2015. Tier 4 standards require that emissions of particulate matter and NO_X be further reduced by about 90 percent. Such emission reductions are achieved through the use of control technologies, including advanced exhaust gas after-treatment, similar to those required by the 2007 to 2010 standards for highway engines.

[6]Office of Environmental Health Hazard Assessment, *Health Effects of Diesel Exhaust*, http://oehha.ca.gov/public_info/facts/dieselfacts.html.

As required by the CAA, NAAQS have been established for seven major air pollutants: CO, NO_2, O_3, $PM_{2.5}$, PM_{10}, SO_2, and Pb. The CAA requires USEPA to designate areas as attainment, nonattainment, or maintenance (previously nonattainment and currently attainment) for each criteria pollutant based on whether the NAAQS have been achieved. The federal standards are summarized in **Table 4.2-1**. The USEPA has classified the South Coast Air Basin (Basin) as a nonattainment area for O_3, $PM_{2.5}$, and Pb.

TABLE 4.2-1: STATE AND NATIONAL AMBIENT AIR QUALITY STANDARDS AND ATTAINMENT STATUS FOR THE SOUTH COAST AIR BASIN

		California		Federal	
Pollutant	**Averaging Period**	**Standards**	**Attainment Status**	**Standards**	**Attainment Status**
Ozone (O_3)	1-hour	0.09 ppm (180 µg/m^3)	Nonattainment	--	--
	8-hour	0.070 ppm (137 µg/m^3)	n/a	0.070 ppm (137 µg/m^3)	Nonattainment
Respirable Particulate Matter (PM_{10})	24-hour	50 µg/m^3	Nonattainment	150 µg/m^3	Maintenance
	Annual Arithmetic Mean	20 µg/m^3	Nonattainment	--	--
Fine Particulate Matter ($PM_{2.5}$)	24-hour	--	--	35 µg/m^3	Nonattainment
	Annual Arithmetic Mean	12 µg/m^3	Nonattainment	12.0 µg/m^3	Nonattainment
Carbon Monoxide (CO)	1-hour	20 ppm (23 mg/m^3)	Attainment	35 ppm (40 mg/m^3)	Maintenance
	8-hour	9.0 ppm (10 mg/m^3)	Attainment	9 ppm (10 mg/m^3)	Maintenance
Nitrogen Dioxide (NO_2)	1-hour	0.18 ppm (338 µg/m^3)	Attainment	100 ppb (190 µg/m^3)	Maintenance
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	Attainment	53 ppb (100 µg/m^3)	Maintenance
Sulfur Dioxide (SO_2)	1-hour	0.25 ppm (655 µg/m^3)	Attainment	75 ppb (196 µg/m^3)	Attainment
	24-hour	0.04 ppm (105 µg/m^3)	Attainment	--	--
Lead (Pb)	30-day average	1.5 µg/m^3	Attainment	--	--
	Calendar Quarter	--	--	0.15 µg/m^3	Nonattainment

n/a = not available
SOURCE: CARB, *Ambient Air Quality Standards*, May 4, 2016.

STATE

California Air Resources Board (CARB). In addition to being subject to the requirements of CAA, air quality in California is also governed by more stringent regulations under the CCAA. In California, the CCAA is administered by CARB at the state level and by the air quality management districts and air pollution control districts at the regional and local levels. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for meeting the state requirements of the CAA, administering the CCAA, and establishing the California Ambient Air Quality Standards (CAAQS). The CCAA, as amended in 1992, requires all air districts in the state to endeavor to achieve and maintain the CAAQS. CAAQS are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. CARB regulates mobile air pollution sources, such as motor vehicles. CARB is responsible for setting emission

standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB established passenger vehicle fuel specifications, which became effective in March 1996. CARB oversees the functions of local air pollution control districts and air quality management districts, which, in turn, administer air quality activities at the regional and county levels. The state standards are summarized in **Table 4.2-1**.

The CCAA requires CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a state standard and are not used as a basis for designating areas as nonattainment. Under the CCAA, the Los Angeles County portion of the Basin is designated as a nonattainment area for O_3, $PM_{2.5}$, and PM_{10}.[7]

Toxic Air Contaminants (TACs) Regulations. CARB's statewide comprehensive air toxics program was established in the early 1980s. The Toxic Air Contaminant Identification and Control Act created California's program to reduce exposure to air toxics. Under the Toxic Air Contaminant Identification and Control Act, CARB is required to use certain criteria in the prioritization for the identification and control of air toxics. In selecting substances for review, CARB must consider criteria relating to "the risk of harm to public health, amount or potential amount of emissions, manner of, and exposure to, usage of the substance in California, persistence in the atmosphere, and ambient concentrations in the community" [Health and Safety Code Section 39666(f)]. The Toxic Air Contaminant Identification and Control Act also requires CARB to use available information gathered from the Air Toxics "Hot Spots" Information and Assessment Act program to include in the prioritization of compounds.

California has established a two-step process of risk identification and risk management to address the potential health effects from air toxic substances and protect the public health of Californians. In the first step (identification), CARB and the Office of Environmental Health Hazard Assessment (OEHHA) determine if a substance should be formally identified as a TAC in California. During this process, CARB and the OEHHA staff draft a report that serves as the basis for this determination. CARB staff assesses the potential for human exposure to a substance and the OEHHA staff evaluates the health effects. After CARB and the OEHHA staff hold several comment periods and workshops, the report is then submitted to an independent, nine-member Scientific Review Panel (SRP), who reviews the report for its scientific accuracy. If the SRP approves the report, they develop specific scientific findings, which are officially submitted to CARB. CARB staff then prepares a hearing notice and draft regulation to formally identify the substance as a TAC. Based on the input from the public and the information gathered from the report, the CARB decides whether to identify a substance as a TAC. In 1993, the California Legislature amended the Toxic Air Contaminant Identification and Control Act by requiring CARB to identify 189 federal HAPs as state TACs.

In the second step (risk management), CARB reviews the emission sources of an identified TAC to determine if any regulatory action is necessary to reduce the risk. The analysis includes a review of controls already in place, the available technologies and associated costs for reducing emissions, and the associated risk.

The Air Toxics "Hot Spots" Information and Assessment Act (Health and Safety Code Section 44360) supplements the Toxic Air Contaminant Identification and Control Act by requiring a statewide air toxics inventory, notification of people exposed to a significant health risk, and facility plans to reduce these risks. The "Hot Spots" Act also requires facilities that pose a significant health risk to the community to reduce their risk through a risk management plan.

[7]CARB, *Area Designation Maps*, http://www.arb.ca.gov/desig/adm/adm.htm, accessed on October 13, 2016.

California's Diesel Risk Reduction Program. CARB identified particulate emissions from diesel-fueled engines TACs in August 1998. Following the identification process, CARB was required by law to determine if there is a need for further control, which led to the risk management phase of the program.

For the risk management phase, CARB formed the Diesel Advisory Committee to assist in the development of a risk management guidance document and a risk reduction plan. With the assistance of the Diesel Advisory Committee and its subcommittees, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles and the Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines. The Diesel Advisory Committee approved these documents on September 28, 2000, paving the way for the next step in the regulatory process: the control measure phase.

During the control measure phase, specific statewide regulations designed to further reduce DPM emissions from diesel-fueled engines and vehicles have and continue to be evaluated and developed. The goal of each regulation is to make diesel engines as clean as possible by establishing state-of-the-art technology requirements or emission standards to reduce DPM emissions.

California Public Resources Code (PRC) Section 21151.8. PRC Section 211518 contains provisions to protect the environmental health of California's students by restricting the certification of an EIR or approval of a negative declaration for a project involving the purchase of a school site or the construction of a new elementary or secondary school by a school district. The following conditions must be met for project approval:

- The environmental impact report or negative declaration determines that the site is not a current or former hazardous waste disposal site or solid waste disposal site, and if so, that the site has been remediated to an environmentally safe level.
- The environmental impact report or negative declaration must identify both permitted and non-permitted facilities within the air pollution district's authority including, but not limited to, freeways and busy traffic corridors, large agricultural operations, and rail yards within one-fourth of a mile of the proposed school site, that might reasonably be anticipated to emit hazardous emissions or handle hazardous or extremely hazardous substances or waste.
- The environmental impact report or negative declaration must determine that the health risks from the facilities or other pollution sources do not and will not constitute an actual or potential endangerment of public health to persons who would attend or be employed at the proposed school. For a school site with a boundary that is within 500 feet of the edge of the closest traffic lane of a freeway or other busy traffic corridor, the environmental document must analyze and demonstrate that, based on appropriate dispersion modeling and after consideration of any potential mitigation measures, the air quality at the proposed site is such that neither short-term nor long-term exposure poses significant health risks to pupils.

REGIONAL

Southern California Association of Governments (SCAG) 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).[8] While Southern California is a leader in reducing emissions, and ambient levels of air pollutants are improving, the SCAG region continues to have the worst air quality in the nation. SCAG completed the 2012-2035 RTP/SCS, which includes a strong commitment to reduce emissions from transportation sources to comply with Senate Bill 375. Goals of the 2012-2035

[8]During the preparation of the ECTNP Draft EIR, the 2012-2035 RTP/SCS was the most recent adopted RTP/SCS available. The 2016-2040 RTP/SCS was adopted April 7, 2016, after the analysis in the ECTNP Draft EIR was completed. The 2016-2040 RTP/SCS has been reviewed to determine if there are any substantial differences in policy and/or growth trends associated with the socioeconomic data as compared to the 2012-2035 RTP/SCS. Based on this review it has been determined that the minor refinements in policy and associated updated socioeconomic data in the 2016-2040 RTP/SCS would not substantially affect the analyses or conclusions of this ECTNP Draft EIR. The 2016-2040 RTP/SCS is discussed for informational purposes.

RTP/SCS to reduce air pollution include, locating uses adjacent to transit stations, encouraging mixed use and encouraging active transportation (i.e., non-motorized transportation such as walking and bicycling). SCAG promotes the following policies and actions related to active transportation to help the region confront congestion and mobility issues and consequently improve air quality:

- Implement Transportation Demand Management (TDM) strategies including integrating bicycling through folding bikes on buses programs, triple racks on buses, and dedicated racks on light and heavy rail vehicles;
- Encourage and support local jurisdictions to develop "Active Transportation Plans" for their jurisdiction if they do not already have one;
- Expand Compass Blueprint program to support member cities in the development of bicycle plans;
- Expand the Toolbox Tuesday's program to encourage local jurisdictions to direct enforcement agencies to focus on bicycling and walking safety to reduce multimodal conflicts;
- Support local advocacy groups and bicycle-related businesses to provide bicycle-safety curricula to the general public;
- Encourage children, including those with disabilities, to walk and bicycle to school;
- Encourage local jurisdictions to adopt and implement the proposed SCAG Regional Bikeway Network; and
- Support local jurisdictions to connect all of the cities within the SCAG region via bicycle facilities.

Southern California Association of Governments (SCAG) 2016–2040 RTP/SCS.[9] On April 7, 2016, SCAG adopted the 2016–2040 RTP/SCS. The 2016-2040 RTP/SCS builds on the success of the 2012-2035 RTP/SCS and continues the commitment to reduce emissions from transportation sources to comply with Senate Bill (SB) 375. Goals of the 2016–2040 RTP/SCS remain similar to those of the 2012-2035 RTP/SCS.

South Coast Air Quality Management District (SCAQMD). The 1977 Lewis Air Quality Management Act created the SCAQMD to coordinate air quality planning efforts throughout Southern California. This Act merged four county air pollution control agencies into one regional district to better address the issue of improving air quality in Southern California. This Act was renamed the Lewis-Presley Air Quality Management Act in 1988, the SCAQMD is the agency principally responsible for comprehensive air pollution control in the region. Specifically, the SCAQMD is responsible for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain state and federal ambient air quality standards in the district. Programs that were developed include air quality rules and regulations that regulate stationary sources, area sources, point sources, and certain mobile source emissions. SCAQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net emission increases.

SCAQMD monitors air quality within the project area. SCAQMD has jurisdiction over an area of 10,743 square miles, consisting of Orange County; the non-desert portions of Los Angeles, Riverside, and San Bernardino counties; and the Riverside County portion of the Salton Sea Air Basin and Mojave Desert Air Basin. The Basin portion of SCAQMD's jurisdiction covers an area of 6,745 square miles. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. The Basin is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east; and the San Diego County line to the south (**Figure 4.2-1**).

[9]During the preparation of the ECTNP Draft EIR, the 2012-2035 RTP/SCS was the most recent adopted RTP/SCS available. The 2016-2040 RTP/SCS was adopted April 7, 2016, after the analysis in the ECTNP Draft EIR was completed. The 2016-2040 RTP/SCS has been reviewed to determine if there are any substantial differences in policy and/or growth trends associated with the socioeconomic data as compared to the 2012-2035 RTP/SCS. Based on this review it has been determined that the minor refinements in policy and associated updated socioeconomic data in the 2016-2040 RTP/SCS would not substantially affect the analyses or conclusions of this ECTNP Draft EIR. The 2016-2040 RTP/SCS is discussed for informational purposes.

Figure 4.2-1 South Coast Air Basin

Los Angeles Department of City Planning

LEGEND:

- Project Area
- South Coast Air Basin
- Misc. Air Basins
- Cities

Approx. Scale

N

0 20 40 MILES

A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: City of Los Angeles and TAHA, 2017.

Air Quality Management Plan (AQMP). All areas designated as nonattainment under the CCAA are required to prepare plans showing how the area would meet the state air quality standards by its attainment dates. AQMP is the SCAQMD plan for improving regional air quality. It addresses CAA and CCAA requirements and demonstrates attainment with state and federal ambient air quality standards. The AQMP is prepared by SCAQMD and SCAG. The AQMP provides policies and control measures that reduce emissions to attain both state and federal ambient air quality standards by their applicable deadlines. Environmental review of individual projects within the Basin must demonstrate that daily construction and operational emissions thresholds, as established by the SCAQMD, would not be exceeded. The environmental review must also demonstrate that individual projects would not increase the number or severity of existing air quality violations.

The 2012 AQMP was adopted in December 2012 and continues the progression toward clean air and compliance with state and federal requirements.[10] It includes a comprehensive strategy aimed at controlling pollution from all sources, including stationary sources, on- and off-road mobile sources and area sources. The 2012 AQMP includes demonstration of attainment of the federal 24-hour $PM_{2.5}$ standard by 2014 in the Basin through adoption of all feasible measures while incorporating current scientific information and meteorological air quality models. It also updates the USEPA approved 8-hour O_3 control plan with new commitments for short-term NO_X and VOC reductions. The 2012 AQMP also addresses several state and federal planning requirements.

The 2012 AQMP builds upon the approach taken in the 2007 AQMP, for the attainment of federal PM and O_3 standards, and highlights the significant amount of reductions needed and the urgent need to engage in interagency coordinated planning to identify additional strategies, especially in the area of mobile sources, to meet all federal criteria pollutant standards within the timeframes allowed under the CAA.

All projects in the SCAQMD jurisdiction are also subject to SCAQMD rules and regulations, including, but not limited to the following:

- Rule 401 Visible Emissions – This rule prohibits an air discharge that results in a plume that is as dark or darker than what is designated as No. 1 Ringelmann Chart by the United States Bureau of Mines for an aggregate of three minutes in any one hour.
- Rule 402 Nuisance – This rule prohibits the discharge of "such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of people or the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property."
- Rule 403 Fugitive Dust – This rule requires that future projects reduce the amount of particulate matter entrained in the ambient air as a result of fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions from any active operation, open storage pile, or disturbed surface area.
- Rule 1113 Architectural Coatings – This rule limits VOC in architectural coatings used in the SCAQMD jurisdiction. These limits are application-specific and are updated as availability of low-VOC products expands.
- Rule 1168 Adhesive and Sealant Applications – This rule reduces emissions of VOCs and eliminates emissions of chloroform, ethylene dichloride, methylene chloride, perchloroethylene, and trichloroethylene from the application of adhesives, adhesive bonding primers, adhesive primers, sealants, sealant primers, or any other primers.

[10]SCAQMD, *Final 2012 Air Quality Management Plan*, February 2013.

- Regulation XIII New Source Review – This regulation contains Rules 1300 through 1325, which set forth pre-construction review requirements for new, modified, or relocated facilities, to ensure that the operation of such facilities does not interfere with progress in attainment of the NAAQS, and that future growth within SCAQMD is not unnecessarily restricted. The specific air quality goal of this regulation is to achieve no net increases from new or modified permitted sources of nonattainment air contaminants or their precursors.

The SCAQMD recently released the Draft Final 2016 AQMP (2016 AQMP) that incorporates updated growth projections from the 2016–2040 RTP/SCS. The 2016 AQMP represents a thorough analysis of existing and potential regulatory control options, includes available, proven, and cost-effective strategies, and seeks to achieve multiple goals in partnership with other entities promoting reductions in greenhouse gases and toxic risk, as well as efficiencies in energy use, transportation, and goods movement. The 2016 AQMP includes both stationary and mobile source strategies to ensure that rapidly approaching attainment deadlines are met and that public health is protected to the maximum extent feasible. The 2016 AQMP acknowledges that the most significant air quality challenge in the Basin is to reduce NO_X emissions sufficiently to meet the upcoming ozone standard deadlines.

LOCAL

Clean Up Green Up Ordinance. The City of Los Angeles adopted a Clean Up Green Up Ordinance (Ordinance Number 184,245) on April 13, 2016, which among other provisions, includes provisions related to ventilation system filter efficiency in mechanically ventilated buildings.[11] This Ordinance added Sections 95.314.3 and 99.04.504.6 to the Los Angeles Municipal Code (LAMC) and amended Section 99.05.504.5.3 to implement building standards and requirements to address cumulative health impacts resulting from incompatible land use patterns. Section 99.04.504.6, which became effective June 4, 2016, mandates that regularly occupied areas in mechanically ventilated buildings within 1,000 feet of a freeway be provided with air filtration media for outside and return air that meet a Minimum Efficiency Report Value (MERV) of 13. This Ordinance requires that these filters be installed prior to occupancy, and recommendations for maintenance with filters of the same value shall be included in the operation and maintenance manual. The only exception to Section 99.04.504.3 applies to existing mechanical equipment. Additionally, Section 99.05.504.5.3 states that regularly occupied areas in all mechanically ventilated buildings shall be provided with air filtration media for outside and return air that meets a MERV of 8. An exception is provided for existing mechanical equipment and for new ventilation units meeting certain 2013 California Energy Code requirements. These additions to the LAMC are designed to address cumulative health impacts in highly polluted areas resulting from incompatible land use patterns within the City of Los Angeles.

City of Los Angeles Air Quality Element of the General Plan. The principal objective of the Air Quality Element of the General Plan is to aid the region in attaining the state and federal ambient air quality standards while continuing economic growth and improvement in the quality of life afforded to City residents.[12] The Air Quality Element documents how the City will implement programs contained in the General Plan. Goals, objectives, and policies of the Air Quality Element applicable to the Proposed Project are listed in **Table 4.2-2**.

[11]City of Los Angeles Department of City Planning, *Ordinance Number 184,245 Clean Up Green Up, Council File No. 15-1026*, adopted April 13, 2016.

[12]City of Los Angeles, *Air Quality Element of the General Plan*, November 1992.

TABLE 4.2-2: RELEVANT GENERAL PLAN AIR QUALITY GOALS, OBJECTIVES, AND POLICIES	
Goal/Objective/Policy	**Goal/Objective/Policy Description**
AIR QUALITY ELEMENT	
Goal 1	Good air quality and mobility in an environment of continued population growth and healthy economic structure.
Objective 1.1	Reduce air pollutants consistent with the regional AQMP, increase traffic mobility, and sustain economic growth.
Objective 1.3	Reduce particulate air pollutants emanating from unpaved areas, parking lots, and construction sites.
Policy 1.3.1	Minimize particulate matter emissions from construction sites.
Goal 3	Efficient management of transportation facilities and system infrastructure using cost effective system management and innovative demand management techniques.
Objective 3.2	Reduce vehicular traffic during peak periods.
Policy 3.2.1	Manage traffic congestion during peak periods.
Objective 3.3	Install Automated Traffic Surveillance and Control Systems, utilize channelization of streets and other capital programs commensurate with the City's portion of regional goals.
Policy 3.3.1	Implement best available system management techniques and transportation management and mobility action plans to improve the efficiency of existing transportation facilities, subject to availability of funding.
Goal 4	Minimal impact of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.
Objective 4.1	Include the regional attainment of ambient air quality standards as a primary consideration in land use planning.
Policy 4.1.1	Coordinate with all appropriate regional agencies the implementation of strategies for the integration of land use, transportation, and air quality policies.
Policy 4.1.2	Ensure that project level review and approval of land use development remain at the local level.
Policy 4.2.1	Revise the City's General Plan/Community Plans to achieve a more compact, efficient urban form and to promote more transit-orientated development and mixed use development.
Objective 4.2	Reduce vehicle trips and vehicle miles traveled associated with land use patterns.
Policy 4.2.2	Improve accessibility for the City's residents to places of employment, shopping centers and other establishments.
Policy 4.2.3	Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.
Policy 4.2.4	Require that air quality impacts be a consideration in the review and approval of all discretionary projects.
Policy 4.2.5	Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.
Objective 4.3	Ensure that land use plans separate major sources of air pollution from sensitive receptors such as schools, hospitals, and parks.
Policy 4.3.1	Revise the City's General Plan/Community Plans to ensure that new or relocated sensitive receptors are located to minimize significant health risks posed by air pollution sources.
Policy 4.3.2	Revise the City's General Plan/Community Plans to ensure that new or relocated major air pollution sources are located to minimize significant health risks posed by air pollution sources.
SOURCE: City of Los Angeles, *General Plan Air Quality Element*, November 24, 1992.	

EXISTING SETTING

AIR POLLUTION CLIMATOLOGY

The Basin is in an area of high air pollution potential due to its climate and topography. The general region lies in the semi-permanent high pressure zone of the eastern Pacific Ocean, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The Basin experiences warm summers, mild winters, infrequent rainfalls, light winds, and moderate humidity. This usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and high mountains around the rest of its perimeter.

The Basin experiences frequent temperature inversions. Temperature typically decreases with height. However, under inversion conditions, temperature increases as altitude increases, thereby preventing air close to the ground from mixing with the air above it. As a result, air pollutants are trapped near the ground. During the summer, air quality problems are created due to the interaction between the ocean surface and the lower layer of the atmosphere. This interaction creates a moist marine layer. An upper layer of warm air mass forms over the cool marine layer, preventing air pollutants from dispersing upward. Additionally, hydrocarbons and NO_2 react under strong sunlight, creating smog. Light, daytime winds, predominantly from the west, further aggravate the condition by driving air pollutants inland, toward the mountains. During the fall and winter, air quality problems are created due to CO and NO_2 emissions. CO concentrations are generally worse in the morning and late evening (around 10:00 p.m.). In the morning, CO levels are relatively high due to cold temperatures and the large number of cars traveling. High CO levels during the late evenings are a result of stagnant atmospheric conditions trapping CO in the area. Since CO emissions are produced almost entirely from automobiles, the highest CO concentrations in the Basin are associated with heavy traffic. NO_2 concentrations are also generally higher during fall and winter days.

LOCAL CLIMATE

The mountains and hills within the Basin contribute to the variation of rainfall, temperature, and winds throughout the region. The average wind speed, as recorded at the West Los Angeles Wind Monitoring Station, is approximately 2.8 miles per hour with calm winds occurring approximately 19 percent of the time. Wind in the vicinity of the Project Area predominately blows from the southwest.[13] The annual average temperature recorded in the Project Area is 62.8°F.[14] Total precipitation averages approximately 13 inches annually. Precipitation occurs mostly during the winter and relatively infrequently during the summer.[15]

AIR MONITORING DATA

The SCAQMD monitors air quality conditions at 38 locations throughout the Basin. Typical air quality conditions in the project area are best represented by the West Los Angeles-VA Hospital Monitoring Station, located approximately one mile northeast of the Exposition/Bundy Station Area (**Figure 4.2-2**). Particulate matter (PM_{10} and $PM_{2.5}$) are not monitored at the West Los Angeles-VA Hospital Monitoring Station. Information for these pollutants was obtained from the Downtown Los Angeles Monitoring Station, located approximately eight miles east of the Culver City Station Area. The SCAQMD no longer collects publishes air monitoring data for CO or SO_2 after years of reporting demonstrated concentrations consistently below the applicable air quality standards. As shown in **Table 4.2-3**, O_3, PM_{10}, and $PM_{2.5}$ standards were exceeded numerous times between 2013 and 2015.

[13]SCAQMD, *Meteorological Data for AERMOD*, http://www.aqmd.gov/smog/metdata/MeteorologicalData.html, accessed on October 13, 2016.

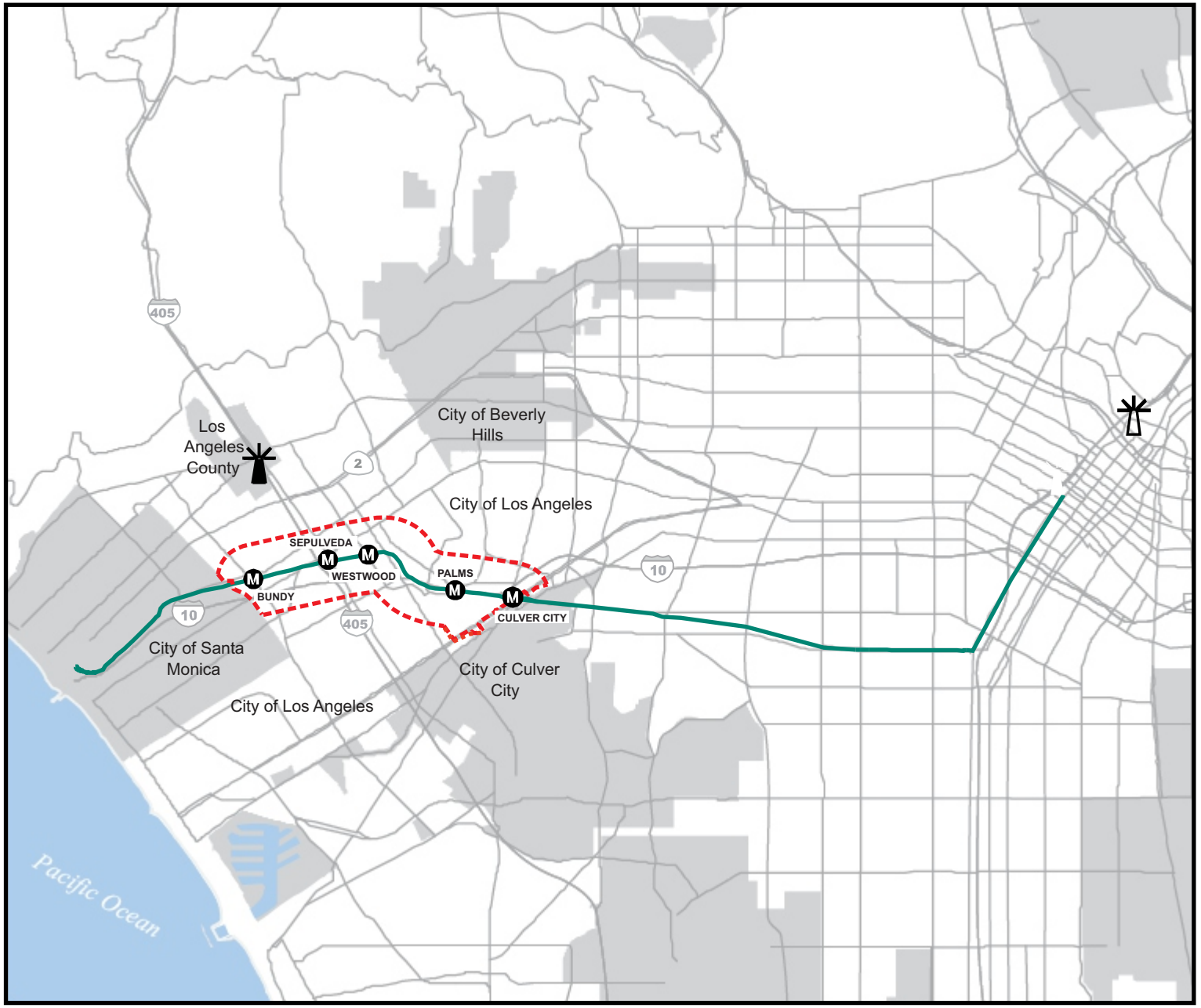
[14]Western Regional Climate Center, *Historical Climate Information*, http://www.wrcc.dri.edu, accessed on October 13, 2016.

[15]*Ibid*.

Exposition Corridor Transit Neighborhood Plan

Figure 4.2-2 Air Quality Monitoring Locations

Los Angeles Department of City Planning



LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- West Los Angeles-VA Hospital Monitoring Station
- Downtown Los Angeles Monitoring Station
- Cities and Unincorporated Areas Outside the City of Los Angeles Boundary

Approx. Scale

N

0 1 2 MILES

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

SOURCE: City of Los Angeles and TAHA, 2017.

TABLE 4.2-3: AMBIENT AIR QUALITY DATA

Pollutant	State and National Standards	Annual Maximum Concentrations and Frequencies of Exceeded Standards		
		2013	2014	2015
Ozone (O_3)	Maximum 1-hr Concentration (ppm)	0.088	0.116	0.102
	Days > 0.09 ppm (State 1-hr standard)	0	1	2
	Maximum 8-hr Concentration (ppm)	0.076	0.095	0.073
	Days > 0.070 ppm (State & National 8-hr standard)	1	6	3
Nitrogen Dioxide (NO_2)	Maximum 1-hr Concentration (ppm)	0.051	0.064	0.068
	Days > 0.18 ppm (State 1-hr standard)	0	0	0
	Days > 0.100 ppm (National 1-hr standard)	0	0	0
Respirable Particulate Matter (PM_{10})	Maximum 24-hr Concentration (µg/m^3)	75	87	89
	Days > 50 µg/m^3 (State 24-hr standard)	20	38	30
	Days > 150 µg/m^3 (Federal 24-hr standard)	0	0	0
	Annual Concentration (µg/m^3)	35	30	27
	Exceed State Annual Standard (20 µg/m^3)	Yes	Yes	Yes
Fine Particulate Matter ($PM_{2.5}$)	Maximum 24-hr Concentration (µg/m^3)	55	65	70
	Days > 35 µg/m^3 (National 24-hr standard)	1	6	7
	Annual Concentration (µg/m^3)	19	--	13
	Exceed State Annual Standard (12 µg/m^3)	Yes	--	Yes
	Exceed Federal Annual Standard (12.0 µg/m^3)	Yes	--	Yes

SOURCE: CARB, Air Quality Data Statistics, *Top 4 Summary*, http://www.arb.ca.gov/adam/topfour/topfour1.php, accessed on March 9, 2017.

SENSITIVE RECEPTORS

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. CARB has identified the following groups who are most likely to be affected by air pollution: children less than 14 years of age, adults over 65 years of age, athletes and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers and retirement homes. The Project Area encompasses 1,971 acres, which includes all of the sensitive receptors described above. In addition, there are sensitive receptors outside the boundaries of the project area which may be impacted by the project due to their proximity to it.

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the CEQA Guidelines, the Proposed Project would have a significant impact related to air quality if it would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors). (This threshold question is discussed in Section 4.14, Cumulative Impacts)
- Expose sensitive receptors to substantial pollutant concentrations; and/or
- Create objectionable odors affecting a substantial number of people.

CITY OF LOS ANGELES CEQA THRESHOLDS GUIDELINES

The criteria set forth in the 2006 Los Angeles CEQA Thresholds Guide (Thresholds Guide) refers to the SCAQMD CEQA Air Quality Handbook for appropriate air quality significance thresholds.[16,17] The Thresholds Guide also identifies a threshold of either of the following conditions occurring at an intersection or roadway within one-quarter mile of a sensitive receptor:

- The Proposed Project causes or contributes to an exceedance of the California 1-hour or 8-hour CO standards of 20 or 9.0 ppm, respectively;
- The incremental increase due to the project is equal to or greater than 1.0 ppm for the California 1-hour CO standard, or 0.45 ppm for the 8-hour CO standard; or
- The Proposed Project creates an objectionable odor at the nearest sensitive receptor.

The SCAQMD has developed specific CEQA regional and localized significance thresholds (LSTs) to assess air quality impacts associated with individual development projects. LSTs vary depending on the air monitoring areas, or source receptor areas, in which a development project is located. The Project Area is located within the Northwest Los Angeles County Coastal Air Monitoring Area. The regional and local construction significance thresholds for the Project Area are shown in **Table 4.2-4**. The regional operational significance thresholds for individual projects are shown in **Table 4.2-5**.

TABLE 4.2-4: SCAQMD DAILY CONSTRUCTION EMISSIONS THRESHOLDS

Criteria Pollutant /a/	Regional Emissions (Pounds Per Day)	Localized Emissions (Pounds Per Day) /b/		
		1-Acre	2-Acre	5-Acre
Volatile Organic Compounds (VOC)	75	--	--	--
Nitrogen Oxides (NO_X)	100	103	147	221
Carbon Monoxide (CO)	550	562	827	1,531
Sulfur Oxides (SO_X)	150	--	--	--
Fine Particulates ($PM_{2.5}$)	55	4	6	13
Particulates (PM_{10})	150	3	4	6

/a/ The SCAQMD has adopted three pounds per day significance threshold for lead. The Proposed Project does not include sources of lead emissions, and lead is not assessed in the air quality impact analysis.
/b/ Localized significance thresholds are based on a 25 meter receptor distance because the project area is densely developed.
SOURCE: SCAQMD, 2015.

TABLE 4.2-5: SCAQMD DAILY OPERATIONAL EMISSIONS THRESHOLDS

Criteria Pollutant	Net Pounds Per Day /a/
Volatile Organic Compounds (VOC)	55
Nitrogen Oxides (NO_X)	55
Carbon Monoxide (CO)	550
Sulfur Oxides (SO_X)	150
Fine Particulates ($PM_{2.5}$)	55
Particulates (PM_{10})	150

/a/ Net pounds per day refers to difference between existing conditions and Proposed Project.
SOURCE: SCAQMD, 2015.

[16]SCAQMD, *Air Quality Significance Thresholds*, March 2015.

[17]Section B.2. of the Thresholds Guide references an operational significance threshold of 10 tons per year of volatile organic gases or 55 pounds per day of Reactive Organic Gases (ROG). These thresholds have been superseded and are no longer supported by SCAQMD.

METHODOLOGY

This analysis uses Appendix G thresholds to make a significance determination, which is supplemented by screening criteria found in the City's Thresholds Guide for additional guidance as appropriate. The City's Thresholds Guide sets forth guidance for the determination of significance for air quality impacts. The guidance is generally based on the CEQA Guidelines Appendix G and the SCAQMD CEQA Air Quality Handbook published in 1993. The Thresholds Guide provides specific criteria to be considered when making a significance determination. For purposes of this analysis, the CEQA Guidelines Appendix G criteria are used, supplemented by the thresholds identified in the City's Thresholds Guide and current SCAQMD guidance where appropriate.

Construction emissions were estimated for equipment exhaust emissions and truck trips for a number of examples of individual construction projects. The analysis for the proposed project assumed a baseline of zero construction emissions. These example projects account for four scales of intensity with respect to equipment usage and truck trips, as itemized below.

- Two (2) pieces of heavy-duty equipment and 25 truck trips per day;
- Four (4) pieces of heavy-duty equipment and 50 truck trips per day;
- Eight (8) pieces of heavy-duty equipment and 100 truck trips per day; and
- Eight (8) pieces of heavy-duty equipment and 150 truck trips per day.

Equipment emission factors were obtained from off-road mobile source emission factors provided by SCAQMD and based on CARB data.[18] Equipment was assumed to operate for eight hours per day. Truck emission factors were obtained using EMFAC2014 and trucks were assumed to travel 20 miles per day. Fugitive dust and architectural coating emissions are qualitatively discussed because it would be speculative to quantify site preparation and the size of buildings to be coated.

The implementation of the ECTNP would generate mobile source emissions and area source emissions associated with increased development. Mobile source emissions were estimated using vehicle miles traveled (VMT) data presented in Section 4.12, Transportation and Traffic, and vehicle emission rates from the EMFAC2014 model. The VMT data included speed information, which allowed the analysis to account for increased congestion in the Future with Project scenario. Additional sources of emissions associated with land use development include natural gas use and volatile emissions of reactive organic gases (ROG) from consumer products and cleaning supplies. These emissions were estimated based on the methodology used in the California Emissions Estimator Model (CalEEMod) and data presented in Section 4.13, Utilities and Service Systems.

Localized CO concentrations were estimated using the Caltrans CALINE4 dispersion model. CALINE4 is a line source air quality model based on the Gaussian diffusion equation and employs a mixing zone concept to characterize pollutant dispersion over the roadway. Peak hour traffic volumes were obtained from the intersection analysis prepared for the Proposed Project.

This discussion of air quality addresses impacts for the entire Project Area. No distinction is made between areas of change and areas within the ECTNP Area where zoning controls would not change because potential emissions and concentrations of pollutants are a direct function of both transportation activity and construction activity throughout the ECTNP Area.

[18]SCAQMD, *Off-road Mobile Source Emission Factors*, available at http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/off-road-mobile-source-emission-factors, accessed March 9, 2017.

IMPACTS

IMPACT 4.2-1 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE APPLICABLE AIR QUALITY PLAN? THIS IMPACT IS LESS THAN SIGNIFICANT.

The overall control strategy for the 2012 AQMP is designed to meet applicable federal and state requirements, including attainment of ambient air quality standards.[19] The focus of the 2012 AQMP is to demonstrate attainment of the federal 2006 24-hour $PM_{2.5}$ ambient air quality standard by the 2014 attainment date, as well as an update to further define measures to meet the federal and state 8-hour ozone standards. The attainment demonstration for the recent 8-hour ozone standard (75 ppb) will be addressed in the 2015 ozone plan.

The 2012 AQMP provides base year emissions and future baseline emission projections. In doing so, the 2012 AQMP relies upon the most recent planning assumptions and the best available information including: CARB's EMFAC model for the on-road mobile source emissions inventory; CARB's in-use fleet inventory for the off-road mobile source emission inventory; the latest point source inventory; updated area source inventories; and SCAG's forecast growth assumptions based on its recent 2012-2035 RTP/SCS.[20] The baseline emission projections provide a snapshot of the future air quality conditions, including the effects from already adopted rules and regulations, but without a proposed control strategy. Unanticipated growth could result in inaccurate baseline emission projections.

As discussed in Section 4.8, Land Use and Planning, the Proposed Project would be consistent with applicable goals of the 2012-2035 RTP/SCS. Specifically, the Proposed Project would direct new development to areas served by transit, foster mixed use development, and enhance the public realm through design standards and streetscape plans, and therefore encourages transit use and the use of non-motorized transportation such as bicycling and walking. This would protect the environment and health of residents by improving air quality and encouraging active transportation. A University of Southern California study of the Metro Expo Line Phase 1 demonstrated that the introduction of transit resulted in local VMT reductions.[21] In particular, households in the experimental group, which were within a half mile of an Metro Expo Line Phase 1 station reduced daily household VMT by approximately 10 miles per day compared to the control households that were located more than a half mile from a station. Rail ridership increased, and in some instances that effect was statistically significant. The decrease in VMT corresponded to a decrease in mobile source CO_2 emissions, with households within a half mile of a station having 30 percent less vehicle emissions than households further away after transit was introduced. The Proposed Project concentrates jobs and housing within a half-mile of the Metro Expo Line Phase 2, and thus is anticipated to achieve these types of reductions in VMT and CO_2 emissions. Following are the average weekday boarding numbers for the Exposition Light Rail Line: June 2014: 31,031; June 2015: 30,507; and June 2016 45,876.[22] The City of Los Angeles has recently adopted the Mobility Plan 2035 (MP 2035). MP 2035 was prepared in compliance with California's Complete Streets Act of 2008 (AB 1358), which mandates that the circulation element of the General Plan be modified to plan for a balanced, multimodal transportation network.

[19]SCAQMD, *2012 Air Quality Management Plan*, February 2013.

[20]During the preparation of the ECTNP Draft EIR, the 2012-2035 RTP/SCS was the most recent adopted RTP/SCS available. The 2016-2040 RTP/SCS was adopted April 7, 2016, after the analysis in the ECTNP Draft EIR was completed. The 2016-2040 RTP/SCS has been reviewed to determine if there are any substantial differences in policy and/or growth trends associated with the socioeconomic data as compared to the 2012-2035 RTP/SCS. Based on this review it has been determined that the minor refinements in policy and associated updated socioeconomic data in the 2016-2040 RTP/SCS would not substantially affect the analyses or conclusions of this ECTNP Draft EIR.

[21]Boarnet M. and Houston D., University of Southern California, Sol Price School of Public Policy, *The Exposition Light Rail Line Study: A Before-and-After Study of the Impact of New Light Rail Transit Service*, December 15 2013.

[22]Metro, *Ridership Statistics*, https://www.metro.net/news/ridership-statistics/ for additional information.

Several transportation metrics have been calculated to analyze the influence of the Proposed Project on future transportation conditions in the Project Area. These metrics were calculated for the West Los Angeles Area Planning Commission geography, which includes the Project Area and assumes MP 2035 to be in place. The results of this analysis are discussed in detail in Section 4.12, Transportation and Traffic, and summarized below.

The transportation analysis (see Section 4.12, Transportation and Traffic) evaluates VMT outcomes for two future cumulative scenarios: Future MP 2035 With Project and Future MP 2035 No Project. This analysis concluded that there would be approximately 0.6 percent more peak period VMT under Future MP 2035 With Project conditions than under Future MP 2035 No Project conditions. Although peak period vehicle trips increase by 1.2 percent, peak period VMT increases by only 0.6 percent, indicating that, although more trips are made under Future MP 2035 With Project conditions, those trips tend to be shorter on average than those under Future MP 2035 No Project conditions. The shorter trips would be consistent with the policies and goals in SCAG's adopted 2012-2035 RTP/SCS, and would contribute to reducing regional emissions.

In order to capture the effect of increased travel due to additional jobs and housing in the station areas as a result of the Proposed Project, per capita VMT was calculated on a service population basis. Service population is defined as the total number of jobs plus the total population of a given area. While peak period VMT increases approximately 0.6 percent between Future MP 2035 No Project and Future MP 2035 With Project conditions, service population increases by 1.4 percent. As a result, peak period per capita VMT is 0.8 percent lower under Future MP 2035 With Project conditions than under Future MP 2035 No Project conditions. Therefore, the anticipated per capita VMT reduction indicates that the Proposed Project would be consistent with the 2012-2035 RTP/SCS, and would contribute to reducing regional emissions.

As discussed in Section 4.12, Transportation and Traffic, the Citywide Ordinance on TDM and Trip Reduction Measures (Ordinance No. 168,700) would continue to be implemented within the Project Area. This Ordinance calls for several measures to be taken by non-residential developments in an effort to reduce single-occupancy vehicle trips. In addition, the ECTNP includes requirements for individual projects to incorporate other TDM strategies, including unbundled parking, parking cash out, and transit pass subsidies, that aim to reduce vehicle trips among residents and employees. Development projects in the ECTNP that utilize an FAR bonus would further be required to provide public benefits such as streetscape improvements and mobility amenities, which can also encourage the use of alternative modes of transportation. Projects that are comprised primarily of non-residential use and that utilize an FAR bonus would be required to demonstrate a reduction in vehicle trip generation through a comprehensive TDM program, which can include approaches such as alternative work schedules, opportunities for telecommuting, on-site car share or bike share programs, employer-subsidized vanpools or shuttles, and workplace parking pricing, in addition to the required TDM strategies noted above. These requirements all aim to reduce the number of vehicle trips generated by new development, which is consistent with the goals of the 2012-2035 RTP/SCS and thus contributes to the implementation of the AQMP.

As discussed in Chapter 3.0, Project Description, the Proposed Project (without the Alternative Compliance scenario) would increase dwelling units by 18 percent, population by 18 percent, and employment by 42 percent over existing conditions within the Project Area. While at the neighborhood level, this increased density may not be fully accounted for in the SCAG land use assumption provided to SCAQMD for incorporation into the 2012 AQMP, on a citywide basis this increased population and employment is within the assumptions of the 2012-2035 RTP/SCS provided to SCAQMD for the 2012 AQMP. Therefore, the Proposed Project is considered consistent with the goals and policies of the 2012-2035 RTP/SCS and AQMP and with the citywide growth assumptions for the City of Los Angeles and as such would not conflict with or obstruct implementation of applicable air quality plans.

The City has coordinated with SCAG and SCAQMD to ensure that the most recent neighborhood level population, housing, and employment assumptions (including the Proposed Project) were utilized in preparing the 2016 AQMP and the 2016-2040 RTP/SCS.

MITIGATION MEASURES

Less than significant impacts related to consistency with the AQMP are anticipated. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts related to consistency with the AQMP were determined to be less than significant without mitigation.

IMPACT 4.2-2 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT VIOLATE AN AIR QUALITY STANDARD OR CONTRIBUTE SUBSTANTIALLY TO AN EXISTING OR PROJECTED AIR QUALITY VIOLATION? THIS IMPACT IS SIGNIFICANT AND UNAVOIDABLE.

The potential for significant impacts has been assessed for construction and operational activity.

Construction

The Proposed Project would guide development in the Project Area. There is no specifically planned development as a part of this Proposed Project. Therefore, there is no construction schedule or phasing, and it is difficult to accurately characterize emissions from the wide range of projects that may be constructed. Emissions would vary broadly depending on the type of development, the area to be disturbed, possible excavation and export activity, the square feet of material to be painted, and many other construction factors. The majority of construction emissions would be related to equipment exhaust, architectural coatings, truck trips, and worker commute trips.

Table 4.2-6 shows average estimated construction exhaust emissions associated with four sample construction projects that include different equipment use and truck trips, as compared to regional significance thresholds.

TABLE 4.2-6: ESTIMATED AVERAGE DAILY CONSTRUCTION EMISSIONS

	Pounds Per Day					
Example Scenarios - Daily Activity /a/	**VOC**	**NO_X**	**CO**	**SO_X**	**$PM_{2.5}$**	**PM_{10}**
2 Heavy-Duty Equipment, 25 Truck Trips	3	31	13	<1	1	1
4 Heavy-Duty Equipment, 50 Truck Trips	6	63	26	<1	2	2
8 Heavy-Duty Equipment, 100 Truck Trips	12	127	51	<1	4	4
8 Heavy-Duty Equipment, 150 Truck Trips	13	146	54	<1	4	5
Regional Significance Threshold	**75**	**100**	**550**	**150**	**55**	**150**

/a/ Equipment exhaust was estimated using OFFROAD and 8 hour per day of operation. Truck emissions were estimated using EMFAC and a trip length of 20 miles.
SOURCE: TAHA, 2017.

Exhaust-related NO_X emissions could exceed the SCAQMD regional significance threshold, depending primarily on truck activity. In addition, it is likely that the construction of individual projects would generate emissions that exceed the SCAQMD regional VOC significance threshold (related to architectural coatings).

In addition to regional thresholds, SCAQMD has established localized thresholds that are dependent on the size of the project site and the distance from emissions to sensitive land uses. Depending on the specifics of the project being developed, it is anticipated that emissions from construction activities would exceed the localized thresholds due to the dense nature of development and the associated proximity of existing sensitive land uses.

It is also likely that specific projects constructed within the Project Area would have overlapping construction activities and combined emissions that exceed the thresholds. Therefore, without mitigation, the Proposed Project would result in a significant impact related to regional and localized construction emissions as the Project would exceed specified thresholds and therefore could contribute to violations of an air quality standard and/or could contribute substantially to an existing or projected air quality violation.

The significant construction emissions identified above could result in adverse health effects to sensitive receptors. For example, high concentrations of NO_2, which has been assessed as NO_X, can cause breathing difficulties and chronic pulmonary fibrosis. $PM_{2.5}$ and PM_{10} can penetrate the human respiratory system's natural defenses and damage the respiratory tract. $PM_{2.5}$ and PM_{10} can increase the number and severity of asthma attacks, cause or aggravate bronchitis and other lung diseases, and reduce the body's ability to fight infections. Very small particles of substances, such as lead, sulfates and nitrates can cause lung damage directly. These substances can be absorbed into the blood stream and cause damage elsewhere in the body. These substances can transport absorbed gases, such as chlorides or ammonium, into the lungs and cause injury. Whereas PM_{10} tends to collect in the upper portion of the respiratory system, $PM_{2.5}$ is so tiny that it can penetrate deeper into the lungs and damage lung tissues. In addition, USEPA has classified the Basin as a nonattainment area for O_3 and $PM_{2.5}$, and the CARB has designated the Los Angeles County portion of the Basin as a nonattainment area for O_3, $PM_{2.5}$, and PM_{10}. In broad terms, the existing air quality in the Basin has been established as unhealthy as it relates to O_3, $PM_{2.5}$, and PM_{10}.

Operation

The Proposed Project would generate mobile source emissions and area source emissions associated with increased development. Mobile source emissions were estimated using cumulative VMT data presented in Section 4.12, Transportation and Traffic, and vehicle emission rates from CARB's EMFAC2014 model. Additional sources of emissions associated with land use development include natural gas use and volatile emissions of ROG from consumer products and cleaning supplies. These emissions were estimated based on the methodology used in the CalEEMod and data presented in Section 4.13, Utilities and Service Systems.

Table 4.2-7 shows regional emissions comparisons between Existing and 2015 With Project conditions, and Existing and 2035 With Project conditions. When comparing Existing to 2015 With Project conditions, VOC emissions would exceed the SCAQMD threshold. This impact is a result of consumer product emissions (e.g., cleaning compounds) associated with placing the entire Proposed Plan in the existing condition. This is a hypothetical and extremely conservative scenario because it assumes the ECTNP will be fully implemented and all anticipated development constructed and occupied by 2015 or within a short time after adoption of the ECTNP. However, this would not occur. Nevertheless, this conservative scenario results in a theoretical calculated significant impact. This impact does not occur in comparing Existing to the 2035 With Project condition as decreased mobile source emissions associated with a more fuel-efficient vehicle fleet would offset increases in consumer product emissions. (It is also likely that increasing stringent controls on consumer products that are not accounted for in the CalEEMod model will likely reduce emissions from consumer products in the future.)

The 2035 With Project scenario would result in a less than significant impact related to regional operational emissions. However, 2015 With Project Scenario would result in a theoretical calculated significant impact related to regional operational emissions. The Proposed Project would not generate emissions that exceed the SCAQMD regional significance thresholds shown in **Table 4.2-7**. Therefore, the Proposed Project would result in a less than significant impact related to regional operational emissions and would not violate an air quality standard or contribute substantially to an existing or projected air quality violation.

TABLE 4.2-7: OPERATIONAL EMISSIONS

Scenario and Source	Pounds Per Day					
	VOC	NO_X	CO	SO_X	$PM_{2.5}$	PM_{10}
EXISTING (2013)						
Mobile Source Emissions	545	2,540	8,594	18	103	190
Area Source Emissions	1,059	109	92	3	17	17
Subtotal	1,604	2,649	8,686	21	120	207
2015 WITH PROJECT						
Mobile Source Emissions	492	2,422	8,167	21	102	203
Area Source Emissions	1,318	113	107	2	20	20
Subtotal	1,810	2,535	8,274	23	122	223
2035 NO PROJECT						
Mobile Source Emissions	133	910	2,172	11	65	154
Area Source Emissions	1,221	111	100	2	19	19
Subtotal	1,354	1,021	2,272	13	84	173
2035 WITH PROJECT						
Mobile Source Emissions	156	1,068	2,548	13	76	180
Area Source Emissions	1,318	113	107	2	20	20
Subtotal	1,474	1,181	2,655	15	96	200
2015 With Project Emissions Compared to Existing	206	(114)	(412)	2	2	16
Regional Significance Threshold	**55**	**55**	**550**	**150**	**55**	**150**
Impact?	Yes	No	No	No	No	No
2035 With Project Emissions Compared to Existing	(130)	(1,468)	(6,031)	(6)	(24)	(7)
Regional Significance Threshold	**55**	**55**	**550**	**150**	**55**	**150**
Impact?	No	No	No	No	No	No
2035 With Project Net Emissions Compared to 2035 No Project	120	160	383	2	12	27

SOURCE: TAHA, 2017.

The 2035 With Project to 2035 No Project comparison is presented for informational purposes (existing conditions are the baseline for the air quality analysis). The majority of emissions would be related to mobile sources. Based on the current vehicle-centric traffic modeling, 2035 With Project emissions when compared to 2035 No Project emissions would increase between 8 and 14 percent. The traffic model has a margin of error of approximately 5 to 15 percent.

Despite the increased emissions in the 2035 With Project scenario, it is not substantial given the vehicle-centric nature of the analysis and the error margin of the model. Therefore, the difference between 2035 With Project and 2035 No Project emissions would not be considerable. CO concentrations in the future are expected to be lower than existing conditions due to stringent state and federal mandates for lowering vehicle emissions. Although traffic volumes would be higher in the future both with and without the implementation of the Proposed Project, CO emissions from mobile sources are expected to be much lower due to technological advances in vehicle emissions systems and normal turnover in the vehicle fleet.

Accordingly, increases in traffic volumes are expected to be offset by increases in cleaner-running cars as a percentage of the entire vehicle fleet on the road.[23]

CO concentrations in the Basin have not exceeded California standards since 1992 due to stringent state and federal mandates for lowering vehicle emissions. This is accurate even when considering the most congested city intersections with the highest traffic volumes and largest percentage of vehicle idle time. It is not anticipated that any intersection affected by the Proposed Project contains the requisite vehicle volumes and delays to generate a CO hotspot. With this in mind, the following intersections with high traffic volumes and poor levels of service were analyzed during the AM and PM peak hours to assess the potential for substantial localized concentrations:

- Centinela Avenue/Exposition Boulevard
- National Boulevard/Venice Boulevard
- Westwood Boulevard/Pico Boulevard
- Sepulveda Boulevard/Pico Boulevard
- Bundy Drive/Pico Boulevard
- Bundy Drive/Ocean Park Boulevard

The Caltrans CALINE4 dispersion model was used to estimate CO concentrations in 2035 with the Proposed Project. As shown in **Table 4.2-8**, intersection CO concentrations associated with the Proposed Project would not exceed the state standards. The incremental increase in project-related concentrations would not increase total concentrations above (or even close to) the state standards. Therefore, the Proposed Project would result in a less than significant impact related to localized CO pollutant concentrations and would not violate an air quality standard or contribute substantially to an existing or projected air quality violation.

TABLE 4.2-8: 2035 ESTIMATED CARBON MONOXIDE CONCENTRATIONS WITH PROPOSED PROJECT

Intersection	Peak Hour	1-hour (parts per million)	8-hour (parts per million)
Centinela Ave. and Exposition Blvd.	AM	0.8	0.56
	PM	0.8	0.56
National Blvd. and Venice Blvd.	AM	2.0	1.40
	PM	2.1	1.47
Westwood Blvd. and Pico Blvd.	AM	1.9	1.33
	PM	2.0	1.40
Sepulveda Blvd. and Pico Blvd.	AM	1.9	1.33
	PM	2.1	1.47
Bundy Dr. and Pico Blvd.	AM	1.9	1.33
	PM	2.0	1.40
	State Standard	**20**	**9.0**

Note: The City threshold identified in the Threshold Guide for CO 1-hour and 8-hour is the same as the State Standard of 20 and 9.0 parts per million, respectively.
SOURCE: TAHA, 2017.

[23]Consistent with CARB's vehicle emissions inventory.

MITIGATION MEASURES

AQ1 The City shall require all applicants to include in the agreements with contractors and subcontractors the following best management practices in contract specifications:

- Use properly tuned and maintained equipment.
- Contractors shall enforce the idling limit of five minutes as set forth in the California Code of Regulations.
- Use diesel-fueled construction equipment to be retrofitted with after treatment products (e.g., engine catalysts) to the extent they are readily available and feasible.
- Use heavy duty diesel-fueled equipment that uses low NO_X diesel fuel to the extent it is readily available and feasible.
- Use construction equipment that uses low polluting fuels (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent available and feasible.
- Maintain construction equipment in good operating condition to minimize air pollutants.
- Project applicants shall ensure that all construction equipment meets or exceeds equivalent emissions performance to that of U.S. Environmental Protection Agency (USEPA) Tier 4 standards for non-road engines. In the event that Tier 4 engines are not available for any off-road equipment larger than 100 horsepower, that equipment shall be equipped with a Tier 3 engine, or an engine that is equipped with retrofit controls to reduce exhaust emissions of nitrogen oxides and diesel particulate matter to no more than Tier 3 levels unless certified by engine manufacturers or the on-site air quality construction mitigation manager that the use of such devices is not practical for specific engine types. For purposes of this condition, the use of such devices is "not practical" for the following, as well as other, reasons:
  - There is no available retrofit control device that has been verified by either the CARB or USEPA to control the engine in question to Tier 3;
  - The construction equipment is intended to be on site for five days or less; or
  - Relief may be granted from this requirement if a good faith effort has been made to comply with this requirement and that compliance is not practical.

- The use of a retrofit control device may be terminated immediately, provided that a replacement for the equipment item in question meeting the required controls occurs within ten days of termination of the use, if the equipment would be needed to continue working at this site for more than 15 days after the use of the retrofit control device is terminated, if one of the following conditions exists:
  - The use of the retrofit control device is excessively reducing the normal availability of the construction equipment due to increased down time for maintenance, and/or reduced power output due to an excessive increase in back pressure;
  - The retrofit control device is causing or is reasonably expected to cause engine damage;
  - The retrofit control device is causing or is reasonably expected to cause a substantial risk to workers or the public; or
  - Any other seriously detrimental cause which has the approval of the project manager prior to implementation of the termination.

- Construction contractors shall use electricity from power poles rather than temporary gasoline or diesel power generators, as feasible.
- Use building materials, paints, sealants, mechanical equipment, and other materials that yield low air pollutants and are nontoxic.
- Construction contractors shall utilize super-compliant architectural coatings as defined by the South Coast Air Quality Management District (Volatile Organic Compound standard of less than ten grams per liter).
- Construction contractors shall utilize materials that do not require painting, as feasible.
- Construction contractors shall use pre-painted construction materials, as feasible.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Mitigation Measure **AQ1** would reduce regional and local emissions generated by various construction activities, including equipment operation, truck trips, and painting. However, a reduction in emissions below the SCAQMD significance thresholds cannot be demonstrated in the absence of specific project details to assess. It is reasonable to assume that a construction project within the Project Area could generate emissions that would exceed the significance thresholds despite Mitigation Measure **AQ1**. Therefore, construction activities associated with implementing the Proposed Project could result in a significant and unavoidable regional and localized construction impact related to violating an air quality standard and/or contributing substantially to an existing or projected air quality violation after mitigation. As discussed above, operational characteristics associated with implementing the Proposed Project would not result in a significant regional or localized air quality impact.

The 2015 With Project operational impact would be associated with VOC emissions from consumer products (e.g., cleaning compounds). The City cannot impose restrictions on the use of consumer products by the community within the ECTNP. The emissions estimate based on change in land use development patterns results in a theoretical calculated significant and unavoidable impact. The ECTNP cannot be fully implemented and all anticipated development constructed and occupied by 2015; therefore, this is a theoretical impact. This impact would not exist with the full implementation of the Proposed Project in 2035 as a result of decreased mobile source emissions associated with a more fuel-efficient vehicle fleet offsetting increases in consumer product emissions.

IMPACT 4.2-3 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS? THIS IMPACT IS SIGNIFICANT AND UNAVOIDABLE.

Construction

The greatest potential for TAC emissions during construction would be diesel particulate emissions associated with heavy-duty equipment operations and truck traffic. According to SCAQMD methodology, health effects from carcinogenic air toxics are described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person continuously exposed to concentrations of TACs over a 70-year lifetime will contract cancer based on the use of standard risk assessment methodology. The SCAQMD has stated that the incremental cancer risk should not exceed 10 persons in one million, and the chronic and acute risks should not exceed a calculated Hazard Index value of 1.0. There is no specifically planned development as a part of this Proposed Project. There is no construction schedule or phasing, and it is difficult to accurately characterize emissions from the wide range of projects that may be constructed. Construction emissions were assessed as a new source and example projects were compared to the SCAQMD thresholds. Depending on the specifics of future development projects (i.e., diesel particulate emissions and sensitive receptor locations), it is anticipated that emissions from construction activities would exceed the health risk significance thresholds established by the SCAQMD. It is also likely that specific development projects constructed within the Project Area would have overlapping construction activities and combined emissions that exceed the thresholds. Therefore, without mitigation, the Proposed Project would result in a significant construction impact related to exposing people to substantial pollutant concentrations.

The significant construction emissions identified above could result in adverse health effects to sensitive receptors. Diesel exhaust causes health effects from both acute (short-term) exposures, and chronic (long-term) exposures. The type and severity of health effects depends upon several factors including the amount of chemical exposure and the duration of exposure. Acute exposure to diesel exhaust may cause irritation to the eyes, nose, throat and lungs, some neurological effects such as lightheadedness. Acute exposure may also elicit a cough or nausea as well as exacerbate asthma. Chronic exposure to diesel exhaust in experimental animal inhalation studies have shown a range of dose-dependent lung inflammation and cellular changes in the lung and immunological effects. Based upon human and laboratory studies, there is

considerable evidence that diesel exhaust is a carcinogen. Human epidemiological studies demonstrate an association between diesel exhaust exposure and increased lung cancer rates in occupational settings.[24]

Construction activity within the Project Area is anticipated to occur adjacent to sensitive receptors (e.g., residences and schools). It is likely that intense construction projects (e.g., projects with a high volume of haul trucks) would exceed the health risk significance thresholds due to equipment and truck exhaust emissions. In response to the 2015 Health Risk Assessment (HRA) guidance issued by the OEHHA, the SCAQMD conducted extensive research into the types of construction projects that could potentially pose significant air quality impacts associated with exposure of sensitive receptors to substantial pollutant concentrations as a result of DPM emissions.[25] Through exercises in modeling the effects of emissions from construction sites on local air quality, the SCAQMD determined that releasing one pound per day of DPM during six months of construction could result in an exposure to toxic air exceeding the applicable risk threshold of 10 excess cancers per million. The magnitude of construction activity that could generate one pound of DPM per day is exemplified by the use of an excavator, a generator, a bulldozer, and a loader for 8 hours per day. This is considered a typical equipment inventory for in-fill construction projects anticipated under the Proposed Plan, and therefore, without mitigation, implementation of the Proposed Plan would result in a significant impact related to substantial pollutant concentrations during construction activities.

Operation

Residential and commercial (e.g., retail and restaurants) land uses typically do not generate TAC emissions that would expose people to substantial pollutant concentrations. Employment-related land uses anticipated in the Project Area include uses associated with 21st century clean-tech/high-tech industries, such as creative office, research and development, media, and technology, as well as some light manufacturing uses. The majority of these proposed land uses are not typically associated with TAC emissions. In addition, the use of toxic compounds by an employment-related use would be strictly regulated through the SCAQMD permitting process, which includes detailed health risk assessments, when applicable. This process would ensure that new land uses would not generate TAC emissions that exceed the SCAQMD significance thresholds at sensitive land uses.

As noted in the discussion of Existing Setting above, the population residing close to freeways or busy roadways may experience adverse health effects beyond those typically found in urban areas. Several studies found an association between adverse health effects (e.g., asthma) and living near heavily traveled urban roadways. Studies also found that the roadway and truck traffic densities were key factors affecting the strength of association with adverse health impacts. For urban roadways, the association of traffic-related emissions with adverse health impacts was generally strongest between 300 and 1,000 feet.[26] Within the Project Area, four of the five station areas, with the Westwood Station Area being the exception, include the potential for new residential land uses to be located within 1,000 feet of Interstate 405 or Interstate 10. These land uses could be exposed to substantial pollutant concentrations.

However, with respect to health risks from existing emissions sources, in the California Supreme Court *California Building Industry Association vs. Bay Area Air Quality Management District* (December 17, 2015), the Court held that "agencies subject to CEQA generally are not required to analyze the impact of existing environmental conditions on a project's future users or residents. But when a proposed project risks exacerbating those environmental hazards or conditions that already exist, an agency must analyze the potential impact of such hazards on future residents or users. In those specific instances, it is the project's

[24]USEPA, *Diesel Particulate Matter*, http://www.epa.gov/region1/eco/airtox/diesel.html.

[25]SCAQMD, *Special Meeting of the SCAQMD Governing Board, Agenda No. 8b Potential Impacts of New OEHHA Risk Guidelines on SCAQMD Programs,* http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2014/may-specsess-8b.pdf?sfvrsn=4, accessed December 21, 2016.

[26]SCAG, *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy*, December 2011.

impact on the environment – and not the environment's impact on the project – that compels an evaluation of how future residents or users could be affected by exacerbated conditions."

The Proposed Plan would not directly exacerbate any existing conditions. Assessing health risks from existing land uses equates to assessing the environment's impact on the project. The California Supreme Court ruled that this analysis would not be consistent with CEQA. In addition, new industrial sources of emissions are subject to SCAQMD Regulation XIII (New Source Review). Under this rule, hazardous facilities are legally subject to provisions that require public notice and modeling analysis to determine and, if necessary, mitigate, the downwind impact prior to permit issuance. Refer to Section 4.10, Land Use and Planning for additional discussion related to land use compatibility and existing conditions.

In addition, as discussed in the Regulatory Framework subsection above, the City recently adopted the Clean Up Green Up Ordinance, adding Sections 95.314.3 and 99.04.504.6 to the LAMC and amending Section 99.05.504.5.3 to implement building standards and requirements to address cumulative health impacts resulting from incompatible land use patterns. Section 95.314.3 defines unacceptable locations for obtaining outside or return air for heating or cooling air systems (e.g., a closet, bathroom, toilet room, or kitchen). Section 99.04.504.6 states that, "[i]n mechanically ventilated buildings within 1,000 feet of a freeway, provide regularly occupied areas of the building with air filtration media for outside and return air that provides a MERV of 13. Filters shall be installed prior to occupancy, and recommendations for maintenance with filters of the same value shall be included in the operation and maintenance manual." An exception is provided for existing mechanical equipment. Section 99.05.504.5.3 requires MERV 8 filters for mechanically ventilated buildings located farther than 1,000 feet from freeways. An exception is provided for existing mechanical equipment and for new ventilation units meeting certain 2013 California Energy Code requirements. In addition, PRC Section 21151.8 requires assessment of hazardous pollutants within 0.25 miles of a new elementary or secondary school. This legal requirement within the PRC protects staff and students of new schools from significant health risks from exposure to TACs.

Therefore, taking into consideration existing regulatory requirements, without mitigation the Proposed Project would result in less than significant operational impacts related to exposing sensitive receptors to substantial pollutant concentrations.

MITIGATION MEASURES

Mitigation Measure **AQ1** would address construction emissions.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Regarding exposure to construction emissions, Mitigation Measure **AQ1** would reduce TAC emissions generated by various construction activities, including equipment operation after mitigation. For example, Tier 4 engines with horsepower ratings between 175 and 750 generate 90 percent less exhaust emissions, including particulate matter, than Tier 2 or 3 engines.[27] Projects will additionally be required to comply with standards established by a variety of federal, state and regional regulations discussed in the regulatory framework. However, a reduction in emissions below the SCAQMD significance thresholds cannot be demonstrated in the absence of specific project details to assess. Therefore, this analysis concludes that a construction project within the Project Area could generate emissions that would exceed the significance thresholds, exposing sensitive receptors to substantial pollutant concentrations, despite Mitigation Measure **AQ1**. As such, this impact (construction) is determined to be significant and unavoidable.

With compliance with existing regulations, impacts related to sensitive receptor exposure to substantial pollutant concentrations for operation would be less than significant.

[27]USEPA, *Nonroad Diesel Engines General Information*, http://www.epa.gov/otaq/nonroad-diesel.htm#info, accessed October 16, 2016.

IMPACT 4.2-4 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT CREATE OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE? THIS IMPACT IS LESS THAN SIGNIFICANT.

Construction

Potential sources that could emit odors during construction activities include equipment exhaust and paving and painting activities. Such odors are localized, generally confined to the immediate area surrounding a construction site and transitory in nature. In addition, odors associated with construction activities are not those typically associated with odor complaints. Construction projects within the Project Area would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary duration. Construction activity would not cause a significant odor nuisance. Therefore, the Proposed Project would result in a less than significant impact related to construction odors.

Operation

According to the SCAQMD *CEQA Air Quality Handbook*, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The Proposed Project does not include land uses that are typically associated with odor complaints. Therefore, the Proposed Project would result in a less than significant impact related to operational odors. For these same reasons, in addressing the City's odor threshold set forth above, it has been determined the project is not anticipated to create an objectionable odor at the nearest sensitive receptor. As such, this impact has also been determined to be less than significant.

MITIGATION MEASURES

Impacts related to odors would be less than significant under the Proposed Project. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts related to odors were determined to be less than significant without mitigation.

4.3 CULTURAL RESOURCES

This section provides an overview of cultural resources and evaluates the potential construction and operational impacts associated with the Proposed Project. Topics addressed include historical, archaeological, and paleontological resources, as well as human remains. The analysis of cultural resources is based on a review of historic, archaeological, and paleontological records searches. A paleontological records search was conducted for the Project Area by the Natural History Museum of Los Angeles County in April 2013. In addition, the following SurveyLA reports were utilized: *Historic Resources Survey Report: Palms-Mar Vista-Del Rey Community Plan Area* (prepared by Historic Resources Group, dated July 2012); *Historic Resources Survey Report: West Los Angeles Community Plan Area* (prepared by Sapphos Environmental, Inc., dated August 2012); and *Historic Resources Survey Report: West Adams-Baldwin Hills-Leimert Community Plan Area* (prepared by Architectural Resources Group, Inc., dated September 2012, revised July 2016). An archaeological records search was conducted by the South Central Coastal Information Center in October 2013. These reports are included in their entirety as **Appendix C**.

The Proposed Project is evaluated for its potential to indirectly or directly destroy, damage, or disturb historical, archaeological, and/or paleontological resources located within the ECTNP Area.

REGULATORY FRAMEWORK

Several levels of government maintain jurisdiction over historic resources. The framework for the identification and, in certain instances, protection of historic resources is established at the federal level, while the identification, documentation, and protection of such resources are often undertaken by state and local governments. The principal federal, state, and local laws governing and influencing the preservation of historic resources of national, state, and local significance include the National Historic Preservation Act (NHPA) of 1966, as amended; the California Environmental Quality Act (CEQA); the California Register of Historical Resources (California Register); Public Resources Code [PRC] Sections 5020.1, 5024 and 5024.1; the City of Los Angeles Cultural Heritage Ordinance (Los Angeles Administrative Code [LAAC] Section 22.171); and City of Los Angeles Historic Preservation Overlay Zone Ordinance (Los Angeles Municipal Code [LAMC] Section 12.20.3).

FEDERAL

National Historic Preservation Act (NHPA) of 1966. The NHPA was passed to preserve historical and archaeological sites from federal development. Cultural resources are considered during federal undertakings, primarily under NHPA Section 106. Section 106 requires federal agencies to take into account the effects of their undertakings on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register of Historic Places (National Register) and to afford the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings (36 Code of Federal Regulations [CFR] Part 800.1). Under Section 106, cultural resources must be identified and evaluated, and effects to historic properties must be reduced to acceptable levels through mitigation measures or agreements among consulting and interested parties.

National Register of Historic Places (National Register). The National Register was established by the NHPA as part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect the nation's historic and archaeological resources. The National Register recognizes properties that are significant at the national, state, and/or local levels. Although administered by the National Park Service, the federal regulations explicitly provide that National Register listing of private property "does not prohibit under federal law or regulation any actions which may otherwise be taken by the property owner with respect to the property." Listing in the National Register assists in preservation of historic properties

through: recognition that a property is of significance to the nation, the state, or the community; consideration in the planning for federal or federally-assisted projects; eligibility for federal tax benefits; consideration in the decision to issue a surface coal mining permit; and qualification for federal assistance for historic preservation, when funds are available. In addition, for projects that receive federal funding, a clearance process must be completed in accordance with Section 106 of the NHPA. Furthermore, state and local regulations may apply to properties listed in the National Register.

To be considered eligible for listing in the National Register, buildings, objects, sites, districts, or structures must meet any or all the following criteria:

A. Associated with events that have made a significant contribution to the broad patterns of our history.
B. Associated with the lives of persons significant in our past.
C. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.
D. Yield, or may be likely to yield, information important in prehistory or history.

In addition to meeting any or all of the above criteria, properties must also possess integrity of location, design, setting, feeling, workmanship, association, and materials.

Historic integrity is the ability of a property to convey its significance and is defined as "the authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's historic period."

The National Register recognizes seven aspects or qualities that comprise integrity: location, design, setting, materials, workmanship, feeling, and association. These qualities are defined as follows:

- Location is the place where the historic property was constructed or the place where the historic event occurred;
- Design is the combination of elements that create the form, plan, space, structure, and style of a property;
- Setting is the physical environment of a historic property;
- Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property;
- Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory;
- Feeling is a property's expression of the aesthetic or historic sense of a particular period of time; and
- Association is the direct link between an important historic event or person and a historic property.

In assessing a property's integrity, the National Register criteria recognize that properties change over time. In this regard, National Register Bulletin 15 indicates:

> *"To retain historic integrity a property will always possess several, and usually most, of the aspects. The retention of Specific aspects of integrity is paramount for a property to convey its significance.*
>
> *It is not necessary for a property to retain all its historic physical features or characteristics. The property must retain, however, the essential physical features that enable it to convey its historic identity.*
>
> *A property that has lost some historic materials or details can be eligible if it retains the majority of the features that illustrate its style in terms of the massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation. The property is not eligible, however, if it retains some basic features conveying massing but has lost the majority of the features that once characterized its style."*

For properties that are considered significant under National Register Criteria A and B, National Register Bulletin 15 indicates:

> *"A property that is significant for its historic association is eligible if it retains the essential physical features that made up its character or appearance during the period of its association with the important event, historical pattern, or person(s).*
>
> *A property important for illustrating a particular architectural style or construction technique must retain most of the physical features that constitute that style or technique."*

Archaeological Resources Protection Act (ARPA). The ARPA applies when a project may involve archaeological resources located on federal or tribal land. ARPA requires that a permit be obtained before excavation of an archaeological resource on such land can take place.

The American Indian Religious Freedom Act (AIRFA). The AIRFA proclaims that the U.S. Government will respect and protect the rights of Indian tribes to the free exercise of their traditional religions; the courts have interpreted this as requiring agencies to consider the effects of their actions on traditional religious practices.

Native American Graves Protection and Repatriation Act of 1990 (NAGPRA). The NAGPRA requires federal agencies and federally assisted museums to return "Native American cultural items" to the federally recognized Indian tribes or Native Hawaiian groups with which they are associated. If Native American human remains are discovered, compliance with the following provisions would be required (43 CFR Part 10):

- Notify, in writing, the responsible federal agency;
- Cease activity in the area of discovery and protect the human remains;
- Certify receipt of the notification;
- Take steps to secure and protect the remains;
- Notify the Native American tribes or tribes likely to be culturally affiliated with the discovered human remains within one working day; and
- Initiate consultation with the Native American tribe or tribes in accordance with regulations described in 43 CFR, Part 10, Subpart B, Section 10.5.

STATE

Office of Historic Preservation (OHP). As an office of the California Department of Parks and Recreation, the OHP implements the policies of the NHPA on a statewide level. The OHP also carries out the duties set forth in the PRC and maintains the California Historic Resources Inventory.

The State Historic Preservation Officer (SHPO) is an appointed official who implements historic preservation programs within the state's jurisdiction. Also, implemented at the state level, CEQA requires projects to identify any substantial adverse impacts that may affect the significance of identified historical resources.

California Register of Historical Resources (California Register). The California Register is "an authoritative listing and guide to be used by state and local agencies, private groups, and citizens in identifying the existing historical resources of the state and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change."[1] The criteria for eligibility for the California Register are based upon National Register criteria. These criteria are:

- **Criterion 1**: Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California of the United States;
- **Criterion 2**: Associated with the lives of persons important to local, California or national history;

[1]California Public Resources Code Section 50241(e).

- **Criterion 3**: Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values; and
- **Criterion 4**: Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

The California Register consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed in the National Register (Category 1 in the State Inventory of Historical Resources) and those formally Determined Eligible for listing in the National Register (Category 2 in the State Inventory of Historical Resources);
- California Registered Historical Landmarks from No. 0770 onward; and
- Those California Points of Historical Interest that have been evaluated by the OHP and have been recommended to the State Historical Resources Commission for inclusion in the California Register.

Other resources which may be nominated for listing in the California Register include:

- Historical resources with a significance rating of Categories 3 through 5 in the State Inventory of Historical Resources (Categories 3 and 4 refer to potential eligibility for the National Register, while Category 5 indicates a property with local significance);
- Individual historical resources;
- Historical resources contributing to historic districts; and
- Historical resources designated or listed as a local landmark.

Additionally, a historic resource eligible for listing in the California Register must meet one or more of the criteria of significance described above and retain enough of its historic character or appearance to be recognizable as a historic resource and to convey the reasons for its significance. Historical resources that have been rehabilitated or restored may be evaluated for listing.

California Penal Code Section 622.5. California Penal Code Section 622.5 provides the following: "Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor."

California Public Resources Code (PRC) Sections 5020.1, 5024 and 5024.5. PRC Section 5020.1 provides definitions associated with historic resources. PRC Section 5020.1(h) defines a historic district as "a definable unified geographic entity that possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development." PRC Section 5020.1(j) defines a historical resource as "any object, building, structure, site, area, place, record, manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California." PRC Section 5020.1(p) defines State Historic Resources Inventory as "the compilation of all identified, evaluated, and determined historical resources maintained by the office and specifically those resources evaluated in historical resource surveys conducted in accordance with criteria established by the office, formally determined eligible for, or listed in, the National Register of Historic Places, or designated as historical landmarks or points of historical interest." Section 5020.1(q) defines substantial adverse change to a historic resource as "demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired."

The California State Legislature enacted PRC Sections 5024 and 5024.5 as part of a larger effort to establish a state program to preserve historical resources. These sections require state agencies to take a number of actions to ensure preservation of state-owned historical resources under their jurisdictions. These actions

include evaluating resources for National Register eligibility and California Historical Landmark (California Landmark) eligibility; maintaining an inventory of eligible and listed resources; and managing these historical resources so that that they will retain their historic characteristics.

PRC Sections 5097.5, 5097.9, and 5097.98-99. PRC Section 5097.5 provides protection for cultural and paleontological resources, where Section 5097.5(a) states, in part, that:

> *No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.*

PRC Section 5097.9 establishes the California Native American Heritage Commission (NAHC) to make recommendations to encourage private property owners to protect and preserve sacred places in a natural state and to allow appropriate access to Native Americans for ceremonial or spiritual activities. NAHC is authorized to assist Native Americans in obtaining appropriate access to sacred places on public lands, and to aid state agencies in any negotiations with federal agencies for the protection of Native American sacred places on federally administered lands in California.

PRC Sections 5097.98-99 require that the NAHC be consulted whenever Native American graves are found. According to these sections, it is illegal to take or possess remains or artifacts taken from Native American graves; however, it does not apply to materials taken before 1984.

California Environmental Quality Act (CEQA). Under CEQA, a "project that may cause a substantial adverse change in the significance of a historic resource is a project that may have a significant effect on the environment."[2] This statutory standard involves a two-part inquiry. The first involves a determination of whether the project involves a historic resource. If so, then the second part involves determining whether the project may involve a "substantial adverse change in the significance" of the resource. To address these issues, guidelines that implement the 1992 statutory amendments relating to historical resources were adopted in final form on October 26, 1998 with the addition of CEQA Guidelines Section 15064.5. CEQA Guidelines Section 15064.5, as well as PRC Section 21084.1 provide that for the purposes of CEQA compliance, the term "historical resources" shall include the following:[3]

- A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register;
- A resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements in PRC Section 5024.1(g), shall be presumed to be historically or culturally significant. Public agencies must treat such resources as significant for purposes of CEQA unless the preponderance of evidence demonstrates that it is not historically or culturally significant;
- Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be 'historically significant' if the resource meets one of the criteria for listing on the California Register; and

[2]California Public Resources Code Section 21084.1.
[3]California Code of Regulation, Title 14, Section 15064.f(e).

- The fact that a resource is not listed in, or determined to be eligible for listing in the California Register, not included in a local register of historical resources (pursuant to PRC Section 5020.1(k)), or identified in a historical resources survey (meeting the criteria in PRC Section 5024.1(g)) does not preclude a lead agency from determining that the resource may be a historical resource as defined in PRC Sections 5020.1(j) or 5024.1.

Section 15064.5 of the CEQA Guidelines also provides that "substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired."[4] Material impairment occurs when a project alters or demolishes in an adverse manner "those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion" in a state or local historic registry.[5]

California Health and Safety Code Sections 7050.5. California Health and Safety Code Section 7050.5(b) specifies protocol when human remains are discovered. The Code states:

> *In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of section 27492 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in PRC Section 5097.98.*

Senate Bill (SB) 18. As of March 1, 2005, SB 18 (Government Code Sections 65352.3 and 65352.4) requires that, prior to the adoption or amendment of a general plan proposed on or after March 1, 2005, a city or county must consult with Native American tribes with respect to the possible preservation of, or the mitigation of impacts to, specified Native American places, features, and objects located within that jurisdiction.

Assembly Bill (AB) 52. AB 52 establishes that a project with a significant impact on tribal resources is a significant effect on the environment. [6] AB 52 also requires that a lead agency consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project prior to the determination of whether a negative declaration, mitigated negative declaration, or an environmental impact report is required for a project. Furthermore, it provides examples of mitigation measures that may be considered to mitigate any impact. These provisions are applicable to projects that have a notice of preparation (NOP) for an environmental impact report or a notice of negative declaration or mitigated negative declaration filed on or after July 1, 2015. AB 52 also established a definition for "tribal cultural resources" which is codified in PRC Section 21074. In addition, AB 52 directed the Governor's Office of Planning and Research and the Secretary of the Natural Resources Agency to certify and adopt revisions to the CEQA Guidelines that update Appendix G to add consideration of tribal cultural resources. This update to Appendix G was approved on September 27, 2016.

[4]California Code of Regulations, Title 14, Section 15064.5(b)(1).
[5]California Code of Regulations, Title 14 Section 15064.5(b)(2)(A-C).
[6]Assembly Bill (AB 52) amended Public Resources Code Section 5097.94, and added Public Resources Code Sections 1073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3.

LOCAL

City of Los Angeles General Plan Conservation Element (1991). The City of Los Angeles General Plan contains growth and development policies that reflect a comprehensive long-range view of the City as a whole. The General Plan provides a comprehensive strategy for accommodating long-term growth should it occur as projected. Applicable goals, objectives, and policies that apply to all development within the City of Los Angeles include a balanced distribution of land uses, adequate housing for all income levels, and economic stability. The Conservation Element of the General Plan consists of an identification and analysis of the existing natural and historic resources in the City of Los Angeles. Policies of the Conservation Element include the preservation of resources of historical, archaeological, and paleontological significance. Any proposed development plan must consider the potential for encountering and preserving these cultural resources. Goals, objectives, and policies from the Conservation Element related to paleontological, archeological, and historical resources are listed below in **Table 4.3-1**.

TABLE 4.3-1: RELEVANT GENERAL PLAN CULTURAL RESOURCES GOALS, OBJECTIVES, AND POLICIES

CONSERVATION ELEMENT – ARCHAEOLOGICAL AND PALEONTOLOGICAL	
Objective	Protect the city's archaeological and paleontological resources for historical, cultural, research and/or educational purposes.
Policy	Continue to identify and protect significant archaeological and paleontological sites and/or resources known to exist or that are identified during land development, demolition or property modification activities.
CONSERVATION ELEMENT – CULTURAL AND HISTORICAL	
Objective	Protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes.
Policy	Continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition or property modification activities.
SOURCE: City of Los Angeles General Plan, *Conservation Element*, adopted September 2001.	

City of Los Angeles Cultural Heritage Ordinance (LAAC Section 22.171). The City's Cultural Heritage Ordinance was first adopted by the Los Angeles City Council in 1962 and has since been amended several times. The provisions of the Cultural Heritage Ordinance are codified in Division 22, Chapter 9, Article 1 of the LAAC, commencing with Section 22.171. The Ordinance created a Cultural Heritage Commission and criteria for designating Historic-Cultural Monuments (HCMs). The Commission comprise of five citizens, appointed by the Mayor, who have exhibited a knowledge of Los Angeles' history, culture and architecture. Any interested party may apply for a proposed designation of an HCM. Section 22.171.7 of the LAAC states that a historical or cultural monument is:

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

Each nomination is reviewed by the Commission, then by the Planning and Land Use Management Committee of the City Council, and the City Council as a whole. Once a property has been designated a Monument, the Commission and its staff review permits for alteration, relocation, or demolition. The Commission can delay demolition of a monument for 180 days and has the authority to recommend to the City Council to delay demolition for another 180 days. Locally designated cultural resources are presumed to be historically significant under CEQA. Therefore, demolition and/or alterations of HCMs are subject to review under CEQA.

City of Los Angeles Historic Preservation Overlay Zone Ordinance (LAMC Section 12.20.3). The City of Los Angeles Ordinance Number 175891, found in Section 12.20.3 of the LAMC, describes the procedures for creation of new Historic Preservation Overlay Zones (HPOZs), the powers and duties of HPOZ Boards, and the review processes for projects within HPOZs. This Ordinance was adopted by the Los Angeles City Council on March 19, 2004, and became effective on May 12, 2004. This Ordinance is intended to recognize, preserve, and enhance buildings, structures, landscaping, natural features, and areas within the City having historic, architectural, cultural or aesthetic significance in the interest of the health, economic prosperity, cultural enrichment and general welfare of the people. The ordinance describes the procedures for the creation of new HPOZs, the powers and duties of HPOZ Boards, and the review processes for projects within HPOZs.

As required by this Ordinance, the construction, addition, demolition, reconstruction, alteration, removal, or relocation of any publicly or privately owned building, structure, landscaping, natural feature, lot, street features, furniture or fixtures within a HPOZ identified as a contributing element in the historic resources survey for the zone must obtain a certificate of appropriateness by the Director of the City's Department of City Planning (DCP) or Area Planning Commission. The determination to approve, conditionally approve or disapprove of a certificate of appropriateness for construction, addition, alteration or reconstruction is based on the project's conformance to the HPOZ's Preservation Plan, compliance with the United States Secretary of Interior's Standards of Rehabilitation, if no Preservation Plan exists, and whether the project protects and preserves the historic and architectural qualities and the physical characteristics which make the building, structure, landscape, or natural feature a contributing element of the preservation zone. Any person proposing to demolish, remove or relocate any contributing building, structure, landscaping, or natural feature within a preservation zone not qualifying as conforming work on contributing elements shall apply for a certificate of appropriateness and must conduct appropriate environmental review. No certificate of appropriateness shall be issued to demolish, remove or relocate any building, structure, landscaping, natural feature or lot within a HPOZ that is designated as a contributing element unless it can be demonstrated that the owner would be deprived of all economically viable use of the property.

Los Angeles Municipal Code (LAMC) Article 1 Chapter IX Section 91.106.4.5. All building permits on sites designated as historic at the local, state, or federal level must be reviewed by the Department of Building and Safety to determine whether the project will result in the loss of, or serious damage to, a significant historical or cultural asset. Section 91.106.4.5 states that the City's Department of Building and Safety "shall not issue a permit to demolish, alter or remove a building or structure of historical, archaeological or architectural consequence if such building or structure has been officially designated, or has been determined by state or federal action to be eligible for designation, on the National Register, or has been included on the City of Los Angeles list of HCMs, without the department having first determined whether the demolition, alteration or removal may result in the loss of or serious damage to a significant historical or cultural asset."

If it is determined that loss or damage to an historic resource could occur, the project applicant is required to conduct a CEQA analysis to determine if the impact is significant, and the City's Department of Building and Safety may not issue a permit without first finding that specific economic, social or other considerations make infeasible the preservation of the building or structure."

LAMC Article 1 Chapter IX Section 91.106.4.5.1. Permits for the demolition of a building over 45 years old will not be issued unless abutting properties owners and the Council Office are notified in writing and a public notice of application for demolition has been posted at the site at least 30 days prior to the date of issuance.

City of Los Angeles Cultural Heritage Master Plan (2000). The City of Los Angeles Cultural Affairs Department developed a Cultural Heritage Master Plan, adopted by the City Council in 2000. The Master Plan contains numerous important policy recommendations on historic preservation in City of Los Angeles, many of which have shaped the creation and early work of the Office of Historic Resources (OHR).

City of Los Angeles Community Plans. The ECTNP Area traverses through portions of the West Adams-Baldwin Hills-Leimert, Palms-Mar Vista-Del Rey, and West Los Angeles Community Plan Areas. Goals, objectives, and policies that are directly and indirectly related to cultural resources are presented in **Table 4.3-2**.

TABLE 4.3-2: EXISTING COMMUNITY PLAN CULTURAL RESOURCES GOALS, OBJECTIVES, AND POLICIES

WEST ADAMS-BALDWIN HILLS-LEIMERT COMMUNITY PLAN	
Goal LU 68	A community that recognizes its historic and cultural heritage by encouraging continued designation, preservation and restoration of the monuments, cultural resources, neighborhoods and landmarks of the area for the benefit of future generations.
Policy LU 68-1	Celebrate Designated Historic and Cultural Monuments. Continue to identify and celebrate all designated City of Los Angeles Historic and Cultural Monuments within the West Adams-Baldwin Hills-Leimert Community Plan Area as a means to foster public appreciation of the area's invaluable historic resources and to promote civic pride in preserving Los Angeles' historic past.
Policy LU 68-2	Protect Historic Resources. Continue efforts to protect, preserve, maintain and appropriately enhance the Community Plan Area's significant cultural and historical resources.
Policy LU 68-3	Identify Future Resources. Promote the survey and identification of buildings and places with unique architectural and historical significance.
Goal LU 69	A community where careful consideration of applicable preservation criteria is encouraged when reviewing projects affecting designated and eligible historic resources.
Policy LU 69-1	Apply Preservation Standards. Apply the Secretary of the Interior's Standards for the Treatment of Historic Properties to all projects that affect designated historic resources.
Policy LU 69-2	Ensure CEQA Review of Eligible Resources. Continue careful review pursuant to the California Environmental Quality Act (CEQA) regarding project proposals affecting resources identified through the Los Angeles Historic Resources Survey (Survey LA) as eligible for historic designation.
Policy LU 69-3	Evaluate Potential Significance. Consult with the Office of Historic Resources regarding projects that require environmental review in order to adequately evaluate the potential significance of buildings 45 years of age or more.
Goal LU 70	A community where new Historic Preservation Overlay Zones (HPOZ) are initiated and adopted for neighborhoods that have been identified and/or appear to be eligible for historic district status.
Policy LU 70-1	Support the continued progress in the district designation, as well as maintenance and rehabilitation of structures of historic significance in the Victoria Park, Leimert Park, Arlington Heights, Wellington Square and other potential and proposed historic districts.
Goal LU 71	A community that protects and enhances historic and architectural resources in commercial areas in a manner that will encourage context sensitive revitalization and investment in these areas.
Policy LU 71-1	Façade Restoration. Encourage the preservation, conservation, rehabilitation and adaptive reuse of existing buildings in commercial areas through the restoration of original facades and the design of new construction which complements the old in a harmonious fashion that enhances the prevailing historic pattern of development.
Goal LU 73	A community where the contribution of existing cultural resources is enhanced and capitalized upon.
Policy LU 73-1	Promote Community Awareness. Promote community awareness of cultural amenities by implementing the City's Cultural Master Plan and the Cultural Heritage Master Plan.
PALMS-MAR VISTA-DEL REY COMMUNITY PLAN	
Goal 17	Preservation and restoration of cultural resources neighborhoods and landmarks which have historical and/or cultural significance.
Objective 17-1	To ensure that the Community's historically significant resources are protected, preserved and/or enhanced.
Policy 17-1.1	Encourage the preservation, maintenance, enhancement and reuse of existing historic buildings and the restoration of original façades.
Objective 17-2	To preserve and enhance neighborhoods with a distinctive and significant historical character.
WEST LOS ANGELES COMMUNITY PLAN	
Goal 17	Preservation and restoration of cultural resources neighborhoods and landmarks which have historical and/or cultural significance.
Objective 17-1	To ensure that the Community's historically significant resources are protected, preserved and/or enhanced.
Policy 17-1.1	Encourage the preservation, maintenance, enhancement and reuse of existing historic buildings and the restoration of original façades.
Objective 17-2	To preserve and enhance neighborhoods with a distinctive and significant historical character.

SOURCE: City of Los Angeles, *West Adams-Baldwin Hills-Leimert Community Plan*, 2016; *Palms-Mar Vista-Del Rey Community Plan*, 1997; *West Los Angeles Community Plan*, 1999.
NOTE: Other goals, policies, or objectives in these Plans may also be related to Cultural Resources.

SurveyLA. SurveyLA, the Los Angeles Historic Resources Survey, is a program of the City of Los Angeles that identifies and documents significant historic resources throughout each of the City's 35 Community Plan Areas.[7] While these historic resources are evaluated for significance and eligibility for historical designation through this survey, it does not designate or protect identified sites and/or properties. Designation at the federal, state, or local levels would require additional review through each respective designation process.

EXISTING SETTING

HISTORICAL RESOURCES

The following historical resources discussion is based on SurveyLA historic resources reports completed for the West Adams-Baldwin Hills-Leimert, Palms-Mar Vista-Del Rey, and West Los Angeles Community Plan Areas. The northeastern portion of the ECTNP Area falls within the West Adams-Baldwin Hills-Leimert Community Plan Area. The southern portion falls within the Palms-Mar Vista-Del Rey Community Plan Area, and the northern portion falls within the West Los Angeles Community Plan Area.

West Adams-Baldwin Hills-Leimert Community Plan Area. Before the Spaniards arrived, this area was inhabited by the Gabrielino or Tongva Native American people. The first Spanish settlement in this area occurred nearly half a century after the founding of the original pueblo of Los Angeles in 1781. The Sanchez and Higuera families were the first Spanish settlers in the area and used the land primarily for growing grain and grapes, and raising cattle. After Mexico gained its independence from the Spanish Empire in 1821, jurisdiction over these Spanish territories was transferred to Mexico.

During the real estate boom of the 1880s, many of the large ranchos were split into smaller properties and sold. In 1875, the Santa Monica section of the Los Angeles and Independence Railroad (LA&I) Line was completed, extending from a wharf north of the current Santa Monica Pier to the LA&I San Pedro Street Depot in Downtown Los Angeles. Other local rail lines further extended the network, thereby facilitating continued growth within the West Adams-Baldwin Hills-Leimert Community Plan Area. The Crenshaw Corridor, in particular, benefitted from the transportation network, and commercial development boomed.

Commercial property types are commonly found on the large thoroughfares that run east-west and north-south throughout the area, including the ECTNP Area. Commercial buildings that are recorded individually in the survey are typically exemplary of the property type or a particular style; these examples included banks, department stores, car washes and service stations, and movie theaters.

The surrounding area has a number of institutional property types that serve the local residential communities. Institutional properties that are commonly eligible for historic designation include churches, schools, and government buildings, such as Los Angeles Department of Water and Power (LADWP) facilities, post offices, and fire stations. Nearly all are individually eligible as exemplary of the property type and their representative architectural style. Finally, a number of non-parcel resources are identified in this area. These include air raid sirens, historic street lamps, and individual single-specimen trees.

Palms-Mar Vista-Del Rey Community Plan Area. The Palms-Mar Vista-Del Rey Community Area started developing during the 1880s with the advent of the railroad. In 1886, a triangular tract bounded by Washington Boulevard, Overland Avenue, and Manning Avenue was subdivided, a school district organized, and a town named Palms was incorporated. In 1904, an area called Ocean Park Heights changed its name to Mar Vista to avoid confusion with its neighbor Ocean Park, which later became Venice. In 1927, Del Rey, known as Barnes City, which was the winter quarters of the Barnes circus, was incorporated into the City of Los Angeles. The Palms-Mar Vista-Del Rey Community was devoted largely to bean fields and truck gardening until the 1920s. Much of the area was subdivided in 1928 as part of the largest subdivision in Los Angeles City history.

[7] Please see **Appendix C** for a discussion of the SurveyLA Methodology.

Rapid growth continued into the 1940s when jobs in nearby defense and aircraft industries made the area a desirable place to live. By mid-1950s, the single-family homes started to convert to higher density multi-family dwelling units to accommodate the population growth. Through the 1970s, the area was considered a "bedroom community," which served the aerospace industry.

Palms-Mar Vista-Del Rey remains primarily a residential community; however, it does contain a variety of historical-cultural resources and services. The Venice Japanese Community Center on Braddock Drive serves the Japanese-American Community, which has resided adjacent to Centinela Avenue since the 1920s.

The Ivy Substation, a cultural landmark located at 9015 Venice Boulevard, was completed in July 1907, to provide power for the expanding system of the Los Angeles Pacific Railway. This landmark is located within the ECTNP approximately one quarter-mile from the Culver City Station. The landmark is a renovated former switching station for the Red Cars, located in the Community Plan Area and leased to the City of Culver City for 50 years, according to the Palms-Mar Vista-Del Rey Community Plan, last updated in September 1997. The Ivy Substation now houses community events and theatrical presentations and it could serve as a focal point for both communities in maintaining interest and pedestrian traffic.

SurveyLA identified a number of intact single-family houses, primarily dating from the first two decades of the 20th century, which represent the area's earliest phase of residential development. A number of examples of commercial properties exist, constructed between the 1920s and the 1950s, primarily serving adjacent residential neighborhoods. SurveyLA also identified one example of a Los Angeles Unified School District school building constructed following the 1933 Long Beach Earthquake. Isolated examples of government service and public utility buildings were identified, including LADWP distributing and receiving stations, a post-World War II fire station, and a former post office. In addition, several properties were identified for their architectural merit, including a Spanish Colonial Revival church, a Late Modern school, and a Googie-style bowling alley.

The following historic districts, planning districts, and multi-property resources were identified as meeting eligibility standards and criteria for the National Register, California Register, and/or local listing by the SurveyLA report:

- Barrington Multi-Family Residential Historical District
- Colonial Corners Commercial Historical District
- "The Oval" Planning District
- Golden State Water Company (located at 11607 Charnock Road)
- Mar Vista Gardens
- Palm Gardens Garden Apartment
- Palms Elementary School
- Sepulveda Rose Apartments
- Short Avenue Elementary School
- Villa Marina Apartments
- Westdale Residential Planning District

The list also includes other planning districts, which do not meet eligibility standards and criteria for listing and are not subject to CEQA or the NHPA, but may warrant special consideration for local planning purposes.

West Los Angeles Community Plan Area. Prior to the arrival of Spanish explorers in 1769, members of the group historically known as the Gabrieleño tribe occupied the vast territory that comprises the present-day range of metropolitan Los Angeles. The Sawtelle neighborhood, which occupies the Community Plan Area's westernmost portion, is the only neighborhood in the Community Plan Area that was an incorporated city prior to its consolidation with the City of Los Angeles in 1922.

In West Los Angeles, streetcars played an important role in the early development of the Sawtelle area with its interurban line. In 1904, the National Home for Disabled Volunteer Soldiers became a stop on the Pacific Electric "Balloon Route," a tourist excursion trolley that covered a balloon-shaped loop of Los Angeles attractions. In other parts of the Community Plan Area, however, development patterns clearly reflect automobile influences, as evidenced by the numerous low-density single-family residential tracts located in its hilly eastern portion that were developed beginning in the 1920s. The evolution of Pico Boulevard, a narrow dirt road that was paved in 1926, indicates the development that occurred in the area during the mid-1920s.

With its expanses of open land consisting of level agricultural fields and pastoral hills, West Los Angeles was poised for residential development in the early years of the 20th century. A combination of factors contributed to the area's desirability among individuals with middle-class and upper-middle-class incomes, including the development of the University of California's Los Angeles campus in nearby Westwood (opened in 1929), the charms of beach accessible living in adjacent Santa Monica and Venice, and the local entertainment industry presence.

During the 1920s, large residential tracts were developed by several of Los Angeles' key community builders, including the Janss Investment Company, Frank Meline, Frans Nelson, and Ole Hansen, who recognized the opportunity in the relatively cheap land and the pressing demand for single-family homes.

The entertainment industry has a long-standing association with West Los Angeles. Fox Studios (now Twentieth Century Fox), one of Los Angeles' "Big Eight" major motion picture studios, established its West Los Angeles operations in 1928 on a large open tract that had been previously used as a "ranch" set location in silent-era films for Hollywood cowboy movie star Tom Mix. The presence of the studio contributed to the area's "Hollywood" cachet, as well as its residential development by providing employment, which, in turn, furthered the need for local housing.

Today, most of the land uses surrounding the ECTNP Area consist of a wide range of residential, commercial and institutional resource types that represent a range of historic contexts and themes. A small number of intact residential properties, typically single-family dwellings and duplexes in the Craftsman style, which date from approximately 1905 to 1922, were identified for their association with the City of Sawtelle prior to its consolidation with the City of Los Angeles in 1922. The survey also identified several single-family residential subdivisions within the survey area that date generally from the 1920s to the 1950s. Built by several of the most notable developers working in Los Angeles during this period, these residential subdivisions maximized the use of local topography and offered residents deep lots with consistent setbacks, tree-lined streets, ornamental street lights, and, in some cases, small parks and parkways. Several notable examples of multi-family residential properties were also identified as significant for their representative architectural styles. One multi-family historic district, the Smithwood Edris Multi-Family Historic District, was identified in the survey area.

The surrounding area has significant examples of residential properties dating from the 1920s through the 1960s that were identified for their architectural merit. Architectural styles recorded represent Spanish Colonial Revival, Tudor Revival, Late American Colonial Revival, Mid-Century Modernism, and Late Modern Residential. Several of these properties reflect the work of noted architects from the post–World War II period, including A. Quincy Jones, Ray Kappe, Carl Marston, and I.M. Pei.

SurveyLA identified numerous examples of commercial property types, constructed from the 1920s to the 1960s, which serve the needs of adjacent residential neighborhoods. Typically located along major commercial corridors, examples include small retail businesses as well as isolated examples of neighborhood theaters, restaurants, a car wash, and a department store. Many of these businesses have remained in continuous operation since they were established decades ago. Examples of commercial signage were also identified. Commercial properties in the survey area reflect a variety of architectural styles, including Mid-

Century Modernism, Corporate International, New Formalism, High Tech (Structural Expressionism), and Brutalism. High-rise examples of commercial properties were identified in Century City.

Additionally, SurveyLA identified several examples of institutional property types with educational, religious, civic, and recreational functions, including schools, fraternal clubs, municipal fire stations, a LADWP distribution station, and recreational facilities in the surrounding area. Although not located within the ECTNP, several institutional properties were also recorded as excellent examples of their style, which included Mediterranean Revival, Spanish Colonial Revival, and Mid-Century Modernism. One local branch civic administrative center, the West Los Angeles Civic Center, was identified as a historic district. A school from the pre-consolidation period of the City of Sawtelle was also identified. Two designed landscapes located in the western portion of the Community Plan Area were identified under the Cultural Landscapes Context: a Japanese style garden and a small park.

The ECTNP Area does not fall within any City of Los Angeles HPOZs, as shown in **Figure 4.3-1**. The nearest HPOZs are the Gregory Ain Mar Vista Tract and the South Carthay Tract. The Gregory Ain Mar Vista Tract is located approximately two miles south of the western portion of the ECTNP Area and the South Carthay Tract is located approximately two miles north of the eastern portion of the ECTNP Area.

Two City-designated HCMs are located in the ECTNP Area. The Ivy Park Substation is located south of the Culver City Station and the Lawrence and Martha Joseph Residence and Apartments are located south of the proposed Palms Station Area. The Moreton Bay Fig Tree, also a City-designated HCM, is located just outside the south central portion of the ECTNP Area.

HISTORIC RESOURCES RECORDS SEARCH RESULTS

Records from the South Central Coastal Information Center, the California Historic Resources Inventory, and SurveyLA reports for the three community plan areas, in which the Project Area is located, were reviewed to identify potentially historic resources in the Project Area. Numerous properties were found to have been evaluated for historical significance within a quarter-mile radius of the Project Area. SurveyLA identifies individual resources, potentially historic districts, and non-parcel cultural resources, such as landscapes and public art that may be eligible for the National Register, California Register, and/or HCM Status. These properties and their eligibility statuses are listed in **Table 4.3-3** and shown in **Figure 4.3-1**. As shown in **Table 4.3-3**, three properties are listed in the National Register or California Register. The Washington Building was commissioned by Charles E. Lindblade, who was a business associate of the City of Culver City's founder, Harry H. Culver. This building was constructed during Lindblade's most notable years, professionally, when he and Culver actively developed Culver City. The Washington Building reportedly cost $30,000 at construction. Its triangular shape earned its nickname "The Flatiron Building" although it is only two stories tall unlike the famous tall one in New York. The structure occupies 135 feet of Washington Boulevard frontage, stretching 152 feet along Culver Boulevard. The two long sides converge to a flattened east wall of 12 feet (where Starbucks is located), while the west wall measures 68 feet wide. In 1931, the Washington Building housed the local post office until the Gateway Station was completed down the street in 1940. The Washington Building was awarded Landmark status by the City of Culver City, which protects and preserves its exterior.[8]

The Citizen Publishing Company Building, which was the home of a weekly community newspaper, has won national recognition and numerous editorial and typographical awards of excellence. Its publisher's (Eugene Donovan) editorial policies and social involvements yielded him a major role in the civic life of Culver City over a period of more than 20 years. The newspaper was also known for the substantial scope of its printing activities and its noteworthy associations with the Southern California film industry.[9]

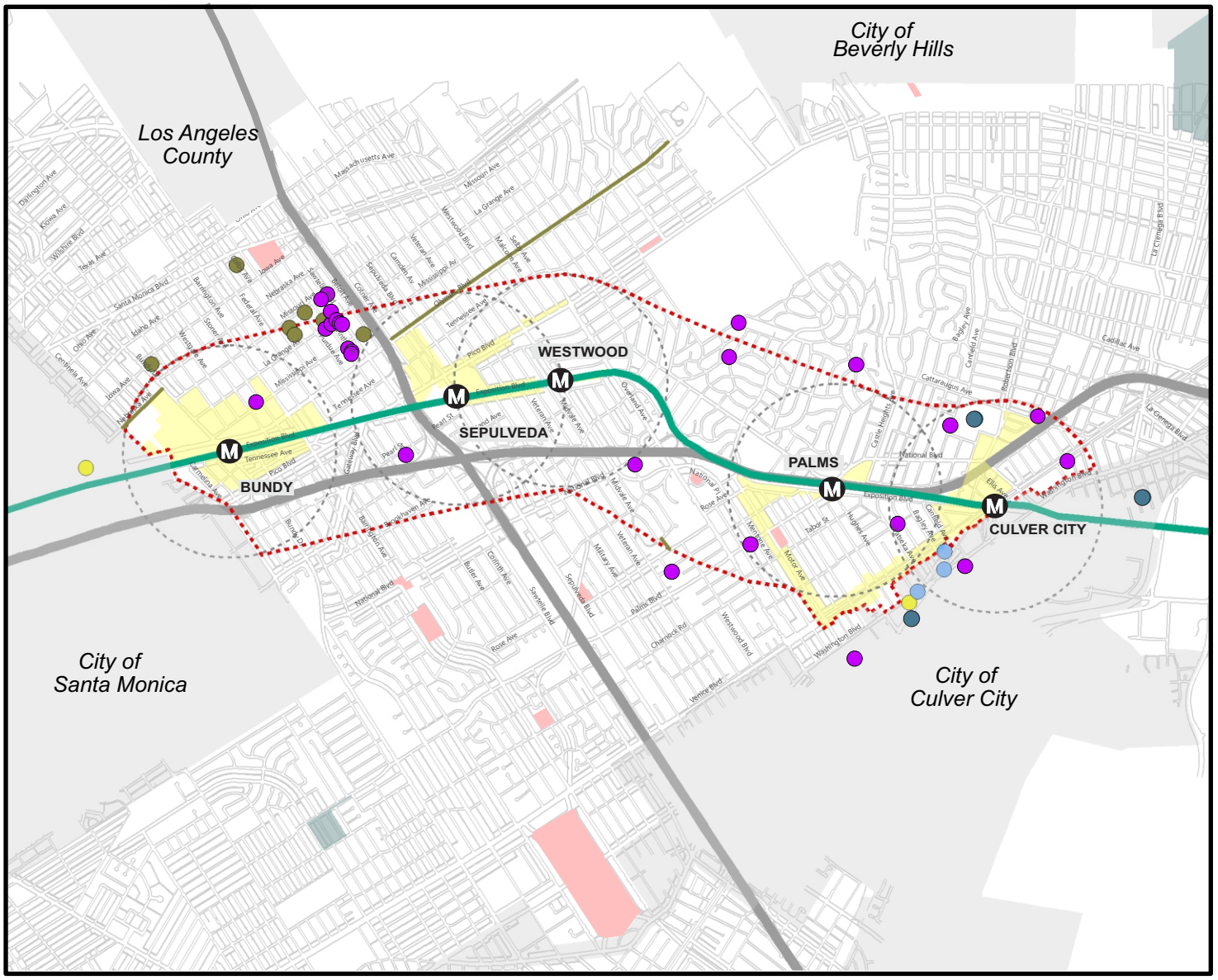
[8]City of Culver City, *City History & Info*, http://www.culvercity.org/how-do-i-/learn/about-culver-city/the-washington-building, accessed on February 28, 2017.

[9]*Ibid.*

Exposition Corridor Transit Neighborhood Plan

Figure 4.3-1 Historic Resources Located in the ECTNP Area and Vicinity

Los Angeles Department of City Planning



LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Jurisdictional Boundary
- Areas of Proposed Change/ Subareas

Cultural Resource Status

- City of Los Angeles Historic Preservation Overlay Zones
- Historic Districts
- Properties Listed in the National or California Register
- Determined Eligible for Listing in the National Register or the California Register
- Appears Eligible for National Register or California Register Through Survey Evaluation
- Appears eligible for National Register or California Register through Survey Evaluation (Non-Parcel Resource)
- Properties Recognized as Historically Significant by a Local Government
- Appears Eligible for Local Listing or Designation

N

Approx. Scale

0 0.5 1 Miles

A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

SOURCE: National Register of Historic Places, Survey LA, City of Los Angeles and TAHA, 2017.

TABLE 4.3-3: HISTORIC AND POTENTIALLY HISTORIC RESOURCES LOCATED WITHIN THE ECTNP AREA OR ONE QUARTER-MILE RADIUS OF THE ECTNP AREA

PROPERTY NAME AND ADDRESS	STATUS CODES
PROPERTIES LISTED IN THE NATIONAL REGISTER OR THE CALIFORNIA REGISTER	
9720 Washington Blvd., Culver City - Washington Building/Flatiron Building	1S
9355 Culver Blvd., Culver City - Citizen Publishing Company Building	1S
9400 Culver Blvd., Culver City - Culver Hotel/Hunt Hotel	1S
DETERMINED ELIGIBLE FOR LISTING IN THE NATIONAL REGISTER OR THE CALIFORNIA REGISTER	
2955 Robertson Blvd., Los Angeles - Hamilton High School	2S2
2955 Robertson Blvd., Los Angeles - Hamilton High School Main Building	2D2
2955 Robertson Blvd., Los Angeles - Assembly Hall	2D2
3430 McManus Ave., Culver City - Horizon School/Washington School	2S2
9942 Culver Blvd., Culver City - Gateway Station Post Office	2S2
APPEARS ELIGIBLE FOR NATIONAL REGISTER OR CALIFORNIA REGISTER THROUGH SURVEY EVALUATION	
8760 Venice Blvd., Los Angeles - Helms Athletic Foundation	3S; 3CS; 5S3
9336 Washington Blvd., Culver City - Thomas Ince/Selznick/Demille	3S
10202 Washington Blvd., Culver City - Triangle New York Motion Picture	3S
3030 S. Canfield Ave., Los Angeles - LADWP Distributing Station #20	3S; 3CS; 5S3
8855 W. Cattaraugus Ave. - Los Angeles, Lesbian Tide	QQQ
10405 Cheviot Dr., Los Angeles - Spanish Colonial Revival Style Residential Building	3S; 3CS; 5S3
2926 S. Club Dr., Los Angeles - Modern, Mid-Century Style Residential Building	3S; 3CS; 5S3
2003 S. Corinth Ave., Los Angeles - West Los Angeles Buddhist Temple; Los Angeles Hompa Hongwanji Buddhist Temple	3S; 3CS; 5S3
2110 S. Corinth Ave., Los Angeles - Sawtelle Gakuin (Japanese Institute of Sawtelle)	3CS; 5S3
2122 S. Corinth Ave., Los Angeles - Vernacular Style Residential Building	QQQ
2126 S. Corinth Ave., Los Angeles - Vernacular Style Residential Building	QQQ
10393 W. Glenbarr Ave., Los Angeles - Tudor Revival Style Residential Building	3S; 3CS; 5S3
11322 W. La Grange Ave., Los Angeles - Victorian, Vernacular Cottage	3S; 3CS; 5S3
1900 S. Sawtelle Blvd., Los Angeles - Harada Nursery	3S; 3CS; 5S3
1903 S. Sawtelle Blvd., Los Angeles - Yamaguchi Bonsai Nursery	3S; 3CS; 5S3
1941 S. Sawtelle Blvd., Los Angeles - O.K. Nursery	3S; 3CS; 5S3
2001 S. Sawtelle Blvd., Los Angeles - Nursery	3S; 3CS; 5S3
2011 S. Sawtelle Blvd., Los Angeles - Jo-Mi Plumbing	3S; 3CS; 5S3
2015 S. Sawtelle Blvd., Los Angeles - Sawtelle Barber Shop; West LA Igo Club; Dr. Tom Abe	3S; 3CS; 5S3
South of Nebraska Ave. between Centinela Ave. and Bundy Dr., Los Angeles - LADWP Distribution Headquarters Historic District	3S; 3CS; 5S3
Northwest corner of Mississippi Ave. and Stoner Ave., Los Angeles - Air Raid Siren 049 (Non-Parcel Resource)	3S; 3CS; 5S3
Along Olympic Blvd. between Cotner Ave. and Fox Hills Dr., Los Angeles - Olympic Blvd. Street Lights #1 (western half only) (Non-Parcel Resource)	3S
Along Olympic Blvd. between Cotner Ave. and Fox Hills Dr., Los Angeles - Olympic Blvd. Street Lights #2 (western half only) (Non-Parcel Resource)	3S
Along Olympic Blvd. between Cotner Ave. and Fox Hills Dr., Los Angeles - Olympic Blvd. Street Lights #3 (western half only) (Non-Parcel Resource)	3S
Along Olympic Blvd. between Cotner Ave. and Fox Hills Dr., Los Angeles - Olympic Blvd. Street Lights #4 (western half only) (Non-Parcel Resource)	3S
Along Olympic Blvd. between Cotner Ave. and Fox Hills Dr., Los Angeles - Olympic Blvd. Street Lights #5 (western half only) (Non-Parcel Resource)	3S
Along Olympic Blvd. between Cotner Ave. and Fox Hills Dr., Los Angeles - Olympic Blvd. Street Lights #6 (western half only) (Non-Parcel Resource)	3S
3701 S. Cardiff Ave., Los Angeles - Craftsman Style Residential Building	3S; 3CS; 5S3
10792 W. National Blvd., Los Angeles - The Redeemer Baptist Church	3S; 3CS; 5S3
10518 Palms Blvd., Los Angeles - Tudor Revival Style Residential Building	3S; 3CS; 5S3
2516 S. Purdue Ave., Los Angeles - Quonset Hut	QQQ
10860 Woodbine St., Los Angeles - Palms Middle School	3S; 3CS; 5S3
Southern portion of the block bounded by National Blvd., Cheviot Vista Pl., and Valparaiso St., Los Angeles - Palms Gardens Garden Apartment (Historic District)	3S; 3CS; 5S3
Kingsland Street and Rose Avenue, Los Angeles - Kingsland/Rose Public Stairway (Non-Parcel Resource)	3S; 3CS; 5S3
PROPERTIES RECOGNIZED AS HISTORICALLY SIGNIFICANT BY A LOCAL GOVERNMENT	
2928 Nebraska Ave., Santa Monica	5S2
9820 Washington Blvd., Culver City - Culver Theatre	5S2

TABLE 4.3-3: HISTORIC AND POTENTIALLY HISTORIC RESOURCES LOCATED WITHIN THE ECTNP AREA OR ONE QUARTER-MILE RADIUS OF THE ECTNP AREA

PROPERTY NAME AND ADDRESS	STATUS CODES
APPEARS ELIGIBLE FOR LOCAL LISTING OR DESIGNATION	
1915 Butler Ave., Los Angeles - Craftsman Style Residential Building	5S3
1937 Butler Ave., Los Angeles - Spanish Colonial Revival Style Residential Building	5S3
1632 S. Colby Ave., Los Angeles - Craftsman Style Residential Building	5S3
1953 S. Corinth Ave., Los Angeles - Craftsman Style Residential Building	5S3
11260 W. Mississippi Ave., Los Angeles - Craftsman Style Residential Building	5S3
1906 S. Purdue Ave., Los Angeles - Craftsman Style Residential Building	5S3
11975 W. Walnut Lane, Los Angeles - Craftsman Style Residential Building	5S3

California Historical Resource Status Codes

Properties Listed in the National Register (NR) or the California Register (CR)

1D Contributor to a district or multiple resource property listed in NR by the Keeper. Listed in the CR.
1S Individual property listed in NR by the Keeper. Listed in the CR.
1CD Listed in the CR as a contributor to a district or multiple resource property by the SHRC.
1CS Listed in the CR as individual property by the SHRC.
1CL Automatically listed in the California Register – Includes State Historical Landmarks 770 and above and Points of Historical Interest nominated after December 1997 and recommended for listing by the SHRC.

Properties Determined Eligible for Listing in the National Register (NR) or the California Register (CR)

2B Determined eligible for NR as an individual property and as a contributor to an eligible district in a federal regulatory process. Listed in the CR.
2D Contributor to a district determined eligible for NR by the Keeper. Listed in the CR.
2D2 Contributor to a district determined eligible for NR by consensus through Section 106 process. Listed in the CR.
2D3 Contributor to a district determined eligible for NR by Part I Tax Certification. Listed in the CR.
2D4 Contributor to a district determined eligible for NR pursuant to Section 106 without review by SHPO. Listed in the CR.
2S Individual property determined eligible for NR by the Keeper. Listed in the CR.
2S2 Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR.
2S3 Individual property determined eligible for NR by Part I Tax Certification. Listed in the CR.
2S4 Individual property determined eligible for NR pursuant to Section 106 without review by SHPO. Listed in the CR.
2CB Determined eligible for CR as an individual property and as a contributor to an eligible district by the SHRC. Contributor to a district determined eligible for listing in the CR by the SHRC.
2CS Individual property determined eligible for listing in the CR by the SHRC.

Appears Eligible for National Register (NR) or California Register (CR) through Survey Evaluation

3B Appears eligible for NR both individually and as a contributor to a NR eligible district through survey evaluation.
3D Appears eligible for NR as a contributor to a NR eligible district through survey evaluation.
3S Appears eligible for NR as an individual property through survey evaluation.
3CB Appears eligible for CR both individually and as a contributor to a CR eligible district through a survey evaluation.
3CD Appears eligible for CR as a contributor to a CR eligible district through a survey evaluation.
3CS Appears eligible for CR as an individual property through survey evaluation.

Appears Eligible for National Register (NR) or California Register (CR) through other evaluation

4CM Master List - State Owned Properties – PRC §5024.

Properties Recognized as Historically Significant by Local Government

5D1 Contributor to a district that is listed or designated locally.
5D2 Contributor to a district that is eligible for local listing or designation.
5D3 Appears to be a contributor to a district that appears eligible for local listing or designation through survey evaluation.
5S1 Individual property that is listed or designated locally.
5S2 Individual property that is eligible for local listing or designation.
5S3 Appears to be individually eligible for local listing or designation through survey evaluation.
5B Locally significant both individually (listed, eligible, or appears eligible) and as a contributor to a district that is locally listed, designated, determined eligible or appears eligible through survey evaluation.

Not Eligible for Listing or Designation as specified

6C Determined ineligible for or removed from California Register by SHRC.
6J Landmarks or Points of Interest found ineligible for designation by SHRC.
6L Determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning.
6LQ Determined ineligible for local listing or designation as a historic district through a survey process; neighborhood or area may warrant special consideration for local planning. This status code is used for Planning Districts.
6T Determined ineligible for NR through Part I Tax Certification process.
6U Determined ineligible for NR pursuant to Section 106 without review by SHPO.
6W Removed from NR by the Keeper.
6X Determined ineligible for the NR by SHRC or Keeper.
6Y Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing.
6Z Found ineligible for NR, CR or Local designation through survey evaluation.

Not Evaluated for National Register (NR) or California Register (CR) or Needs Revaluation

7J Received by OHP for evaluation or action but not yet evaluated.
7K Resubmitted to OHP for action but not reevaluated.
7L State Historical Landmarks 1-769 and Points of Historical Interest designated prior to January 1998 – Needs to be reevaluated using current standards.
7M Submitted to OHP but not evaluated - referred to NPS.
7N Needs to be reevaluated (Formerly NR Status Code 4).
7N1 Needs to be reevaluated (Formerly NR SC4) – may become eligible for NR w/restoration or when meets other specific conditions.
7R Identified in Reconnaissance Level Survey: Not evaluated.
7RQ Individual property identified in a SurveyLA Survey – Not evaluated. This status code is used to identify properties that were considered during the field survey process, but were not recorded as significant based on the following: (1) field observations regarding the overall quality of the resource and alterations and/or (2) no preloaded information relating to the social, cultural or historical significance of the resource was obtained through SurveyLA research or the Public Participation and Outreach Program. A 7RQ status code does not preclude that a resource may be found to be significant with additional research, new information, and analysis.
7SQ Individual property assessed for significance in accordance with the SurveyLA Multiple Property Documentation approach and citywide Historic Context Statement, but does not meet eligibility standards.
7W Submitted to OHP for action – withdrawn.
QQQ Properties requiring additional research to evaluate or that cannot be evaluated due to limited or no visibility.

SOURCE: South Central Coastal Information Center, October 2013; SurveyLA Report-*Palms-Mar Vista-Del Rey Community Planning Area*, *Palms-Mar Vista-Del Rey Community Plan Area, West Adams-Baldwin Hills-Leimert Community Plan Area*; TAHA, 2017.

The Culver Hotel opened in 1924, on September 4 headlines in the Culver City Daily News announced, "City Packed with Visitors for Opening of Culver Skyscraper." The six-story hotel, then named the Hotel Hunt, was called the "latest monument to his vision," his referring to Culver. The wedge-shaped Renaissance Revival style Culver Hotel is concrete and brick with mahogany and walnut interiors. It was built on property in the center of downtown, on what has been called "the shortest Main St. in the USA." Over the years, the hotel has become recognizable from the many movies filmed here, including Laurel and Hardy shorts like Putting Pants on Philip (1927). The Culver Hotel was restored in the 1990s, with the rooms renovated with individual baths and furnished with antiques. The halls are hung with nostalgic scenes from the movies. The hotel renovation and seismic retrofitting were in partnership with the Culver City Redevelopment Agency. The Culver Hotel is protected with Landmark status by the City of Culver City under its historic preservation ordinance and is listed on the National Register.[10]

In addition, **Table 4.3-3** identifies five properties that have been determined eligible for listing in either the National Register or the California Register. Two properties have been recognized as historically significant by a local government (i.e., City of Santa Monica or Culver City).

The California Register includes eight properties/buildings at six addresses within a quarter-mile radius of the ECTNP Area. These are properties that have at least one of the following: (1) a National Register Status of 1 or 2 (i.e., they are either on or eligible for the National Register), (2) a California Historical Landmark number 770 and higher, or (3) a California Point of Historical Interest listing after January 1, 1998.

- 9720 Washington Boulevard, Washington Building/Flatiron Building
- 9355 Culver Boulevard, Citizen Publishing Company Building
- 9400 Culver Boulevard, Culver Hotel/Hunt Hotel
- 9942 Culver Boulevard, Gateway Station Post Office
- 2955 Robertson Boulevard, Hamilton High School
- 2955 Robertson Boulevard, Hamilton High School Main Building
- 2955 Robertson Boulevard, Hamilton High School Assembly Hall
- 3430 McManus Avenue, Horizon School/Washington School

In addition to the resources identified above, the Los Angeles Cultural Heritage Commission lists two properties as HCMs within the ECTNP Area. HCM No. 182 is the Ivy Substation, completed in July 1907 and located at 9015 Venice Boulevard, which was built to provide power for the ever-expanding system of the Los Angeles Pacific Railway. Its architecture is described as Mission Revival style. HCM No. 624 is the Lawrence and Martha Joseph Residence Apartments, constructed in 1970 and located at 3819-3827 Dunn Drive, which is one of the most significant examples of Storybook architecture in Los Angeles.

ARCHAEOLOGICAL RESOURCES

Pre-historic and historic archaeological sites, including sites that may contain subsurface tribal cultural resources, exist throughout the City. Hunter-gatherer tribes inhabited the Los Angeles region long before Europeans arrived. Remnants of their various cultures continue to be unearthed and documented. Before the Spaniards arrived, portions of the City, including the ECTNP Area was inhabited by the Gabrielino or Tongva-speaking Indians, who may have left behind archaeological resources that may still exist within the ECTNP Area. Various federal, state and local regulations have been promulgated to protect archaeological sites and resources. Although the state general plan law calls for mapping of the sites, the location of sites are confidential, pursuant to California Government Code Section 6254.10, to protect sites from disturbance, scavenging and vandalism.

[10]City of Culver City, *City History & Info* available at http://www.culvercity.org/how-do-i-/learn/about-culver-city/history-of-culver-city, accessed on February 28, 2017.

The South Central Coastal Information Center conducted a records search for the ECTNP Area in October 2013. The records search identified one site (19-003803) within the ECTNP Area and seven additional sites within a half-mile radius of the ECTNP Area. No sites are listed on the Archaeological Determination of Eligibility list. Additionally, one isolate (19-100249) was identified within a half-mile radius of the ECTNP Area. The NAHC was contacted during the scoping process on March 14, 2013 and indicated outreach for a Sacred Lands File Check; however, to date, no information regarding the Sacred Lands File Check has been received.

PALEONTOLOGICAL RESOURCES

Paleontological resources, or fossils, are the remains, imprints, or traces of once-living organisms preserved in rocks and sediments. These include mineralized, partially mineralized, or unmineralized bones and teeth, soft tissues, shells, wood, leaf impressions, footprints, burrows, and microscopic remains. The fossil record is the only evidence that life on earth has existed for more than 3.6 billion years. Fossils are considered non-renewable resources because the organisms they represent no longer exist. Thus, once destroyed, a fossil can never be replaced.

Three major groups of rocks are represented within the Los Angeles Basin: older igneous and metamorphic bedrock (100 to 75 million years old), older sedimentary rocks (about 65 to 15 million years old), and younger sedimentary rocks (15 to 1 million years old). The sedimentary rock layers contain shale, siltstone, sandstone, and conglomerates, as well as some interbedded volcanic rocks. Over 22 million years ago, the Los Angeles Basin was a deep marine basin formed by tectonic forces between the North American and Pacific plates. Since that time, over five miles of marine and non-marine sedimentary rock, as well as intrusive and extrusive igneous rocks, have filled the basin. During the last two million years, defined by the Pleistocene and Holocene epochs, the Los Angeles Basin and surrounding mountain ranges have been uplifted to form the present day landscape. Erosion of the surrounding mountains has resulted in deposition of unconsolidated sediments in low-lying areas by rivers, such as the Los Angeles River.

Surficial deposits in most of the Project Area consist of younger Quaternary Alluvium beneath soil, primarily as alluvial fan deposits in the western portion of the Project Area and as fluvial deposits in the eastern portion. These deposits usually do not contain significant vertebrate fossils, at least in the uppermost layers, and no vertebrate fossil localities have been identified nearby such deposits. There are older Quaternary deposits exposed in the Cheviot Hills crossed by the Project Area, however, from about Butterfield Road eastward to around National Boulevard. These older Quaternary deposits also probably occur at relatively shallow depth in the rest of the Proposed Project route area. The paleontological records search conducted for the Project Area by the Natural History Museum of Los Angeles County (LACM) in April 2013 identified one vertebrate fossil locality (HWT 2520) from these older Quaternary deposits that occurs directly within the Project Area. A fossil specimen of mammoth, *Mammuthus*, was collected at unknown depth in the rail line right of way where Cheviot Drive dead ends at Northvale Road.

In the City of Santa Monica (west of the Project Area), the vertebrate fossil locality LACM 5462[11], located south of Olympic Boulevard along Michigan Avenue and east of Cloverfield Boulevard north of the Santa Monica Freeway (I-10), produced a specimen of extinct lion, *Felis atrox*, at a depth of six feet below grade. The fossil locality LACM 3368[12] lies east of the Project Area, located in sediments around Ballona Creek near the intersection of Jefferson Boulevard and Sentous Avenue, and contained a specimen of a fossil horse, *Equus*, at unknown depth. Further east of the Project Area, LACM 4250, located just south of Washington Boulevard and west of La Cienega Boulevard, remains of a fossil mammoth, *Mammuthus*, were collected at

[11]Natural History Museum of Los Angeles County, "*Paleontological Records Search for the Proposed Exposition Corridor Transit Neighborhood Plan Project, in the City of Santa Ana, Orange County, project area,*" April 24, 2013.
[12]*Ibid.*

unknown depth. **Table 4.3-4** shows the location of these localities in relation to the Project Area and proposed station areas.

TABLE 4.3-4: PALEONTOLOGICAL LOCALITES WITHIN AND IN PROXIMITY TO THE ECTNP AREA

Locality/Field No.	Approximate Street Location	Location in relation to the ECTNP Area
HWT 2520	Rail line ROW near Cheviot Dr./Northvale Rd.	Along the proposed corridor near Palms Station area
LACM 5462	South of Olympic Blvd. along Michigan Ave., East of Cloverfield Blvd.	West of western terminus of Project Area
LACM 3368	Intersection of Jefferson Blvd./Sentous Ave.	Eastern end of Project Area near Jefferson Blvd.
LACM 4250	South of Washington Blvd./West of La Cienega Blvd.	South of the eastern portion of the Project Area

SOURCE: Natural History Museum of Los Angeles County, *Paleontological Records Search for Project Area*, 2013.

HUMAN REMAINS

Though the Project Area is heavily developed and graded with various urban uses, the Project Area falls within the Los Angeles Basin, which includes the Mission-associated Native American history of Los Angeles. It was often Native American practice to bury people outside Mission grounds in informal cemeteries. In compliance with SB 18, letters describing the Proposed Project were sent to Native American tribes. One response from a Native American tribe, which involved a request to be notified when the Draft EIR was available for review, was received as of the preparation of this document.

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the CEQA Guidelines, the Proposed Project would have a significant impact related to cultural resources if it would:

- Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5;
- Cause a substantial adverse change in the significance of an archeological resource pursuant to Section 15064.5;
- Directly or indirectly destroy a unique paleontological resources or site or unique geologic feature; and/or
- Disturb any human remains, including those interred outside of formal cemeteries.

CITY OF LOS ANGELES CEQA THRESHOLDS GUIDELINES

In addition, based on the criteria set forth in the 2006 Los Angeles CEQA Thresholds Guide (Thresholds Guide), the determination of significance shall be made on a case-by-case basis, considering the following factors.

For impacts related to historical or architectural resources, a project would result in a significant impact if it causes a substantial adverse change in the significance of a historical resource based on the following criteria:

- Substantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration in the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.

- The significance of a historical resource is materially impaired when a project:
  - Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the California Register of Historical Resources; or
  - Demolishes or materially alters in an adverse manner those physical characteristics (of a historical resource) that account for its inclusion in a local register of historical resources (pursuant to PRC Section 5021.1(k)), or its identification in a historical resources survey meeting the criteria in PRC Section 5024.1(g), unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
  - Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register as determined by a lead agency for purposes of CEQA.
- Generally, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), Weeks and Grimmer, shall be considered as mitigated to a level of less than a significant impact on the historical resource.

For impacts related to archaeological and paleontological resources, a Proposed Project would have a significant adverse environmental impact if it causes a substantial or potentially substantial adverse change in the significance of an archaeological or paleontological resource.

Environmental review of individual projects is required to comply with CEQA and the CEQA Guidelines, which direct lead agencies to first determine whether an archaeological site is a "historically significant" cultural resource. Generally, a cultural resource shall be considered by the lead state agency to be "historically significant" if the resource meets any of the following criteria for listing on the California Register:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Is associated with the lives of persons important in our past;
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded, or may be likely to yield, information important in prehistory or history.

CEQA Section 21084.1 specifies how cultural resources are to be managed for individual (as opposed to plan-level) projects. These regulations require that archival and field surveys are conducted, and identified cultural resources are inventoried and evaluated in prescribed ways. Prehistoric and historic resources deemed "historically significant" must be considered in project planning and development.

If potentially significant archaeological resources are discovered during implementation of a project, those resources must be inventoried and evaluated to ascertain whether they meet the criteria for listing on the California Register.

Significant impacts to archaeological or paleontological properties, of either prehistoric or historical origin, would occur from any surface or subsurface modifications, which disturb, scatter, relocate, or otherwise reduce the integrity and scientific research potential of the cultural resource.

Any process of demolition, grading, construction, landscaping, installation of utilities, or other modification of the surface or subsurface could impair the condition and associations of structures or cultural material.

METHODOLOGY

The Thresholds Guide sets forth guidance for the determination of significance for impacts on historic, archaeological and paleontological resources. This guidance is generally based on Appendix G of the CEQA Guidelines, and provides specific criteria to be considered when making a significance determination

The following analysis considers the presence and absence of known cultural resources within the ECTNP Area, as well as the potential for significant cultural resources to occur within the Project Area, against the potential impacts on such resources from implementation and adoption of the ECTNP. Where cultural resources are present and could be disturbed by future construction, a potentially significant impact is assumed.

The analysis of archaeological and paleontological resources identifies the likelihood of ground disturbing activities to encounter rock units with potential for containing significant nonrenewable archaeological and paleontological resources, which is considered high in quaternary alluvial fan deposits exhibiting a composition conducive to the preservation of fossil resources. Archaeological and paleontological resources in the Project Area were evaluated qualitatively based on general information about ECTNP Area. Where such sensitive units are present and could be disturbed by future construction, a potentially significant impact is assumed.

This discussion of cultural resources addresses impacts within the entire Project Area. No distinction is made between areas of change and areas within the Project Area, where zoning controls would not change, because potential impacts to cultural resources are generally site-specific and not based on whether future development projects are located within or outside of the change areas.

IMPACTS

The Proposed Project would establish a Specific Plan and initiate zone changes, General Plan amendments, and introduce development and urban design standards. The Proposed Project would also involve new streetscape plans, and parking strategies that together would enhance the pedestrian experience, promote transit ridership, and encourage a variety of mobility options. Zone changes and General Plan amendments would not affect every parcel within the Project Area; changes would only occur within the identified "areas of proposed change," or "subareas." As discussed in Chapter 3.0, Project Description, the ECTNP would allow for Alternate Compliance that could affect the mix of residential and non-residential uses in each area of proposed change. Alternative Compliance development would have the same impacts on cultural resources as are discussed below, and, therefore, it is not discussed separately. The ECTNP includes eight streetscape plans that aim to improve streets for pedestrians, transit users, and drivers. The streetscape plans are located along Pico Boulevard between Centinela Avenue and I-405, Pico Boulevard between I-405 and Patricia Avenue, Bundy Drive between Missouri Avenue and Pico Boulevard, Olympic Boulevard between Centinela and Barrington Avenues, Sepulveda Boulevard between Olympic and National Boulevards, National Boulevard between Mentone and Castle Heights Avenues, Palms Boulevard between Exposition Boulevard and Motor Avenue, and Motor Avenue between Venice Boulevard and I-10.

IMPACT 4.3-1 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN CEQA GUIDELINES SECTION 15064.5? THIS IS A POTENTIALLY SIGNIFICANT IMPACT.

The Proposed Project does not intend to affect designated historical resources (e.g., HCMs) or reasonably expect to incentivize development of properties with designated historical resources. The ECTNP includes plan standards that further protect historical and potentially historical resources by requiring additional

review by either the Cultural Heritage Commission or the Office of Historic Resources for any project located on sites with historical resources designated at the federal, state, or local level and potentially historical resources identified in the City of Los Angeles' SurveyLA report, as updated. For informational purposes, when compared to current processes, the Proposed Plan is expected to have a neutral or beneficial impact to designated historical resources and a beneficial impact to non-designated resources, due to these plan standards. Nonetheless, based on the requirements of CEQA, the analysis below compares the Proposed Plan and the development that is reasonably foreseeable to occur under the Plan, to the existing environment.

Designated Historical Resources. As discussed in the Regulatory Framework section above, designated historical resources are historical resources under CEQA. There are city, state, and federally designated and eligible historical resources in the ECTNP (**Table 4.3-3**). Some of these historically significant properties are located within the change areas of the ECTNP (**Figure 4.3-1**).

Generally, it is not expected that designated historical resources would be impacted by the project based on the regulatory control ordinances that designated resources are subject to, such as the Cultural Heritage Ordinance, discussed above. The Proposed Project does not introduce any features that would preclude implementation of, or alter these policies or procedures in the Cultural Heritage Ordinance. Nonetheless, over time, it is not impossible that one or more designated resources may be lost by redevelopment in the ECTNP Area. The Cultural Heritage Ordinance cannot completely prevent a property from being demolished and the property being redeveloped or structures being altered so long as an applicant has gone through all necessary processes, including environmental review. The City's OHR reports that it is extremely uncommon in the City to lose designated resources when a property owner has complied with the City's regulations. Additional losses could result during the life of the plan from factors such as "demolition by neglect", illegal activities, fire or other remedy of unsafe conditions. Therefore, although it is very unlikely, it is not impossible that future development under the Proposed Project could result in a potentially significant impact to a designated historical resource. For informational purposes, it should be noted that this type of impact would not be any different from what would occur under current processes or likely, any adopted general plan and zoning update. Additionally, it is likely that such an impact may be less likely than under current processes based on the Proposed Project's plan standards.

SurveyLA Identified Resources. Resources identified in SurveyLA are presumptive historical resources under PRC Section 21084.1 (and case law interpreting PRC Section 21084.1). Individual resources identified by SurveyLA as appearing eligible for listing on the National Register, the California Register, or local listing or designation have the potential to be historically significant, but are not currently protected by City Ordinance. However, the Proposed Project includes mandatory regulations that provide additional protections for these identified, non-designated resources. When a project site is identified as an eligible resource in SurveyLA, the Proposed Project requires that those projects be reviewed by the City's OHR Staff to determine if the existing structures are historically significant. If an applicant contests the historic or cultural significance of a potential resource as decided by the City's OHR Staff, a historic resource assessment prepared by a qualified architectural historian[13] may be provided to the City's OHR Staff to help determine the potential resource's significance. If the potential resource is found to be historically significant, the applicant should comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (1995) (Secretary's Standards). If they comply with the Secretary's Standards, subject to the review of OHR, the project may proceed without any additional action or environmental review (related solely to the historical resource status) (see CEQA Guideline Section 15064.5(b)(3)). If the project does not comply with the Secretary's Standards, additional analysis and environmental review will be required to determine if the project will result in a significant impact to a historical resource. Additionally, OHR may recommend and the City may initiate and complete formal designation of any potential resource at any time,

[13]Qualified architectural historians shall meet the Professional Qualification Standards set forth by the Secretary of the Interior.

including after reviewing a project. If a formal designation is initiated, the project would be put on hold until the designation process is completed.

Thus, the ECTNP incorporates changes that will assist in further protecting both designated and eligible historic resources (including a new process that requires historical resource review of projects involving properties in SurveyLA) and the City has an existing regulatory framework for the protection of historical resources. However, it is possible that demolition and/or significant alteration to some of the historical resources identified in this EIR may occur. Therefore, impacts from the project related to historic resources would be significant and unavoidable.

Streetscape plans are a component of the Proposed Project. Improvements included under the proposed streetscape plans would include the installation of landscaped medians, increase of sidewalk widths, installation of bike lanes and landscape treatments. However, since no historical resources are located in the public rights of way, designated historical resources would not be disturbed by these changes.

MITIGATION MEASURES

Beyond the existing Regulatory Framework, outlined above, and the Proposed Project standards, no feasible mitigation measures have been identified.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts relating to historical resources under the Proposed Project would remain potentially significant and unavoidable.

IMPACT 4.3-2 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE? THIS IS LESS THEN SIGNIFICANT WITH MITIGATION.

For purposes of this analysis "archeological resources" include "tribal cultural resources" as that term is defined by PRC Section 21074. As previously described, the October 2013 records search conducted for the ECTNP Area identified one archaeological site (19-003803) within the ECTNP Area and seven additional sites within one half-mile radius of the ECTNP Area. Additionally, one isolate (19-100249) was identified within one half-mile radius of the ECTNP Area. The ECTNP Area is highly disturbed and any archeological resources that may have existed at the surface have likely been disturbed by past development. Therefore, the uppermost sediments are not anticipated to contain substantial numbers of archeological resources. However, based upon the archaeological sensitivity of the surrounding area, buried prehistoric or historic cultural resources may be present within the ECTNP Area. Consequently, the potential exists for new development or ground-disturbing activities within the ECTNP Area to disturb or impact known or previously undetected archaeological resources. If archaeological resources are discovered during the construction of these future developments, these resources must be inventoried and evaluated. Consequently, without mitigation, the Proposed Project would result in a potentially significant impact related to archeological resources.

MITIGATION MEASURES

CR1 A qualified archaeologist shall be required to monitor excavation and grading activities in soils that have not been previously disturbed, to identify, record, and evaluate the significance of any archaeological finds during construction. If archaeological resources are uncovered (in either a previously disturbed or undisturbed area), the City Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, state, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the project shall not collect or move any archaeological materials or associated materials. Construction activity may continue unimpeded on other portions of

the project site. The found deposits shall be treated in accordance with federal, state, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Construction activities in the area where resources were found may commence once the identified resources are properly assessed and processed by a qualified archeologist.

CR2 The City shall require that all cultural resources identified on a site be assessed and treated in a manner determined appropriate by a qualified archeologist in consultation with the City's Office of Historic Resources. A report shall be prepared according to current professional standards that describes the resource, how it was assessed, and disposition.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Mitigation Measures **CR1** and **CR2** would reduce impacts related to archaeological resources to less than significant.

IMPACT 4.3-3 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE? THIS IMPACT IS LESS THAN SIGNIFICANT WITH MITIGATION.

The Project Area is highly urbanized and any paleontological resources that may exist at the surface have likely been disturbed by past development. Accordingly, surface grading or very shallow excavations in much of the Project Area likely would not uncover significant vertebrate fossils. However, there is a reasonable potential that excavations, including excavations in the exposures of older Quaternary deposits in the Project Area, could encounter significant fossil vertebrate remains. As such, any future development occurring in the ECTNP Area has the potential to significantly affect paleontological resources during construction-related earth moving activities. If paleontological resources are discovered during the construction of potential future development, those resources would be inventoried and evaluated. Therefore, although compliance with applicable regulations would help to protect unknown and previously undetected paleontological resources, without mitigation, the Proposed Project would result in a potentially significant impact related to paleontological resources.

MITIGATION MEASURES

CR3 A qualified paleontologist shall be required to monitor excavation and grading activities in soils that have not been previously disturbed. If paleontological resources are uncovered (in either a previously disturbed or undisturbed area), the City Department of Building and Safety shall be notified immediately, and all work on the project site shall cease until a qualified paleontologist evaluates the find. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. Halted construction activities on the project site may commence once the identified resources are properly assessed and processed by a qualified paleontologist.

CR4 The City shall require that all paleontological resources identified on a project site be assessed and treated in a manner determined by a qualified paleontologist in consultation with the City's Office of Historic Resources. A report shall be prepared according to current professional standards that describes the resource, how it was assessed, and disposition. Any reports and surveys shall be submitted to the City's Office of Historic Resources and the Natural History Museum of Los Angeles County.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Mitigation Measures **CR3** and **CR4** would reduce impacts to paleontological resources to less than significant.

IMPACT 4.3-4 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT COULD DISTURB HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES? THIS IS CONSIDERED A LESS THAN SIGNIFICANT IMPACT.

The Project Area is highly urbanized and has been heavily disturbed and developed. Unmarked cemeteries or graves have likely been disturbed by past development. Given the Mission-associated Native American history of the Los Angeles Basin, and the practice to bury people outside Mission grounds in informal cemeteries, the potential to unearth human remains during excavation and grading activities exists. However, in accordance with California Health and Safety Code Section 7050.5, if any human remains are encountered during construction, the City will require that work in the immediate area of the find be halted and the Los Angeles County Coroner be contacted. No further disturbance will occur until the Los Angeles County Coroner has made the necessary findings as to origin and disposition. If the remains are determined to be those of a Native American, the Native American Heritage Commission in Sacramento shall be contacted before the remains are removed in accordance with PRC Section 21083.2. Therefore, the Proposed Project would result in a less than significant impact related to human remains.

MITIGATION MEASURES

Impacts related to the disturbance of human remains were determined to be less than significant. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts related to the disturbance of human remains were determined to be less than significant without mitigation.

4.4 GEOLOGY AND SOILS

This section provides an overview of geology and soils and evaluates impacts associated with the Proposed Project. Topics addressed include suitability of soil for development, seismicity, faults, ground shaking, liquefaction, and landslides. This section was prepared utilizing documents and maps published by the United States Geological Survey (USGS), California Department of Conservation, California Geological Survey (CGS), the County of Los Angeles, and the City of Los Angeles, as well as other applicable sources.

REGULATORY FRAMEWORK

FEDERAL

International Building Code (IBC). The IBC is published by the International Code Council and forms the basis of the California's building code. It has been adopted by the California Legislature to address the specific building conditions and structural requirements for California. The IBC contains provisions that are intended to ensure that structures can adequately resist seismic forces during earthquakes. These seismic provisions represent the best available guidance on how structures should be designed and constructed to limit seismic risk. See Section 4.7, Hydrology and Water Quality for further discussion of the National Pollutant Discharge Elimination System (NPDES).

National Pollutant Discharge Elimination System (NPDES). NPDES permits are authorized by Section 402 of the Clean Water Act. The goal of the NPDES diffuse-source regulations is to improve the quality of stormwater discharged to receiving waters to the "maximum extent practicable" through the use of best management practices (BMPs). The NPDES permit system regulates point source discharges (e.g., a municipal or industrial discharge at a specific location or pipe) and certain types of diffuse source dischargers (e.g., municipal stormwater and construction runoff). The NPDES permit sets erosion control standards and requires implementation of nonpoint source control of surface drainage through the application of a number of BMPs to decrease the effects of erosion and sedimentation associated with grading.

STATE

Alquist-Priolo Earthquake Fault Zoning Act (Alquist-Priolo Act). The Alquist-Priolo Act, which is codified in the Public Resources Code (PRC) Division 2, Chapter 7.5, provides policies and criteria to assist cities, counties, and state agencies in the development of structures for human occupancy across the trace of active faults.[1] The Alquist-Priolo Act was intended to provide the citizens of the state with increased safety and to minimize the loss of life during and immediately following earthquakes by facilitating seismic retrofitting to strengthen buildings, including historical buildings, against ground shaking. This Act requires the State Geologist to establish regulatory zones known as "Earthquake Fault Zones" around the surface traces of active faults and to issue appropriate maps. Before a project can be permitted within an Alquist-Priolo Earthquake Fault Zone, the City of Los Angeles requires a geologic investigation to demonstrate that proposed building(s) will not be constructed across active faults. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (generally 50 feet).

Seismic Hazards Mapping Act of 1990. To address the effects of strong ground shaking, liquefaction, landslides, and other ground failures due to seismic events, the State of California passed the Seismic Hazards Mapping Act. Under the Seismic Hazards Mapping Act, which is codified in PRC Chapter 7.8, Section 2690-2699.6, the State Geologist is required to delineate "seismic hazard zones." Cities and counties must regulate certain development projects within these zones to ensure the geologic and soil conditions are investigated and appropriate mitigation measures, if any, are incorporated into development plans. The State

[1] A fault trace is the intersection of a geological fault with the ground surface, leaving a visible mark; also, the line commonly plotted on geologic maps to represent a fault (https://earthquake.usgs.gov/learn/glossary/?term=fault%20trace).

Mining and Geology Board provides additional regulations and policies to assist municipalities in preparing the Safety Element of their General Plan and encourage land use management policies and regulations to reduce and mitigate those hazards to protect public health and safety. Under PRC Section 2697, cities and counties shall require, prior to the approval of a project located in a seismic hazard zone, a geotechnical report defining and delineating any seismic hazard. The requirement for a report may be waived if the city finds that no undue seismic hazard exists, based on information resulting from studies conducted on sites in the immediate vicinity of the project and of similar soil composition to the project site. Each city or county shall submit one copy of each geotechnical report, including mitigation measures, to the State Geologist within 30 days of its approval.

California Building Code (CBC). The CBC, found in California Code of Regulations (CCR) Title 24, is a compilation of the State building standards, including seismic safety standards for new buildings. Each jurisdiction in California must adopt its own building code that incorporates the CBC. Local codes are permitted to be more stringent than the CBC (with limitations), but, at a minimum, are required to meet all State standards and enforce the regulations of the CBC. The CBC standards are based on (1) building standards that have been adopted by State agencies without change from the IBC, (2) building standards based on the IBC that have been changed to address particular California conditions, and (3) building standards authorized by the California legislature but not covered by the IBC.

Given the state's susceptibility to seismic events, the seismic standards within the CBC are among the strictest in the world. The CBC applies to all occupancies in the state, except where stricter standards have been adopted by local agencies. Chapter 16 of the CBC deals with structural design requirements governing seismically resistant construction (Section 1604), including (but not limited to) factors and coefficients used to establish seismic site class and seismic occupancy category for the soil/rock at the building location and the proposed building design (Sections 1613.5 through 1613.7). Chapter 18 includes (but is not limited to) the requirements for foundation and soil investigations (Section 1803); excavation, grading, and fill (Section 1804); allowable load-bearing values of soils (Section 1806); and the design of footings, foundations, and slope clearances (Sections 1808 and 1809), retaining walls (Section 1807), and pier, pile, driven, and cat-in-place foundation support systems (Section 1810). Chapter 33 includes (but is not limited to) requirements for safeguards at worksites to ensure stable excavations and cut or fill slopes (Section 3304).

CBC Appendix J applies to grading, excavation, and earthwork construction, and requires that no grading shall be performed without first having obtained a permit from the building official. Section J104.3 requires the preparation of a geotechnical report that contains at least the following:

- The nature and distribution of existing soils,
- Conclusions and recommendations for grading procedures,
- Soil design criteria for any structures or embankments required to accomplish the proposed grading, and
- Where necessary, slope stability studies, and recommendations and conclusions regarding site geology.

LOCAL

City of Los Angeles General Plan, Conservation Element and Safety Element. The Conservation Element of the General Plan is intended to provide for the conservation and preservation of natural resources. Policies of the Conservation Element address the effect of erosion on such natural resources as beaches, watersheds and watercourses. The Conservation Element cites erosion of hillsides resulting in the loss of natural watersheds and features, as well as flooding and endangerment to structures and people, as continuing issues. The Conservation Element also contains limited policies related to erosion and refers to the Los Angeles Municipal Code (LAMC) Sections 91.700 *et seq*. and Specific Plan for Management of Flood Hazards (Ordinance 172,081) for specific guidance.

State law requires that the City's General Plan includes a safety element, which addresses the issue of protecting its people from unreasonable risks associated with natural disasters (e.g., fires, floods, and earthquakes). The Safety Element of the General Plan contains policies that emphasize seismic safety issues

because seismic events present the most widespread threat of devastation to life and property. The Safety Element provides a contextual framework for understanding the relationship between hazard mitigation, response to a natural disaster, and initial recovery from a natural disaster. Policy 1.1.6 of the Safety Element addresses compliance with applicable state and federal planning and development regulations (e.g., Alquist-Priolo Act, Seismic Hazards Mapping Act and Cobey-Alquist Flood Plain Management Act).

Los Angeles Building Code (LABC). Earthwork activities, including grading, are governed by the LABC, which is contained in LAMC Chapter IX, Article 1. Specifically, Section 91.7006.7 of the LABC includes requirements regarding import and export of material; Section 91.7010 includes regulations pertaining to excavations; Section 91.7011 includes requirements for fill materials; Section 91.7013 includes regulations pertaining to erosion control and drainage devices; Section 91.7014 includes general construction requirements; and Section 91.7016 includes regulations for areas that are subject to slides and unstable soils. Additionally, the LABC includes specific requirements addressing seismic design, site grading, foundation design, cut and fill slope design, soil expansion, geologic investigations and reports before and during construction, retaining walls, soil and rock testing, basement walls, shoring of adjacent properties, and potential primary and secondary seismic effects and groundwater.

City requirements to address grading, excavation, and fill are specified in LABC (i.e., LAMC Chapter IX, Article 1, Division 70). Under this part of the LABC, the Los Angeles Department of Building and Safety (LADBS) has the authority to withhold building permit issuance if a project cannot mitigate potential hazards to the project or which are associated with the project. The Grading Code periodically is revised to reflect new technology and improved standards and requirements.

The LABC incorporates by reference the CBC, with City amendments for additional requirements; LADBS is responsible for implementing the provisions of the LABC. Throughout the permitting, design, and construction phases of a building project, LADBS engineers and inspectors confirm that the requirements of the LABC pertaining specifically to geoseismic and soils conditions are being implemented by project architects, engineers, and contractors.

Standard Urban Stormwater Mitigation Plan (SUSMP) Requirements. On March 8, 2000, SUSMP requirements were approved by the Los Angeles Regional Water Quality Control Board to address stormwater pollution from new construction and redevelopment projects. The SUSMP requirements contain a list of minimum BMPs that must be employed to infiltrate or treat stormwater runoff, control peak flow discharge, and reduce the post-project discharge of pollutants from stormwater conveyance systems. SUSMP requirements include BMPs to decrease the effects of erosion. See Section 4.7, Hydrology and Water Quality for further discussion of the SUSMP.

Stormwater Pollution Prevention Plan (SWPPP). As part of the NPDES permitting system, an SWPPP is required to be prepared prior to the beginning of construction activities. The SWPPP specifies BMPs that will prevent construction pollutants from contacting stormwater with the intent of keeping all products of erosion from moving off-site into receiving waters. See Section 4.7, Hydrology and Water Quality for further discussion of the SWPPP.

EXISTING SETTING

SEISMICITY

The entire Southern California region is considered a seismically active region. Seismic events present the most widespread threat of devastation to life and property. With an earthquake, there is no containment of potential damage. Since 1800, there have been approximately 60 damaging seismic events, or earthquakes, in the Los Angeles Region; in 1857 one earthquake exceeded Richter magnitude 8.0. Since 1933, there have been four moderate-size earthquakes which have caused numerous deaths and substantial property damage in the metropolitan Los Angeles area. These four events are identified by their location as the Long Beach

(March 11, 1933; magnitude 6.3), San Fernando (February 9, 1971; magnitude 6.4), Whittier Narrows (October 1, 1987; magnitude 5.9), and Northridge (January 17, 1994; magnitude 6.7) earthquakes.

The Project Area is located within Seismic Zone 4, which the UBC defines as the zone with the highest potential for seismic hazards to occur. Seismic zones are based on a statistical compilation of the number and the magnitude of past earthquakes. Since the Project Area is within the seismically-active Southern California region, it may be exposed to strong ground shaking during a seismic event. Issues of concern relating to earthquakes include fault rupture, strong ground shaking, liquefaction, landslides, and tsunamis.

Faults. A fault is a fracture or line of weakness in the earth's crust, along which rocks on one side of the fault are offset relative to the same rocks on the other side of the fault. Based on criteria established by the CGS, faults may be categorized as active, potentially active, or inactive. Active faults are those that show evidence of surface displacement within the last 11,000 years (Holocene age). Potentially active faults are those that show evidence of displacement within the last 1.6 million years (Quaternary age). Faults showing no evidence of displacement within the last 1.6 million years may be considered inactive in most cases.

The Alquist-Priolo Act, passed in 1972, requires the State Geologist to establish regulatory zones known as "Earthquake Fault Zones" around the surface traces of active faults and to issue appropriate maps. Before a project can be permitted within an Alquist-Priolo Earthquake Fault Zone, the City of Los Angeles requires a geologic investigation to demonstrate that proposed building(s) will not be constructed across active faults. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (at a minimum of 50 feet).

Many active earthquake fault zones are mapped in the Los Angeles area. Typically, they are visible, above ground faults, such as the San Andreas Fault. However, earthquakes along unmapped faults, such as the blind thrust fault associated with the Northridge earthquake, are increasingly becoming the focus of study and concern. These faults may dominate the geology of the Los Angeles Basin in a way not previously known. **Table 4.4-1** provides a summary of major active faults in Southern California.

TABLE 4.4-1: MAJOR NAMED ACTIVE FAULTS IN SOUTHERN CALIFORNIA

Fault	Maximum Magnitude	Slip Rate (mm/yr)	Type of Fault	Most Recent Seismic Event
Cabrillo	6.0 - 6.8	Uncertain	Right normal	Holocene
Cucamonga	6.0 - 7.0	5.0 - 14.0	Thrust	Holocene
Elsinore (Glen Ivy Segment)	6.8	5.0	Right lateral strike-slip	Late Quaternary
Hollywood	5.8 - 6.5	0.33 - 0.75	Left reverse	Holocene
Los Alamitos Thrust	Uncertain	Uncertain	Thrust	Uncertain
Malibu Coast	Uncertain	0.3	Reverse	Late Quaternary
Northridge Thrust	6.5 - 7.5	3.5 - 6.0	Thrust	1994
Newport-Inglewood	6.0 - 7.4	0.6	Right lateral	1933
Oak Ridge	6.5 - 7.5	3.5 - 6.0	Thrust	Holocene
Palos Verdes	6.0 - 7.0	0.1 - 3.0	Right reverse	Holocene
Raymond	6.0 - 7.0	0.1 - 0.22	Left lateral	Holocene
San Andreas (Southern Segment)	6.8 - 8.0	20.0 - 35.0	Right lateral strike-slip	1857
San Cayetano	6.5 - 7.3	1.3 - 9.0	Thrust	Uncertain
San Fernando	6.0 - 6.8	5.0	Thrust	1971
San Gabriel	Uncertain	1.0 - 5.0	Right-lateral strike-slip	Late Quaternary
San Jacinto (San Bernardino Segment)	6.5 - 7.5	7.0 - 17.0	Right lateral strike-slip	1968
Santa Monica	6.0 - 7.0	0.27 - 0.39	Left reverse	Late Quaternary
Sierra Madre	6.0 - 7.0	0.36 - 4.0	Reverse	Holocene
Simi-Santa Rosa	Uncertain	Uncertain	Reverse	Holocene
Verdugo	6.0 - 6.8	0.5	Reverse	Holocene
Whittier	6.0 - 7.2	2.5 - 3.0	Right lateral strike-slip	1987

SOURCE: Southern California Earthquake Data Center, *http://www.data.scec.org/significant/fault-index.html*, accessed March 1, 2017.

Four faults are located within two miles of the Project Area – the Overland Fault, Santa Monica Fault, Newport-Inglewood Fault and Charnock Fault (see **Figure 4.4-1**). A segment of the Overland Fault has been mapped within the Project Area, approximately one half mile southeast of the Westwood/Rancho Park Station. It extends from the northwest flank of Baldwin Hills to Santa Monica Boulevard in the vicinity of Overland Avenue. The next nearest fault to the Project Area is the Santa Monica Fault. This fault is located approximately one-quarter mile north of the Project Area and traverses east-west from the City of Beverly Hills area on the east to the Santa Monica coastline on the west.

A segment of the Newport-Inglewood Fault is located approximately one half mile southeast of the Culver City Station. This fault starts south of the City of Signal Hill, roughly parallels the coastline until just south of Newport Bay, where it heads offshore and becomes the Newport-Inglewood-Rose Canyon Fault Zone. A little further from the Project Area is the Charnock Fault. This fault is a northwest trending fault that runs parallel to the Overland Fault and the Newport-Inglewood Fault Zone and is approximately two miles south of the Project Area. **Figure 4.4-1** identifies the faults in the Southern California region, including the four faults in the vicinity of the Project Area.

Ground Failure. The principal seismic hazard occurring as a result of an earthquake produced by local faults is strong ground shaking. The intensity of ground shaking depends on several factors, including the magnitude of the earthquake, distance from the earthquake epicenter, and the underlying soil conditions. In general, the larger the magnitude of an earthquake and the closer a site to the epicenter of the event, the greater the effects will be. However, soil conditions can also amplify the earthquake shock waves. Generally, the shock waves remain unchanged in bedrock, are amplified to a moderate degree in thick alluvium, and are greatly amplified in thin alluvium, which is present in the Project Area.

Modern, well-constructed buildings are designed to resist ground shaking through the use of shear walls and reinforcements. The entire Southern California area, which includes the Project Area, is considered a seismically active region, and every building in the region is susceptible to ground shaking and earthquakes. The LABC includes regulations and requirements designed to reduce risks to life and property to the maximum extent feasible.

Liquefaction. Liquefaction involves the sudden loss of strength in saturated, cohesionless soils that are subjected to ground vibration and result in temporary transformation of the soil into a fluid mass. If the liquefying layer is near the surface, the effects are much like that of quicksand for any structures located on top of it. If the layer is deeper in the subsurface, it may provide a sliding surface for the material above it. The effects of liquefaction include the loss of the soil's ability to support footings and foundations, which can cause buildings and foundations to buckle. These failures were observed in the 1971 San Fernando and the 1994 Northridge earthquakes. Liquefaction-related phenomena include subsidence and lateral spreading. Subsidence is the gradual settling or sudden sinking of land due to movement or removal of underlying earth materials. Lateral spreading can occur on relatively shallow slopes. Liquefaction of shallow layers causes a loss of shear strength, allowing the surface to move laterally across gentle slopes. Areas with lateral spreading potential would most likely be adjacent to drainages where slopes are steepest and water may be more likely to accumulate.

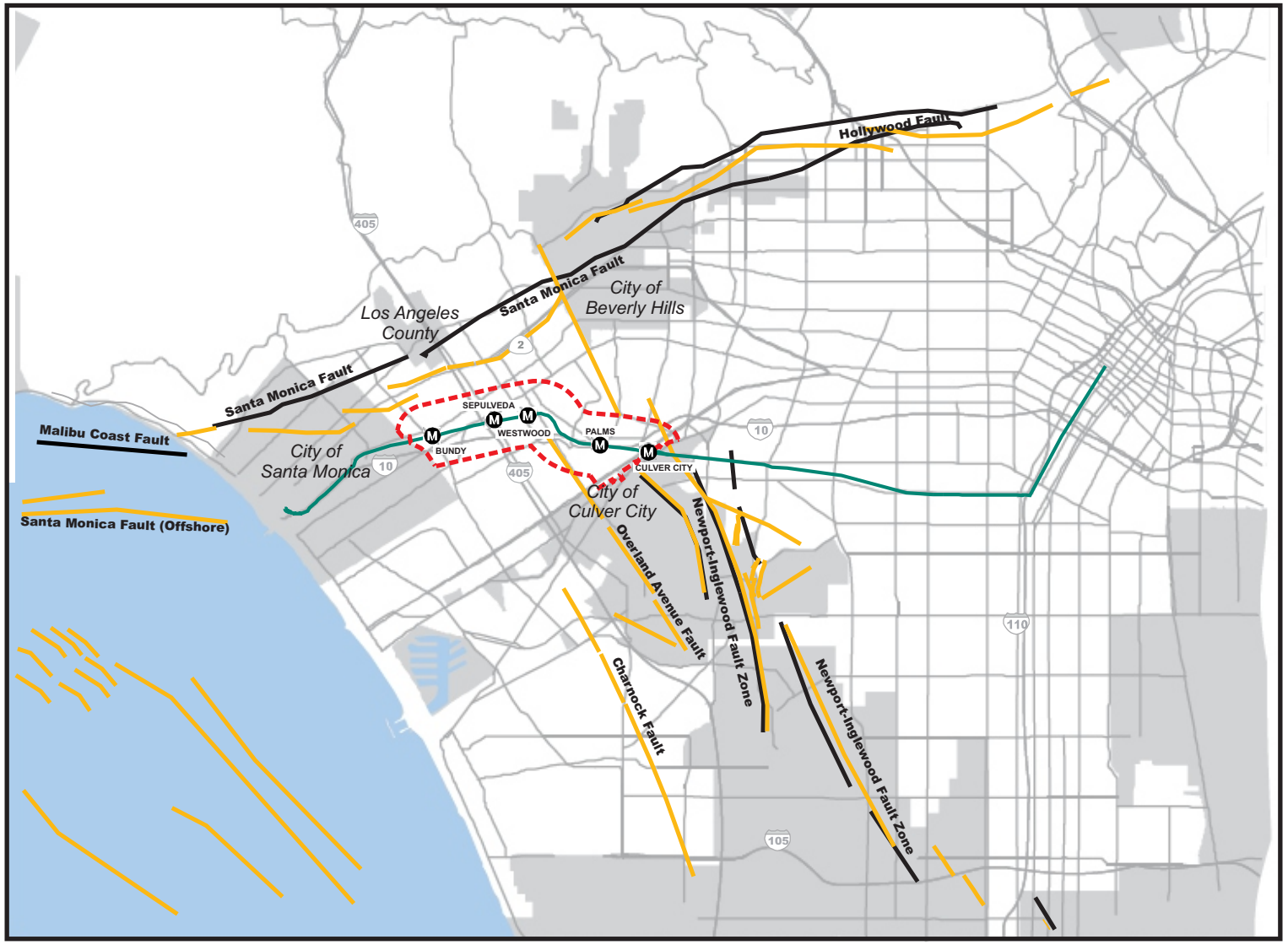
The Beverly Hills Quadrangle Seismic Hazard Zones Map prepared by the California Department of Conservation, Division of Mines and Geology identifies portions of the Project Area, including portions of the Bundy and Culver City Station areas, that are located in a liquefaction zone and is susceptible to liquefaction (**Figure 4.4-2**).[2]

[2]California Department of Conservation, Division of Mines and Geology, State of California, Seismic Hazard Zones, Beverly Hills Quadrangle, Official Map, released March 25, 1999.

Exposition Corridor Transit Neighborhood Plan

Figure 4.4-1 Active Faults

Los Angeles Department of City Planning



LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- Major Faults
- Faults
- Cities and Unincorporated Areas Outside the City of Los Angeles Boundary

Approx. Scale

N

0 1.25 2.5 MILES

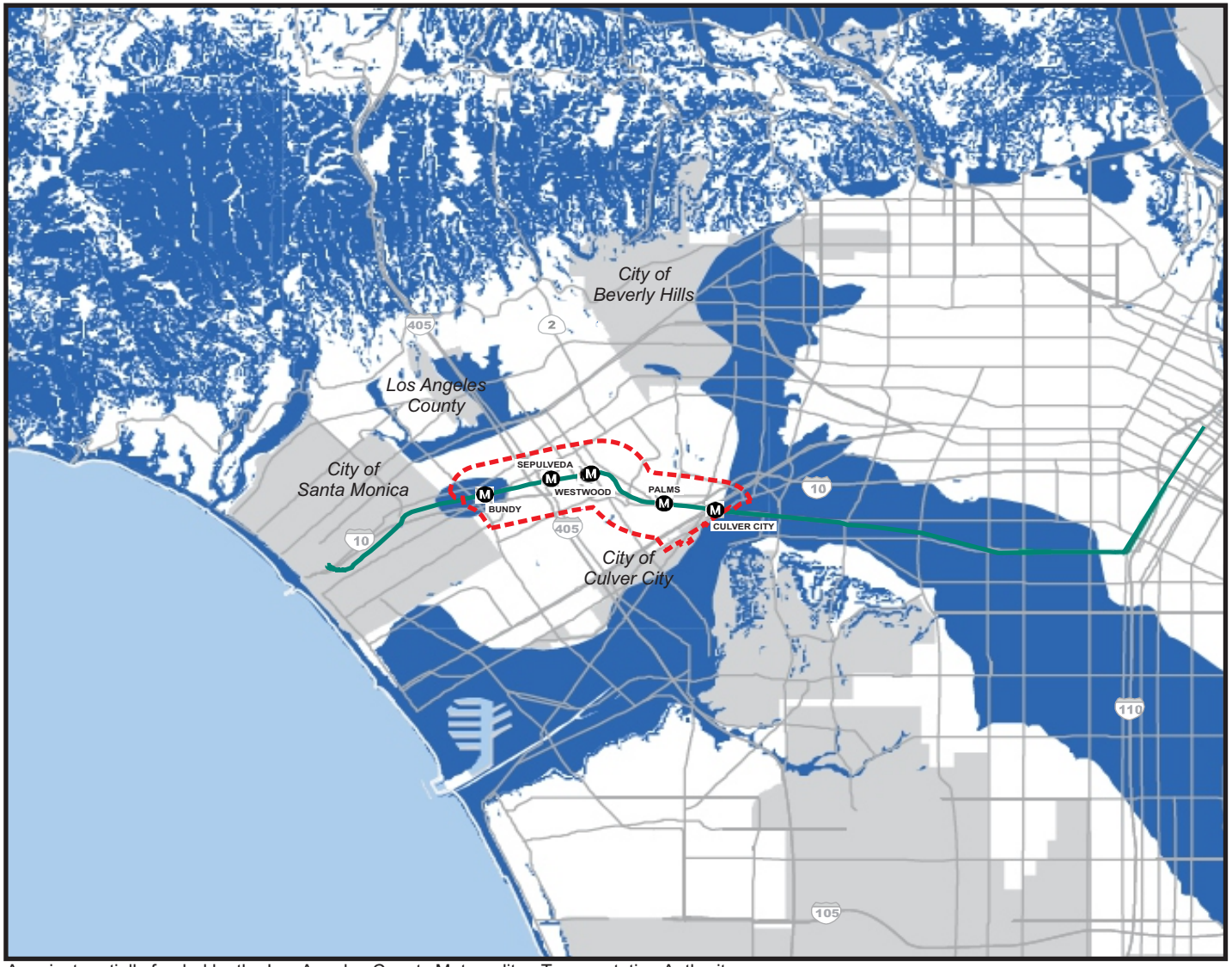
A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: City of Los Angeles and TAHA, 2017.

Figure 4.4-2 Liquefaction Zones

Los Angeles Department of City Planning



LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- Liquefaction Zones
- Cities and Unincorporated Areas Outside the City of Los Angeles Boundary

Approx. Scale

N

0 1.25 2.5 MILES

A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

SOURCE: City of Los Angeles and TAHA, 2017.

Landslide. A landslide is a mass down-slope movement of earth materials under the influence of gravity, and includes a variety of forms including rockfalls, debris slides, mudflows, block slides, soil slides, slumps, and creeps. These mass movements are triggered or accelerated by earthquake-induced ground motion, increased water content, excessive surface loading, or alteration of existing slopes by man or nature. Earthquake-induced landslides, usually associated with steep canyons and hillsides, can originate on, or move down, slopes as gentle as one degree in areas underlain by saturated, sandy materials, such as alluvium, playa, and terrace which are present in the Project Area. The Project Area contains hills to the north of the Palms Station area in the Cheviot Hills neighborhood, north of I-10. According to the City's Safety Element, Exhibit C: Landslide Inventory and Hillside Areas in the City, the center of the Project Area is in an area where small shallow landslides could occur, as shown in **Figure 4.4-3**.[3] According to the Beverly Hills Quadrangle Seismic Hazard Zones Map, there is a small landslide zone area near Overland Avenue and I-10 within the Project Area (see **Figure 4.4-3**).[4]

Soil Erosion. Factors that contribute to potential soil erosion include climate, the physical characteristics of soils, topography, land use, and the amount of soil disturbance. Excessive soil erosion can eventually lead to damage of building foundations, roadways and dam embankments. Rates of erosion can vary depending on the soil material, structure, and placement by human activity. Erosion potential is also directly related to the terrain's steepness. While the Project Area contains the Cheviot Hills area north of the Palms Station area, no change is anticipated in that area. The actual potential for erosion is difficult to predict, as the conditions where erosion occurs are site-specific. LABC regulates grading, excavations, landfill, and other construction activities that might cause or be impacted by slope or ground instability, erosion, or flooding in hillside areas.

Unstable Soils. Under certain circumstances, strong ground shaking can cause densification or compaction of soils, resulting in local or regional settlement of the ground surface. This can result in local differential settlement and damage to foundations and structures, as well as damage to water and sewer lines. The potential for seismically-induced settlement to occur is controlled by the intensity and duration of ground shaking, and the relative density of the subsurface soils.[5]

The Project Area is composed of marine sedimentary rocks, specifically alluvium, lake, playa, and terrace.[6] Recently deposited alluvial sediments within the Project Area are potentially subject to seismically induced settlement.

Expansive Soils. Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated changes in the moisture content. The ability of clayey soil to change volume can result in uplift or cracking to foundation elements or other rigid structures, such as slabs-on-grade, rigid pavements, sidewalks, or other slabs or hardscape located on these soils. Expansive soils, such as alluvium, which is clay and silt based, are present within the Project Area.

Septic Tanks. The Project Area is served by City-owned wastewater treatment and disposal facilities and does not utilize a septic system.[7]

[3]City of Los Angeles General Plan, *Safety Element*, 1996.

[4]California Department of Conservation, Division of Mines and Geology, State of California, S*eismic Hazard Zones,* Beverly Hills Quadrangle, Official Map, Released March 25, 1999.

[5]Relative density is the ratio between the in-place density and the maximum density.

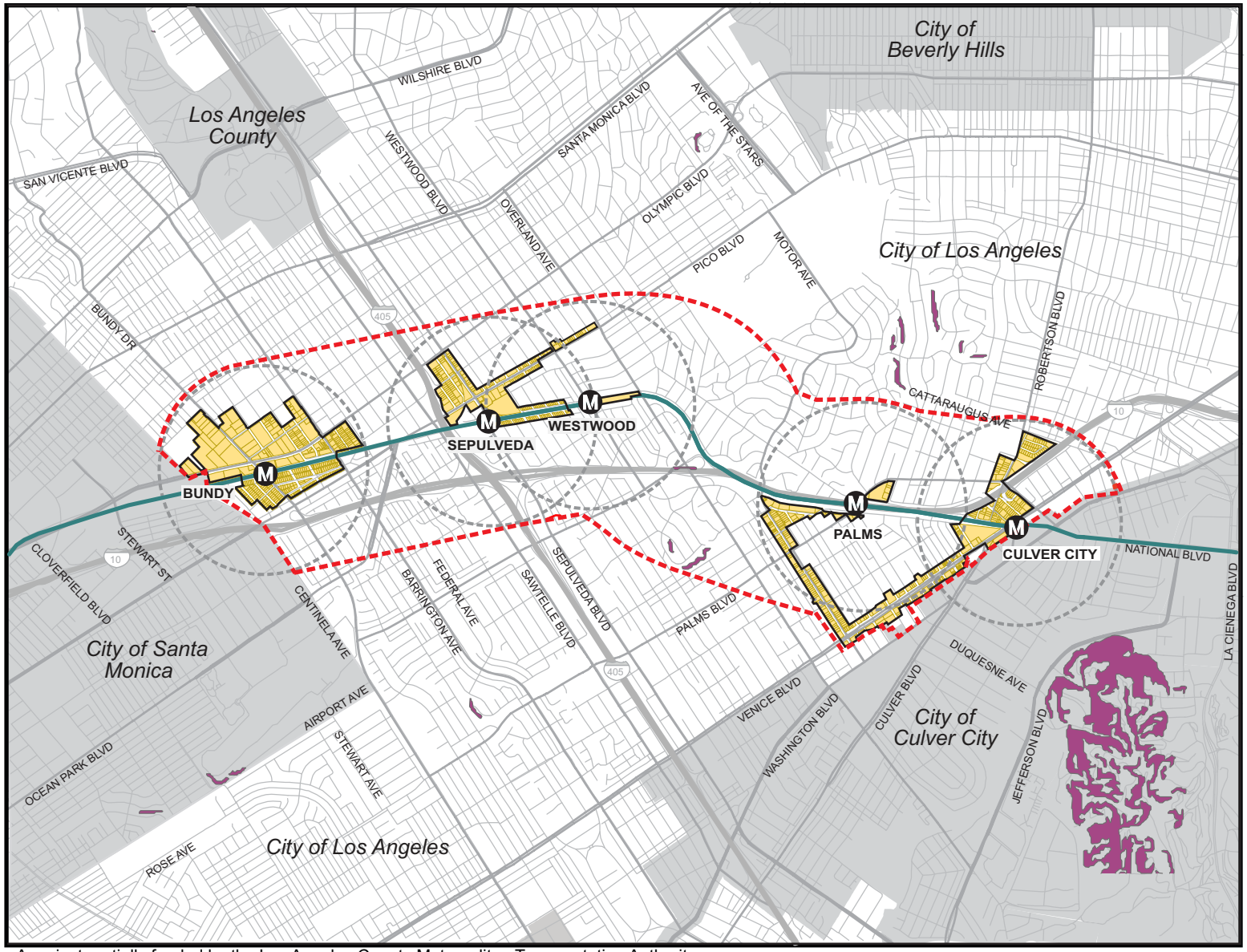
[6]State of California, Department of Conservation, *2010 Geologic Map of California*, http://maps.conservation.ca.gov/cgs/gmc/, accessed March 1, 2017.

[7]City of Los Angeles, *On-Site Wastewater Treatment Systems*, https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-ssps/s-lsh-wwd-cw-ssps-owts?_adf.ctrl-state=opu7a1vkt_70&_afrLoop=17081135348814452&_afrWindowMode=0&_afrWindowId=opu7a1vkt_67#!, accessed March 1, 2017.

Exposition Corridor Transit Neighborhood Plan

Figure 4.4-3 Landslide Zones

Los Angeles Department of City Planning



LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Landslide Zones
- Areas of Proposed Change/ Subareas
- Jurisdictional Boundary

Approx. Scale

N

0 0.35 0.7 MILES

A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

SOURCE: Department of Conservation, State Hazard Mapping, City of Los Angeles and TAHA, 2017.

2012-058

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the CEQA Guidelines, the Proposed Project would have a significant impact related to geology and soils if it would:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death, involving:
  - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault;
  - Strong seismic ground shaking;
  - Seismic-related ground failure, including liquefaction;
  - Landslides;
- Be located on a geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse;
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property;
- Result in substantial soil erosion or the loss of topsoil; and/or
- Have soils capable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

CITY OF LOS ANGELES CEQA THRESHOLDS GUIDELINES

In addition, based on the criteria set forth in the 2006 Los Angeles CEQA Thresholds Guide (Thresholds Guide), the determination of significance shall be made on a case-by-case basis, considering the following factors.

The Proposed Project would have a significant impact on geologic hazards if:

- The project causes or accelerates geologic hazards which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury.

The Proposed Project would have a significant impact on sedimentation and erosion if:

- The project causes or accelerates instability from erosion so as to result in a geologic hazard to other properties; or
- The project accelerates natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition which would not be contained or controlled on-site.

The following threshold is discussed in Section 4.1, Aesthetics. The Proposed Project would have a significant impact on landform alteration if:

- One or more distinct and prominent geologic or topographic features would be destroyed, permanently covered, or materially and adversely modified. Such features may include, but are not limited to, hilltops, ridges, hill slopes, canyons, ravines, rock outcrops, water bodies, streambeds, and wetlands.

METHODOLOGY

This analysis uses Appendix G thresholds to make a significance determination, which is supplemented by screening criteria found in the City's Thresholds Guide for additional guidance as appropriate. The Thresholds Guide sets forth guidance for the determination of significance of geology and soils impacts. This guidance is based on Appendix G of the CEQA Guidelines and provides specific criteria to be considered when making a significance determination. In some cases, the Thresholds Guide includes quantitative

thresholds. For purposes of this analysis, the Thresholds Guide criteria are used, supplemented by the thresholds identified in Appendix G of the CEQA Guidelines, where appropriate.

The Proposed Project would not have a direct effect related to geologic and soils conditions, but development that is likely to occur as a result of the Proposed Project could be subject to geologic or soils hazards. However, a recent court case[8] found that how existing environmental conditions impact a project's future users or residents, is not required to be analyzed in CEQA documents unless a project exacerbates existing risk. The Proposed Project would not change existing risks associated with existing geologic or soils conditions. Nonetheless, for informational purposes, baseline information was compiled from a review of published geologic maps and reports, as well as information compiled and evaluated by the City of Los Angeles in conjunction with its overall planning and hazard mitigation processes to identify geologic conditions and geologic hazards in the Project Area

Potential hazards associated with geologic and soils conditions, as well as regular oil and surface mining, are well regulated by the state and City. The design-controllable aspects of building foundation support, protection from seismic ground motion, and soil instability are governed by existing regulations. The analysis presented herein assumes compliance with all applicable laws, regulations, and standards.

This discussion of geology and soils addresses impacts within the entire Project Area. No distinction is made between areas of change and areas within the Project Area, where zoning controls would not change, because potential impacts related to geology and soils are generally site-specific and not based on whether future development projects are located within or outside of the change areas.

IMPACTS

The Proposed Project would establish a Specific Plan and initiate zone changes, General Plan amendments, and introduce development and urban design standards. The Proposed Project would also involve new streetscape plans that enhance the pedestrian experience, promote transit ridership, and encourage a variety of mobility options. Zone Changes and General Plan amendments would not occur on every parcel within the Project Area; changes would only occur within specific "areas of proposed change," also known as "Subareas" in the Proposed Plan. While there are geology and soil impacts to consider within the Project Area, future development is subject to the federal, state, and local policies and guidelines mentioned above.

IMPACT 4.4-1 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT CAUSE OR ACCELERATE GEOLOGIC HAZARDS THAT WOULD EXPOSE PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH, INVOLVING THE RUPTURE OF A KNOWN EARTHQUAKE FAULT? THE PROPOSED PROJECT WOULD NOT EXACERBATE EXISTING GEOLOGIC CONDITIONS AND THEREFORE THERE WOULD BE NO IMPACT ASSOCIATED WITH THIS ISSUE. COMPLIANCE WITH EXISTING CALIFORNIA BUILDING CODE AND CITY OF LOS ANGELES BUILDING CODE REGULATIONS WOULD MINIMIZE RISK.

The Project Area is located within Seismic Zone 4, which the UBC defines as the zone with the highest potential for seismic hazards to occur. The Proposed Project would not exacerbate existing conditions and therefore, as noted above, CEQA does not require an analysis of the environment's impact on the project, this discussion is provided for informational purposes. There are four faults, the Overland, Santa Monica, Newport-Inglewood, and Charnock faults, within two miles of the Project Area. However, none of these faults traverse any of the areas of proposed change. In addition, due to the high potential for seismic hazards, all development in the Los Angeles area, including development that would occur under the Proposed

[8] *California Building Industry Association v. Bay Area Air Quality Management District* (2015), Cal.4th (Case No. S213478)

Project, would be required to adhere to the current seismic design requirements of the CBC and the LABC, which ensure new buildings are designed to withstand seismic events through modern construction techniques. Thus, the Proposed Project would not cause or accelerate substantial damage to structures or infrastructure, or expose people to substantial risk of loss, injury, or death involving a known earthquake fault. Therefore, the Proposed Project would result in no impacts related to fault rupture.

MITIGATION MEASURES

The Proposed Project would not exacerbate existing conditions with respect to risks associated with fault rupture. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

No impacts related to fault rupture were identified to result from the Proposed Project.

IMPACT 4.4-2 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT CAUSE OR ACCELERATE GEOLOGIC HAZARDS THAT WOULD EXPOSE PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH FROM STRONG SEISMIC GROUND SHAKING? THE PROPOSED PROJECT WOULD NOT AFFECT EXISTING GEOLOGIC CONDITIONS AND THEREFORE THERE WOULD BE NO IMPACT ASSOCIATED WITH POSSIBLE GROUND SHAKING. COMPLIANCE WITH EXISTING CALIFORNIA BUILDING CODE AND CITY OF LOS ANGELES BUILDING CODE REGULATIONS WOULD MINIMIZE RISKS.

As noted above, the Project Area is located in the seismically active region of Southern California and would likely be subjected to strong ground shaking during the life of the Proposed Project. While the proposed zoning changes would increase development capacity in the identified subareas of the Project Area, thereby potentially increasing the number of people and structures exposed to strong seismic ground shaking, the Proposed Project would not cause or accelerate existing geologic hazards. This condition exists throughout the Los Angeles area given that it is a seismically active area. The Proposed Project would not exacerbate existing conditions and therefore, as noted above, CEQA does not require an analysis of the environment's impact on the project, this discussion is provided for informational purposes. As discussed above, any new development in the State of California would be required to conform to the current seismic design provisions to ensure new buildings are designed to resist ground shaking through modern construction techniques. Therefore, with compliance with the CBC, the LABC, and Policy 1.1.6 of the Safety Element of the General Plan (as described in the Regulatory Framework, above), the Proposed Project would not change existing conditions with respect to risks associated with seismic ground shaking. Therefore, the Proposed Project would result in no impacts related to ground shaking.

MITIGATION MEASURES

The Proposed Project would not exacerbate existing conditions with respect to risks associated with ground shaking. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

No impacts related to seismic ground shaking were identified to result from the Proposed Project.

IMPACT 4.4-3 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT CAUSE OR ACCELERATE GEOLOGIC HAZARDS THAT WOULD EXPOSE PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH FROM SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION? THE PROPOSED PROJECT WOULD NOT EXACERBATE EXISTING GEOLOGIC AND SOIL CONDITIONS AND THEREFORE THERE WOULD BE NO IMPACT ASSOCIATED WITH LIQUEFACTION. COMPLIANCE WITH EXISTING CALIFORNIA BUILDING CODE AND CITY OF LOS ANGELES BUILDING CODE REGULATIONS WOULD MINIMIZE RISKS.

As shown in **Figure 4.4-2** above, portions of the Project Area, including portions of the Bundy and Culver City Station areas are located within a liquefaction zone. The areas of proposed change around the Bundy Station, which are subject to potential liquefaction, are currently developed with existing structures. While the ECTNP would involve the redevelopment of these areas, it would not cause or accelerate geologic hazards which are common to areas throughout the City and region due to its seismically active nature. The Proposed Project would not exacerbate existing conditions and therefore, as noted above, CEQA does not require an analysis of the environment's impact on the project, this discussion is provided for informational purposes. Prior to construction of new structures in liquefaction-prone areas, a site-specific geotechnical evaluation is required as specified by PRC Section 2697 that would specifically address and include measures to minimize liquefaction. The City also requires that site-specific geotechnical analysis be undertaken to address geologic and soil issues, such as liquefaction. Required compliance with recommendations identified in the project-specific geotechnical evaluation, the LABC, and any specific requirements established by the Los Angeles Department of Public Works (LADPW) and/or the City's Engineer would ensure that future development would not be exposed to substantial risks associated with liquefaction. Compliance with the CBC, the LABC, and Policy 1.1.6 of the Safety Element of the General Plan (as described in the Regulatory Framework, above) would minimize risks associated with existing geology. Therefore, the Proposed Project would result in no impacts related to liquefaction.

MITIGATION MEASURES

The Proposed Project would not exacerbate existing conditions with respect to risks associated with liquefaction. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

No impacts related to liquefaction were identified to result from the Proposed Project.

IMPACT 4.4-4 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT CAUSE OR ACCELERATE GEOLOGIC HAZARDS THAT WOULD EXPOSE PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH FROM SEISMIC-RELATED GROUND FAILURE, INCLUDING LANDSLIDES? THE PROPOSED PROJECT WOULD NOT EXACERBATE EXISTING GEOLOGIC CONDITIONS AND THEREFORE THERE WOULD BE NO IMPACT ASSOCIATED WITH GROUND FAILURE. COMPLIANCE WITH EXISTING CALIFORNIA BUILDING CODE AND CITY OF LOS ANGELES BUILDING CODE REGULATIONS WOULD MINIMIZE RISKS.

As shown in **Figure 4.4-3**, above, the central portion of the ECTNP is susceptible to landslides. The Proposed Project would change the zoning and could encourage growth in landslide areas; however, the Proposed Project would not exacerbate the existing conditions. As noted above, CEQA does not require an analysis of the environment's impact on the project, this discussion is provided for informational purposes. Each new development within the landslide area would have the potential to contain expansive soils but again, the Proposed Project would not exacerbate existing conditions. Expansive soils are generally removed during foundation work to avoid structural damage and may have already been removed by previous

development. Additionally, the City requires that specific geotechnical reports are required to address geologic and soil issues, such as landslide potential. Compliance with the CBC, the LABC, and Policy 1.1.6 of the Safety Element of the General Plan (as described in the Regulatory Framework, above) would minimize risks. Therefore, the Proposed Project would result in no impacts related to landslides and/or expansive soils.

MITIGATION MEASURES

The Proposed Project would not exacerbate conditions with respect to ground failure. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

No impacts related to ground failure were identified to result from the Proposed Project.

IMPACT 4.4-5 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT BE LOCATED ON GEOLOGIC UNIT THAT IS UNSTABLE, OR THAT WOULD BECOME UNSTABLE AS A RESULT OF THE PROPOSED PROJECT, AND POTENTIALLY RESULT IN ON- OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION OR COLLAPSE? THE PROPOSED PROJECT WOULD NOT EXACERBATE EXISTING GEOLOGIC CONDITIONS AND THEREFORE THERE WOULD BE NO IMPACT ASSOCIATED WITH GROUND FAILURE. COMPLIANCE WITH EXISTING CALIFORNIA BUILDING CODE AND CITY OF LOS ANGELES BUILDING CODE REGULATIONS WOULD MINIMIZE RISKS.

See Impact 4.4-3 for a discussion of liquefaction and Impact 4.4-4 for a discussion of landslides. Future development occurring under the Proposed Project could take place on unstable soils, such as alluvium, which is present in the Project Area. The Proposed Project would not exacerbate existing conditions and therefore, as noted above, CEQA does not require an analysis of the environment's impact on the project, this discussion is provided for informational purposes.

Future development on marine sedimentary rocks, specifically alluvium, lake, playa, and terrace, is potentially subject to seismically induced settlement and could result in lateral spreading, subsidence, liquefaction, or collapse, particularly around the Bundy and Culver City Stations, which are located in a liquefaction zone and where the water table is high. As previously stated, the City requires the approval of a site-specific geotechnical report, required under PRC Section 2697, for new developments where unstable soils may be indicated. In addition, all earthwork and grading activities require grading permits from the LADBS that include requirements and standards designed to limit potential impacts related to soil instability. Compliance with the recommendations of required project-specific geotechnical reports and the LABC, which addresses grading, excavation, and fill, as well as with any specific requirements established by the LADPW and/or the City Engineer would reduce hazards related to unstable soils. Compliance with the CBC, the LABC, and Policy 1.1.6 of the Safety Element of the General Plan (as described in the Regulatory Framework, above) would minimize risks. Therefore, the Proposed Project would result in no impacts related to geologic conditions.

MITIGATION MEASURES

The Proposed Project would not exacerbate existing unstable geologic conditions. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

No impacts related to existing unstable geologic conditions were identified to result from the Proposed Project.

IMPACT 4.4-6 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT LEAD TO CONSTRUCTION ON EXISTING EXPANSIVE SOILS, AS DEFINED IN TABLE 18-1-B OF THE UNIFORM BUILDING CODE (1994), CREATING SUBSTANTIAL RISKS TO LIFE OR PROPERTY? THE PROPOSED PROJECT WOULD NOT EXACERBATE EXISTING SOIL CONDITIONS AND THEREFORE THERE WOULD BE NO IMPACT ASSOCIATED WITH EXPANSIVE SOILS. COMPLIANCE WITH CALIFORNIA BUILDING CODE AND CITY OF LOS ANGELES BUILDING CODE REGULATIONS WOULD MINIMIZE RISKS.

While the Proposed Project may result in redevelopment in areas of expansive soils such as alluvium, it would not create substantial risks to life and property. The Proposed Project would not exacerbate existing conditions and therefore, as noted above, CEQA does not require an analysis of the environment's impact on the project; this discussion is provided for informational purposes. The City requires the preparation, review, and approval of geotechnical reports for new development required under PRC Section 2697. In addition, all earthwork and grading activities require grading permits from the LADBS, compliance with the LAMC, and adherence to the recommendations of a site-specific geotechnical report. Therefore, with compliance with the existing codes and requirements, the Proposed Project would result in no impacts related to expansive soil.

MITIGATION MEASURES

The Proposed Project would not exacerbate existing expansive soils. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

No impacts related to existing expansive soils were identified to result from the Proposed Project.

IMPACT 4.4-7 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL? THIS IMPACT WOULD BE LESS THAN SIGNIFICANT WITH COMPLIANCE WITH EXISTING CALIFORNIA BUILDING CODE AND CITY OF LOS ANGELES BUILDING CODE REGULATIONS.

Implementation of the Proposed Project would increase development capacity in the areas of proposed change, which could result in increased grading and subsequent erosion and loss of topsoil within these areas. However, all future construction within these areas of proposed change that would involve earthwork and grading activities would be required to obtain grading permits from the LADBS that include requirements and standards designed to limit potential impacts related to soil erosion. Projects would also be required to comply with the City's Low Impact Development Ordinance (See Section 4.7, Hydrology and Water Quality). All on-site grading and site preparation must comply with applicable provisions of the LABC, which addresses grading, excavation, and fill, as well as recommendations of a site-specific geotechnical report which is required under PRC Section 2697.

Compliance with the City's codes, regulatory requirements, standard grading and building permit requirements, and the application of best management practices would ensure that potential impacts from erosion or loss of top soils would be less than significant. Therefore, the Proposed Project would result in less than significant impacts related to soil erosion and the loss of topsoil.

MITIGATION MEASURES

Impacts related to soil erosion and the loss of topsoil would be less than significant under the Proposed Project. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts related to soil erosion and the loss of topsoil under the Proposed Project would be less than significant without mitigation.

IMPACT 4.4-8 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT INVOLVE THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTE WATER DISPOSAL SYSTEM AND, THEREFORE, RESULT IN HAZARDS RELATED TO CONSTRUCTION ON SOILS INCAPABLE OF ADEQUATELY SUPPORTING THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTE WATER DISPOSAL SYSTEMS? NO IMPACTS WOULD OCCUR.

The Project Area, including the areas of proposed change, is currently served by City-owned wastewater treatment and disposal facilities and does not utilize a septic system. Therefore, no impacts related to soil stability around septic tanks or alternative waste water disposal system would occur.

MITIGATION MEASURES

No impacts related to soil stability around septic tanks or alternative waste water disposal system would occur under the Proposed Project. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

No impacts related to septic tanks would occur under the Proposed Project.

4.5 GREENHOUSE GAS EMISSIONS

This section provides an overview of greenhouse gases (GHG) and evaluates the construction and operational impacts associated with the Proposed Project. Topics addressed include construction emissions and consistency with applicable GHG reduction plans and policies.

GHG emissions refer to a group of emissions that are generally believed to affect global climate conditions. The greenhouse effect compares the Earth and the atmosphere surrounding it to a greenhouse with glass panes. The glass panes in a greenhouse let heat from sunlight in and reduce the amount of heat that escapes. GHGs, such as carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O), keep the average surface temperature of the Earth close to 60 degrees Fahrenheit (°F). Without the natural greenhouse effect, the Earth's surface would be about 61°F cooler.[1]

In addition to CO_2, CH_4, and N_2O, GHGs include hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), black carbon (black carbon is the most strongly light-absorbing component of particulate matter emitted from burning fuels such as coal, diesel, and biomass), and water vapor. CO_2 is the most abundant pollutant that contributes to climate change through fossil fuel combustion. The other GHGs are less abundant but have higher global warming potential than CO_2. To account for this higher potential, emissions of other GHGs are frequently expressed in the equivalent of CO_2, denoted as CO_2e. CO_2e is a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential, known as the global warming potential (GWP) of a GHG, is dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. **Table 4.5-1** shows various GWPs.

TABLE 4.5-1: GLOBAL WARMING POTENTIAL FOR VARIOUS GREENHOUSE GASES

Pollutant	Lifetime (Years)	Global Warming Potential (20-Year)	Global Warming Potential (100-Year)
Carbon Dioxide	100	1	1
Nitrous Oxide	121	264	265
Nitrogen Trifluoride	500	12,800	16,100
Sulfur Hexafluoride	3,200	17,500	23,500
Perfluorocarbons	3,000-50,000	5,000-8,000	7,000-11,000
Black Carbon	days to weeks	270-6,200	100-1,700
Methane	12	84	28
Hydrofluorocarbons	Uncertain	100-11,000	100-12,000

SOURCE: CARB, *First Update to the Climate Change Scoping Plan*, May 2014.

REGULATORY FRAMEWORK

In response to growing scientific and political concern with global climate change, a series of federal and state laws have been adopted to reduce GHG emissions.

INTERNATIONAL

U.S.-China Climate Agreement. In November 2014, the United States and China made a joint announcement to cooperate on combatting climate change and promoting clean energy. In the U.S., President Obama announced a climate target to reduce GHG emissions by 26 to 28 percent below 2005

[1]California Environmental Protection Agency Climate Action Team, *Climate Action Report to Governor Schwarzenegger and the California Legislator*, March 2006.

levels by 2025. In China, President Xi Jinping announced a climate target to reduce peak CO_2 emissions by 2030 and to increase the renewable energy share across all sectors to 20 percent by 2030. China will need to build an additional 800 to 1,000 gigawatts of nuclear, wind, solar, and other zero emission generation capacity by 2030 to reach this target. Together, the United States and China have agreed to: expand joint clean energy research and development at the U.S.-China Clean Energy Research Center (CERC), advance major carbon capture, use and storage demonstrations, enhance cooperation on HFCs, launch a climate-smart/low-carbon cities initiative, promote trade in green goods, and demonstrate clean energy on the ground.[2]

Paris United Nations Framework Convention on Climate Change. A new international climate change agreement was adopted at the Paris United Nations Framework Convention on Climate Change climate conference in December 2015. The last two climate conferences in Warsaw (2013) and Lima (2014) decided that countries were to submit their proposed emissions reduction targets for the 2015 conference as "intended nationally determined contributions" prior to the Paris conference. The European Union has committed to an economy-wide, domestic GHG reduction target of 40 percent below 1990 levels by 2030. The United States has set its intended nationally determined contribution to reduce its GHG emissions by 26 to 28 percent below its 2005 level in 2025 and to make best efforts to reduce its emissions by 28 percent. These targets are set with the goal of limiting global temperature rise to well below 2 degrees Celsius and getting to the 80 percent emission reduction by 2050.

North American Climate, Clean Energy, and Environment Partnership Action Plan. The North American Climate, Clean Energy, and Environment Partnership Action Plan was announced by Prime Minister Justin Trudeau, President Barack Obama, and President Enrique Peña Nieto on June 29, 2016, at the North American Leaders Summit in Ottawa, Canada.[3] This Action Plan identifies the deliverables to be achieved and activities to be pursued by the three countries as part of this enduring Partnership. The three leaders declared their common vision in a historic North American Climate, Clean Energy, and Environment Partnership, described in a Leaders' Statement and Action Plan that details the actions our leaders will pursue. These actions include:

- Setting a target to increase clean power to 50 percent of the electricity generated across North America by 2025.
- Reducing methane emissions from the oil and gas sector by 40 to 45 percent by 2025.
- Strengthening standards for energy efficiency and vehicle emissions, including aligning energy efficiency standards that will amount to over $4 billion per year in annual savings for United States businesses and consumers by 2025.
- Strengthening vehicle efficiency, improving fuel quality, and reducing tailpipe pollutants.
- Affirming their support for joining and implementing the Paris Agreement this year and committing to work together to address climate issues through the Montreal Protocol, International Civil Aviation Organization, G-20, and other forums.
- Celebrating our strong environmental cooperation, including expanding cooperation on early warning systems for natural disasters, supporting habitat for migratory species including Monarchs and birds, and developing action plans to combat wildlife trafficking.

FEDERAL

Supreme Court Ruling. The U.S. Supreme Court ruled in *Massachusetts v. Environmental Protection Agency, 127 S. Ct. 1438 (2007)*, that CO_2 and other GHGs are pollutants under the Clean Air Act (CAA), which the U.S. Environmental Protection Agency (USEPA) must regulate if it determines they pose an endangerment to public health or welfare. On December 7, 2009, the USEPA Administrator made two distinct findings: 1) the current and projected concentrations of the six key GHGs in the atmosphere

[2]The White House, *Fact Sheet: U.S.-China Joint Announcement on Climate Change and Clean Energy Cooperation*, November 11, 2014.

[3]The White House, *Fact Sheet: United States Key Deliverables for the 2016 North American Leaders' Summit*, June 29, 2016.

(i.e., CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6) threatens the public health and welfare of current and future generations; and 2) the combined emissions of these GHGs from motor vehicle engines contribute to GHG pollution which threatens public health and welfare.

On June 23, 2014, the U.S. Supreme Court ruled in *Utility Air Regulatory Group. v. EPA* that the USEPA exceeded its statutory authority under the CAA when it determined that stationary source emissions of GHGs would trigger permitting obligations under the Prevention of Significant Deterioration (PSD) program and Title V of the CAA. The Court, however, upheld those portions of USEPA's rulemaking that require a source to apply best available control technology (BACT) to GHG emissions where the source would otherwise trigger PSD permitting on account of its emissions of other pollutants. The Supreme Court's decision was limited to USEPA's regulation of GHG emissions under the PSD and Title V provisions of the CAA, and it left unanswered other questions regarding USEPA's permitting and BACT authority under the PSD program, and the USEPA's efforts to regulate GHG emissions from stationary sources.

Energy Independence and Security Act. The Energy Independence and Security Act of 2007 includes several key provisions that will increase energy efficiency and the availability of renewable energy, which will reduce GHG emissions as a result. First, this Act sets a Renewable Fuel Standard that requires fuel producers to use at least 36 billion gallons of biofuel by 2022.[4] Second, this Act increases Corporate Average Fuel Economy Standards to require a minimum average fuel economy of 35 miles per gallon for the combined fleet of cars and light trucks by 2020. Third, this Act includes a variety of new standards for lighting and for residential and commercial appliance equipment. The equipment includes residential refrigerators, freezers, refrigerator-freezers, metal halide lamps, and commercial walk-in coolers and freezers.

National Fuel Efficiency Policy. On May 19, 2009, President Barack Obama announced a new National Fuel Efficiency Policy aimed at increasing fuel economy and reducing GHG pollution.[5] This policy is expected to increase fuel economy by more than five percent by requiring a fleet-wide average of 35.5 miles per gallon by 2016 starting with model year 2012.

Fuel Economy Standards. On September 15, 2009, the USEPA and the Department of Transportation's (DOT) National Highway Traffic Safety Administration (NHTSA) issued a joint proposal to establish a national program consisting of new standards for model year 2012 through 2016 light-duty vehicles that will reduce GHG emissions and improve fuel economy. The proposed standards would be phased in and would require passenger cars and light-duty trucks to comply with a declining emissions standard. In 2012, passenger cars and light-duty trucks would have to meet an average emissions standard of 295 grams of CO_2 per mile and 30.1 miles per gallon. By 2016, the vehicles would have to meet an average standard of 250 grams of CO_2 per mile and 35.5 miles per gallon.[6] The final standards were adopted by the USEPA and DOT on April 1, 2010.

On December 7, 2009, the USEPA Administrator signed two distinct findings regarding GHGs under Section 202(a) of the CAA (42 United States Code Section 7521):

- Endangerment Finding: The Administrator finds that the current and projected concentrations of the six key well-mixed GHGs (carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) in the atmosphere threaten the public health and welfare of current and future generations.
- Cause or Contribute Finding: The Administrator finds that the combined emissions of these well-mixed GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution that threatens public health and welfare.

[4]According to the United States Energy Information Administration, 36 billion gallons of fuel represents approximately 26 percent of current gasoline consumption.

[5]The White House, Office of the Press Secretary, May 19, 2009, http://www.whitehouse.gov/the_press_office/President-Obama-Announces-National-Fuel-Efficiency-Policy/.

[6]USEPA, *EPA and NHTSA Propose Historic Nation Program*, 2009.

While these findings do not impose additional requirements on industry or other entities, this action is a prerequisite to finalizing the USEPA's proposed GHG emissions standards for light-duty vehicles, which were jointly proposed by the USEPA and the NHTSA. On April 1, 2010, the USEPA and NHTSA issued final rules requiring that by the 2016 model-year, manufacturers must achieve a combined average vehicle emission level of 250 grams CO_2 per mile, which is equivalent to 35.5 miles per gallon as measured by USEPA standards.

Heavy-Duty Vehicle Program. The Heavy-Duty Vehicle Program was adopted on August 9, 2011 to establish the first fuel efficiency requirements for medium- and heavy-duty vehicles beginning with the model year 2014.

Executive Order (E.O.) 13693. Published in June 10, 2015, E.O. 13693, Planning for Federal Sustainability in the Next Decade, revokes multiple prior E.O.s and memorandum including E.O. 13514. The goal of E.O. 13693 is to maintain federal leadership in sustainability and GHG emission reductions. The new E.O. outlines forward-looking goals for federal agencies in the area of energy, climate change, water use, vehicle fleets, construction, and acquisition. Federal agencies shall, where life-cycle cost-effective, beginning in 2016:

- Reduce agency building energy intensity as measured in British Thermal Units per square foot by 2.5 percent annually through 2025;
- Improve data center energy efficiency at agency buildings;
- Ensure a minimum percentage of total building electric and thermal energy shall be from clean energy sources;
- Improve agency water use efficiency and management (including storm water management); and
- Improve agency fleet and vehicle efficiency and management by achieving minimum percentage GHG emission reductions.

STATE

California's Energy Efficiency Standards for Residential and Nonresidential Buildings. Located in Title 24, Part 6 of the California Code of Regulations (CCR) and commonly referred to as "Title 24," these energy efficiency standards were established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods.[7] The most recent update to Title 24 was adopted by the California Energy Commission on April 23, 2008. The requirement for when the 2008 standards must be followed is dependent on when the application for the building permit is submitted. If an application for a building permit is submitted on or after January 1, 2010, the 2008 standards must be met. The California Energy Commission adopted the 2008 changes to the Building Energy Efficiency Standards to respond to the mandates of Assembly Bill (AB) 32 and to pursue California energy policy that energy efficiency is the resource of first choice for meeting California's energy needs.

Assembly Bill (AB) 1493 (Pavley I). AB 1493 adopted in 2002, required the California Air Resource Board (CARB) to develop and adopt standards for vehicle manufacturers to reduce GHG emissions coming from passenger vehicles and light-duty trucks at a "maximum feasible and cost effective reduction" by January 1, 2005. Pavley I took effect for model years starting in 2009 and extending to 2016 and the Low Emission Vehicle (LEV) III GHG will cover 2017 to 2025. It is estimated that the standard will reduce climate change emissions by 30 percent in 2016 compared to the emissions in the same year without the standards.[8]

[7]California Energy Commission, *California's Energy Efficiency Standards for Residential and Nonresidential Buildings, Title 24, Part 6, of the California Code of Regulations*, http://www.energy.ca.gov/title24.

[8]CARB, *Clean Air Standards - Pavley, Assembly Bill 1493*, May 6, 2013.

Senate Bill 1078 (SB 1078), Senate Bill 107 (SB 107), and Executive Order (E.O.) S-14-08 (Renewables Portfolio Standard). Signed on September 12, 2002, SB 1078 required California to generate 20 percent of its electricity from renewable energy by 2017. SB 107, signed on September 26, 2006 changed the due date for this goal from 2017 to 2010, which was achieved by the state. On November 17, 2008, E.O. S-14-08, which established a Renewables Portfolio Standard target for California requiring that all retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. Increased use of renewable energy sources will decrease California's reliance on fossil fuels, reducing emissions of GHG from the energy sector.

Executive Order (E.O.) S-3-05. On June 1, 2005, E.O. S-3-05 set the following GHG emission reduction targets: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; and by 2050, reduce GHG emissions to 80 percent below 1990 levels. E.O. S-3-05 calls for the Secretary of California Environmental Protection Agency (Cal-EPA) to be responsible for coordination of state agencies and progress reporting. A recent California Energy Commission report concludes, however, that the primary strategies to achieve this target should be major "decarbonization" of electricity supplies and fuels, and major improvements in energy efficiency.[9]

In response to the E.O. S-3-05, the Secretary of the Cal-EPA created the Climate Action Team (CAT). California's CAT originated as a coordinating council and included the Secretaries of the Natural Resources Agency, and the Department of Food and Agriculture, and the Chairs of the CARB, Energy Commission, and Public Utilities Commission. The original council was an informal collaboration between the agencies to develop potential mechanisms for reductions in GHG emissions in the state. The original mandate for the CAT was to develop proposed measures to meet the emission reduction targets set forth in E.O. S-3-05. The CAT has since expanded and currently has members from 18 state agencies and departments. The CAT also has ten working groups which coordinate policies among their members. The working groups and their major areas of focus are:

- Agriculture: Focusing on opportunities for agriculture to reduce GHG emissions through efficiency improvements and alternative energy projects, while adapting agricultural systems to climate change;
- Biodiversity: Designing policies to protect species and natural habitats from the effects of climate change;
- Energy: Reducing GHG emissions through extensive energy efficiency policies and renewable energy generation;
- Forestry: Coupling GHG mitigation efforts with climate change adaptation related to forest preservation and resilience, waste to energy programs and forest offset protocols;
- Land Use and Infrastructure: Linking land use and infrastructure planning to efforts to reduce GHG from vehicles and adaptation to changing climatic conditions;
- Oceans and Coastal: Evaluating the effects sea level rise and changes in coastal storm patterns on human and natural systems in California;
- Public Health: Evaluating the effects of GHG mitigation policies on public health and adapting public health systems to cope with changing climatic conditions;
- Research: Coordinating research concerning impacts of and responses to climate change in California;
- State Government: Evaluating and implementing strategies to reduce GHG emissions resulting from state government operations; and
- Water: Reducing GHG impacts associated with the state's water systems and exploring strategies to protect water distribution and flood protection infrastructure.

The CAT is responsible for preparing reports that summarize the state's progress in reducing GHG emissions. The most recent CAT Report was published in December 2010. The CAT Report discusses mitigation and adaptation strategies, state research programs, policy development, and future efforts.

[9]California Energy Commission, *California's Energy Future – The View to 2050*, May 2011.

Senate Bill 1 (SB 1) and Senate Bill 1017 (SB 1017) (Million Solar Roofs). SB 1 and SB 1017 enacted in August 2006 sets a goal to install 3,000 megawatts of new solar capacity by 2017 - moving the state toward a cleaner energy future and helping lower the cost of solar systems for consumers. The Million Solar Roofs Program is a ratepayer-financed incentive program aimed at transforming the market for rooftop solar systems by driving down costs over time. It provides up to $3.3 billion in financial incentives that decline over time.

Assembly Bill 32 (AB 32). In September 2006, the California Global Warming Solutions Act of 2006, also known as AB 32, was signed into law. AB 32 focuses on reducing GHG emissions in California, and requires the CARB to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020. The CARB initially determined that the total statewide aggregated GHG 1990 emissions level and 2020 emissions limit was 427 million metric tons of CO_2e. The 2020 target reductions estimated to be 174 million metric tons of CO_2e.

To achieve the goal, AB 32 mandates that the CARB establish a quantified emissions cap, institute a schedule to meet the cap, implement regulations to reduce statewide GHG emissions from stationary sources, and develop tracking, reporting, and enforcement mechanisms to ensure that reductions are achieved. Because the intent of AB 32 is to limit 2020 emissions to the equivalent of 1990, it is expected that the regulations would affect many existing sources of GHG emissions and not just new general development projects. SB 1368, a companion bill to AB 32, requires the California Public Utilities Commission (CPUC) and the California Energy Commission to establish GHG emission performance standards for the generation of electricity. These standards will also apply to power that is generated outside of California and imported into the state.

AB 32 charges CARB with the responsibility to monitor and regulate sources of GHG emissions in order to reduce those emissions. On June 1, 2007, CARB adopted three discrete early action measures to reduce GHG emissions. These measures involved complying with a low carbon fuel standard, reducing refrigerant loss from motor vehicle air conditioning maintenance, and increasing methane capture from landfills.[10] On October 25, 2007, CARB tripled the set of previously approved early action measures. The approved measures include improving truck efficiency (i.e., reducing aerodynamic drag), electrifying port equipment, reducing PFCs emissions from the semiconductor industry, reducing propellants in consumer products, promoting proper tire inflation in vehicles, and reducing SF_6 emissions from the non-electricity sector.

The CARB AB 32 Scoping Plan (Scoping Plan) contains the main strategies to achieve the 2020 emissions cap. The Scoping Plan was developed by the CARB with input from the CAT and proposes a comprehensive set of actions designed to reduce overall carbon emissions in California, improve the environment, reduce oil dependency, diversify energy sources, and enhance public health while creating new jobs and improving the state economy. The GHG reduction strategies contained in the Scoping Plan include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms such as a cap-and-trade system. Key approaches for reducing GHG emissions to 1990 levels by 2020 include:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards;
- Achieving a statewide renewable electricity standard of 33 percent;
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system;
- Establishing targets for transportation-related GHG emissions for regions throughout the state, and pursuing policies and incentives to achieve those targets; and
- Adopting and implementing measures to reduce transportation sector emissions.

[10]CARB, *Proposed Early Action Measures to Mitigate Climate Change in California*, April 20, 2007.

CARB has adopted the First Update to the AB 32 Scoping Plan.[11] This Update identifies the next steps for California's leadership on climate change. The First Update to the initial AB 32 Scoping Plan describes progress made to meet the near-term objectives of AB 32 and defines California's climate change priorities and activities for the next several years. It also frames activities and issues facing the state as it develops an integrated framework for achieving both air quality and climate goals in California beyond 2020. Specifically, the Update covers a range of topics:

- An update of the latest scientific findings related to climate change and its impacts, including short-lived climate pollutants.
- A review of progress-to-date, including an update of Scoping Plan measures and other state, federal, and local efforts to reduce GHG emissions in California.
- Potential technologically feasible and cost-effective actions to further reduce GHG emissions by 2020.
- Recommendations for establishing a mid-term emissions limit that aligns with the state's long-term goal of an emissions limit 80 percent below 1990 levels by 2050.
- Sector-specific discussions covering issues, technologies, needs, and ongoing state activities to significantly reduce emissions throughout California's economy through 2050.

As discussed above, in December 2007, CARB approved a total statewide GHG 1990 emissions level and 2020 emissions limit of 427 million metric tons of CO_2e. As part of the Update, CARB revised the 2020 statewide limit to 431 million metric tons of CO_2e, an approximately one percent increase from the original estimate. The revised estimate includes incorporation of the Pavley standards in the business-as-usual (BAU) forecast. The 2020 BAU forecast in the Update is 509 million metric tons of CO_2e. The state would need to reduce those emissions by 15 percent to meet the 431 million metric tons of CO_2e 2020 limit.

Senate Bill 1368 (SB 1368). SB 1368 adopted on September 19, 2006, directs the California Energy Commission and the CPUC to adopt a performance standard for GHG emissions for the future electricity used in California, regardless of whether it is generated in-state or purchased from other states.

Executive Order (E.O.) S-1-07, the Low Carbon Fuel Standard. On January 18, 2007, E.O. S-1-07 was issued requiring a reduction of at least ten percent in the carbon intensity of California's transportation fuels by 2020. Regulatory proceedings and implementation of the Low Carbon Fuel Standard are CARB's responsibility. The Low Carbon Fuel Standard has been identified by CARB as a discrete early action item in the CARB Scoping Plan. CARB expects the Low Carbon Fuel Standard to achieve the minimum ten percent reduction goal; however, many of the early action items outlined in the Scoping Plan work in tandem with one another. To avoid the potential for double-counting emission reductions associated with Assembly Bill 1493 (see previous discussion), the Scoping Plan has modified the aggregate reduction expected from the Low Carbon Fuel Standard to 9.1 percent.

Assembly Bill 811 (AB 811). AB 811, enacted July 21, 2008, authorizes California cities and counties to designate districts within which willing property owners may enter into contractual assessments to finance the installation of renewable energy generation and energy efficiency improvements that are permanently fixed to the property.

Senate Bill 375 (SB 375). SB 375, adopted in September 30, 2008, provides a means for achieving Assembly Bill 32 goals through the reduction in emissions by cars and light trucks. SB 375 requires Regional Transportation Plans (RTPs) prepared by metropolitan planning organizations (MPOs) to include Sustainable Communities Strategies (SCSs). In adopting SB 375, the Legislature found that improved coordination between land use planning and transportation planning is needed in order to achieve the GHG emissions reduction target of AB 32. Further, the staff analysis for the bill prepared for the Senate Transportation and Housing Committee's August 29, 2008 hearing on SB 375 began with the following

[11]CARB, *First Update to the Climate Change Scoping Plan*, May 2014.

statement: "According to the author, this bill will help implement AB 32 by aligning planning for housing, land use, transportation and greenhouse gas emissions for the 17 MPOs in the state."

Executive Order (E.O.) S-13-08. On November 14, 2008, E.O. S-13-08 was signed to direct California to develop methods for adapting to climate change impacts through preparation of a statewide plan. In response to this order, the California Natural Resources Agency coordinated with ten state agencies, multiple scientists, a consulting team, and stakeholders to develop the first statewide, multi-sector adaptation strategy in the country. The resulting report, 2009 California Climate Adaptation Strategy, summarizes the best-known science to assess the vulnerability of the state to climate change impacts, and outlines possible solutions that can be implemented within and across state agencies to promote resiliency. This strategy is the first step in an evolving process to reduce California's vulnerability to climate change impacts.

Adaptation refers to efforts that prepare the state to respond to the impacts of climate change – adjustments in natural or human systems to actual or expected climate changes to minimize harm or take advantage of beneficial opportunities. California's ability to manage its climate risks through adaptation depends on a number of critical factors. These include its baseline and projected economic resources, technology, infrastructure, institutional support and effective governance, public awareness, access to the best available scientific information, sustainably-managed natural resources, and equity in access to these resources.

State CEQA Guidelines Section 15064.4. Requires that, in performing environmental review under CEQA, an agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate, or estimate the amount of GHG emissions resulting from a project. The lead agency has discretion to determine whether to use a model or methodology to quantify GHG emissions, and which model or methodology to use, or rely on a qualitative analysis or performance-based standards. The lead agency should consider the following factors, among others, when assessing the significance of impacts from GHG emissions on the environment.

- The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting.
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of GHG emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

Senate Bill 743 (SB 743). SB 743, adopted September 27, 2013, encourages land use and transportation planning decisions and investments that reduce vehicle miles traveled (VMT), which contribute to GHG emissions, as required by AB 32. Key provisions of SB 743 include reforming aesthetics and parking CEQA analysis for urban infill projects and eliminating the measurement of auto delay, including level of service (LOS), as a metric that can be used for measuring traffic impacts in transit priority areas. SB 743 requires the Governor's Office of Planning and Research (OPR) to develop revisions to the CEQA Guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas that promote the "…reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses". It also allows OPR to develop alternative metrics outside of transit priority areas.

California Green Building Code (CalGreen). The California Green Building Code, referred to as CalGreen, is the first statewide green building code. It was developed to provide a consistent, approach for green building within California. CalGreen lays out minimum requirements for newly constructed buildings in California, which will reduce GHG emissions through improved efficiency and process improvements. It

requires builders to install plumbing that cuts indoor water use by as much as 20 percent, to divert 50 percent of construction waste from landfills to recycling, and to use low-pollutant paints, carpets, and floors. CalGreen is updated every three years.

Senate Bills 1078/107/X 1-2, Renewables Portfolio Standard and Renewable Energy Resources Act. SB 1078 and 107, California's Renewables Portfolio Standard, obligated investor-owned energy service providers and Community Choice Aggregations to procure an additional 1 percent of retail sales per year from eligible renewable sources until 20 percent was reached (by 2010). The CPUC and California Energy Commission are jointly responsible for implementing the program. SB X 1-2, called the California Renewable Energy Resources Act, obligates all California electricity providers to obtain at least 33 percent of their energy from renewable resources by 2020.

Executive Order (E.O.) S-01-07. This E.O. S-01-07 established a Low-Carbon Fuel Standard and directed the Secretary of the California Environmental Protection Agency (Cal/EPA) to develop and propose protocols for measuring the life-cycle carbon intensity of transportation fuels.

Executive Order B-30-15. On April 29, 2015, Governor Brown issued E.O. B-30-15, stating a new statewide policy goal to reduce GHG emissions 40 percent below their 1990 levels by 2030. The EO establishes GHG emissions reduction targets to reduce emissions to 80 percent below 1990 levels by 2050 and sets an interim target of emissions reductions for 2030 as being necessary to guide regulatory policy and investments in California and put California on the most cost-effective path for long-term emissions reductions. The EO orders "all state agencies with jurisdiction over sources of [GHG] emissions [to] ... implement measures, pursuant to statutory authority, to achieve reductions of [GHG] emissions to meet the 2030 and 2050 [GHG] emissions reductions targets." It directs CARB to "update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent." It directs the Natural Resources Agency to update "Safeguarding California" (the state's climate adaptation strategy) every three years, as specified; directs state agencies to "take climate change into account in their planning and investment decisions, and employ full life-cycle cost accounting to evaluate and compare infrastructure investments and alternatives"; and orders the "Five-Year Infrastructure Plan [to] take current and future climate change impacts into account in all infrastructure projects." Among its other directives, the E.O. provides that "state agencies' planning and investment shall be guided by the ... principle that priority should be given to actions that both build climate preparedness and reduce GHG emissions."

Senate Bill No. 32 (SB 32). On September 8, 2016, California signed into law SB 32, which adds Section 38566 to the Health and Safety Code and requires a commitment to reducing statewide GHG emissions by 2020 to 1990 levels and by 2030 to 40 percent less than 1990 levels. SB 32 was passed with companion legislation AB 197, which provides additional direction for developing the Scoping Plan. Recently, CARB released the Proposed 2017 Climate Change Scoping Plan Update (Proposed 2017 Update), which outlines the proposed framework of action for achieving California's new SB 32 2030 GHG target: a 40 percent reduction in GHG emissions by 2030 relative to 1990 levels.[12] The 2030 target is intended to ensure that California remains on track to achieve the goal set forth by E.O. B-30-15 to reduce statewide GHG emissions by 2050 to 80 percent below 1990 levels.

The Proposed 2017 Update identifies key sectors of the implementation strategy, which includes improvements in low carbon energy, industry, transportation sustainability, natural and working lands, waste management, and water. Through a combination of data synthesis and modeling, CARB determined that the target statewide 2030 emissions limit is 260 MMTCO2e, and that further commitments will need to be made to achieve an additional reduction of 50 MMTCO2e beyond current policies and programs. Key elements of the Proposed 2017 Update include a proposed 20 percent reduction in GHG emissions from refineries and an

[12]CARB, *The 2017 Climate Change Scoping Plan Update: The Proposed Strategy for Achieving California's 2030 Greenhouse Gas Target*, January 20, 2017.

expansion of the Cap-and-Trade program to meet the aggressive 2030 GHG emissions goal and ensure achievement of the 2050 limit set forth by E.O. B-30-15. The Proposed 2017 Update indicates that stronger SB 375 reduction targets are needed to meet the state's 2030 and 2050 goals and that, "[m]ore needs to be done to fully exploit synergies with emerging mobility solutions like ridesourcing and more effective infrastructure planning to anticipate and guide the necessary changes in travel behavior, especially among millennials. Stronger SB 375 reduction targets will likely encourage further densification around transit infrastructure.

REGIONAL

Southern California Association of Governments (SCAG) 2012-2035 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS).[13] While Southern California is a leader in reducing emissions and ambient levels of air pollutants are improving, the SCAG region continues to have the worst air quality in the nation. SCAG is the MPO for the six-county region that includes Los Angeles, Orange, Riverside, Ventura, San Bernardino and Imperial counties. SCAG adopted the 2012-2035 RTP/SCS on April 4, 2012, and it includes a strong commitment to reduce emissions from transportation sources to comply with SB 375. Goals and policies included in the RTP/SCS to reduce air pollution consist of adding density in proximity to transit stations, mixed-use development and encouraging active transportation (i.e., non-motorized transportation such as bicycling). SCAG promotes the following policies and actions related to active transportation to help the region confront congestion and mobility issues and consequently improve air quality:

- Implement Transportation Demand Management (TDM) strategies including integrating bicycling through folding bikes on buses programs, triple racks on buses, and dedicated racks on light and heavy rail vehicles;
- Encourage and support local jurisdictions to develop "Active Transportation Plans" for their jurisdiction if they do not already have one;
- Expand Compass Blueprint program to support member cities in the development of bicycle plans;
- Expand the Toolbox Tuesday's program to encourage local jurisdictions to direct enforcement agencies to focus on bicycling and walking safety to reduce multimodal conflicts;
- Support local advocacy groups and bicycle-related businesses to provide bicycle-safety curricula to the general public;
- Encourage children, including those with disabilities, to walk and bicycle to school;
- Encourage local jurisdictions to adopt and implement the proposed SCAG Regional Bikeway Network; and
- Support efforts by local jurisdictions to connect all of the cities within the SCAG region via bicycle facilities.

SB 375 requires CARB to develop regional CO_2 emission reduction targets (exclusive of Pavley emissions that are counted separately), compared to 2005 emissions, for cars and light trucks only for 2020 and 2035 for each MPO. Each MPO is to prepare an SCS as part of the RTP in order to reduce CO_2 by better aligning transportation, land use, and housing. For SCAG, the targets in the adopted 2012-2035 RTP/SCS were to reduce per capita emissions 8 percent below 2005 levels by 2020 and 13 percent below 2005 levels by 2035. The 2012-2035 RTP/SCS determined that per capita CO_2 emissions from cars and light trucks only (not counting emission reductions from implementation of Pavley regulations) would be 20.5 pounds per day in 2035. The 2012-2035 RTP/SCS would have resulted in a 16 percent decrease in per capita CO_2 emissions

[13]During the preparation of the ECTNP Draft EIR, the 2012-2035 RTP/SCS was the most recent adopted RTP/SCS available. The 2016-2040 RTP/SCS was adopted April 7, 2016, after the analysis in the ECTNP Draft EIR was completed. The 2016-2040 RTP/SCS has been reviewed to determine if there are any substantial differences in policy and/or growth trends associated with the socioeconomic data as compared to the 2012-2035 RTP/SCS. Based on this review it has been determined that the minor refinements in policy and associated updated socioeconomic data in the 2016-2040 RTP/SCS would not substantially affect the analyses or conclusions of this ECTNP EIR. The 2016-2040 RTP/SCS is discussed for informational purposes.

from 2005 to 2035 (again not counting Pavley emissions reductions), which exceeds the SCAG emissions reduction target. During the preparation of the ECTNP Draft EIR the 2012-2035 RTP/SCS was the most recent adopted RTP/SCS available.

Southern California Association of Governments (SCAG) 2016–2040 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS).[14] On April 7, 2016, SCAG adopted the 2016–2040 RTP/SCS, after the analysis in the ECTNP EIR was completed. The 2016-2040 RTP/SCS builds on the success of the 2012-2035 RTP/SCS and continues the commitment to reduce emissions from transportation sources to comply with SB 375. Goals of the 2016–2040 RTP/SCS remain similar to those of the 2012-2035 RTP/SCS. The 2016-2040 RTP/SCS continues to chart a course for closely integrating land use and transportation in certain areas of the region so that the region can grow smartly and sustainably. It outlines $556.5 billion in transportation system investments through 2040. The 2016-2040 RTP/SCS was prepared through a collaborative, continuous and comprehensive process by SCAG, and it serves as an update to SCAG's 2012-2035 RTP/SCS.

For SCAG, the SB 375 targets are to reduce per capita emissions 8 percent below 2005 levels by 2020 and 13 percent below 2005 levels by 2035. The 2016–2040 RTP/SCS states that the region will meet or exceed the SB 375 per capita targets, lowering regional per capita GHG emissions (below 2005 levels) by eight percent by 2020 and 18 percent by 2035. The 2016–2040 RTP/SCS also states that regional 2040 per capita emissions would be reduced by 22 percent, although CARB has not established a 2040 per capita emissions target.

Major themes in the 2016-2040 RTP/SCS that are relevant to the Proposed Project include integrating strategies for land use and transportation, striving for sustainability, protecting and preserving the existing transportation infrastructure, increasing capacity through improved system management, and giving people more transportation choices. Importantly, the 2016-2040 RTP/SCS states that the region will meet or exceed the SB 375 per capita targets, lowering regional per capita GHG emissions (below 2005 levels) by eight percent by 2020 and 18 percent by 2035. The 2016-2040 RTP/SCS also states that regional 2040 per capita emissions would be reduced by 22 percent, although CARB has not established a 2040 per capita emissions target.

South Coast Air Quality Management District (SCAQMD). The SCAQMD adopted a "Policy on Global Warming and Stratospheric Ozone Depletion" on April 6, 1990. The policy commits the SCAQMD to consider global impacts in rulemaking and in drafting revisions to the AQMP. In March 1992, the SCAQMD Governing Board reaffirmed this policy and adopted amendments to the policy.

SCAQMD released draft guidance regarding interim CEQA GHG significance thresholds. In its October 2008 document, the SCAQMD proposed the use of a percent emission reduction target (e.g., 30 percent) to determine significance for commercial/residential projects that emit greater than 3,000 metric tons per year. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for stationary source/industrial projects where the SCAQMD is the lead agency. However, SCAQMD has yet to adopt a GHG significance threshold for land use development projects (e.g., residential/commercial projects) and has formed a GHG Significance Threshold Working Group to further evaluate potential GHG significance thresholds.

[14]During the preparation of the ECTNP Draft EIR, the 2012-2035 RTP/SCS was the most recent adopted RTP/SCS available. The 2016-2040 RTP/SCS was adopted April 7, 2016, after the analysis in the ECTNP Draft EIR was completed. The 2016-2040 RTP/SCS has been reviewed to determine if there are any substantial differences in policy and/or growth trends associated with the socioeconomic data as compared to the 2012-2035 RTP/SCS. Based on this review it has been determined that the minor refinements in policy and associated updated socioeconomic data in the 2016-2040 RTP/SCS would not substantially affect the analyses or conclusions of this ECTNP EIR. The 2016-2040 RTP/SCS is discussed for informational purposes.

The GHG CEQA Significance Threshold Working Group is tasked with providing guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. Members of the working group include government agencies implementing CEQA and representatives from various stakeholder groups that will provide input to the SCAQMD staff on developing CEQA GHG significance thresholds. The working group is currently discussing multiple methodologies for determining project significance. These methodologies include categorical exemptions, consistency with regional GHG budgets in approved plans, a numerical threshold, performance standards, and emissions offsets.

LOCAL

GreenLA Climate Action Plan (CAP). The City of Los Angeles has issued guidance promoting sustainable development to reduce GHG emissions citywide in the form of a CAP. The objective of GreenLA is to reduce GHG emissions 35 percent below 1990 levels by 2030.[15] GreenLA identifies goals and actions designed to make the City a leader in confronting global climate change. The measures would reduce emissions directly from municipal facilities and operations, and create a framework to address citywide GHG emissions. GreenLA lists various focus areas in which to implement GHG reduction strategies. Focus areas include energy, water, transportation, land use, waste, port, airport, and ensuring that changes to the local climate are incorporated into planning and building decisions. City goals for each focus area are identified as follows:

Energy
- Increase the generation of renewable energy;
- Encourage the use of mass transit;
- Develop sustainable construction guidelines;
- Increase City-wide energy efficiency; and
- Promote energy conservation.

Water
- Decrease per capita water use to reduce electricity demand associated with water pumping and treatment.

Transportation
- Power the City vehicle fleet with alternative fuels; and
- Promote alternative transportation (e.g., mass transit and rideshare).

Other Goals
- Create a more livable City through land use regulations;
- Increase recycling, reducing emissions generated by activity associated with the Port of Los Angeles and regional airports;
- Create more City parks, promoting the environmental economic sector; and
- Adapt planning and building policies to incorporate climate change policy.

In order to provide detailed information on action items discussed in GreenLA, the City published an implementation document titled "ClimateLA". ClimateLA presents the existing GHG inventory for the City, includes enforceable GHG reduction requirements, provides mechanisms to monitor and evaluate progress, and includes mechanisms that allow the plan to be revised in order to meet targets. By 2030, the plan aims to reduce GHG emissions by 35 percent from 1990 levels which were estimated to be approximately 54.1 million metric tons.

Therefore, the City will need to lower annual GHG emissions to approximately 35.1 million metric tons per year by 2030. To achieve these reductions the City has developed strategies that focus on energy, water use, transportation, land use, waste, open space and greening, and economic factors. To reduce emissions from

[15]City of Los Angeles, *GreenLA: An Action Plan to Lead the Nation in Fighting Global Warming*, May 2007.

energy usage, ClimateLA proposes the following goals: increase the amount of renewable energy provided by the Los Angeles Department of Water and Power; present a comprehensive set of green building policies to guide and support private sector development; reduce energy consumed by City facilities and utilize solar heating where applicable; and help citizens to use less energy. With regard to waste, ClimateLA sets the goal of reducing or recycling 70 percent of trash by 2015. With regard to open space and greening, ClimateLA includes the following goals: create 35 new parks; revitalize the Los Angeles River to create open space opportunities; plant one million trees throughout the City; identify opportunities to "daylight" streams; identify promising locations for stormwater infiltration to recharge groundwater aquifers; and collaborate with schools to create more parks in neighborhoods.

Sustainable City pLAn. In addition to GreenLA, Mayor Eric Garcetti released Los Angeles' first-ever Sustainable City pLAn on April 8, 2015.[16] The Sustainable City pLAn is a roadmap to achieving short-term results, and sets a path to strengthen and transform the City in future decades. Recognizing the risks posed by climate change, Mayor Garcetti set time-bound outcomes on climate action, most notably to reduce GHG emissions by 45 percent by 2025, 60 percent by 2035, and 80 percent by 2050, all against a 1990 baseline. Through the completion and verification of the GHG inventory update, the City concluded that:

- The City accounted for approximately 36.2 million metric tons of CO_2e in 1990;
- The City's most recent inventory shows that emissions fell to 29 million metric tons of CO_2e in 2013.
- L.A.'s emissions are 20 percent below the 1990 baseline as of 2013, putting L.A. nearly halfway to the 2025 Sustainable City pLAn reduction target of 45 percent. In addition, the 20 percent reduction exceeds the 15 percent statewide goal listed in the First Update to the AB 32 Scoping Plan.

Los Angeles Green Building Code (LAGBC). The purpose of the City's Green Building Code is to reduce the use of natural resources, create healthier living environments and minimize the negative impacts of development on local, regional, and global ecosystems. The program consists of a Standard of Sustainability and Standard of Sustainable Excellence. The program addresses five key areas:

- Site: location, site planning, landscaping, storm water management, construction and demolition recycling;
- Water Efficiency: efficient fixtures, wastewater reuse, and efficient irrigation;
- Energy & Atmosphere: energy efficiency, and clean/renewable energy;
- Materials & Resources: materials reuse, efficient building systems, and use of recycled and rapidly renewable materials; and
- Indoor Environmental Quality: improved indoor air quality, increased natural lighting, and improved thermal comfort/control.

The Standard of Sustainability establishes a requirement for non-residential projects at or above 50,000 square feet of floor area, high-rise residential (above six stories) projects at or above 50,000 square feet of floor area, or low-rise residential (six stories or less) of 50 or more dwelling units within buildings of at least 50,000 square feet of floor area to meet the intent of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Certified level. The Standard also applies to existing buildings that meet the minimum thresholds described above when redevelopment construction costs exceed a valuation of 50 percent of the existing building's replacement cost.

The voluntary Standard of Sustainable Excellence establishes an incentive program for projects that register with the LEED program, contract with a certified LEED professional, and can demonstrate how the project will achieve LEED certification at a Silver or higher level.

[16]City of Los Angeles, *Los Angeles Climate Action Report: Updated 1990 Baseline and 2013 Emissions Inventory Summary*, 2015.

EXISTING SETTING

GLOBAL

GHGs are the result of both natural and human-influenced activities. Volcanic activity, forest fires, decomposition, industrial processes, landfills, consumption of fossil fuels for power generation, transportation, heating, and cooling are the primary sources of GHG emissions. Without human activity, the Earth would maintain an approximate, but varied, balance between the emission of GHGs into the atmosphere and the storage of GHGs in oceans and terrestrial ecosystems. Increased combustion of fossil fuels (e.g., gasoline, diesel, coal, etc.) has contributed to a rapid increase in atmospheric levels of GHGs over the last 150 years.

The primary effect of rising global concentrations of atmospheric GHG levels is a rise in the average global temperature of approximately 0.2 degrees Celsius per decade, determined from meteorological measurements worldwide between 1990 and 2005. Climate change modeling using 2000 emission rates shows that further warming is likely to occur given the expected rise in global atmospheric GHG concentrations from innumerable sources of GHG emissions worldwide (including from economically developed and developing countries and deforestation), which would induce further changes in the global climate system during the current century.[17] Adverse impacts from global climate change worldwide and in California include:

- Declining sea ice and mountain snowpack levels, thereby increasing sea levels and sea surface evaporation rates with a corresponding increase in atmospheric water vapor due to the atmosphere's ability to hold more water vapor at higher temperatures;[18]
- Rising average global sea levels primarily due to thermal expansion and the melting of glaciers, ice caps, and the Greenland and Antarctic ice sheets;[19]
- Changing weather patterns, including changes to precipitation, ocean salinity, and wind patterns, and more energetic aspects of extreme weather including droughts, heavy precipitation, heat waves, extreme cold, and the intensity of tropical cyclones;[20]
- Declining Sierra Mountains snowpack levels, which account for approximately half of the surface water storage in California, by 70 percent to as much as 90 percent over the next 100 years;[21]
- Increasing the number of days conducive to ozone formation (e.g., clear days with intense sun light) by 25 percent to 85 percent (depending on the future temperature scenario) in high ozone areas located in the Southern California area and the San Joaquin Valley by the end of the 21st Century;[22] and
- Increasing the potential for erosion of California's coastlines and seawater intrusion into the Sacramento Delta and associated levee systems due to the rise in sea level.[23]

Scientific understanding of the fundamental processes responsible for global climate change has improved over the past decade. However, there remain significant scientific uncertainties, for example, in predictions of local effects of climate change, occurrence of extreme weather events, and effects of aerosols, changes in clouds, shifts in the intensity and distribution of precipitation, volcanic activity, and changes in oceanic circulation. Due to the complexity of the climate system, the uncertainty surrounding the implications of climate change may never be completely eliminated. Because of these uncertainties, there continues to be significant debate as to the extent to which increased concentrations of GHGs have caused or will cause

[17]See, e.g., Environmental Protection Agency, Draft Endangerment Finding, 74 Fed. Reg. 18886, 18904 (April 24, 2009) ("cumulative emissions are responsible for the cumulative change in the stock of concentrations in the atmosphere"); see also 74 Fed. Reg. 66496, 66538 (same in Final Endangerment Finding).

[18]*Ibid*.

[19]Intergovernmental Panel on Climate Change, "Climate Change 2007."

[20]*Ibid.*

[21]California Environmental Protection Agency, *Climate Action Team Report to Governor Schwarzenegger and the Legislature.* 2006.

[22]*Ibid.*

[23]*Ibid*.

climate change, and with respect to the appropriate actions to limit and/or respond to climate change. Given the scale over which climate change occurs, as well as the uncertainties described above, it is not possible to link specific development projects to future specific climate change impacts, though estimating project-specific emissions is possible.

STATE

CARB has prepared a statewide emissions inventory covering 2000 to 2014, which demonstrates that GHG emissions have decreased by 7.9 percent over that period.[24] Emissions in 2014 from the transportation sector, which represents California's largest source of GHG emissions and contributed 37 percent of total annual emissions, declined marginally relative to 2011 even while the economy and population continued to grow over that three-year time period.[25]

The long-term direction of transportation-related GHG emissions is another clear trend, with a 13 percent drop over the past ten years. **Table 4.5-2** shows GHG emissions from 2005 to 2014 in California. On a local level, the majority of GHG emissions within the Project Area can be attributed to automobile exhaust. Major freeways and a number of primary roadways are adjacent to or within the limits of the Project Area. There are also a number of primary roadways. Direct sources of emissions include solid waste decomposition, haul trucks, and the use of refrigerant compounds.

TABLE 4.5-2: CALIFORNIA GREENHOUSE GAS EMISSIONS INVENTORY

	CO_2e Emissions (Million Metric Tons)									
Sector	**2005**	**2006**	**2007**	**2008**	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**
Transportation	184	184	184	173	166	163	159	159	158	160
Industrial	95	93	90	90	88	91	91	91	93	93
Electric Power	108	105	114	120	101	90	88	95	90	88
Commercial and Residential	42	43	43	43	44	45	45	43	43	38
Agriculture	34	36	36	36	34	35	36	37	35	36
High Global Warming Potential	8	8	9	10	11	12	14	15	16	17
Recycling and Waste	8	8	8	8	8	9	9	9	9	9
Emissions Total	**479**	**477**	**484**	**480**	**452**	**445**	**442**	**449**	**444**	**441**

SOURCE: CARB, *California Greenhouse Gas Inventory 2000-2014*, October 18, 2016.

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the CEQA Guidelines, the Proposed Project would have a significant impact related to greenhouse gases if it would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and/or
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

CITY OF LOS ANGELES CEQA THRESHOLDS GUIDELINES

The criteria set forth in the 2006 Los Angeles CEQA Thresholds Guide (Thresholds Guide) was published prior to the implementation of the GHG requirements in the CEQA Guidelines. The City's Thresholds Guide does not include GHG significance thresholds. The City has not adopted GHG significance thresholds. The

[24] CARB, *California Greenhouse Gas Inventory 2000-2014*, March 30, 2016.
[25] *Ibid.*

SCAQMD has yet to adopt a GHG significance threshold for land use development projects, although it has adopted significance thresholds for industrial-type projects for which it is the lead agency. Those industrial thresholds are not relevant to the Proposed Project. In the absence of adopted thresholds, the City has the discretion to use a significance threshold relevant to the Proposed Project.

On November 30, 2015, the California Supreme Court issued an opinion on GHG significance thresholds for CEQA in the case *Center for Biological Diversity et al. vs. California Department of Fish and Wildlife*. The following discussion is paraphrased from that case, which assessed the use of GHG significance thresholds.

The Court stated that California air pollution control officials and air quality districts have made several proposals for numerical thresholds. Multiple agencies' efforts at framing GHG significance issues have not yet coalesced into any widely-accepted set of numerical significance thresholds, but have produced a certain level of consensus on the value of AB 32 consistency as a criterion. Neither AB 32 nor the CARB Scoping Plan set out a mandate or method for CEQA analysis of GHG emissions from a proposed project. A 2007 CEQA amendment, however, required the preparation, adoption and periodic update of guidelines for mitigation of GHG impacts. The resulting state direction was that a lead agency should attempt to describe, calculate or estimate the amount of GHG the project will emit, but recognizes that agencies have discretion in how to do so. It goes on to provide that when assessing the significance of GHG emissions, the agency should consider these factors among others: (1) The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting; (2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and (3) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

The Court also acknowledged that the scope of global climate change and the fact that GHGs, once released into the atmosphere, are not contained in the local area of their emission means that the impacts to be evaluated are global rather than local. For many air pollutants, the significance of their environmental impact may depend greatly on where they are emitted; for GHG, it does not. For projects, like the ECTNP, which are designed to accommodate long-term growth in California population and economic activity in a sustainable manner, this fact gives rise to an argument that a certain amount of GHG emissions is as inevitable as population growth. Under this view, a significance criterion framed in terms of efficiency and conservation in land use (as compared to a BAU pattern of growth) is superior to a simple numerical threshold because CEQA is not intended as a population control measure.

This consideration favors consistency with AB 32's statewide goals as a permissible significance criterion for project GHG emissions. Meeting statewide reduction goals does not preclude all new development. Rather, the Scoping Plan, the state's roadmap for meeting AB 32's target, assumes continued growth and depends on increased efficiency and conservation in land use and transportation from all Californians. To the extent, a project incorporates efficiency and conservation measures sufficient to contribute its portion of the overall GHG reductions necessary for the entire state, one can reasonably argue that a project's impact is not cumulatively considerable, because it would be helping to solve the cumulative problem of greenhouse gas emissions as envisioned by California law. Given the reality of growth, some GHG emissions from new housing and commercial developments are inevitable. The critical CEQA question is the cumulative significance of a project's GHG emissions, and from a climate change point of view it does not matter where in the state those emissions are produced. Under these circumstances, evaluating the significance of a residential or mixed use project's GHG emissions by their effect on the state's efforts to meet its long-term goals is a reasonable threshold.

Using consistency with AB 32's statewide goal for GHG reduction, rather than a numerical threshold, as a significance criterion is also consistent with the broad guidance provided by Section 15064.4 of the CEQA Guidelines. Section 15064.4 was drafted to reflect that there is no iron-clad definition of significance. Section 15064.4 was not intended to restrict agency discretion in choosing a method for assessing GHG emissions, but rather to assist lead agencies in investigating and disclosing all that they reasonably can regarding a project's GHG emissions impacts.

Based on the above discussion provided by the California Supreme Court, the City of Los Angeles has chosen to use as a threshold of significance for this EIR consistency with the following plans: AB 32, the 2012-2035 RTP/SCS,[26] SB 375 and objectives of the GreenLA Climate Action Plan.

Emissions are estimated for purposes of quantifying the magnitude of GHG emissions that could result from the Proposed Project, but consistency with AB 32, the 2012-2035 RTP/SCS, and SB 375 is assessed based on a qualitative evaluation as land use patterns can only contribute to a portion of the state and regional emission reduction goals. Consistency with AB 32 is assessed based on meeting the statewide goals, as described above, which have annual targets for the state, but no specific thresholds for individual projects. Additionally, the *Center for Biological Diversity et al. vs. California Department of Fish and Wildlife* case held that individual projects are not responsible for meeting a specific numerical threshold. Consistency with the 2012-2035 RTP/SCS is assessed by a review of project consistency with relevant goals and/or objectives in those documents including a discussion of how the Proposed Project relates to those goals and/or objectives. Consistency with SB 375 is based on consistency with the estimated per capita emission rate for passenger vehicles and light trucks of 20.5 pounds per day in 2035, as identified in the 2012-2035 RTP/SCS.

METHODOLOGY

GHG emissions result from direct and indirect sources. Direct emissions include emissions from fuel combustion in vehicles and natural gas combustion from stationary sources. Indirect sources include off-site emissions occurring as a result of electricity and water consumption and solid waste. In addition, construction activities would result in direct and indirect emissions.

Mobile source emissions were estimated using vehicle miles traveled (VMT) data presented in Section 4.12 Transportation & Traffic, and vehicle emission rates from the CARB's EMFAC2014 model. The VMT data included speed information, which allowed the analysis to account for increased congestion in build scenarios.

Area source emissions related to existing and future demand for water, wastewater treatment and conveyance, solid waste disposal, and energy were obtained according to the methodology explained in Appendix A of the Calculation Details for California Emissions Estimator Model (CalEEMod).[27] GHG emissions result from the energy used to supply, distribute, and treat water and wastewater, as well as from solid waste disposal by landfilling, recycling, or composting as methane and CO_2 gas is emitted in the process.

GHG emissions would also be generated by construction activity within the Project Area consistent with the ECTNP. No specific development projects have been proposed in this planning analysis, and an annualized

[26]During the preparation of the ECTNP Draft EIR, the 2012-2035 RTP/SCS was the most recent adopted RTP/SCS available. The 2016-2040 RTP/SCS was adopted April 7, 2016, after the analysis in the ECTNP Draft EIR was completed. The 2016-2040 RTP/SCS has been reviewed to determine if there are any substantial differences in policy and/or growth trends associated with the socioeconomic data as compared to the 2012-2035 RTP/SCS. Based on this review it has been determined that the minor refinements in policy and associated updated socioeconomic data in the 2016-2040 RTP/SCS would not substantially affect the analyses or conclusions of this ECTNP EIR.

[27]California Air Pollution Control Officers Association, California Emissions Estimator Model (Version 2016.3.1), September 2016.

quantification of construction emissions would be speculative. In addition, construction-related GHG emissions would be a negligible percentage of total regional emissions when considering the emissions generated by mobile sources. For example, the 2012-2035 RTP/SCS construction emissions presented for 2035 conditions in Los Angeles County were approximately 0.3 percent of annual mobile source emissions. A similar percentage is expected for construction emissions related to the Proposed Project. Construction emissions are presented below based on this methodology, and amortized over 30 years in accordance with SCAQMD recommendations.

ALTERNATIVE COMPLIANCE SCENARIO

As discussed in Chapter 3.0, Project Description, the ECTNP includes an Alternative Compliance procedure that would allow designated sites (within the areas of proposed change) to have a different mix of residential and non-residential uses than required per the zoning of the property. Projects utilizing this path would still be subject to the maximum floor area ratio (FAR) and other zoning and development standards. Alternative Compliance would result in increased residential land use and decreased non-residential land use on a given parcel, but not increased FAR. Because residential uses demand less energy and water and generate less wastewater and solid waste than non-residential uses, GHG emissions under Alternative Compliance scenario would be the same or less than the Proposed Project. Therefore, a separate Alternative Compliance scenario is not analyzed herein.

IMPACTS

IMPACT 4.5-1 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT GENERATE GHG EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, THAT MAY HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT?

IMPACT 4.5-2 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT CONFLICT WITH AN APPLICABLE PLAN, POLICY OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING GHG EMISSIONS?

THESE POTENTIAL IMPACTS ARE RELATED AND WOULD BE LESS THAN SIGNIFICANT.

GHG Emissions Generation. Implementation of the Proposed Project would generate GHG emissions through the construction and operation of new land uses throughout the Project Area. GHG emissions would specifically arise from construction and from sources associated with operation, including direct sources such as motor vehicles, natural gas consumption, solid waste handling/treatment, and indirect sources such as electricity generation.

Table 4.5-3 shows annual GHG emissions for Existing (2013), 2015 With Project, 2035 No Project, and 2035 With Project conditions within the entire ECTNP. The conservative analysis includes some of the known emission control requirements (such as Pavley regulations) but does not fully account for anticipated laws (such as increasingly stringent Title 24 standards) that will further reduce future GHG emissions. Quantification of emissions in the Project Area is presented for the purposes of identifying the magnitude of anticipated emissions that could result from the Project in order to inform the public and decision makers. The quantified emissions are not used to compare against a numeric threshold, because as explained above, there is no consensus as to an appropriate threshold for individual projects, let alone land use plans.

As shown in **Table 4.5-3**, 2035 With Project emissions would be 16,785 Metric Tons per year less than Existing (2013) conditions. Although the 2035 With Project conditions reflect increased development and associated energy use, transportation emissions in 2035 With Project would be less than Existing (2013) due to lower vehicle exhaust emissions anticipated in the future. **Table 4.5-3** also shows that 2015 With Project emissions would be greater than Existing (2013) emissions, since the 2015 With Project scenario reflects the increased development and VMT from the Project without the benefit of vehicle emissions benefits expected in the future. Finally, **Table 4.5-3** shows that in the Project Area, 2035 With Project would result in 75,965 Metric Tons per year greater emissions than 2035 No Project due to the increased development anticipated from the Proposed Project. Even though 2035 With Project shows greater emissions compared to 2035 No Project, emissions in 2035 With Project are less than Existing (2013) emissions.

TABLE 4.5-3: GREENHOUSE GAS EMISSIONS

	CO_2e Emissions in ECTNP Area (Metric Tons per Year)			
Source	**Existing (2013)**	**2015 With Project**	**2035 No Project**	**2035 With Project**
Transportation /a/	312,704	355,996	186,054	218,282
Electricity	94,082	138,219	105,735	144,175
Waste Water	5,687	6,402	6,011	6,711
Natural Gas	6,365	28,692	26,928	29,700
Solid Waste	10,105	12,119	11,465	12,973
Construction Emissions (Amortized)	--	348	--	317
Total Emissions	**428,943**	**541,776**	**336,193**	**412,158**
			2035 With Project Compared to Existing (2013)	**(16,785)**
			2015 With Project Compared to Existing (2013)	**112,833**
			2035 With Project Compared to 2035 No Project	**75,965**

/a/ Transportation emissions are based on GHG emission rates from EMFAC2014 that include implementation of the Pavley regulations.
SOURCE: TAHA, 2017.

Regional Perspective. To assess future GHG emission reductions resulting from a development project, the Future with Project condition is often compared to a BAU condition – typically the proposed development without regulatory or standard GHG reduction measures. For a planning project, such as the ECTNP, BAU is much more difficult to determine and would be entirely speculative to quantify. While the 2035 No Project condition for the immediate Project Area, shown in **Table 4.5-3**, identifies what is reasonably foreseeable to occur in the Project area if the Project were not to proceed, it is not a complete picture of BAU for the region. The Project is a planned response to forecast growth, so if growth does not occur in the Project area it would occur elsewhere in the City or region. The Proposed Project combines sustainable strategies (e.g. proximity to transit, mixed use, increased density) to respond to state, regional and local policies aimed at reducing GHG. If development were to occur elsewhere in a less sustainable fashion (BAU), regional emissions would be greater. However, for a land use plan such as ECTNP full quantification of BAU is not possible because at this scale it is not possible to anticipate where growth would go and how different it would be as compared to the project in terms of proximity to transit, mix of uses and density. Therefore, a comparison of Project emissions in the future to emissions under BAU is not possible.

Based on the plan-level analysis, the ECTNP would not increase emissions in the immediate Project Area, compared to Existing (2013) and therefore, considered in isolation, would contribute to reducing emissions in California below Existing (2013) emissions and would contribute to the AB 32 goal of reducing future emissions to 1990 levels. The ECTNP implements feasible land use measures to support AB 32 emissions reduction goals; additional efforts to achieve the goals of AB 32 would require cross-sector actions throughout the state, which are beyond the ability and scope of the ECTNP, but the ECTNP would not impede the implementation of such actions.

The City is undertaking a number of complementary and parallel planning efforts that are anticipated to reduce total and per capita VMT and therefore GHG emissions. The Proposed Project is not occurring in isolation, it is part of a regional strategy (contained in both the 2012-2035 RTP/SCS and the 2016-2040 RTP/SCS) to direct growth to urban areas served by transit in order to achieve the following:

- Develop areas in close proximity to transit in order to reduce vehicular trips.
- Create a mix of uses that encourages pedestrian and bicycle activity reducing vehicle trips; and
- Undertake modern, efficient construction techniques and compact development patterns, both of which result in using less energy and less water as compared to lower intensity, dispersed development patterns.

The Project would also be consistent with the Sustainable City pLAn by accommodating growth while providing transportation options. This strategy would result in lower per capita emissions than less dense growth, and would contribute to the City reaching the Sustainable City pLAn reduction target

Consistency with Plans, Policies, and Regulations. The State of California has adopted plans and policies designed to reduce regional and local GHG emissions. Under the guidance of the goals and objectives adopted by SCAG's Regional Council, the 2012-2035 RTP/SCS, the adopted RTP/SCS at the time of the ECTNP EIR preparation, was developed to provide a blueprint to integrate land use and transportation strategies to help achieve a coordinated and balanced regional transportation system. The 2012-2035 RTP/SCS represents the culmination of several years of work involving dozens of public agencies, 191 cities, hundreds of local, county, regional and state officials, the business community, environmental groups, as well as various nonprofit organizations. The 2012-2035 RTP/SCS was formally adopted by the SCAG Regional Council on April 4, 2012. The updated 2016-2040 RTP/SCS was adopted April 7, 2016.

The 2012-2035 RTP includes a Sustainable Communities Strategy, as required by SB 375. The primary goal of the SCS is to provide a vision for future growth in southern California that will decrease per capita GHG emissions from passenger vehicles. However, the strategies contained in the 2012-2035 RTP/SCS will produce benefits for the region far beyond simply reducing GHG emissions. The SCS integrates the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The regional vision of the SCS maximizes current voluntary local efforts that support the goals of SB 375. The SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas on existing main streets, in downtowns, and on commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. The Project Objectives relevant to the GHG analysis are found in **Table 4.5-4.**

In addition to SB 375, the 2012-2035 RTP/SCS assessed compliance with AB 32.[28] The 2012-2035 RTP/SCS stated that by meeting the SB 375 targets, the 2012-2035 RTP/SCS successfully contributed its share of meeting the objectives of AB 32. The SB 375 targets are to reduce per capita emissions from cars and light duty trucks 8 percent below 2005 levels by 2020 and 13 percent below 2005 levels by 2035.[29] The 2012-2035 RTP/SCS determined that per capita CO_2 emissions from cars and light trucks only (not counting emission reductions from implementation of Pavley regulations) were 23.9 pounds of CO_2 per person per day in 2005. **Table 4.5-5** shows the per capita CO_2 emissions in 2035 for the SCAG region as projected by the 2012-2035 RTP/SCS as well as the 2016-2040 RTP/SCS. It also shows the emissions in 2035 for the Project Area resulting from the reasonable expected development in the ECTNP. The CO_2 emissions in **Table 4.5-5** were generated using the EMFAC model for cars and light duty trucks.

[28]SCAG, *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy*, December 2011.
[29]*Ibid*.

TABLE 4.5-4: OBJECTIVES AND FEATURES OF THE PROPOSED PLAN RELEVANT TO GHG
RELEVANT PROJECT OBJECTIVES
Primary Objective 1: Implement the policies of the City of Los Angeles General Plan Framework, the SCAG RTP/SCS, and West Adams-Baldwin Hills-Leimert, Palms-Mar Vista-Del Rey, and West Los Angeles Community Plans that encourage growth to be directed to transit-oriented areas and foster more sustainable, mixed use development patterns that improve mobility options and reduce auto dependence.
Primary Objective 2: Accommodate employment, housing, and population growth projections forecasted through the planning horizon year of 2035 by focusing residential development and new job-generating uses around transit stations.
Primary Objective 5: Create incentives for the provision of affordable housing in new residential development near the Exposition Light Rail Transit Line to enhance accessibility and housing options for core transit riders and increase transit ridership.
Primary Objective 6: Improve circulation within the station areas; increase mobility choices; promote transit ridership and use of other alternative transit modes; and reduce vehicle miles traveled per capita for those who live and/or work within the Exposition Corridor.
RELEVANT PROJECT FEATURES
Implements land use changes that accommodate additional jobs and housing within close proximity to transit.
Prohibits or limits new auto-oriented and low-intensity uses on properties surrounding the transit stations, reserving these areas for compact, job-generating development.
Rezones select industrial properties within a half-mile of a transit station to the New Industry or Hybrid Industrial zones to direct jobs and housing to the station areas.
Applies new mixed-use zones to currently single-use areas, which can lead to more walking trips among destinations.
Creates an incentive for new development to provide affordable housing, placing more core transit riders close to stations and expanding their access to jobs.
Requires commercial developments that use a floor area bonus to demonstrate a reduction in vehicle trip generation using transportation demand management strategies.

TABLE 4.5-5: SB 375 ANALYSIS

	2012-2035 RTP/SCS (2035) /a/	2016-2040 RTP/SCS (2035) /a/	ECTNP (2035)
Resident Population	21,773,000	21,475,000	59,570
CO_2 Emissions (Pounds) /b/	445,800,000	412,000,000	953,696
Per Capita Emissions (Pounds)	20.5	19.5	16.0
Percent Reduction from 2005 Levels	14%	18%	33%

/a/ RTP/SCS data is presented for the entire SCAG region. The population, CO_2 emissions, and per capita emissions match the data in Table 3.6-5 in the 2012-2035 RTP/SCS Program Environmental Impact Report (PEIR) and Table 3.8.4-3 in the 2016-2040 RTP/SCS PEIR. Rounding conventions have been applied by SCAG to the CO_2 emissions.
/b/ The CO_2 emissions shown here are based on EMFAC2011, which included CO_2 emission rates without Pavley reductions. The more recent EMFAC2014 only provides CO_2 emission rates with Pavley reductions. In order to assess consistency with the RTP/SCS SB 375 targets, which are based on CO_2 emission rates without the Pavley reductions, this analysis used the EMFAC2011 CO_2. No other component of EMFAC2014 affects the SB 375 analysis.
SOURCE: City of Los Angeles Travel Demand Model, 2015; CARB, EMFAC2011; SCAG, *2012-2035 RTP/SCS*, April 4, 2012; SCAG, *2016-2040 RTP/SCS*, April 7, 2016.

While both the 2012-2035 RTP/SCS and 2016-2040 RTP/SCS projections meet the SB375 target of reducing emissions 13 percent below 2005 by 2035, the ECTNP significantly exceeds the reduction target, reducing emissions levels by 33 percent. The Proposed Project is focused on compact, mixed-use development oriented around transit. This is expected to result in reductions in VMT per capita as a result of shorter trips, more trips being made using modes other than vehicles, and more trips being internally captured through mixed-use development.

To assess the consistency with the AB 32 Scoping Plan, the Proposed Project is compared against the recommended GHG reduction measures and discrete early action measures found in the First Update to Scoping Plan. The majority of these measures are relevant to statewide policies and not applicable to local, project-level analyses. For example, increasing the regional renewable energy portfolio or encouraging sustainable forests are outside a reasonable assessment for an individual land-use development plan or

project. However, a number of the GHG reduction measures in the Scoping Plan are applicable to the Proposed Project, such as increasing building/appliance efficiency, showing progress toward regional transportation-related GHG goals, constructing green buildings, and increasing construction recycling rates.

The First Update to the Scoping Plan includes detailed discussions related to promoting TODs and alternatives to driving such as public transportation. It states that, "Metropolitan areas are beginning to change and trend toward more urban development designed to minimize energy consumption, waste output, air pollution, and water pollution. Business districts are encouraging more infill development that offers a mix of residential space, entertainment, restaurants, shopping, and other amenities within close proximity, which reduces dependence on private vehicles. These trends create opportunities for developers to satisfy changing consumer desires and for land use planners to establish policies for more sustainable development patterns. It takes decades for changes in land use and transportation policies to result in tangible changes, including GHG emission reductions. The next generation of regional integrated plans is expected to result in climate benefits well beyond the 2035-time horizon. Integrated regional planning efforts under SB 375 enable communities to understand the differences between alternative development patterns and to make choices accordingly. Recently approved SCSs reflect regional goals for a more sustainable form of community development that brings with it economic, social, and environmental benefits. The implementation of these regional goals through individual action by local governments and the development community will be essential to meeting the state's ongoing climate objectives." The type of compact, urban development along public transportation lines, such as that proposed in the ECNTP, would be entirely consistent with policies in the First Update to the Scoping Plan.

The transportation modeling for the ECTNP makes assumptions with regard to vehicular trip generation, which results in per capita emissions potentially increasing in the short-term. Phase 2 of the Expo Line LRT began providing service in May 2016; similar to a study of the Metro Expo Line Phase 1, it is anticipated that per capita emissions will decrease now that the line is operational and as transit ridership increases. A University of Southern California study of the Metro Expo Line Phase 1 demonstrated that the introduction of transit resulted in local VMT reductions.[30] In particular, households in the experimental group, which were within a half mile of a Metro Expo Line Phase 1 station reduced daily household VMT by approximately 10 miles per day compared to the control households that were located more than a half mile from a station. Rail ridership increased, and in some instances that effect was statistically significant. The decrease in VMT corresponded to a decrease in mobile source emissions, with households within a half mile of a station having 30 percent less vehicle emissions than households further away after transit was introduced. The Proposed Project concentrates jobs and housing within a half-mile of the Metro Expo Line Phase 2 and, thus, is anticipated to achieve similar reductions in VMT per capita and CO_2 emissions, thus contributing to GHG reductions and consistency with the goals of AB 32.

Several transportation metrics have been calculated to analyze the influence of the Proposed Project on future transportation conditions. These metrics were calculated for the West Los Angeles Area Planning Commission boundary, which includes the Project Area, and assumed the recently adopted Mobility Plan (MP) 2035 is in place. The results of this analysis are discussed in detail in Section 4.12, Transportation and Traffic, and summarized below.

The transportation analysis studied VMT outcomes for two scenarios: Future MP 2035 With Project and Future MP 2035 No Project. This analysis concluded that there would be approximately 0.6 percent more peak period VMT under Future MP 2035 With Project conditions than under Future MP 2035 No Project conditions. Although peak period vehicle trips increase by 1.2 percent, peak period VMT increases by only 0.6 percent, indicating that, although more trips are made under Future MP 2035 With Project conditions, those trips tend to be shorter on average than those under Future MP 2035 No Project conditions. The

[30]Boarnet M. and Houston D., University of Southern California, Sol Price School of Public Policy, *The Exposition Light Rail Line Study: A Before-and-After Study of the Impact of New Light Rail Transit Service*, December 15, 2013.

shorter trips would be consistent with the policies and goals in SCAG's 2012-2035 RTP/SCS, and would contribute to reducing regional GHG emissions.

In order to capture the effect of increased travel due to additional jobs and housing in the Project Area as a result of the Proposed Project, per capita VMT was calculated on a service population basis. Service population is defined as the total number of jobs plus the total population of a given area. While peak period VMT increases approximately 0.6 percent between Future MP 2035 No Project and Future MP 2035 With Project conditions, service population increases by 1.4 percent. As a result, peak period per capita VMT is 0.8 percent lower under Future MP 2035 With Project conditions than under Future MP 2035 No Project conditions. The anticipated per capita VMT reduction indicates that the Proposed Project would be consistent with the 2012-2035 RTP/SCS, and would contribute to reducing regional GHG emissions.

As discussed in Section 4.12, Transportation and Traffic, the Citywide Ordinance on Transportation Demand Management (TDM) and Trip Reduction Measures (Ordinance No. 168,700) would continue to be implemented within the Project Area. This Ordinance calls for several measures to be taken by non-residential developments in an effort to reduce single-occupancy vehicle trips. In addition, the Proposed Project includes several requirements for individual projects to incorporate other TDM strategies, including unbundled parking, parking cash out, and transit pass subsidies, that aim to reduce vehicle trips among residents and employees. Development projects in the ECTNP that use a FAR bonus would be required to provide public benefits such as streetscape improvements and mobility amenities, which can also encourage the use of alternative modes of transportation. In lieu of these public benefits, projects that are primarily non-residential in use would be required to demonstrate a reduction in vehicle trip generation through a comprehensive TDM program, which can include alternative work schedules, opportunities for telecommuting, on-site car share or bike share programs, employer-subsidized vanpools or shuttles, and workplace parking pricing. These project features can all contribute to reducing vehicle trips and thus reducing GHG emissions.

The City of Los Angeles enacted its GreenLA Climate Action Plan in 2007 to outline strategies for reducing the City's emissions of GHG and consequent effects on climate change. The GreenLA Climate Action Plan's primary long-term objective was to establish a framework for implementing GHG emissions reductions efforts that would achieve a goal of reducing City-wide emissions to 35 percent below 1990 levels by 2030. With regards to planning, elements of the GreenLA Climate Action Plan is designed to aid in regional GHG reductions include promotion of high-density housing and mixed-use development close to major transportation arteries, implementation of TOD, and expanding availability of City land for housing, mixed-use development, parks, and open space. As discussed in Section 4.9, Land Use and Planning, the Proposed Plan would add substantial multi-family housing to the CPAs, incorporate TOD, and create more open space. Furthermore, implementation of the Proposed Plan would encourage pedestrian-friendly, mixed-use neighborhoods that would require less use of passenger vehicles. The combination of these strategies is consistent with the goals of GreenLA Climate Action Plan.

In addition, individual projects constructed within the Project Area would be required to comply with the City's Green Building Code. The City's Green Building Code includes energy and water saving measures that reduce GHG emissions below 2013 Title 24 requirements. It promotes sustainable building practices by creating a series of requirements and incentives for developers to meet the U.S. Building Council's Energy and Design standards. The City's Green Building Code includes several mandatory measures for non-residential and high-rise residential buildings related to GHG reduction, including requirements for short- and long-term bike parking, electric vehicle parking, energy conservation, and use of renewable energy.

Conclusion

The Proposed Project would be consistent with AB 32, SB 375, and regional and local strategies outlined in the RTP/SCS to reduce GHG and can be expected to contribute to reductions in per capita GHG emissions when viewed at the regional level. The ECTNP implements feasible land use measures to support AB 32

emissions reduction goals; additional efforts to achieve the goals of AB 32 would require cross-sector actions throughout the state, which are beyond the ability and scope of the ECTNP, but the ECTNP would not impede the implementation of such actions. Secondly, the Proposed Project would contribute to regional SB 375 requirements for reducing GHG emissions from cars and light trucks by reducing per capita VMT. Lastly, the Proposed Project implements strategies outlined in the RTP/SCS as it will concentrate development around transit, comprise a wide mix of uses, and will better accommodate pedestrians and bicyclists. These characteristics, as well as the TDM strategies discussed above, are anticipated to reduce per capita GHG emissions associated with cars and light trucks below those set forth in the RTP/SCS. Therefore, the Proposed Project would result in a less-than-significant impact related to GHG emissions and consistency with GHG reduction plans.

MITIGATION MEASURES

Impacts related to GHG emissions and consistency with GHG reduction plans would be less than significant under the Proposed Project. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts related to GHG emissions and consistency with GHG reduction plans were determined to be less than significant without mitigation.

4.6 HAZARDS AND HAZARDOUS MATERIALS

This section provides an overview of the hazards and hazardous materials and evaluates the construction and operational impacts associated with the Proposed Project. Topics addressed include transport use/disposal and upset/accident condition of hazardous material, hazardous material sites, airport hazards, emergency response plans, and wildland fire within the Project Area. This section was prepared utilizing the Environmental Data Resources (EDR) Data Map Area Study, compiled in September 2013 and included in its entirety in **Appendix D**. The Proposed Project is evaluated in terms of whether its implementation would expose people or structures to adverse effects related to hazardous materials compared to existing conditions.

Hazard versus Risk. Workers' health and general public health are potentially at risk whenever hazardous materials have been used or where there could be an exposure to such materials. Inherent in the setting and analyses presented in this section are the concepts of the "hazard" of these materials and the "risk" they pose to human health. Exposure to some chemical substances may harm internal organs or systems in the human body, ranging from temporary effects to permanent disability, or death. Hazardous materials that result in adverse effects are generally considered "toxic." Other chemical materials, however, may be corrosive, or react with other substances to form other hazardous materials, but they are not considered toxic because organs or systems are not affected. Because toxic materials can result in adverse health effects, they are considered hazardous materials, but not all hazardous materials are necessarily "toxic." For purposes of the information and analyses presented in this section, the terms hazardous substances or hazardous materials are used interchangeably and include materials that are considered toxic.

The risk to human health is determined by the probability of exposure to a hazardous material and the severity of harm such exposure would pose. That is to say, the likelihood and means of exposure, in addition to the inherent toxicity of a material, are used to determine the degree of risk to human health. For example, a high probability of exposure to a low toxicity chemical would not necessarily pose an unacceptable human health or ecological risk, whereas a low probability of exposure to a very high toxicity chemical might. Various regulatory agencies, such as the U.S. Environmental Protection Agency (USEPA), California Environmental Protection Agency (Cal/EPA), State Water Resources Control Board (SWRCB), Cal/EPA Department of Toxic Substances Control (DTSC), and state and federal Occupational Safety and Health Administration (OSHA) are responsible for developing and/or enforcing risk-based standards to protect the public and the environment.

REGULATORY FRAMEWORK

FEDERAL

U.S. Environmental Protection Agency (USEPA) Regulations. The USEPA's mission is to protect human health and the environment. The USEPA takes action to reduce risks associated with exposure to chemicals in commerce, indoor and outdoor environments, and products and food. The USEPA oversees the introduction and use of pesticides, improvement of the Integrated Risk Information System (IRIS) program, reduction of radon risks, identification of and response to children's health risks in schools and homes, and improvement of chemical management practices. Oversight of chemical storage and manufacturing in coordination with their interagency partners is also a key focus of the USEPA, as well as efforts to reduce urban air toxics.

U.S. Department of Transportation (USDOT) Regulations. USDOT prescribes strict regulations for the safe transportation of hazardous materials, including requirements for hazardous waste containers and licensed haulers who transport hazardous waste on public roads. The Secretary of the Department of Transportation receives the authority to regulate the transportation of hazardous materials from the Hazardous Materials Transportation Act (HMTA), as amended and codified in 49 United States Code

Section 5101 *et seq*. The Secretary is authorized to issue regulations to implement the requirements of 49 United States Code. The Pipeline and Hazardous Materials Safety Administration (PHMSA), formerly the Research and Special Provisions Administration, is delegated the responsibility to write the hazardous materials regulations, which are contained in 49 Code of Federal Regulations (CFR) Parts 100-180. Title 49 of the CFR, which contains the regulations set forth by the HMTA, specifies requirements and regulations with respect to the transport of hazardous materials. It requires that every employee who transports hazardous materials receive training to recognize and identify hazardous materials and become familiar with hazardous materials requirements. Under the HMTA, the Secretary "...may authorize any officer, employee, or agent to enter upon inspect, and examine, at reasonable times and in a reasonable manner, the records and properties of persons to the extent such records and properties relate to: (1) the manufacture, fabrication, marking, maintenance, reconditioning, repair, testing, or distribution of packages or containers for use by any "person" in the transportation of hazardous materials in commerce; or (2) the transportation or shipment by any "person" of hazardous materials in "commerce."

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). Enacted in 1980, CERCLA, commonly known as Superfund, creates a tax on the chemical and petroleum industries and provides broad Federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. The tax goes into a trust fund for cleaning up abandoned or uncontrolled hazardous waste sites. CERCLA:

- Established prohibitions and requirements concerning closed and abandoned hazardous waste sites;
- Provided for liability of persons responsible for releases of hazardous waste at these sites; and
- Established a trust fund to provide for cleanup when no responsible party could be identified.

CERCLA established the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS). CERCLIS is the USEPA's system for tracking potential hazardous-waste sites within the Superfund program. A site's presence on CERCLIS does not imply a level of federal activity or progress at a site, nor does it indicate that hazardous conditions necessarily exist at the location.

In addition, CERCLA authorizes two kinds of response actions:

- Short-term removals, where actions may be taken to address releases or threatened releases requiring prompt response.
- Long-term remedial response actions, that permanently and significantly reduce the dangers associated with releases or threats of releases of hazardous substances that are serious, but not immediately life threatening. These actions can be conducted only at sites listed on the USEPA's National Priorities List (NPL).

CERCLA also enabled the revision of the National Contingency Plan (NCP). The NCP provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The NCP also established the NPL.

Resource Conservation and Recovery Act (RCRA). RCRA gives the USEPA the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste by "large-quantity generators" (1,000 kilograms/month or more). Under RCRA regulations, hazardous wastes must be tracked from the time of generation to the point of disposal. At a minimum, each generator of hazardous waste must register and obtain a hazardous waste activity identification number. If hazardous wastes are stored for more than 90 days or treated or disposed at a facility, any treatment, storage, or disposal unit must be permitted under RCRA. Additionally, all hazardous waste transporters are required to be permitted and must have an identification number. RCRA allows individual states to develop their own program for the regulation of hazardous waste as long as it is at least as stringent as RCRA. The USEPA has delegated RCRA enforcement to the State of California.

Toxic Substances Control Act (TSCA). Congress enacted the TSCA of 1976, codified in Title 40 of the Code of Federal Regulations (CFR), to give USEPA the ability to track the 75,000 industrial chemicals currently produced or imported into the United States. USEPA repeatedly screens these chemicals and can require reporting or testing of those that may pose an environmental or human-health hazard. USEPA can ban the manufacture and import of those chemicals that pose an unreasonable risk. More specifically, in California, polychlorinated biphenyls (PCBs) are regulated by both state (RCRA and Title 22 of the California Code of Regulations) and federal (TSCA) rules; the TSCA has banned the manufacture, processing, use, and distribution in commerce of PCBs. The TSCA gives USEPA the authority to develop, implement and enforce regulations concerning the use, manufacture, cleanup, and disposal of PCBs. The TSCA also establishes USEPA's Lead Abatement Program regulations, which provide a framework for lead abatement, risk assessment, and inspections. Those performing these services are required to be trained and certified by USEPA.[1]

Research and Special Programs Administration (RSPA) Regulations. RSPA regulations cover definition and classification of hazardous materials, communication of hazards to workers and the public, packaging and labeling requirements, operational rules for shippers, and training. They apply to interstate, intrastate, and foreign commerce by air, rail, ships, and motor vehicles, and also cover hazardous waste shipments. The Federal Highway Administration (FHWA) is responsible for highway routing of hazardous materials and highway safety permits. The U.S. Coast Guard regulates bulk transport by vessel. The hazardous material regulations include emergency response provisions, including incident reporting requirements. Reports of major incidents go to the National Response Center, which in turn is linked with CHEMTREC, a service of the chemical manufacturing industry that provides details on most chemicals shipped in the United States.

Superfund Amendments and Reauthorization Act of 1986 (SARA). SARA amended CERCLA on October 17, 1986. SARA reflected USEPA's experience in administering the complex Superfund program during its first six years and made several important changes and additions to the program. Primarily, SARA:

- Stressed the importance of permanent remedies and innovative treatment technologies in cleaning up hazardous waste sites;
- Required Superfund actions to consider the standards and requirements found in other state and federal environmental laws and regulations;
- Provided new enforcement authorities and settlement tools;
- Increased state involvement in every phase of the Superfund program;
- Increased the focus on human health problems posed by hazardous waste sites;
- Encouraged greater citizen participation in making decisions on how sites should be cleaned up; and
- Increased the size of the trust fund to $8.5 billion.

SARA also required USEPA to revise the Hazard Ranking System (HRS) to ensure that it accurately assessed the relative degree of risk to human health and the environment posed by uncontrolled hazardous waste sites that may be placed on the NPL.

Occupational Safety and Health Act of 1970. The U.S. Department of Labor's Occupational and Safety Health Administration (OSHA) was created by the Occupational Safety and Health Act to assure safe and healthful working conditions by setting and enforcing standards and by providing training, outreach, education, and assistance. OSHA provides standards for general industry and construction industry on hazardous waste operations and emergency response. The Occupational Safety and Health Act, implemented by the federal OSHA, contains provisions with respect to hazardous materials handling. Federal OSHA requirements, as set forth in Title 29 of the CFR Section 1910, *et. seq.*, are designed to promote worker safety, worker training, and a worker's right–to-know. OSHA has delegated the authority to administer OSHA regulations to the State of California.

[1]U.S. Environmental Protection Agency, 40 CFR Park 745, Rules 402 and 404, August 29, 1996.

Title 49 of the CFR, which contains the regulations set forth by the Hazardous Materials Transportation Act of 1975, specifies additional requirements and regulations with respect to the transport of hazardous materials. Title 49 of the CFR requires that every employee who transports hazardous materials receive training to recognize and identify hazardous materials and become familiar with hazardous materials requirements. Drivers are also required to be trained in function and commodity specific requirements.

Emergency Planning and Community Right–to-Know Act (EPCRA). EPCRA was enacted by Congress as the national legislation on community safety. This law was designated to help local communities protect public health, safety, and the environment from chemical hazards. EPCRA was passed in response to concerns regarding the environmental and safety hazards posed by the storage and handling of toxic chemicals. EPCRA establishes requirements for federal, state and local governments, tribes and industry regarding emergency planning and "Community Right-to-Know" reporting on hazardous and toxic chemicals. The Community Right-to-Know provisions help increase the public's knowledge and access to information on chemicals at individual facilities, their uses, and releases into the environment. States and communities, working with facilities, can use the information to improve chemical safety and protect public health and the environment. To implement EPCRA, Congress required each state to appoint a State Emergency Response Commission (SERC). The SERC is required to divide their states into Emergency Planning Districts and to name a Local Emergency Planning Committee for each district.

Other Hazardous Materials Regulations. In addition to the USDOT regulations for the safe transportation of hazardous materials, there are other applicable federal laws that also address hazardous materials:

- Community Environmental Response Facilitation Act (CERFA) of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Atomic Energy Act
- Toxic Substances Control Act (TSCA)

FEDERAL INSECTICIDE, FUNGICIDE, AND RODENTICIDE ACT (FIFRA)STATE

Authority for the statewide administration and enforcement of RCRA rests with the California Environmental Protection Agency (Cal/EPA) Department of Toxic Substances Control (DTSC). While the DTSC has primary state responsibility in regulating the generation, storage and disposal of hazardous materials, DTSC may further delegate enforcement authority to local jurisdictions. In addition, the DTSC is responsible and/or provides oversight for contamination cleanup, and administers state-wide hazardous waste reduction programs. DTSC operates programs to accomplish the following: (1) deal with the aftermath of improper hazardous waste management by overseeing site cleanups; (2) prevent releases of hazardous waste by ensuring that those who generate, handle, transport, store, and dispose of wastes do so properly; and (3) evaluate soil, water, and air samples taken at sites.

The storage of hazardous materials in underground storage tanks (USTs) is regulated by CalEPA's State Water Resources Control Board (SWRCB), which has delegated authority to the Regional Water Quality Control Board (RWQCB) and typically on the local level, to the local fire department.

The California Occupational Safety and Health Administration (Cal/OSHA) program is administered and enforced by the Division of Occupational Safety and Health (DOSH). Cal/OSHA is very similar to the federal OSHA program. For example, both programs contain rules and procedures related to exposure to hazardous materials during demolition and construction activities. In addition, Cal/OSHA requires employers to implement a comprehensive, written Injury and Illness Prevention Program (IIPP). An IIPP is an employee safety program for potential workplace hazards, including those associated with hazardous materials.

The State Office of Emergency Services Hazardous Materials (HazMat) section under the Fire and Rescue Division coordinates statewide implementation of hazardous materials accident prevention and emergency response programs for all types of hazardous materials incidents and threats. In response to any hazardous materials emergency, the HazMat section staff is called upon to provide state and local emergency managers with emergency coordination and technical assistance.

Hazardous Waste Source Reduction and Management Review Act of 1989. This act requires generators of 12,000 kilograms/year of typical/operational hazardous waste to conduct an evaluation of their waste streams every four years and to select and implement viable source reductions alternatives. This act does not apply to non-typical hazardous waste (such as asbestos and PCBs).

California Vehicle Code Title 13. The California Vehicle Code (Title 13 of the CCR) states that every motor carrier transporting hazardous materials (for which the display of hazardous materials placards is required or in excess of 500 pounds, transported for a fee, which would require placarding if shipped in greater amounts in the same manner) must have a Hazardous Materials Transportation License issued by the California Highway Patrol.

California Health and Safety Code. The transport of hazardous waste materials is further governed by the California Health and Safety Code Section 25163 and Title 22, Chapter 13 of the CCR. Specifically, Section 25163 of the Health and Safety Code requires transporters of hazardous waste to hold a valid registration issued by the DTSC in his/her possession while transporting hazardous waste. Additionally, Title 22, Chapter 13 of the CCR contains a number of requirements including, but are not limited to, the following:

- Transporters shall not transport hazardous waste without first receiving an identification number and a registration certificate from DTSC.
- Registration as a hazardous waste transporter expires annually, on the last day of the month in which the registration was issued.
- To be registered as a hazardous waste transporter, an application must be submitted.
- Hazardous waste shall not be accepted for transport without a Uniform Hazardous Waste Manifest that has been properly completed and signed by generator and transporter.
- Hazardous waste shall be delivered to authorized facilities only.

California Occupational Safety and Health Administration (Cal/OSHA) Regulations. Cal/OSHA has set forth work requirements for disturbance of Asbestos Containing Construction Materials (ACCMs) including removal operations for all types of ACCMs. Cal/OSHA requires contractors and employers that remove ACCMs to be registered and consultants and technicians who conduct sampling and/or removal to be certified. In addition, the agency has developed standards for general industry and the construction industry hazardous waste operations and emergency response. Cal/OSHA ensures that employers must have controls to reduce and monitor exposure levels of hazardous materials, an informational program describing any exposure during operations and the inspection of drums and containers prior to removal or opening. Decontamination procedures and emergency response plans must be in place before employees begin working in hazardous waste operations.

California Office of Emergency Services (CalOES) Regulations. The CalOES Hazardous Materials Section under the Fire and Rescue Division coordinates statewide implementation of hazardous materials accident prevention and emergency response programs for all types of hazardous materials incidents and threats. In response to any hazardous materials emergency, the Section staff is called upon to provide state and local emergency managers with emergency coordination and technical assistance.

California Code of Regulations (CCR) Title 8 Section 1529. This section of the CCR regulates asbestos exposure in all worked defined in Section 1502, including demolition or salvage of structures where asbestos is present, removal or encapsulation of materials containing asbestos, construction, alteration, repair, maintenance, or renovation of structures, substrates, or portions thereof, that contain asbestos, installation of products containing asbestos, asbestos spill/emergency cleanup, transportation, disposal, storage, containment of and housekeeping activities involving asbestos or products containing asbestos, on the site or location at which construction activities are performed, and excavation which may involve exposure to asbestos as a natural constituent which is not related to asbestos mining and milling activities.

California Code of Regulations (CCR) Title 8 Section 1532.1. This section of the CCR applies to all construction work where employees could be occupationally exposed to lead, including demolition or salvage of structures where lead or materials containing lead are present; removal or encapsulation of materials containing lead; new construction, alteration, repair, or renovation of structures, substrates, or portions thereof, that contain lead or materials containing lead; installation of products containing lead; lead contamination/emergency clean-up; transportation, disposal, storage, or containment of lead or materials containing lead on the site or location at which construction activities are performed; and maintenance operations associated with construction activities. This section sets a maximum exposure limit; requires an assessment to determine whether employees may be exposed to lead; requires employees to create a compliance program to ensure that employee exposure to lead are at or below the permissible exposure limit to the extent feasible; and requires that employees with exposure to lead are provided with respiratory protection, protective work clothing and equipment.

Hazardous Waste Control Act. The Hazardous Waste Control Act created the state hazardous waste management program, which is similar to but more stringent than the RCRA program. This Act is implemented by regulations contained in Title 26 of the CCR, which describes the following required aspects for the proper management of hazardous waste: identification and classification; generation and transportation; design and permitting of recycling, treatment, storage, and disposal facilities; treatment standards; operation of facilities and staff training; and closure of facilities and liability requirements. These regulations list more than 800 materials that may be hazardous and establish criteria for identifying, packaging, and disposing of such waste. Under this Act and Title 26, the generator of hazardous waste must complete a manifest that accompanies the waste from generator to transporter to the ultimate disposal location. Copies of the manifest must be filed with DTSC.

Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program). The Unified Program required the administrative consolidation of six hazardous materials and waste programs (Program Elements) under one agency, a Certified Unified Program Agency (CUPA). The Program Elements consolidated under the Unified Program are:

- Hazardous Waste Generator and On-site Hazardous Waste Treatment Programs (also known as Tiered Permitting);
- Aboveground Petroleum Storage Tank Spill Prevention Control and Countermeasure Plan (SPCC);
- Hazardous Materials Release Response Plans and Inventory Program (also known as Hazardous Materials Disclosure or "Community-Right-To-Know");
- California Accidental Release Prevention Program (Cal/ARP);
- Underground Storage Tank (UST) Program; and
- Uniform Fire Code Plans and Inventory Requirements.

The Unified Program is intended to provide relief to businesses complying with the overlapping and sometimes conflicting requirements of formerly independently managed programs. The Unified Program is implemented at the local government level by CUPAs. Most CUPAs have been established as a function of a local environmental health or fire department. Some CUPAs have contractual agreements with another local agency, a participating agency, which implements one or more Program Elements in coordination with the CUPA.

Hazardous Materials Release Response Plans and Inventory Act of 1985. This Act, also known as the Business Plan Act, requires businesses using hazardous materials to prepare a plan that describes their facilities, inventories, emergency response plans, and training programs. Hazardous materials are defined as unsafe raw or unused materials that are part of a process or manufacturing step. They are not considered hazardous waste. Health concerns pertaining to the release of hazardous materials, however, are similar to those relating to hazardous waste.

2009 State of California Emergency Plan. The 2009 State of California Emergency Plan, also referred to as the State Emergency Plan (SEP), addresses the state's response to extraordinary emergency situations associated with natural disasters or human-caused emergencies. The California Emergency Services Act provides the basic authorities for conducting emergency operations following the proclamation of emergencies by appropriate local officials and/or the Governor.[2] The provisions of this act are further reflected and expanded upon by local emergency ordinances. In accordance with this act, the SEP describes the methods for carrying out emergency operations, the process for rendering mutual aid, the emergency services of governmental agencies, how resources are mobilized, how the public will be informed and the process to ensure continuity of government during an emergency or disaster. The SEP emphasizes mitigation programs to reduce the vulnerabilities to disaster and preparedness activities to ensure the capabilities and resources are available for an effective response. To assist communities and governments to recover from the disaster, the SEP outlines programs that establish a consistent, statewide framework to enable state, local, tribal governments, federal government and the private sector to work together to mitigate, prepare for, respond to and recover from the effects of emergencies regardless of cause, size, location, or complexity.[3]

Asbestos Regulations. The Clean Air Act regulates asbestos as a hazardous air pollutant, which subjects it to regulation by South Coast Air Quality Management District (SCAQMD) under its Rule 1403. OSHA also regulates asbestos as a potential worker safety hazard. These rules and regulations prohibit emissions of asbestos from demolition or construction activities, require medical examinations and monitoring of employees engaged in activities that could disturb asbestos fibers, and require notice to federal and local government agencies prior to renovation or demolition activities that could disturb asbestos.

Lead Regulations. Because of its toxic properties, lead is regulated as a hazardous material. Lead is also regulated as a toxic air contaminant. State-certified contractors must perform inspection, testing, and removal (abatement) of lead-containing building materials in compliance with applicable health and safety and hazardous materials regulations, including those outlined in Title 17 of the CCR. Other state laws include:

- Hazardous Waste Control Law
- Safe Drinking Water and Toxic Enforcement Act of 1986 (Proposition 65)
- Carpenter-Presley-Tanner Hazardous Substances Account Act
- Hazardous Waste Management Planning and Facility Siting (Tanner Act)
- Hazardous Materials Release Response Plan and Inventory Law of 1985 (Business Plan Act)
- California Medical Waste Management Act

LOCAL

The primary local agency with responsibility for implementing federal and State laws and regulations pertaining to hazardous materials management is the Los Angeles County Health Department, Environmental Health Division. The Los Angeles County Health Department is the CUPA for the County of Los Angeles. The Unified Program is the consolidation of six state environmental regulatory programs into one program under the

[2]California Government Code Section 8560.
[3]California Emergency Management Agency, *State of California Emergency Plan*, July 2009.

authority of a CUPA. A CUPA is a local agency that has been certified by CalEPA to implement the six state environmental programs within the local agency's jurisdiction. This program was established under the amendments to the California Health and Safety Code made by Senate Bill 1082 in 1994. The six consolidated programs are:

- Hazardous Materials Release Response Plan and Inventory (Business Plans)
- California Accidental Release Prevention (CalARP)
- Hazardous Waste (including Tiered Permitting)
- Underground Storage Tanks (USTs)
- Above Ground Storage Tanks (Spill Prevention Control and Countermeasures [SPCC] requirements)
- Uniform Fire Code (UFC) Article 80 Hazardous Material Management Program (HMMP) and Hazardous Material Identification System (HMIS)

As the CUPA for the County of Los Angeles, the Los Angeles County Health Department, Environmental Health Division maintains the records regarding location and status of hazardous materials sites in the county and administers programs that regulate and enforce the transport, use, storage, manufacturing, and remediation of hazardous materials. By designating a CUPA, Los Angeles County has accurate and adequate information to plan for emergencies and/or disasters and to plan for public and firefighter safety.

A Participating Agency is a local agency that has been designated by the local CUPA to administer one or more Unified Programs within their jurisdiction on behalf of the CUPA. The Los Angeles Fire Department (LAFD) is a Participating Agency with the Los Angeles County Health Department, Environmental Health Division as the CUPA. The LAFD monitors the storage of hazardous materials in the City for compliance with local requirements. Specifically, businesses and facilities which store more than threshold quantities of hazardous materials as defined in Chapter 6.95 of the California Health and Safety Code are required to file an Accidental Risk Prevention Program with the LAFD. This program includes information such as emergency contacts, phone numbers, facility information, chemical inventory, and hazardous materials handling and storage locations. The LAFD also has delegated authority to administer and enforce federal and state laws and local ordinances for USTs. Plans for the construction/installation, modification, upgrade, and removal of USTs are reviewed by LAFD Inspectors.

South Coast Air Quality Management District (SCAQMD) Rule 1403. SCAQMD Rule 1403 establishes asbestos survey requirements, notification, and work practice requirements to prevent asbestos emissions from emanating during building renovation and demolition activities. Rule 1403 incorporates the requirements of the federal asbestos requirements found in the National Emission Standards for Hazardous Air Pollutants (NESHAP) found in CFR Title 40, Part 61, Subpart M. USEPA delegated SCAQMD the authority to enforce the federal asbestos NESHAP and SCAQMD is the local enforcement authority for asbestos.

Los Angeles County Operational Area Emergency Response Plan (ERP). The County of Los Angeles developed the ERP to ensure the most effective allocation of resources for the maximum benefit and protection of the public in time of emergency. The ERP does not address normal day-to-day emergencies or the well-established and routine procedures used in coping with them. Instead, the operational concepts reflected in this plan focus on potential large-scale disasters like extraordinary emergency situations associated with natural and man-made disasters and technological incidents which can generate unique situations requiring an unusual or extraordinary emergency response. The purpose of the plan is to incorporate and coordinate all the facilities and personnel of County government, along with the jurisdictional resources of the cities and special districts within the County, into an efficient Operational Area organization capable of responding to any emergency using a Standard Emergency Management System, mutual aid and other appropriate response procedures. The goal of the plan is to take effective life-safety measures and reduce property loss, provide for the rapid resumption of impacted businesses and community services, and provide accurate documentation and records required for cost-recovery.

City of Los Angeles General Plan Safety and Conservation Elements. The Safety Element provides a contextual framework for understanding the relationship between hazard mitigation, response to a natural disaster, and initial recovery from a natural disaster. The policies of the Safety Element address the storage, accidental release, and containment of hazardous materials.

Policies of the Conservation Element address the conservation of petroleum resources (i.e., oil and gas) and appropriate, environmentally sensitive extraction of petroleum deposits to protect the petroleum resources for the use of future generations and to reduce the city's dependency on imported petroleum and petroleum products.

Goals, objectives, and policies from the Safety and Conservation Elements related to Hazards and Hazardous Materials are listed below in **Table 4.6-1**.

TABLE 4.6-1: RELEVANT GENERAL PLAN HAZARDOUS MATERIALS GOALS, OBJECTIVES, AND POLICIES	
SAFETY ELEMENT – HAZARD MITIGATION	
Policy 1.1.1	Coordination. Coordinate information gathering, program formulation and program implementation between City agencies, other jurisdictions and appropriate public and private entities to achieve the maximum mutual benefit with the greatest efficiency of funds and staff.
Policy 1.1.2	Disruption reduction. Reduce, to the greatest extent feasible and within the resources available, potential critical facility, governmental functions, infrastructure and information resource disruption due to natural disaster.
Policy 1.1.3	Facility/systems maintenance. Provide redundancy (back-up) systems and strategies for continuation of adequate critical infrastructure systems and services so as to assure adequate circulation, communications, power, transportation, water and other services for emergency response in the event of disaster related systems disruptions.
Policy 1.1.4	Health/environmental protection. Protect the public and workers from the release of hazardous materials and protect City water supplies and resources from contamination resulting from accidental release or intrusion resulting from a disaster event, including protection of the environment and public from potential health and safety hazards associated with program implementation.
Policy 1.1.5	Risk reduction. Reduce potential risk hazards due to natural disaster to the greatest extent feasible within the resources available, including provision of information and training.
SAFETY ELEMENT – EMERGENCY RESPONSE (MULTI-HAZARD)	
Policy 2.1.1	Coordination. Coordinate program formulation and implementation between City agencies, adjacent jurisdictions and appropriate private and public entities so as to achieve, to the greatest extent feasible and within the resources available, the maximum mutual benefit with the greatest efficiency of funds and staff.
Policy 2.1.2	Health and environmental protection. Develop and implement procedures to protect the environment and public, including animal control and care, to the greatest extent feasible within the resources available, from potential health and safety hazards associated with hazard mitigation and disaster recovery efforts.
Policy 2.1.3	Information. Develop and implement, within the resources available, training programs and informational materials designed to assist the general public in handling disaster situations in lieu of or until emergency personnel can provide assistance.
Policy 2.1.4	Interim procedures. Develop and implement pre-disaster plans for interim evacuation, sheltering and public aid for disaster victims displaced from homes and for disrupted businesses, within the resources available. Plans should include provisions to assist businesses, which provide significant services to the public and plans for reestablishment of the financial viability of the City.
Policy 2.1.5	Response. Develop, implement, and continue to improve the City’s ability to respond to emergency events.

TABLE 4.6-1: RELEVANT GENERAL PLAN HAZARDOUS MATERIALS GOALS, OBJECTIVES, AND POLICIES	
Policy 2.1.6	Standards/fire. Continue to maintain, enforce and upgrade requirements, procedures and standards to facilitate more effective fire suppression. The Fire Department and/or appropriate City agencies shall revise regulations or procedures to include the establishment of minimum standards for location and expansion of fire facilities, based upon fire flow requirements, intensity and type of land use, life hazard, occupancy and degree of hazard so as to provide adequate fire and emergency medical event response. At a minimum, site selection criteria should include the following standards which were contained in the 1979 General Plan Fire Protection and Prevention Plan: • Fire stations should be located along improved major or secondary highways. If, in a given service areas, the only available site is on a local street, the site must be on a street which leads directly to an improved major or secondary highway. • Fire station properties should be situated so as to provide drive-thru capability for heavy fire apparatus. • If a fire station site is on the side of a street or highway where the flow of traffic is toward a signalized intersection, the site should be at least 200 feet from that intersection in order to avoid blockage during ingress and egress. The total number of companies which would be available for dispatch to first alarms would vary with the required fire flow and distance as follows: (a) less than 2,000 g.p.m. would require not less than 2 engine companies and 1 truck company; (b) 2,000 but less than 4,500 g.p.m., not less than 2 or 3 engine companies and 1 or 2 truck companies; and (c) 4,500 or more g.p.m., not less than 3 engine companies and 2 truck companies.
Policy 2.1.7	Volunteers. Develop and implement, within the resources available, strategies for involving volunteers and civic organizations in emergency response activities.
SAFETY ELEMENT – DISASTER RECOVERY (MULTI-HAZARD)	
Policy 3.1.1	Coordination. Coordinate with each other, with other jurisdictions and with appropriate private and public entities prior to a disaster and to the greatest extent feasible within the resources available, to plan and establish disaster recovery programs and procedures which will enable cooperative ventures, reduce potential conflicts, minimize duplication and maximize the available funds and resources to the greatest mutual benefit following a disaster.
Policy 3.1.2	Health/safety/environment. Develop and establish procedures for identification and abatement of physical and health hazards which may result from a disaster. Provisions shall include measures for protecting workers, the public and the environment from contamination or other health and safety hazards associated with abatement, repair and reconstruction programs.
Policy 3.1.4	Interim services/systems. Develop and establish procedures prior to a disaster for immediate reestablishment and maintenance of damaged or interrupted essential infrastructure systems and services so as to provide communications, circulation, power, transportation, water and other necessities for movement of goods, provision of services and restoration of the economic and social life of the City and its environs pending permanent restoration of the damaged systems.
Policy 3.1.5	Restoration. Develop and establish prior to a disaster short- and long-term procedures for securing financial and other assistance, expediting assistance and permit processing and coordinating inspection and permitting activities so as to facilitate the rapid demolition of hazards and the repair, restoration and rebuilding, to a comparable or a better condition, those parts of the private and public sectors which were damaged or disrupted as a result of the disaster.
CONSERVATION ELEMENT – RESOURCE MANAGEMENT (FOSSIL LIBRARY) - PETROLEUM (OIL AND GAS)	
Policy 1	Continue to encourage energy conservation and petroleum product reuse.
Policy 3	Continue to protect neighborhoods from potential accidents and subsidence associated with drilling, extraction and transport operations, consistent with California Department of Conservation, Division of Oil and Gas requirements.
SOURCE: City of Los Angeles General Plan, *Safety Element*, 1996, and *Conservation Element*, 2001.	

Los Angeles Municipal Code (LAMC). One of the primary purposes of zoning is to segregate uses that are thought to be incompatible; in practice, zoning is used as a permitting system to prevent new development from harming existing residents or businesses and to preserve the "character" of a community. With respect to hazards, the City uses zoning to separate businesses that use, store, transport, treat, or dispose of hazardous materials, or businesses that engage in potentially hazardous activities, such as manufacturing or refining, from residential areas and the general public.

The Methane Seepage Regulations, contained within LAMC Chapter IX, Article 1, Division 71 (Sections 91.7101 through 91.7109), establishes requirements for mitigation and other general building requirements to prevent potential environmental and harmful health effects that could be caused by the construction of buildings located in a defined Methane Hazard Zone within the City of Los Angeles. All new buildings and paved areas located in a Methane Zone or Methane Buffer Zone must comply with the requirements of LAMC Sections 91.7103 and 91.7104 and the Methane Mitigation Standards established by the Superintendent of Building. The Methane Mitigation Standards identify installation procedures, design parameters and test protocols for the methane gas mitigation system. As established under LAMC Section 91.106.4.1, LADBS has the authority to withhold permits on projects located within a Methane Zone or Methane Buffer Zone. Building permits may be issued upon submittal of detailed plans that show adequate protection against flammable gas incursion by providing the installation of suitable methane mitigation and monitoring systems.

Section 91.7109.2 of the LAMC requires LAFD notification when an abandoned oil well is encountered during construction activities, and requires that any abandoned oil well not in compliance with existing regulations be re-abandoned in accordance with applicable rules and regulations of the California Division of Oil, Gas, and Geothermal Resources (DOGGR).

Los Angeles Fire Department (LAFD). The LAFD monitors the storage of hazardous materials in the City for compliance with local requirements. Specifically, businesses and facilities which store more than threshold quantities of hazardous materials as defined in Chapter 6.95 of the California Health and Safety Code are required to file an Accidental Risk Prevention Program with the LAFD. This program includes information such as emergency contacts, phone numbers, facility information, chemical inventory, and hazardous materials handling and storage locations. The LAFD also has delegated authority to administer and enforce Federal and State laws and local ordinances for USTs. Plans for the construction/installation, modification, upgrade, and removal of USTs are reviewed by LAFD Inspectors.

Los Angeles Fire Code. Chapter V, Article 7 of the LAMC contains the Los Angeles Fire Code. The purpose of the Fire Code is to prescribe laws for the safeguarding of life and property from fire, explosion, panic, or other hazardous conditions that may arise in the use or occupancy of buildings, structures, or premises and other laws that may be the duty of LAFD to enforce.

EXISTING SETTING

HAZARDOUS MATERIALS

The term "hazardous material" can have varying definitions for different regulatory programs. For the purpose of the Proposed Project, the term "hazardous materials" refers to both hazardous materials and hazardous waste. The California Health and Safety Code Section 25501 defines hazardous materials as follows:[4]

> *"Hazardous material means any material that because of its quantity, concentrations, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. Hazardous materials include but are not limited to hazardous substances, hazardous waste, and any material which a handler or the administering agency has a reasonable basis for believing would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or environment."*

[4]California Health and Safety Code, Section 25501

A material is hazardous if it exhibits one or more of the following characteristics: ignitability, corrosivity, reactivity, and toxicity.[5]

Soil and groundwater can become contaminated by hazardous material releases in a variety of ways, including permitted or illicit use and accidental or intentional disposal or spillage. Before the 1980s, most land disposal of chemicals was unregulated, with the result that numerous industrial properties and public landfills became dumping grounds for unwanted chemicals. The largest and most contaminated of these sites became Superfund sites, so named for their eligibility to receive cleanup money from a federal fund established under CERCLA. The NPL is the list of national priorities among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States and its territories. The NPL is intended primarily to guide the USEPA in determining which sites warrant further investigation. Sites are added to the NPL following a hazard ranking system.

Numerous smaller properties have been designated as contaminated sites. Often these are gas station sites where leaking USTs were upgraded under a federal requirement in the late 1980s. Another category of sites which may have some overlap with the types already mentioned is "brownfields" – previously used, often abandoned, sites that because of actual or suspected contamination are undeveloped or underused. Both the USEPA and DTSC maintain lists of known brownfields sites. These sites are often difficult to inventory due to their owners' reluctance to publically label their property as potentially contaminated.

Asbestos-containing materials (ACMs) were widely used in structures built between 1945 and 1978. Common ACMs include vinyl flooring and associated mastic, wallboard and associate joint compound, plaster, stucco, acoustic ceiling spray, ceiling tiles, heating system components, and roofing materials. Commercial/industrial structures are affected by asbestos regulations if damage occurs or if remodeling, renovation, or demolition activities disturb ACMs. Lead-based paint (LBP) was primarily used during the same time period. Commercial/industrial structures are affected by lead-based paint regulations if the paint is in a deteriorated condition or if remodeling, renovation, or demolition activities disturb LBP surfaces.

PCBs are mixtures of up to 209 individual chlorinated compounds. There are no known natural sources of PCBs. PCBs have been used as coolants and lubricants in transformers, capacitors, and other electrical equipment because they do not burn easily and are good insulators. The manufacture of PCBs was stopped in the United States in 1977 because of evidence that they build up in the environment and can cause harmful health effects. Products made before 1977 that may contain PCBs include old fluorescent lighting fixtures and electrical devices containing PCB capacitors, and old microscope and hydraulic oils.

TRANSPORT, USE, AND DISPOSAL

The use of hazardous materials is typically associated with industrial land uses. Activities, such as manufacturing, plating, cleaning, refining, and finishing, frequently involve chemicals that are considered hazardous when accidentally released into the environment. Industrial land uses are primarily located in the western portion of the ECTNP Area north of the Expo LRT Line around the Bundy and Sepulveda Stations and surrounding the Culver City Station.

To a lesser extent, hazardous materials may also be used by various commercial enterprises as well as residential uses. Dry cleaners, in particular, use cleaning agents considered to be hazardous materials. Hardware stores typically stock paints and solvents, as well as fertilizers, herbicides and pesticides; swimming pool supply stores stock acids, algaecides, and caustic agents. In fact, most commercial business occasionally use commonly available cleaning supplies which, when used in accordance with manufacturers' recommendations, are considered safe by the State of California, but when not handled properly can be considered hazardous. Private residences also use and store commonly available cleaning materials, paints, solvents, swimming pool and spa chemicals, as well as fertilizers, herbicides, and pesticides.

[5]Title 22, California Code of Regulations, Division 4.5, Chapter 11, Article 3, Section 66261.20-66261.24.

If improperly handled, hazardous materials can result in public health hazards through human contact with contaminated soils or groundwater, or through airborne releases in vapors, fumes, or dust. There is also the potential for accidental or unauthorized releases of hazardous materials that would pose a public health concern. The use, transport, and disposal of hazardous materials and wastes are required to occur in accordance with federal, state and local regulations. In accordance with such regulations, the transport of hazardous materials and wastes can only occur with transporters who have received training and appropriate licensing. Additionally, hazardous waste transporters are required to complete and carry a hazardous waste manifest (which is a set of forms, reports, and procedures designed to seamlessly track hazardous waste). Most transportation of hazardous materials within the ECTNP Area and the surrounding area is via trucks along highways, such as I-10, and major thoroughfares, such as Venice, Washington and Jefferson Boulevards. Two railroad rights-of-way, currently owned by the Los Angeles County Metropolitan Transportation Authority (Metro), extend through the ECTNP Area. The abandoned Southern Pacific alignment was developed as part of the Expo LRT Line.

HAZARDOUS MATERIALS SITES

As previously discussed, hazardous materials are found throughout the ECTNP Area in a multitude of forms and quantities. The locations where such materials are used, stored, treated and/or disposed comes to the attention of regulatory agencies through various means including licensing and permitting, enforcement actions, anonymous tips, and so forth. In some cases, businesses that use hazardous materials in quantities greater than certain established thresholds are required to file business plans with the LAFD. Other businesses that engage in the transport, storage, treatment, or disposal of hazardous materials are required to maintain detailed records of all their hazardous materials-related activities. To the extent possible, locations of these businesses and operations are recorded in several database lists maintained by various local, state, and federal regulatory agencies.

Federal, state, local, tribal and proprietary environmental databases were searched to determine the environmental regulatory status of the properties within the search area, including the Project Area and an approximate one-mile buffer around the Project Area. **Table 4.6-2** provides a summary of the number of recorded hazardous material sites within the search area. The database information represents a general indicator of the amount of possible hazardous material sites in the search area.

TABLE 4.6-2: NUMBER OF IDENTIFIED HAZARDOUS MATERIAL SITES WITHIN THE SEARCH AREA

Database	Description	Number of Sites /a/
FEDERAL RECORDS		
Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS)	The U.S. Environmental Protection Agency (USEPA) uses this database to track activities conducted under the Superfund program.	6
Comprehensive Environmental Response, Compensation-No Further Remedial Action Planned Report (CERC-NFRAP)	This database contains information pertaining to sites that have been removed from the CERCLIS database.	30
Resource Conservation and Recovery Act (RCRA), Treatment, Storage and/or Disposal Facility (TSD)	This database includes sites, which generate, transport, store, treat, and/or dispose of hazardous waste.	1
RCRA Information System – Large-Quantity Generator (RCRA-LQG)	This database includes sites that generate, transport, store, treat, and/or dispose of hazardous waste.	17
RCRA Information System – Small-Quantity Generator (RCRA-SQG)	This database includes sites that generate, transport, store, treat, and/or dispose of hazardous waste.	162
RCRA Information System- Conditionally Exempt Small Quantity Generators (RCRA-CESEQ)	This database includes sites that generate less than 100 kg of hazardous waste.	3
RCRA Information System – Non-Generator (RCRA NonGen/NLR)	This database includes selective information on sites that generate, transport, store, treat and/or dispose of hazardous waste. Non-Generators do not presently generate hazardous waste.	21

TABLE 4.6-2: NUMBER OF IDENTIFIED HAZARDOUS MATERIAL SITES WITHIN THE SEARCH AREA

Database	Description	Number of Sites /a/
Emergency Response Notification System (ERNS)	This database includes sites of reported releases of oil or hazardous substances to the air, soil and/or water.	16
Hazardous Material Information Resource System (HMIRS)	This database is the central repository for Material Safety Data Sheets for the U.S. Government military services and civil agencies.	1
Toxic Release Inventory System (TRIS)	This database is the USEPA's database on all sites that have or may be prone to toxic material releases.	3
Federal Toxics Tracking System (FTTS)	This database includes a list of pesticide enforcement actions and compliance activities.	2
Historical Federal Toxics Tracking System	This database includes a list of historical pesticide enforcement actions and compliance activities.	2
Facility Index System (FINDS)	FINDS is facility information and "pointers" to other sources of information that contain more detail (e.g., RCRA Info, CERCLIS).	215
Aerometric Information Retrieval System (US AIRS)	This database contains compliance data on air pollution point sources regulated by the USEPA and/or state and local air regulatory agencies.	1
STATE AND LOCAL RECORDS		
Department of Health Services Site-Specific Expenditure Plan (BOND EXP PLAN)	The Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds.	1
State School Evaluation Program	This category contains proposed and existing school sites that are being evaluated by Department of Toxic Substance Control (DTSC) for possible hazardous materials contamination.	7
Solid Waste Facilities/Landfill Sites (SWF/LF)	This data comes from the Integrated Waste Management Board's Solid Waste Information database.	6
Waste Management Unit Database System (WMUDS/SWAT)	This data is used for program tracking and inventory of waste management units	6
California Water Resources Control Board Waste Discharge Systems (WDS)	The WDS database lists Regional Water Quality Control Board (RWQCB) sites that have been issued waste discharge requirements	13
National Pollutant Discharge Elimination System (NPDES)	This database contains a listing of NPDES permits.	15
Underground Control Injection Wells (UIC)	This database contains listings of underground control injection wells.	11
DTSC Hazardous Waste and Substances Sites (Cortese)	Cortese is a database maintained by the DTSC used by State, local agencies and developers to comply with CEQA requirements in providing information about the location of hazardous material release sites.	1
HIST Cortese	HIST Cortese is the historical listing of the Cortese sites.	80
SWRCY Recycling Facilities	This database contains a listing of recycling facilities.	2
Leaking Underground Storage Tanks (UST)	This database is a listing of reported leaking UST incidents.	137
Facility Inventory Database (FID UST)	This database is a listing of active and inactive UST locations.	139
Spills, Leaks, Investigations, and Cleanups (SLIC)	This database is a listing of unauthorized discharges from spills and leaks, other than from USTs.	45
Underground Storage Tanks (USTs)	This database is a listing of Registered USTs.	62
Historical Underground Storage Tanks (HIST UST)	This database is the historical listing of UST sites from State Water Resources Control Board (SWRCB).	109
NY Manifest	This is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.	2
UST Statewide Environmental Evaluation and Planning System	This database is a listing from SWRCB that is no longer maintained or updated.	179
California Hazardous Material Incident Report System	This database is a listing of reported hazardous material incidents (i.e., accidental releases or spills).	27
Above Ground Storage Tank	This database provides a listing of USTs that are permitted within the State.	2

TABLE 4.6-2: NUMBER OF IDENTIFIED HAZARDOUS MATERIAL SITES WITHIN THE SEARCH AREA

Database	Description	Number of Sites /a/
Notify 65 Proposition 65 Notification records	Notify 65 records contain facility notifications about any release that could impact drinking water and thereby expose the public to a potential health risk. The data come from the SWRCB's Proposition 65 database.	2
CA DEED: Recorded Land Use Restrictions	This includes recorded land use restrictions that DTSC uses to protect the public from unsafe exposure to hazardous substances and wastes.	2
CA VCP	This is a listing of low threat level properties with either confirmed or unconfirmed releases and the project proponents have requested DTSC oversee investigation and/or cleanup activities.	8
CA Drycleaners	Drycleaners is a list of drycleaner facilities with USEPA ID numbers.	21
CA WIP: Well Investigation Program	This is a well investigation program case.	1
CA ENF: Water Board Enforcement Actions	This is a listing of Water Board Enforcement Actions	8
CA CDL	This is a listing of drug lab locations.	3
CA Response	This identifies confirmed released sites where DTSC is involved in remediation.	2
CA HAZNET	This data is extracted from copies of hazardous waste manifests received each year by the DTSC.	606
CA EMI	This includes toxics and criteria pollutant emissions data collected by the CARB.	148
CA ENVIROSTAR	The DTSC's Site Mitigation and Brownfield's Reuse Program database identifies sites that have known contamination or sites for which there may be reasons to investigate further.	43
CA HWP	This includes detailed information on permitted hazardous waste facilities and corrective action tracked in Envirostar.	1
EDR PROPRIETARY RECORDS		
EDR US Hist Auto Stat	This falls within EDR's High Risk Historical Records category.	302
EDR US Hist Cleaners	This falls within EDR's High Risk Historical Records category	119

/a/ Most of the listed sites are included on more than one database, resulting in numerous overlaps (redundancies) in the listing.
SOURCE: Environmental Data Resources, Inc., EDR Data Map Area Study for the Exposition Corridor Transit Neighborhood Plan, September 30, 2013.

Figure 4.6-1 identifies properties within the search area that may pose potential hazards. The search area includes the Project Area plus an approximately one-mile buffer around the Project Area.

METHANE GAS

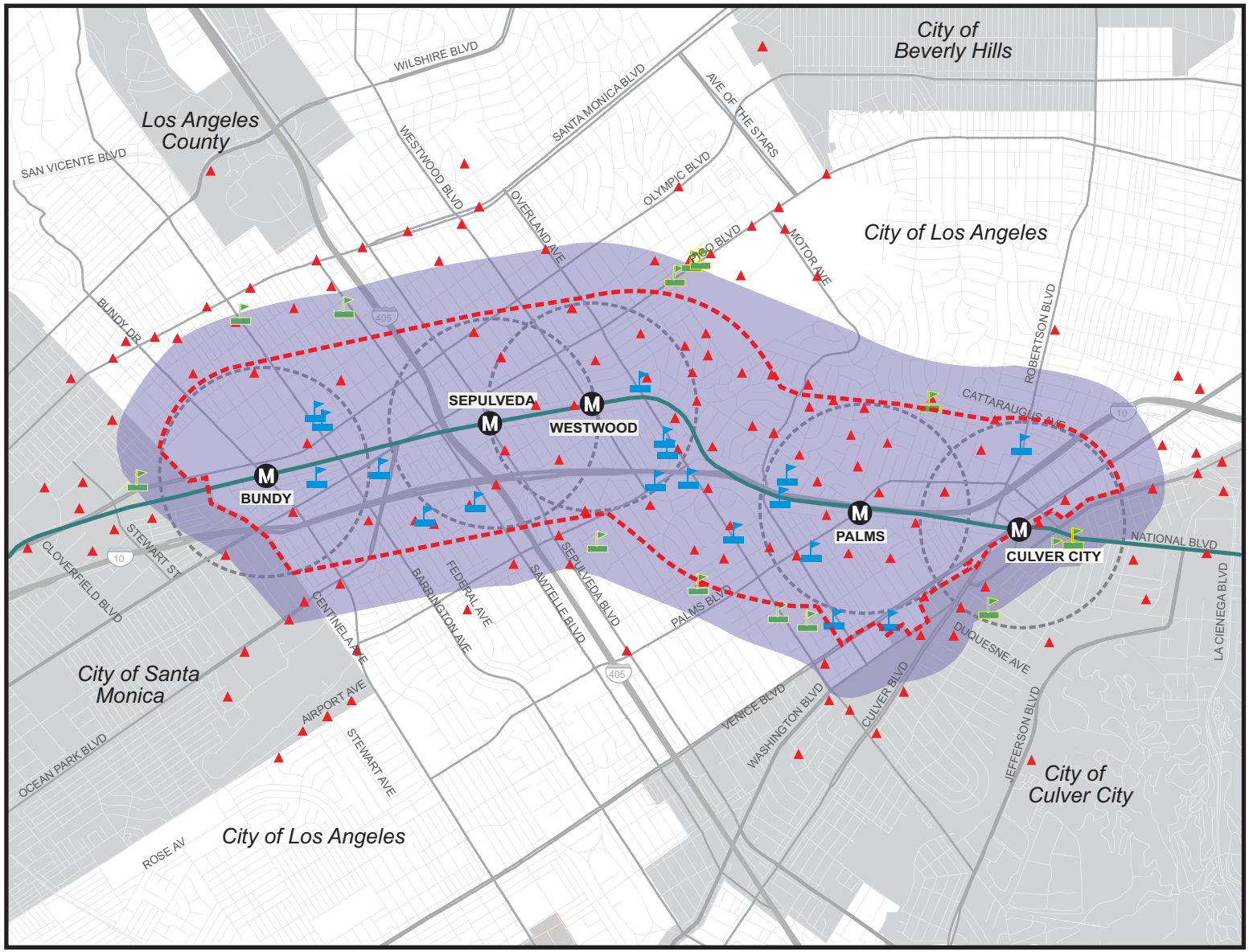
Methane gas is produced by anaerobic decay of organic matter deep under the Earth's surface and is the major component of natural gas, about 87 percent by volume.[6] In common usage, deposits rich in natural gas (i.e., methane) are called natural gas fields. At room temperature and standard pressure, methane is a colorless, odorless gas. While not toxic, it is highly flammable and may form explosive mixtures with air. Methane is also an asphyxiant and may displace oxygen in an enclosed space. The concentrations at which flammable or explosive mixtures form are much lower than the concentration at which asphyxiation risk is significant. Because natural gas is lighter than water, it tends to rise from its sources until it either seeps to the surface or is trapped by a non-permeable layer of rock. When structures are built on or near landfills or naturally occurring natural gas fields, methane gas can penetrate the buildings' interiors and expose occupants to significant levels of methane.

[6]Anaerobic Decay is the process by which microorganisms break down biodegradable material in the absence of oxygen.

Exposition Corridor Transit Neighborhood Plan

Figure 4.6-1 Potential Hazard Sites and Schools in the Area

Los Angeles Department of City Planning



LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Identified Potential Hazard Sites
- School Within Study Area
- School Within 0.25-Mile Buffer from Study Area
- 0.25-Mile Buffer from Study Area
- Jurisdictional Boundary

Approx. Scale

N

0 0.35 0.7 MILES

A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

SOURCE: City of Los Angeles and TAHA, 2017.

2012-058

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

Methane Zones and Methane Buffer Zones in the ECTNP Area are shown in **Figure 4.6-2**. Generally, parcels within the Methane Zone are subject to more restrictive mitigation requirements, while parcels within the Methane Buffer Zone are subject to less restrictive mitigation requirements, though requirements are site-specific and can vary. As shown, a very small portion of the ECTNP Area is located within a Methane buffer zone. This includes the north central, northeastern, and southeastern portions of the ECTNP Area.

SCHOOLS

An analysis of hazardous materials in relation to schools is required as part of the CEQA Guidelines. As shown in **Figure 4.6-2**, there are over 30 schools, including public schools that serve the Project Area (15 public schools identified in Table 4.11-9 in Section 4.11, Public Services) and other schools that are located within a quarter mile of the Project Area.

AIRPORT HAZARDS

Santa Monica Airport and Los Angeles International Airport (LAX) are the two closest airports to the ECTNP Area. Santa Monica Airport, located at 2828 Donald Douglas Loop N in the City of Santa Monica, is located less than two miles south of the western portion of the ECTNP Area. The Federal Aviation Administration (FAA) and the City of Santa Monica plan to maintain airport operations through 2028, after which the City may discontinue its use as an airport.[7]

LAX, located at One World Way, is located more than 10 miles south of the ECTNP Area. The ECTNP Area is not located within the Los Angeles County Airport Land Use Commission (ALUC) planning boundaries of either airport.[8]

EMERGENCY RESPONSE PLANS

Rescue and provision of medical care to victims of fires and other emergencies are the responsibilities of the LAFD. However, because the ECTNP Area adjoins other jurisdictions (the Cities of Culver City and Santa Monica), the City of Los Angeles has several joint-use agreements with other jurisdictions for cooperative response and management of fires and other emergency incidences. Under such agreements, the first respondents would usually be the nearest fire or police units, regardless of jurisdictional boundaries. Key to a successful rapid response is the LAFD's goal of maintaining adequate response distances from any given fire outbreak to the closest fire station. See Section 4.11, Public Services, for further discussion of LAFD.

WILDLAND FIRE

Brush fires continue to be a major threat to life and property throughout the region due to unique fuel, terrain, and climatic conditions. The hazard is especially great when the dry "Santa Ana" winds arrive, usually in the fall and winter seasons. The ECTNP Area is not located in a hilly or mountainous portion of the city. The ECTNP Area is not located in an area identified as a wildland fire hazard area, according to Exhibit D Selected Wildfire Hazard Areas of the Safety Element.[9]

[7]FAA, *Press Release – FAA Reaches Settlement Agreement with City of Santa Monica*, January 28, 2017, https://www.faa.gov/news/press_releases/news_story.cfm?newsId=21394, accessed February 28, 2017.

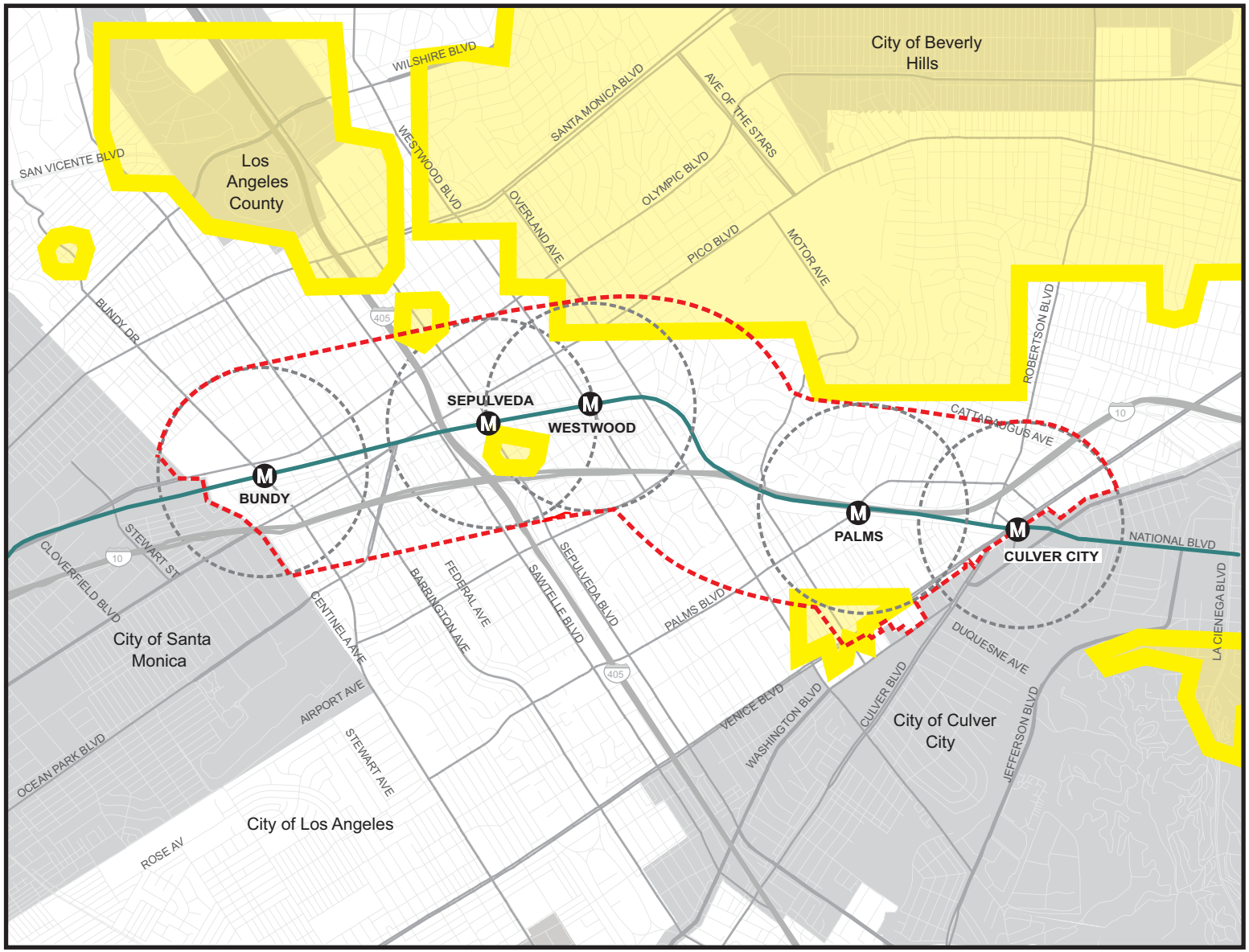
[8]Los Angeles County Airport Land Use Commission-*Los Angeles International Airport Map, Santa Monica Airport Map*, http://planning.lacounty.gov/assets/upl/project/aluc_airport-santa-monica.pdf http://planning.lacounty.gov/assets/upl/project/aluc_airport-lax.pdf, accessed March 1, 2017.

[9]City of Los Angeles General Plan S*afety Element. Exhibit D- Selected Wildfire Hazard Areas*, April 1996.

Exposition Corridor Transit Neighborhood Plan

Figure 4.6-2 Methane and Methane Buffer Zones

Los Angeles Department of City Planning



LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Methane Zone
- Methane Buffer Area
- Jurisdictional Boundary

Approx. Scale

N

0 0.35 0.7 MILES

A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

SOURCE: City of Los Angeles and TAHA, 2017.

2012-058

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the CEQA Guidelines, the Proposed Project would have a significant impact related to hazards and hazardous materials if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment;
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area;
- For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area;
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; and/or
- Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are adjacent to urbanized areas or where residences are intermixed with wildlands.

CITY OF LOS ANGELES CEQA THRESHOLDS GUIDELINES

In addition, based on the criteria set forth in the 2006 Los Angeles CEQA Thresholds Guide (Thresholds Guide), the determination of significance shall be made on a case-by-case basis, considering the following factors:

For impacts related to risk of upset/emergency preparedness:

- The regulatory framework for the risk of upset/emergency preparedness;
- The probable frequency and severity of consequences to people or property as a result of a potential accidental release or explosion of a hazardous substance;
- The degree to which the project may require a new, or interfere with an existing emergency response evacuation plan, and the severity of consequences; and
- The degree to which the project design will reduce the frequency or severity of a potential accidental release or explosion of a hazardous substance.

For impacts related to human health hazards:

- The regulatory framework for the health hazard;
- The probable frequency and severity of consequences to people from exposure to the health hazard; and
- The degree to which project design would reduce the frequency of exposure or severity of consequences of exposure to the health hazard.

METHODOLOGY

The Thresholds Guide sets forth guidance for the determination of significance for impacts from hazards and hazardous materials. The guidance is generally based on the CEQA Guidelines Appendix G, and provides specific criteria to be considered when making a significance determination. For purposes of this analysis, the CEQA Guidelines Appendix G criteria are used.

Analysis in this section focuses on the use, disposal, transport, or management of hazardous or potentially hazardous materials resulting from development or redevelopment envisioned under the Proposed Project. Disposal options, the probability for risk of upset, and the severity of consequences to people or property associated with the increased use, handling, transport, and/or disposal of hazardous materials associated with implementation of the Proposed Project are also analyzed. This section also addresses short-term construction impacts resulting from demolition of existing (usually older) structures, as well as from disturbance of contaminated soils. Operational impacts would generally be associated with the type of uses proposed and the materials that operation of these uses would entail. In determining the level of significance, the analysis assumes that any development under the Proposed Project would comply with relevant federal and state laws and regulations, as well as the LAMC.

This discussion of hazards and hazardous materials addresses impacts within the entire Project Area. No distinction is made between areas of change and areas within the Project Area, where zoning controls would not change, because potential impacts related to hazards and hazardous materials are generally site-specific and not based on whether future development projects are located within or outside of the change areas.

IMPACTS

The Proposed Project would establish a Specific Plan and initiate zone changes, General Plan amendments, and introduce development and urban design standards. The Proposed Project would also involve new streetscape plans and parking strategies that together enhance the pedestrian experience, promote transit ridership, and encourage a variety of mobility options. The ECTNP would guide future development by specifying the type of uses, densities, intensities, and design standards and guidelines that would be permitted. The Proposed Project encourages new development at transit station areas with the goal of promoting transit ridership and creating an active, mixed-use environment in the station areas. Zone Changes and General Plan amendments would not occur on every parcel within the Project Area; changes would only occur within specific "areas of proposed change," also known as "Subareas" in the Proposed Plan. Future development projects within the ECTNP Area would be required to comply with applicable regulatory requirements pertaining to hazardous materials during construction and operation.

Individual businesses are subject to intensive regulatory review as part of the permit and approval process, as well as being subject to a myriad of regulations regarding hazardous material use, storage, transportation and disposal. This regulatory review and regulatory compliance review ensures that adjacent populations are protected from unusual hazards from such uses. While the Proposed Project may encourage greater redevelopment of older potentially contaminated sites, they are subject to the federal, state, and local policies and guidelines mentioned above.

IMPACT 4.6-1 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS? COMPLIANCE WITH EXISTING LOCAL, STATE, AND FEDERAL REGULATIONS WOULD ENSURE THIS IMPACT REMAINS LESS THAN SIGNIFICANT.

Industrial facilities tend to store, use, and generate larger quantities of hazardous materials and wastes than other types of land uses. As described in Chapter 3.0, Project Description, the Proposed Project would introduce four new zones, three of which are job-generating zones with a Hybrid Industrial land use designation. The zone changes to these new zones would occur on land currently zoned for traditional industrial and manufacturing uses at the Bundy Station (89.4 acres), Sepulveda Station (33.2 acres), Culver City Station (22.2 acres), and Palms Station (5.3 acres). The proposed zones would limit the types of industrial uses allowed to those tailored towards 21st century clean-tech/high-tech industries, such as research and development, media, and digital technology. Light manufacturing and assembly uses associated with these industries would also be allowed.

The Proposed Project may result in an increase of industrial land uses by up to approximately 370,000 square feet in the areas of proposed change or Subareas.[10] This would increase the risk of hazardous material accidents during use, transport, and disposal. However, individual facilities that use or store large quantities of hazardous materials on-site are required to comply with numerous federal, state, and local regulations that address hazardous materials use, transport, storage and disposal, including the Resource Conservation and Recovery Act (RCRA), Title 22, the Hazardous Waste Control Law, Hazardous Materials Transportation Act, and Hazardous Materials Business Plans. In addition, a majority of the industrial land use located within the Project Area would be light industrial and light manufacturing uses, which do not involve the use of hazardous materials.

Asbestos-containing materials (ACMs) and lead-based paint (LBP) were widely used in structures built between 1945 and 1978 and PCBs in structures built or renovated between 1950 and 1979. It is reasonable to assume that these materials would be encountered during rehabilitation and demolition of some of these structures. However, removal of these materials is also well regulated. Prior to any rehabilitation or demolition activities involving structures within the time periods identified above, any development project within the Project Area will be required to retain a Certified Asbestos Consultant to determine the presence of asbestos and ACMs in compliance with Cal/OSHA requirements and a state-certified Lead Inspector/Assessor to conduct LBP testing in compliance with Title 17 of the CCR. If asbestos and/or LBPs are discovered, a licensed asbestos and/or LBP/materials abatement contractor is required to be retained to safely remove ACM in accordance with Cal/OSHA regulations and SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities) and/or lead-based paint in accordance with USEPA's Lead Abatement Program regulations under the TSCA. Similarly, prior to any rehabilitation or demolition activities for any development project within the Project Area, inspections for PCB-containing electrical features will be required. In California, USEPA enforces the federal regulations for PCB disposal and storage (under the TSCA), and DTSC administers and enforces the state's additional requirements for PCB hazardous waste (under RCRA). Mandatory compliance with Title 40 of the CFR and Title 22 of the CCR would ensure that proper procedures are followed to minimize potential exposure to significant health hazards associated with PCBs. Therefore, with implementation of all applicable local, state, and federal regulations, the Proposed Project would result in less than significant impacts related to the use, transport, and disposal of hazardous materials.

[10]City of Los Angeles Department of City Planning, as part of preparation of the Water Supply Assessment, LADWP, *Water Supply Assessment for the Exposition Corridor Transit Neighborhood Plans (Proposed Project)*, February 6, 2014.

MITIGATION MEASURES

Impacts related to the use, transport, and disposal of hazardous materials would be less than significant under the Proposed Project. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts related to the use, transport, and disposal of hazardous materials were determined to be less than significant without mitigation.

IMPACT 4.6-2 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT? COMPLIANCE WITH EXISTING REGULATIONS WOULD ENSURE THIS IMPACT REMAINS LESS THAN SIGNIFICANT.

As mentioned above, the Proposed Project encourages targeted redevelopment within the ECTNP Area. Elements such as rezoning around transit stations would encourage the construction of new buildings. The demolition of existing buildings on these sites could release hazardous materials into the environment. However, all demolition and construction within the ECTNP Area would be required to comply with all local, state, and federal regulations.

New buildings would replace older structures that may have been built prior to the most recent building codes and regulations. Therefore, the proposed zone changes would reduce the risk of exposure to hazardous materials for those occupying buildings in the area as a result of accidents that can occur, as current building codes and regulations require development projects to adhere to the seismic design requirements of the California Building Code (CBC) and the Los Angeles Building Code (LABC) to ensure new buildings are designed to withstand seismic events through modern construction techniques and minimize damage to structures or infrastructure that could result in the accidental release of hazardous materials into the environment.

As shown in **Figure 4.6-2**, Methane Buffer Zones occur in the north-central, northeastern, and southeastern portions of the ECTNP Area. However, as previously discussed, any new construction would be required to comply with the California Department of Conservation, Division of Oil and Gas requirements, the SCAQMD regulations, the City of Los Angeles Methane Ordinance, and LAMC Section 91.7102 regarding methane gas. Therefore, impacts related to methane gas would be reduced to less than significant.

Businesses are required to comply with health and safety, and environmental protection laws and regulations, which require businesses handling or storing certain amounts of hazardous materials to prepare a hazardous materials business plan that includes an inventory of hazardous materials used or stored on-site, and procedures to be used in the event of a significant or threatening significant release of a hazardous material. The hazardous materials plan must include a Material Safety Data Sheet (MSDS) for each hazardous material used or stored on-site. To accomplish this, and to otherwise provide a safe and healthy environment, businesses that use hazardous materials must implement health and safety policies and procedures. In addition, future projects within the ECTNP Area will be required to complete all applicable environmental review processes and to conform with environmental regulations related to new construction and hazardous materials storage, use and transport. Existing hazardous materials regulations would minimize the potential for exposure to adverse health or safety effects. Therefore, the Proposed Project would result in less than significant impacts related to upset and accident conditions.

MITIGATION MEASURES

Impacts related to upset and accident conditions involving the release of hazardous materials would be less than significant under the Proposed Project. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts related to upset and accident conditions were determined to be less than significant without mitigation.

IMPACT 4.6-3 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT RESULT IN HAZARDOUS EMISSIONS OR THE HANDLING OF ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN A QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL, CREATING A RISK TO HUMAN HEALTH FROM SUCH ACTIVITIES? COMPLIANCE WITH EXISTING REGULATIONS WOULD ENSURE THIS IMPACT REMAINS LESS THAN SIGNIFICANT.

As shown in **Figure 4.6-1**, there are over 30 schools, including public schools that serve the Project Area (the 15 public schools identified in Table 4.11-9 in Section 4.11, Public Services) and other schools that are located within a quarter mile of the Project Area. Construction activities would involve the utilization of diesel powered trucks and equipment, which result in diesel emissions that have been determined to be a health hazard. These impacts are discussed in Section 4.2, Air Quality.

Individual projects developed as part of the ECTNP would be required to comply with federal, state, and local hazardous materials regulations. Compliance with all applicable local, state, and federal laws and regulations, as described in the Regulatory Framework, would regulate, control, or respond to hazardous waste, transport, store, disposal, and clean-up in order to ensure that hazardous materials do not pose a significant risk to nearby receptors. Therefore, the Proposed Project would result in less than significant impacts related to schools.

MITIGATION MEASURES

Impacts related to handling hazardous materials within a quarter mile of a school would be less than significant under the Proposed Project. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts related to schools were determined to be less than significant without mitigation.

IMPACT 4.6-4 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT BE LOCATED ON A SITE THAT IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 AND, AS A RESULT, COULD DEVELOPMENT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT? THIS IMPACT IS LESS THAN SIGNIFICANT WITH MITIGATION.

As described above and summarized in **Table 4.6-2**, the EDR record search (**Appendix D**) conducted for the Proposed Project identified numerous sites, including, but not limited to, cleanup sites and permitted underground UST facilities within the ECTNP Area. **Figure 4.6-1** shows all identified sites within the Project Area; of these sites, ten are located within the areas of proposed change, where zoning would change under the Proposed Project. Although some of these sites either have been cleaned up or are in the process of being cleaned up, the potential remains for USTs or contaminated soils to be uncovered or encountered during construction activities. Future development on a site identified as previously occupied by hazardous materials generating facility would have the potential to create a significant hazard to the public or the

environment unless an environmental site assessment is conducted to determine potential risks and to ensure appropriate remediation is implemented. Therefore, the Proposed Project could result in a significant impact related to hazardous materials sites.

MITIGATION MEASURES

HM1 The City shall require that future development that involves new construction and soil disturbance document that the site is not on any government list of sites containing hazardous waste or hazardous materials (including lists prepared pursuant to Government Code, section 65962.5). A report setting forth the results of this database search (e.g. historical environmental reports prepared by Enviroscan, EDR, or similar firms) shall be provided to the City. If the report indicates the project site, or property within one-quarter mile of the project site has the potential to be contaminated with hazardous waste or hazardous materials for any reason, a Phase I Environmental Site Assessment (ESA) shall be prepared. The Phase I assessment shall be prepared by an appropriately qualified individual (with experience in the identification and mitigation of hazardous materials and wastes) in accordance with state standards and guidelines to evaluate whether the site or the surrounding area is contaminated from the past or current uses including storage, use, transport, generation, and disposal of toxic and hazardous waste or materials. Depending on the results of this study, further investigation and remediation may be required in accordance with local, state, and federal regulations and policies. Any further study found necessary by an appropriately qualified individual or relevant federal, state, or local agency shall be performed prior to project approval or made a condition of project approval. Prior to the Department of Building and Safety's issuance of any permits that allow for grading or construction on the project sites that were on a government list or within one-quarter mile of a site on a government list, the appropriately qualified individual or relevant agency shall provide written confirmation to the City that any necessary remediation has been completed to the satisfaction of the lead agency responsible for cleanup including confirmation that required site remediation was completed consistent with the relevant federal, state, or local requirements.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Implementation of Mitigation Measure **HM1** would reduce the impacts related to development on or near an identified hazardous materials site, which could have the potential to create a significant hazard to the public or the environment, to less than significant.

IMPACT 4.6-5 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA NEAR A PUBLIC AIRPORT? THIS IMPACT IS LESS THAN SIGNIFICANT.

Santa Monica Airport is located less than two miles south of the western portion of the ECTNP Area, while LAX is located more than 10 miles south of the ECTNP Area. The FAA and the City of Santa Monica plan to maintain airport operations through 2028, after which the City may discontinue its use as an airport.[11] The ECTNP Area is not located within the ALUC planning boundaries of either airport. Implementation of the Proposed Project could allow for increased height at the areas of proposed change. Due to the distance from Santa Monica Airport and LAX, even this increased height would not interfere with flight patterns. Compliance with applicable airport safety procedures would be followed by development proposed for the western portion of the ECTNP Area to ensure that development would not result in a safety hazard or be exposed to safety hazard related to the operation of the Santa Monica Airport. Therefore, the Proposed Project would result in less than significant impacts related to airport hazards.

[11]FAA, *Press Release – FAA Reaches Settlement Agreement with City of Santa Monica*, January 28, 2017, https://www.faa.gov/news/press_releases/news_story.cfm?newsId=21394, accessed February 28, 2017.

MITIGATION MEASURES

Impacts related to airport hazards would be less than significant under the Proposed Project. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts related to airport hazards were determined to be less than significant without mitigation.

IMPACT 4.6-6 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA NEAR A PRIVATE AIRSTRIP? AS NO PRIVATE AIRSTRIPS ARE LOCATED IN THE PROJECT VICINITY, NO IMPACT WOULD OCCUR.

There are no private airstrips located in the vicinity of the ECTNP Area. In addition, the ECTNP Area is not located within a designated airport hazard area. Therefore, implementation of the Proposed Project would not result in an airstrip-related safety hazard for people residing or working in the ECTNP Area. Accordingly, no impact related to hazards associated with the operation of a private airstrip would occur.

MITIGATION MEASURES

No impacts related to airstrip hazards would occur under the Proposed Project. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

No impacts related to airstrip hazards would occur.

IMPACT 4.6-7 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN? COMPLIANCE WITH EXISTING LOCAL, STATE, AND FEDERAL REGULATIONS WOULD ENSURE THAT THIS IMPACT REMAINS LESS THAN SIGNIFICANT.

The Proposed Project would not impair implementation of, or physically interfere with, the State Emergency Plan or the Los Angeles County Operational Area Emergency Response Plan.[12] Although the Proposed Project would include new land uses and zoning, any future development would be required to comply with county and local emergency response plans. The City of Los Angeles Department of Transportation and LAFD would be responsible for ensuring that the Proposed Project (including proposed land uses) does not impair or physically interfere with an adopted emergency response or evacuation plan. This would be accomplished in a number of ways, including ensuring that the land uses developed under the Proposed Project include adequate access and escape routes (clearly marked and delineated) and residents and patrons of on-site businesses are aware of emergency evacuation plans in the event of a major emergency/catastrophe.

As discussed in Section 4.11, Public Services, designated emergency evacuation and disaster routes within the Project Area would be maintained with the Proposed Project. In addition, local policies, such as the City's General Plan Safety Element Policies 1.1.1, 1.1.2, 1.1.3, 2.1.1, and 3.1.1 provide procedures for coordination among City agencies and other jurisdictions to provide mutual assistance in the event of an emergency or natural disaster and establishment of disaster recovery programs.[13] Compliance with these policies would help minimize the potential impact of interference with the County's emergency response plan. Therefore, the Proposed Project would result in less than significant impacts related to emergency response plans.

[12]County of Los Angeles Office of Emergency Management, *Operational Area Emergency Response Plan*, February 1998.
[13]City of Los Angeles General Plan *Safety Element,* April 1996.

MITIGATION MEASURES

Impacts related to emergency response plans would be less than significant under the Proposed Project. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts related to emergency response plans were determined to be less than significant without mitigation.

IMPACT 4.6-8 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY, OR DEATH INVOLVING WILDLAND FIRES, INCLUDING WHERE WILDLANDS ARE ADJACENT TO URBANIZED AREAS OR WHERE RESIDENCES ARE INTERMIXED WITH WILDLANDS? AS NO WILDLAND FIRE HAZARD AREAS EXIST WITHIN THE ECTNP AREA, NO IMPACT WOULD OCCUR.

The ECTNP Area is located in a highly-urbanized portion of the City of Los Angeles and is not located in an area identified as a wildland fire hazard area according to Exhibit D, Selected Wildfire Hazard Areas of the Safety Element.[14] Construction of the Proposed Project would not result in impacts to wildland fires and would not place residences in areas prone to wildfires. Therefore, the Proposed Project would result in no impacts related to wildland fire.

MITIGATION MEASURES

No impacts related to wildland fires would occur under the Proposed Project. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

No impacts related to wildland fires would occur.

[14]City of Los Angeles General Plan *Safety Element. Exhibit D- Selected Wildfire Hazard Areas*, April 1996.

4.7 HYDROLOGY AND WATER QUALITY

This section provides an overview of hydrology and water quality. Topics addressed include water quality, groundwater, stormwater and drainage, and flooding and inundation. The Proposed Project is evaluated in terms of whether its implementation and the corresponding increase in development capacity would result in impacts related to hydrology and water quality.

REGULATORY FRAMEWORK

FEDERAL

Federal Water Pollution Control Act (Clean Water Act [CWA]). The federal CWA was first enacted in 1948 to (1) restore and maintain the chemical, physical, and biological integrity of the Nation's waters by preventing point and non-point pollution sources, (2) provide assistance to publicly owned treatment works for the improvement of wastewater treatment, and (3) maintain the integrity of wetlands. With subsequent amendments, current regulations provide that discharges of stormwater to waters of the United States from industrial and construction activities that encompass one acre or more of soil disturbance are effectively prohibited unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. In November 1990, the United States Environmental Protection Agency (USEPA) published final regulations that established stormwater permit application requirements for specified categories of industries. With subsequent amendments, current regulations provide that discharges of stormwater to "waters of the United States" from industrial activities and from construction activities that encompass one acre or more of soil disturbance are effectively prohibited unless the discharge is in compliance with a NPDES permit. Federal regulations allow two permitting options for stormwater discharges, individual permits and general permits. The State Water Resource Control Board (SWRCB) has elected to adopt one statewide general permit for construction activity at this time. The General Construction Activities Stormwater Permit (GCASP) applies to all stormwater discharges associated with construction activity, except for those on tribal lands, those in the Lake Tahoe Hydrologic Unit, and those performed by the California Department of Transportation (Caltrans). Currently, the GCASP requires all dischargers where construction activity disturbs one acre or more to conduct the following:

- Develop and implement a Stormwater Pollution Prevention Plan (SWPPP), which specifies Best Management Practices (BMPs) that will prevent all construction pollutants from contacting stormwater and with the intent of keeping all products of erosion from moving off-site into receiving waters;
- Eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the United States; and
- Perform inspections of all BMPs.

The CWA directs states to establish water quality standards for all "waters of the United States" and to review and update such standards on a triennial basis. The USEPA has delegated responsibility for implementation of portions of the CWA, including water quality control planning and control programs, in California to SWRCB, and the nine Regional Water Quality Control Boards (RWQCB). CWA Section 303(c)(2)(B) requires states to adopt water quality standards for all surface waters of the United States based on the water body's designated beneficial use. Where multiple uses exist, water quality standards must protect the most sensitive use. Water quality standards for the Los Angeles region are set forth in the *Water Quality Control Plan: Los Angeles Region Basin Plan* (2014), and are administered by the Los Angeles Regional Water Quality Control Board (LARWQCB).

The goal of the NPDES diffuse-source regulations is to improve the quality of stormwater discharged to receiving waters to the "maximum extent practicable" through the use of BMPs. The NPDES permit system was established in the CWA to regulate point source discharges (a municipal or industrial discharge at a

specific location or pipe) and certain types of diffuse source dischargers. As defined in the federal regulations, non-point sources are generally exempt from federal NPDES permit program requirements. Non-point pollution sources are diffuse and originate over a wide area rather than from a definable point. Non-point pollution often enters receiving water in the form of surface runoff and is not conveyed by way of pipelines or discrete conveyances. Urban stormwater runoff and construction site runoff, however, are diffuse-sources regulated under the NPDES permit program because they discharge to receiving waters at discrete locations in a confined conveyance system. CWA Sections 401 and 402 contain general requirements regarding NPDES permits. CWA Section 307 describes the factors that the USEPA must consider in setting effluent limits for priority pollutants. For point source discharges, each NPDES permit contains limits on allowable concentrations and mass emissions of pollutants contained in the discharge. For diffuse-source discharges (e.g., municipal stormwater and construction runoff), the NPDES program establishes a comprehensive stormwater quality program to manage urban stormwater and minimize pollution of the environment to the maximum extent practicable. The NPDES program consists of (1) characterizing receiving water quality, (2) identifying harmful constituents, (3) targeting potential sources of pollutants, and (4) implementing a Comprehensive Stormwater Management Program. State implementation of the NPDES program as it relates to the Proposed Project is discussed below under State and regional regulations.

CWA Section 401 requires water quality certification from the SWRCB or from a RWQCB when the project requires a CWA Section 404 permit. CWA Section 404 requires a permit from the U.S. Army Corps of Engineers (USACE) to discharge dredged or fill material into waters of the United States.

CWA Section 303(d) and Total Maximum Daily Loads (TMDLs). CWA Section 303(d) bridges the technology-based and water quality-based approaches for managing water quality. Section 303(d) requires that States make a list of waters that are not attaining standards after the technology-based limits are put in place. For waters on this list (and where the USEPA administrator deems they are appropriate), the States are to develop TMDLs. TMDLs are established at the level necessary to implement applicable water quality standards. A TMDL must account for all sources of pollutants that cause the water to be listed. Federal regulations require that TMDLs, at a minimum, account for contributions from point sources and nonpoint sources.

National Flood Insurance Program (NFIP). In response to Executive Order 11988 (Flood Plain Management), Congress acted to reduce the costs of disaster relief by passing two acts that resulted in the NFIP, which is administered by the Federal Emergency Management Agency (FEMA). FEMA issues Flood Insurance Rate Maps (FIRMs), which delineate flood hazard zones in communities participating in the NFIP. The maps indicate the risk premium zones applicable in the community and when those rates are effective. They are used in making flood plain determinations and to determine if a proposed action is located in the base or critical action flood plain, as appropriate. The City of Los Angeles is a participating member of the NFIP, and flood insurance is available to property owners in the Project Area.

STATE

Porter-Cologne Water Quality Control Act. The Porter-Cologne Water Quality Control Act establishes the SWRCB and each RWQCB as the principal state agencies for coordinating and controlling water quality in California. Specifically, the Porter-Cologne Water Quality Control Act authorizes the SWRCB to adopt, review, and revise policies for all waters of the state (including both surface and groundwaters) and directs the RWQCBs to develop regional Basin Plans. Section 13170 of the California Water Code also authorizes the SWRCB to adopt water quality control plans on its own initiative. The Porter-Cologne Act is administered in the Project Area by the LARWQCB and is implemented at the city-level through various programs.

California State Water Resource Control Board (SWRCB). The SWRCB was established through the California Porter Cologne Water Quality Act of 1969. At the state level, the SWRCB has responsibility for the protection of water quality. The SWRCB sets statewide policies and regulations for the implementation of water quality control programs mandated by federal and state water quality statutes and regulations. The SWRCB delegates to the nine RWQCBs the responsibility for the protection of water quality in each major drainage basin throughout the state. The LARWQCB has jurisdiction over the coastal drainages between Rincon Point (on the coast of western Ventura County) and the eastern Los Angeles County line. A more detailed discussion of the LARWQCB is presented below.

Groundwater Management Act. Effective in 2015, the Sustainable Groundwater Management Act (SGMA) requires local regions to create a groundwater sustainability agency (GSA) and to adopt groundwater management plans. The SGMA identifies 43 groundwater basins as high-priority and 84 as medium-priority statewide. These 127 basins must adopt groundwater management plans by 2020 or 2022, depending upon whether the basin is in critical overdraft. GSAs will have until 2040 or 2042 to achieve groundwater sustainability. The Project Area is located within the Central and Santa Monica Sub-basins that are classified as high and medium priority, respectively. This Act further defines "sustainable groundwater management" as the "management and use of groundwater in a manner that can be maintained during the planning and implementation horizon without causing undesirable results. "Undesirable result" means any of the following effects caused by groundwater conditions occurring throughout the basin: chronic lowering of groundwater levels, but excluding reductions in groundwater levels during a drought if they are offset by increases in groundwater levels during other periods; significant and unreasonable reductions in groundwater storage; significant and unreasonable seawater intrusion; significant and unreasonable degradation of water quality; significant and unreasonable land subsidence; and/or surface water depletions that have significant and unreasonable adverse impacts on beneficial uses. The GSA for the Project Area is the Water Replenishment District of Southern California of which the City of Los Angeles is a member.

NPDES General Construction Activity Stormwater Permit (GCASP). Pursuant to CWA Section 402(p) and the Porter-Cologne Water Quality Control Act, SWRCB has issued a statewide NPDES General Permit, or GCASP, under Order No. 2009-0009-DWQ, NPDES No. CAR000002, adopted on September 2, 2009.[1] This Order requires that prior to the beginning of construction activities, the permit applicant must obtain coverage under a GCASP permit by preparing and submitting a Notice of Intent (NOI) along with the appropriate fee to SWRCB. Construction activities subject to GCASP include clearing, grading, and disturbances to the ground, such as stockpiling or excavation, that result in soil disturbances of one acre of total land area or more.

Prior to obtaining the GCASP, an adequate SWPPP has to be prepared. The SWPPP specifies BMPs that will prevent construction pollutants from contacting stormwater with the intent of keeping all products of erosion from moving off-site into receiving waters. BMPs are intended to diminish impacts to the Maximum Extent Practicable (MEP), which is a standard developed by Congress to allow regulators the flexibility needed to shape programs to the site-specific nature of municipal stormwater discharges. The SWPPP has two major objectives: (1) to help identify the sources of sediment and other pollutants that affect the quality of stormwater discharges and (2) to describe and ensure the implementation of BMPs to reduce or eliminate sediment and other pollutants in stormwater as well as non-stormwater discharges. The SWPPP includes a description of: (1) the site, (2) erosion and sediment controls, (3) means of waste disposal, (4) implementation of approved local plans, (5) control of post-construction sediment and erosion control measures and maintenance responsibilities, and (6) non-stormwater management controls. Dischargers are also required to inspect their construction sites before and after storms to identify stormwater discharge associated with construction activity and to identify and implement controls where necessary.

[1] *California Water Code Section 13263(i).*

BMPs are intended to diminish impacts to the MEP, which is a standard developed by Congress to allow regulators the flexibility needed to shape programs to the site-specific nature of municipal stormwater discharges. Reducing impacts to the MEP generally relies on BMPs that emphasize pollution prevention and source control, with additional structural controls as needed

Within the City of Los Angeles, SWPPP requirements are enforced through the City's Building and Safety Department plan review and approval process. During the review process, development project plans are reviewed for compliance with the stormwater requirements. Plans and specifications are reviewed to ensure that the appropriate BMPs are incorporated to address stormwater pollution prevention goals.

Regional Dewatering General Waste Discharge Requirements (WDR). California Water Code (CWC) Section 13263(i) authorizes RWQCBs to issue WDRs for a category of discharges if it finds or determines that the discharges in that category: 1) are produced by the same or similar operations, 2) involve the same or similar types of waste, 3) require the same or similar treatment standards, and 4) are more appropriately regulated under general discharge requirements than individual discharge requirements. LARWQCB has issued a general permit for construction dewatering (Waste Discharge Requirements for Discharges of Groundwater from Construction Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties Order No. R4-2008-0032, and NPDES No. CAG994004). Discharges covered by this permit include, but are not limited to, treated or untreated groundwater generated from permanent or temporary dewatering operations (removing or draining water from ground or surface water), treated or untreated wastewater from permanent or temporary construction dewatering operations; subterranean seepage dewatering; and incidental collected stormwater from basements.

Cobey-Alquist Flood Plain Management Act. CWC Sections 8400 et seq. documents the State's intent to support local governments in their use of land use regulations to accomplish floodplain management and to provide assistance and guidance, as appropriate.

Sustainable Groundwater Management Act (SGMA). Effective in 2015, SGMA creates a framework for sustainable, local groundwater management in California. SGMA allows local agencies to customize groundwater sustainability plans to their regional economic and environmental needs. This Act requires local regions to create a GSA and to adopt groundwater management plans for groundwater basins or sub-basins that are designated as medium or high priority. High-priority and medium-priority basins or sub-basins must adopt groundwater management plans by 2020 or 2022, depending upon whether the basin is in critical overdraft. GSAs will have until 2040 or 2042 to achieve groundwater sustainability. The Proposed Plan is located within the Hollywood Sub-basin of the Coastal Plain of Los Angeles Basin (south of the Santa Monica Mountains) and San Fernando Valley Basin (the northern and eastern foothills of the Santa Monica Mountains). The Hollywood Sub-basin is classified as very low priority and the San Fernando Valley Basin is classified as medium priority.

The act defines "sustainable groundwater management" as the "management and use of groundwater in a manner that can be maintained during the planning and implementation horizon without causing undesirable results. "Undesirable result" means any of the following effects caused by groundwater conditions occurring throughout the basin: chronic lowering of groundwater levels, but excluding reductions in groundwater levels during a drought if they are offset by increases in groundwater levels during other periods; significant and unreasonable reductions in groundwater storage; significant and unreasonable seawater intrusion; significant and unreasonable degradation of water quality; significant and unreasonable land subsidence; and/or surface water depletions that have significant and unreasonable adverse impacts on beneficial uses.

LOCAL

Los Angeles Regional Water Quality Control Board (LARWQCB) and Water Quality Management Plan for the Los Angeles Region (Basin Plan). The Project Area is within the jurisdiction of the LARWQCB, which is one of the nine RWQCBs in California. LARWQCB protects ground and surface water quality in the Los Angeles Region, including the coastal watersheds of Los Angeles and Ventura Counties, along with very small portions of Kern and Santa Barbara Counties. LARWQCB provides permits for projects that may affect surface waters and groundwater locally. LARWQCB is responsible for preparing the Basin Plan, which is updated as necessary every three years. The latest Basin Plan was updated in 2014. The Basin Plan establishes water quality objectives for surface waters and groundwater within the Los Angeles region. The Basin Plan designates the beneficial uses of inland surface waters, including the Hollywood Reservoir and Los Angeles River, and specifies both narrative and numerical water quality objectives for these surface waters in the County. Water quality objectives, as defined by the CWA Section 13050(h), are the "limits or levels of water quality constituents or characteristics which are established for the reasonable protection of beneficial uses or the prevention of nuisance within a specific area."

The Basin Plan, under CWA Section 303(d), is intended to protect surface waters and groundwater from both point and nonpoint sources of pollution within the Project Area, and for establishing water quality standards and objectives in its Basin Plan that protect the beneficial uses of various waters. To do this, the Basin Plan designates beneficial uses for surface water and groundwater, sets narrative and numerical water quality objectives that must be attained (or maintained) to protect the designated beneficial uses, and describes implementation programs to protect all waters in the region. According to the Basin Plan:

> *Beneficial uses form the cornerstone of water quality protection under the Basin Plan. Once beneficial uses are designated, appropriate water quality objectives can be established and programs that maintain or enhance water quality can be implemented to ensure the protection of beneficial uses. The designated beneficial uses, together with water quality objectives (referred to as criteria in federal regulations), form water quality standards.*

The state has developed TMDLs, which is a calculation of the maximum amount of a pollutant that a water body can have and still meet Water Quality Objectives (WQOs) established in the Basin Plan, in order to protect the valuable uses of its waters.

Municipally-Owned Separate Storm Sewer Systems (MS4) Permit and Stormwater Quality Management Plan (SQMP). Since the Project Area falls within the jurisdiction of the LARWQCB, discharges of urban runoff into MS4s are regulated under the general NPDES stormwater permit that has been issued by the LARWQCB for the Los Angeles Region (MS4 Permit). The City is a co-permittee under the MS4 Permit and therefore has joint/concurrent legal authority to enforce the terms of the permit within its jurisdiction. The MS4 Permit is intended to ensure that combinations of site planning, source control and treatment control practices are implemented to protect the quality of receiving waters. The permit requires that new development employ BMPs designed to control pollutants in stormwater runoff to the MEP, details specific sizing criteria for BMPs, and specifies flow control requirements. These BMPs include structural practices, source control and treatment techniques and systems, and site design planning principles addressing water quality.

Site design or planning management BMPs are used to minimize runoff from new development and to discourage development in environmentally sensitive areas that are critical to maintaining water quality. The MS4 Permit also requires co-permittees to prepare a SQMP, specifying the BMPs that will be implemented to reduce the discharge of pollutants in stormwater. The SQMP is expected to reduce pollutants in stormwater and urban runoff. Within the City of Los Angeles, which includes the Project Area, SQMP is implemented through the City's Standard Urban Stormwater Mitigation Plan (SUSMP).

Standard Urban Stormwater Mitigation Plan (SUSMP) Requirements. On March 8, 2000, SUSMP requirements were approved by LARWQCB as part of the MS4 permit to address stormwater pollution from new construction and redevelopment projects. SUSMP is a comprehensive stormwater quality program to manage urban stormwater and minimize pollution of the environment. The purpose of SUSMP is to reduce the discharge of pollutants in stormwater by outlining BMPs that must be incorporated into the design plans of new development and redevelopment. The SUSMP requirements contain a list of minimum BMPs that must be employed to infiltrate or treat stormwater runoff, control peak flow discharge, and reduce the post-project discharge of pollutants from stormwater conveyance systems. The SUSMP requirements define, based upon land use type, the types of practices that must be included and issues that must be addressed as appropriate to the development type and size. The SUSMP requirements apply to all development and redevelopment projects that fall into one of the following categories:

- Single-family hillside residences
- One acre or more of impervious surface area for industrial/commercial developments
- Automotive service facilities
- Retail gasoline outlets
- Restaurants
- Ten or more residential units
- Parking lots of 5,000 square feet or greater or with 25 or more spaces
- Projects located in or directly discharging to an Ecologically Sensitive Area

The SUSMP requirements are enforced through the City's Building and Safety Department plan review and approval process. During the review process, development project plans are reviewed for compliance with stormwater requirements. Plans and specifications are reviewed to ensure that the appropriate BMPs are incorporated to address stormwater pollution prevention goals.

County of Los Angeles Hydrology Manual. Drainage and flood control within the Project Area is regulated by the City of Los Angeles Department of Public Works (LADPW) and the Los Angeles County Department of Public Works (LACDPW). The County has jurisdiction over regional drainage facilities. The County's Hydrology Manual requires a storm drain system be designed for a 25-year storm event and that the combined capacity of a storm drain and street flow system accommodate flow from a 50-year storm event.[2] The County also limits the allowable discharge into existing storm drain facilities based on the MS4 Permit and is enforced on all new developments that discharge directly into the County's storm drain system.

Enhanced Watershed Management Plans (EWMPs). On November 8, 2012, RWQCB adopted the current municipal stormwater permit (NPDES Permit No. CAS004001, Order No. R4-2012-0175), which contains the most extensive provisions to date with 32 incorporated TMDLs, of which 22 affect the City, expanded programs for Minimum Control Measures, development and implementation of watershed management plans, and expanded monitoring provisions. The NPDES permit provides for the development of EWMPs by the MS4 permittees to implement the requirements of the permit on a watershed scale through customized strategies, control measures, and BMPs. EWMPs also address compliance requirements of the 22 TMDLs that are currently effective, as well as other elements of the City's Stormwater Program.

Los Angeles Stormwater and Urban Runoff Pollution Control Ordinance (Los Angeles Municipal Code [LAMC] Article 4.4). The Stormwater and Urban Runoff Pollution Control Ordinance contains requirements for construction activities and facility operations of development and redevelopment projects to comply with the requirements of the SUSMP, integrate low impact development practices and standards for stormwater pollution mitigation, and maximize open, green and pervious space on all developments and redevelopments consistent with the City's landscape ordinance and other related requirements in the Development BMPs Handbook. Provisions include prohibitions of illicit discharges, illicit connections, and spills, dumping and disposals to the MS4; pollutant control requirements from sites of industrial activities;

[2]County of Los Angeles Department of Public Works, *Hydrology Manual*, January 2006.

and requirements for construction activity stormwater measures. This Ordinance also promulgates requirements for stormwater BMPs, which include the following:

- For parking lots with more than 25 spaces, BMPs must be implemented to reduce the discharge of pollutants to the MEP.
- For other premises exposed to stormwater, BMPs, if they exist, or other steps shall be used to reduce the discharge of pollutants to the MEP. This includes the removal and lawful disposal from all parts of the premises exposed to stormwater of any solid waste or any other substance, which if discharged to the MS4, would be a pollutant. The primary purpose of zoning is to segregate uses that are thought to be incompatible; in practice, zoning is used as a permitting system to prevent new development from harming existing residents or businesses and to preserve the "character" of a community. With respect to hydrology hazards, the City implements zoning ordinances to ensure safe construction practices.

Any proposed drainage improvements within the street right-of-way or any other property owned by, to be owned by, or under the control of the City requires the approval of a B-permit (LAMC Section 62.105). Under the B-permit process, storm drain installation plans are subject to review and approval by the LADPW Bureau of Engineering (BOE). Additionally, any connections to the City's storm drain system from a property line to a catch basin or a storm drain pipe requires a storm drain permit from the BOE.

Proposition O. Proposition O, a $500 million bond, authorized the City to fund projects that protect public health, capture stormwater for reuse and meet the federal CWA through removal and prevention of pollutants entering regional waterways. Proposition O projects include but are not limited to: the Temescal Canyon Park Stormwater BMP, Los Angeles Zoo Parking Lot, the Westchester Stormwater BMP, Echo Park Lake Rehabilitation Project, and the Hansen Dam Recreational Area Parking Lot and Wetlands Restoration. In addition, Proposition O funds were utilized for the Catch Basin Screen Cover and Insert Project, which provided for the installation of catch basin inserts and screen covers throughout the City beginning in 2005 with completion on September 30, 2007 (Phase I and Phase II). Phase III began in the spring of 2008 and will retrofit approximately 34,000 remaining catch basins with opening screen covers.[3]

Low Impact Development (LID) Ordinance. The intent of the LID Ordinance is to expand the applicability of the existing SUSMP requirements. It provides stormwater and rainwater LID strategies for all projects that require building permits in order to maintain or restore the natural hydrologic character of a development site, reduce off-site runoff, improve water quality, and provide groundwater recharge. The LID Ordinance requires a variety of BMPs to manage stormwater and urban runoff and reduce runoff pollution. It incorporates environmental practices including infiltration, capture and use, and biofiltration.

Flood Control Authority within the City of Los Angeles. In general, flood control authority can be summarized as follows: (1) the USACE oversees construction of projects associated with navigable bodies of water, including the Los Angeles River-related flood control systems and ocean harbors; (2) LACDPW oversees construction of ancillary Los Angeles County Flood Control District (LACFCD) facilities and designs and/or maintains the flood control drainage facilities, including the Los Angeles River system (under the guidance of the USACE) to mitigate 100- and 500-year storms; and (3) LADPW BOE oversees construction and maintenance of the City's storm drainage system which is designed to mitigate 50-year magnitude storms. Various City agencies implement development permit, slope stability, and watershed protection regulations.

Water Quality Compliance Master Plan for Urban Runoff (WQCMP). In 2009, the City adopted the WQCMP, a 20- year strategy for clean stormwater and urban runoff in the City and to meet all water quality regulations for the City's rivers, lakes, and coastal waters. The Master Plan provides an overview of the existing status of urban runoff management in the City, including a description of watersheds in the City, urban runoff pollutant sources, regulatory requirements for water quality, existing watershed management,

[3]City of Los Angeles Stormwater Program, *Proposition O*, http://www.lastormwater.org/green-la/proposition-o/, accessed March 6, 2017.

and plans for compliance with regulatory requirements. In addition, the Master Plan plans for the future of urban runoff management in the City and discusses three initiatives: Water Quality Management Initiative, Citywide Collaboration Initiative, and Outreach Initiative. The WQCMP also contains a financial outlook that evaluates current and future revenues, provides an estimate of the costs needed for implementing the strategies proposed, and presents opportunities for funding.

City of Los Angeles General Plan Safety, Conservation, and Framework Elements. The Safety Element provides a contextual framework for understanding the relationship between hazard mitigation, response to a natural disaster, and initial recovery from a natural disaster. The policies of the Safety Element reflect the comprehensive scope of the City's Emergency Operations Organization, which is tasked with integrating the City's emergency operations into a single operation. The intent of the Conservation Element is the conservation and preservation of natural resources. Policies of the Conservation Element address the effect of erosion on such natural resources as beaches, watersheds, and watercourses. The General Plan Framework Element is a more general, long-term, programmatic element. The Framework Element is a long-range, citywide, comprehensive growth strategy. The policies in the Framework Element address infrastructure and public service systems, many of which are interrelated, and all of which support the City's population and economy. Relevant objectives and policies of the Safety, Conservation, and Framework Elements related to hydrology and water quality are listed in **Table 4.7-1**.

TABLE 4.7-1: RELEVANT GENERAL PLAN HYDROLOGY AND WATER QUALITY OBJECTIVES AND POLICIES

SAFETY ELEMENT	
Policy 1.1.6	State and federal regulations. Assure compliance with applicable state and federal planning and development regulations, e.g., Alquist-Priolo Earthquake Fault Zoning Act, State Mapping Act and Cobey-Alquist Flood Plain Management Act.
CONSERVATION ELEMENT – EROSION	
Policy 2	Continue to prevent or reduce erosion that will damage the watershed or beaches or will result in harmful sedimentation that might damage beaches or natural areas.
CONSERVATION ELEMENT – OCEAN	
Policy 1	Continue to reduce pollutant discharge into the bays from both natural and human sources.
Policy 2	Continue to support legislation and to seek funding and legislation intended for bay and coastal protection, enhancement and habitat restoration.
Policy 3	Continue to support and/or participate in programs to clean bay sediments and/or mitigate potentially harmful effects of contaminants in the sediments and waters of the bays.
CONSERVATION ELEMENT – FISHERIES	
Policy 2	Continue to consider and implement measures that will mitigate potential damage to and will encourage maintenance or restoration of fisheries.
FRAMEWORK ELEMENT – CHAPTER 9 INFRASTRUCTURE AND PUBLIC SERVICES	
Policy 9.3.2	Consider the use of treated wastewater for irrigation, groundwater recharge, and other beneficial purposes.
Objective 9.5	Ensure that all properties are protected from flood hazards in accordance with applicable standards and that existing drainage systems are adequately maintained.
Policy 9.5.1	Develop a stormwater management system that has adequate capacity to protect its citizens and property from flooding which results from a 10-year storm (or a 50-year storm in sump areas, a pit or hollow in which liquid collects).
Policy 9.5.2	Assign the cost of stormwater system improvements proportionately to reflect the level of runoff generated and benefits.
Policy 9.5.3	Implement programs to correct any existing deficiencies in the stormwater collection system.
Policy 9.5.4	Ensure that the City's drainage system is adequately maintained.
Objective 9.6	Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.
Policy 9.6.1	Pursue funding strategies which link the sources of revenues for stormwater system improvement to relevant factors including sources of runoff and project beneficiaries.

TABLE 4.7-1:	RELEVANT GENERAL PLAN HYDROLOGY AND WATER QUALITY OBJECTIVES AND POLICIES
Policy 9.6.2	Establish standards and/or incentives for the use of structural and non-structural techniques which mitigate flood-hazards and manage stormwater pollution.
Policy 9.6.3	The City's watershed-based approach to stormwater management will consider a range of strategies designed to reduce flood hazards and manage stormwater pollution. The strategies considered will include, but not necessarily be limited to: a. Support regional and City programs which intercept runoff for beneficial uses including groundwater recharge; b. Protect and enhance the environmental quality of natural drainage features; c. Create stormwater detention and/or retention facilities which incorporate multiple-uses such as recreation and/or habitat; d. On-site detention/retention and reuse of runoff; e. Mitigate existing flood hazards through structural modifications (floodproofing) or property by-out; f. Incorporate site design features which enhance the quality of off-site runoff; and g. Use land use authority and redevelopment to free floodways and sumps of inappropriate structures which are threatened by flooding and establish appropriate land uses which benefit or experience minimal damages from flooding.
Policy 9.6.4	Proactively participate in inter-agency efforts to manage regional water resources, such as the Santa Monica Bay Restoration Project, the Los Angeles River Master Plan, the Los Angeles River Parkway Project and the Los Angeles County Drainage Area Water Conservation and Supply Feasibility Study.
Objective 9.7	Continue to develop and implement management practices based stormwater program which maintains and improves water quality.
Policy 9.7.1	Continue the City's active involvement in the regional NPDES municipal stormwater permit.
Policy 9.7.2	Continue to aggressively develop and implement educational outreach programs designed to foster an environmentally-aware citizenry.
Policy 9.7.3	Investigate management practices which reduce stormwater pollution to identify technically feasible and cost effective-approaches, through: a. Investigation of sources of pollution using monitoring, modeling and special studies; b. Prioritization of pollutants and sources; c. Conducting research and pilot projects to study specific management practices for the development of standards; and d. Developing requirements which establish implementation standards for effective management practices.
Objective 9.9	Manage and expand the City's water resources, storage facilities, and water lines to accommodate projected population increases and new or expanded industries and businesses.
Policy 9.9.3	Protect existing water supplies from contamination, and clean up groundwater supplies so those resources can be more fully utilized.
Policy 9.9.4	Work to improve water quality and reliability of supply from the State Water Project and other sources.
Policy 9.9.5	Maintain existing rights to groundwater and ensure continued groundwater pumping availability.
Objective 9.11	Ensure, to the maximum extent possible, the continued provision of water capacity, quality and delivery after an earthquake or other emergency.
Policy 9.11.1	Provide for the prompt resumption of water service with adequate quantity and quality of water after an emergency.

SOURCE: City of Los Angeles, City of Los Angeles General Plan, *Safety Element*, adopted 1996, *Conservation Element*, adopted 2001, and Framework Element, re-adopted 2001.

EXISTING SETTING

The Project Area is located within the Los Angeles Basin. The annual average temperature in the area is 63 degrees Fahrenheit (°F) with an average winter temperature of approximately 55°F and an average summer temperature of approximately 73°F.[4] Total precipitation in the Project Area averages approximately 13.5 inches annually. Precipitation occurs mostly during the winter and relatively infrequently during the summer.[5]

On January 17, 2014, California Governor Jerry Brown proclaimed a state of emergency due to drought conditions. This proclamation directs all local urban water suppliers and municipalities immediately implement their local water shortage contingency plans. In response to the proclamation, the City and the LADWP activated Water Conservation Response Unit to implement the Emergency Water Conservation Plan (EWCP).

On May 9, 2016, California Governor Jerry Brown signed Executive Order B-37-16 that established a new water use efficiency framework for California. The order bolstered the state's drought resilience and preparedness by establishing longer-term water conservation measures that include permanent monthly water use reporting, new urban water use targets, reducing system leaks and eliminating clearly wasteful practices, strengthening urban drought contingency plans and improving agricultural water management and drought plans. Based on monthly water use reporting, the majority of urban water suppliers reported sufficient supplies to meet demand in three additional dry years and are not subject to state conservation mandates. On February 8, 2017, the SWRCB adopted an emergency water conservation regulation to amend and extend the May 2016 regulation. The amended regulation allows certain suppliers the opportunity to submit or resubmit their water supply reliability assessments by March 15, 2017 and does not require mandatory conservation unless water suppliers determine that they have a shortfall. Prohibitions against homeowner's associations penalizing homeowners for certain outdoor conservation practices during a declared drought remain and similar requirements are extended to cities and counties. The extension maintains urban water supplier monthly reporting and basic water conservation measures. Accordingly, the SWRCB will separately take action to make reporting and wasteful water practices permanent.[6]

For planning purposes, the LARWQCB divides surface waters into hydrologic units, watersheds, waterways, and groundwater into major groundwater basins. The Los Angeles-San Gabriel Hydrologic Unit covers most of Los Angeles County and small areas of southeastern Ventura County. This drainage area totals 1,608 square miles. This hydrologic unit is highly urbanized and most of the area is covered with semi-permeable or impermeable material (i.e., paved). The Los Angeles River, San Gabriel River, and Ballona Creek (the major drainage systems in Los Angeles County) drain the coastal watersheds of the Transverse Ranges, which include the Santa Monica Mountains and Hollywood Hills located approximately five and six miles, respectively from the Project Area. These surface waters also recharge large reserves of groundwater that exist in alluvial aquifers underlying the San Fernando and San Gabriel Valleys and the Los Angeles Coastal Plain.

The Project Area is located within the Ballona Creek Watershed (**Figure 4.7-1**). Ballona Creek is a flood control channel that drains the West Coast Basin. The Ballona Creek Watershed is comprised of all or parts of the Cities of Beverly Hills, Culver City, Inglewood, Los Angeles, Santa Monica, West Hollywood, and unincorporated Los Angeles County. This watershed area is bounded by the Santa Monica Mountains on the north, downtown Los Angeles on the east, Baldwin Hills on the south, and Santa Monica Bay on the west.

[4]Western Regional Climate Center, *Historical Climate Information*, http://www.wrcc.dri.edu/summary/Climsmsca.html, accessed March 6, 2017.

[5]*Ibid.*

[6]California State Water Resources Control Board, *Water Conservation Portal – Emergency Conservation Regulation*, http://www.waterboards.ca.gov/water_issues/programs/conservation_portal/emergency_regulation.shtml, accessed March 6. 2017.

Exposition Corridor Transit Neighborhood Plan

Figure 4.7-1 Watersheds and Ballona Creek

Los Angeles Department of City Planning

LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- Intermittent Stream
- Watershed Boundary
- Water Body

N

Approx. Scale

0 1.5 3.0 MILES

A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

SOURCE: United States Geological Survey, City of Los Angeles and TAHA, 2017.

The total watershed area is approximately 127 square miles and is the largest drainage tributary to the Santa Monica Bay, discharging to the ocean adjacent to the entrance of the Marina del Rey Harbor. The area is substantially developed but also includes undeveloped areas on the south slope of the Santa Monica Mountains. The major tributaries to the watershed include Centinela Creek, Sepulveda Canyon Channel, Benedict Canyon Channel, and numerous storm drains. Sepulveda Canyon Channel and Benedict Canyon Channel both traverse the Project Area. The Ballona Creek Watershed planning area includes the coastal interface zone and coastal waters of Marina del Rey, the Venice Canals, Ballona Lagoon, Del Rey Lagoon, and Oxford Lagoon, also known as the Oxford Flood Control Basin.[7]

The Project Area is located within the geographic boundaries of the Santa Monica Subbasin of the Coastal Plain of the Los Angeles Groundwater Basin (**Figure 4.7-2**). The Santa Monica Subbasin covers approximately 50.2 square miles and is bounded by impermeable rocks of the Santa Monica Mountains on the north and the Ballona Escarpment on the south. The Santa Monica Subbasin extends from the Pacific Ocean on the west to the Inglewood Fault on the east. Ballona Creek is the dominant hydrologic feature and drains surface waters to the Pacific Ocean.[8] The Santa Monica Subbasin is within the service areas of the Metropolitan Water District of California (MWD) member agencies of the cities of Santa Monica, Los Angeles, Beverly Hills, and West Basin MWD and underlies the cities of Santa Monica, Culver City, and Beverly Hills and the communities of Pacific Palisades, Brentwood, Venice, Marina del Rey, West Los Angeles, Century City and Mar Vista. The Santa Monica Subbasin is further divided into five additional subbasins: Arcadia, Olympic, Coastal, Charnock, and Crestal.[9] The Project Area is located in four (with the exception of the Arcadia Subbasin) of the five subbasins. Groundwater recharge in the Santa Monica Subbasin occurs primarily through percolation of precipitation and surface runoff onto the subbasin from the Santa Monica Mountains.

Ballona Creek is the dominant hydrologic feature within the Santa Monica Subbasin. Groundwater in the Santa Monica Subbasin moves mainly southward toward the Ballona escarpment and then flows toward to the ocean on the west side. Groundwater in the Santa Monica Subbasin is generally confined with some areas of unconfined or perched groundwater.[10]

Much of the Santa Monica Subbasin area is served by the Los Angeles Department of Water and Power (LADWP), the City of Santa Monica, or West Basin Municipal Water District (WBMWD). LADWP water supplies are provided primarily from imported MWD water, as well as water from the Eastern Sierra Nevada, and do not include the use of local groundwater.[11]

WATER QUALITY

The major surface water feature within the Project Area is Ballona Creek, as shown in **Figure 4.7-1**. About four miles of Ballona Creek are located within the City of Culver City and five miles are located in the City of Los Angeles and the County of Los Angeles.[12] Ballona Creek is designed to discharge approximately 71,400 cubic feet per second of water to Santa Monica Bay during a 50-year frequency storm event.

[7]Los Angeles Department of Water and Power, *Ballona Creek Watershed Management Plan,* http://www.ladpw.org/wmd/watershed/bc/bcmp/masterplan.cfm, accessed March 6, 2017.

[8]California Department of Water Resources, *California's Groundwater, Bulletin 118 – Update 2003*, 2003.

[9]*Ibid*; Metropolitan Water District of California, *Groundwater Assessment Study*, September 2007.

[10]*Ibid.*

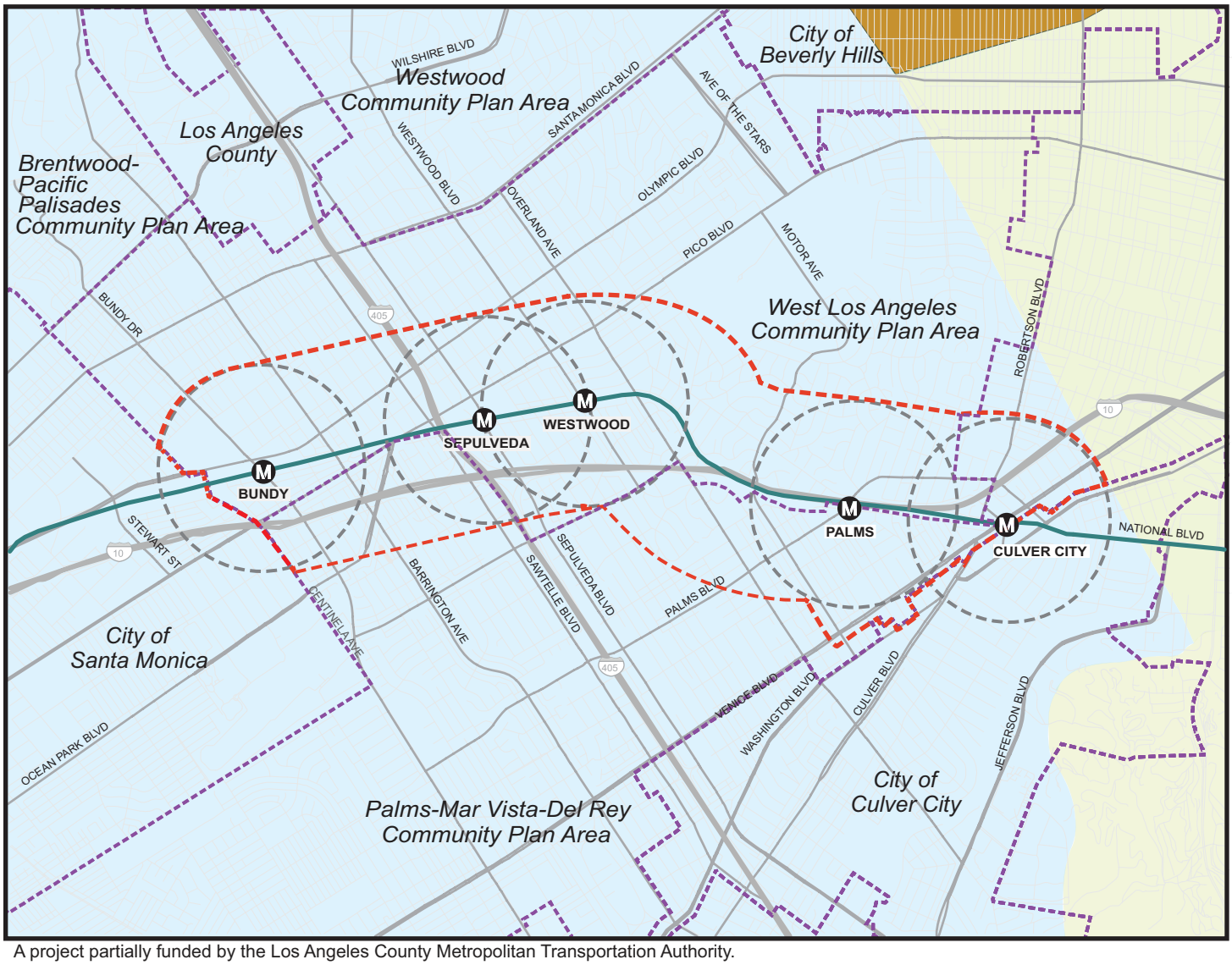
[11]Los Angeles Department of Water and Power, *Feasibility Report for Development of Groundwater Resources in the Santa Monica and Hollywood Basins*, December 2011.

[12]Ballona Creek Renaissance, *About Ballona Creek,* http://ballonacreek.org/about-the-creek/, accessed March 6, 2017.

Exposition Corridor Transit Neighborhood Plan

Figure 4.7-2 Groundwater Basins

Los Angeles Department of City Planning



A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LEGEND:

- ECTNP Boundary
- Community Plan Areas
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Santa Monica Groundwater Basin
- Central Groundwater Basin
- Hollywood Groundwater Basin

Approx. Scale

N

0 0.35 0.7 MILES

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: City of Los Angeles and TAHA, 2017.

2012-058

Groundwater in the Santa Monica Subbasin is high in total dissolved solids (TDS) and hardness and contains some volatile and semi-volatile organic contaminants. TDS is the sum of all dissolved organic and inorganic substances in the water, such as sodium, chloride, calcium, potassium, magnesium, bicarbonates, nitrates, and phosphates, but also many others. TDS is often referred to as "salt" to represent the mineralization of water and is commonly present in all groundwater but at varying concentrations. It enters groundwater naturally, such as dissolving aquifer minerals or from seawater intrusion. It also can be added to groundwater from human activities, such as fertilizer applications, oil field brines, industrial discharges, and sewage effluents. TDS can also be brought into groundwater basins in replenishment water if the imported sources are more mineralized than the local water. TDS is persistent in the environment and can build up in concentrations over time in a process known as "salt loading." Water with TDS greater than 3,000 ppm (equivalent to 2,000 milligrams per liter [mg/L]) is typically considered too salty to drink.[13] Average TDS in the Santa Monica Subbasin is about 916 mg/L and ranges from about 729 to 1,156 mg/L.[14] Average TDS in adjacent subbasins range from 200 to 2,500 mg/L (Central) and from 170 to 5,510 mg/L (West Coast); the measured TDS in the Hollywood Subbasin is approximately 526 mg/L.

Potential for seawater intrusion may limit ability to store and extract water in this basin. Groundwater levels in the Charnock subbasin are typically at mean sea level and groundwater levels in the Arcadia subbasin are about 200 feet above mean sea level.[15]

STORMWATER DRAINAGE

The City's storm drain system, maintained by the Los Angeles County Department of Public Works, is a vast network of underground pipes and open channels that were designed to prevent flooding. Runoff drains from the street into the gutter and enters the system through an opening in the curb called a catch basin. Curbside catch basins are the primary points-of-entry for urban runoff. From there, runoff flows into underground tunnels that empty into flood control channels, such as Ballona Creek. Stormwater runoff within the Project Area is directed into flood control channels via storm drains, curbs and gutters (street flows), and urban sheet flow. The flood control channels eventually discharge to over 65 shoreline outfalls rimming the Los Angeles area coastline. The storm drain system receives no treatment or filtering process and is completely separate from the City's sewer system.

FLOODING AND INUNDATION

Los Angeles County is subject to a wide range of flood hazards, including those caused by intense storms, earthquakes, and failure of man-made structures. Storm conditions, topography, drainage patterns, and the adequacy of the stormwater system combine under certain conditions to create areas of flooding. FEMA has identified areas affected by both the 100-year storm frequency flood and the 500-year storm frequency flood (**Figure 4.7-3**).

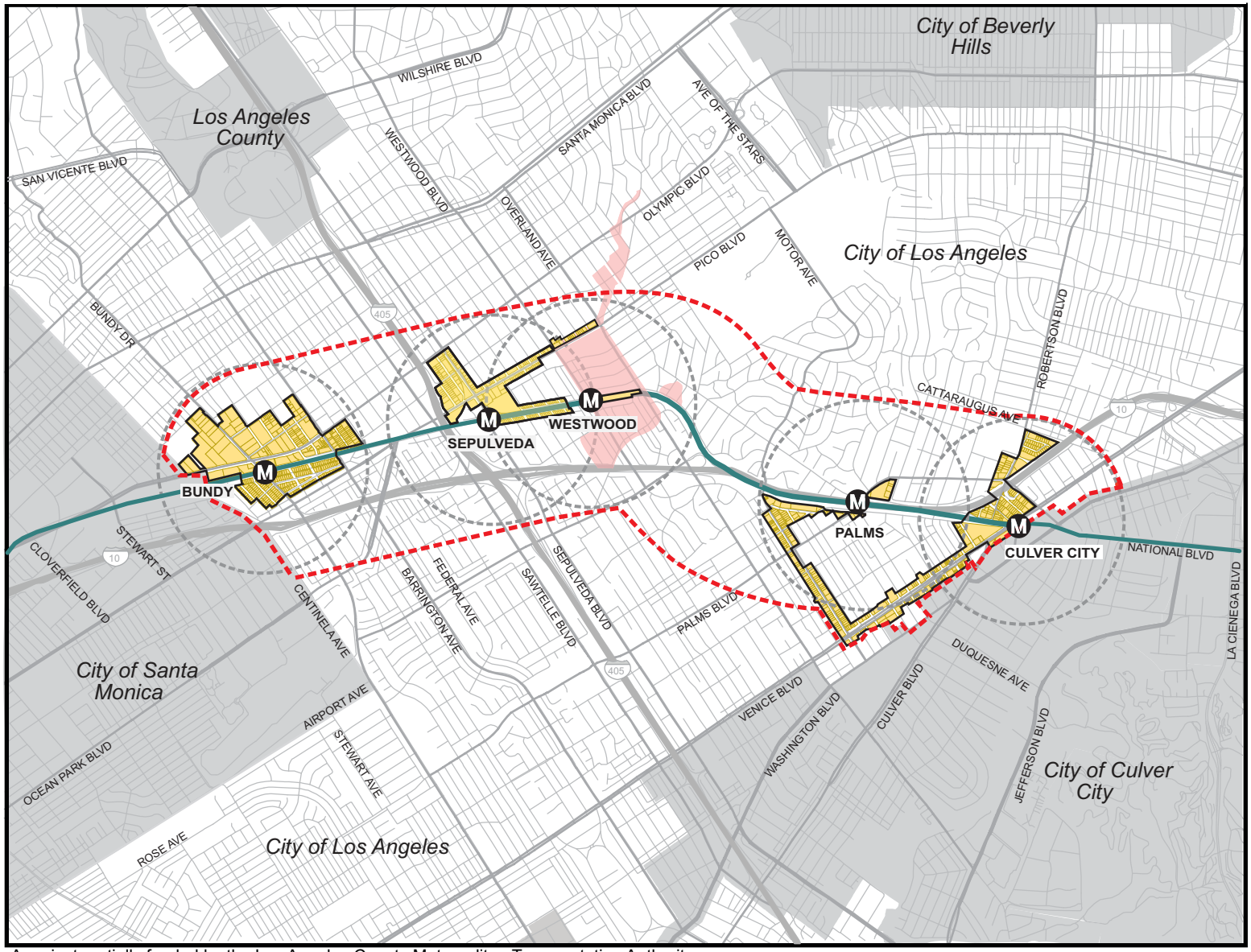
A portion of the Project Area is within the 100-year flood plain; there are no 500-year flood plains within the Project Area. Ballona Creek is the major flood control measure for draining stormwater from the Project Area and directing it safely to the Santa Monica Bay. Stormwater runoff within the Project Area is directed toward Ballona Creek via storm drains, curbs and gutters, and urban sheet flow.

[13]Water Replenishment District of Southern California, *Engineering Reports for the Groundwater Quality in the Central and West Coast Basins*, WRD Technical Bulletin Volume 15, Spring 2008.
[14]Metropolitan Water District of California, *Groundwater Assessment Study*, September 2007.
[15]*Ibid*.

Exposition Corridor Transit Neighborhood Plan

Figure 4.7-3 Floodplains

Los Angeles Department of City Planning



LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- 100-Year Flood Zone
- Areas of Proposed Change/ Subareas
- Jurisdictional Boundary

Approx. Scale

N

0 0.35 0.7 MILES

A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

SOURCE: FEMA National Flood Hazard Data, City of Los Angeles and TAHA, 2017.

2012-058

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

Aside from Ballona Creek, no other large bodies of water are present in the immediate vicinity of the Project Area. The Proposed Project is located approximately four miles inland from the Pacific Ocean. The General Plan Safety Element identifies the entire Project Area as being located within a potential inundation zone due to its location, approximately five miles south of the Stone Canyon Reservoir. However, the Project Area is not located within an area potentially impacted by a tsunami or an area with the potential to be inundated by seiche, a surface wave created when a body of water is shaken.[16,17] As the Project Area is highly urbanized and the amount of exposed soils is extremely limited, inundation by mudflow is also unlikely.

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the CEQA Guidelines, the Proposed Project would have a significant impact related to hydrology and/or water quality if it would:

- Violate any water quality standards or waste discharge requirements;
- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table;
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site;
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
- Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;
- Otherwise substantially degrade water quality;
- Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map;
- Place within a 100-year flood hazard area structures which would impede or redirect flood flows;
- Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam; and/or
- Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow.

CITY OF LOS ANGELES CEQA THRESHOLDS GUIDELINES

Based on the criteria set forth in the 2006 Los Angeles CEQA Thresholds Guide (Thresholds Guide), the determination of impact significance shall be made on a case-by-case basis, considering whether a project would:

- Cause flooding during the projected 50-year developed storm event, which would have the potential to harm people or damage property or sensitive biological resources;
- Substantially reduce or increase the amount of surface water in a water body;
- Result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow.
- Create discharges associated with the project that would create pollution, contamination or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or Water Quality Control Plan for the receiving water body.

[16]California Geological Survey, *Los Angeles County Tsunami Inundation Maps*, http://www.conservation.ca.gov/cgs/geologic_hazards/Tsunami/Inundation_Maps, accessed March 6, 2017.

[17]City of Los Angeles Department of City Planning, *Safety Element*, Exhibits F and G, November 26, 1996.

- Change potable water levels sufficiently to:
  - Reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, storage of imported water, summer/winter peaking, or to respond to emergencies and drought; and/or
  - Reduce yields of adjacent wells or well fields (public or private);
  - Adversely change the rate or direction of flow of groundwater;
- Result in demonstrable and sustained reduction of groundwater recharge capacity.
- Affect the rate or change the direction of movement of existing contaminants;
- Expand the area affected by contaminants;
- Result in an increased level of groundwater contamination (including that from direct percolation, injection, or salt water intrusion); and/or
- Cause regulatory water quality standards at an existing production well to be violated, as defined in the California Code of Regulations (CCR), Title 22, Division 4, and Chapter 15 and the Safe Drinking Water Act.

METHODOLOGY

Baseline information for the analysis was compiled from a review of data and reports published by state agencies and information compiled and evaluated by the City of Los Angeles in conjunction with its stormwater management and hazard mitigation programs. The result of the effort is a general and qualitative analysis of the types of hydrologic and water quality changes that could be expected relative to the proposed types and locations of land use changes and related zoning.

Independent of the CEQA process, there is a comprehensive regulatory framework implemented at the state and city level to reduce the impacts of effects related to storm drainage, urban pollutants, and flood hazards. Compliance with these regulations is required, not optional. Compliance must be demonstrated by the project proponent to have been incorporated in the project's design before permits for project construction would be issued. The analysis presented herein assumes compliance with all applicable laws, regulations, and standards. Development permitted under the Proposed Project potentially having significant impacts to hydrology and water quality would be subject to further analysis and environmental review.

The Thresholds Guide sets forth guidance for the determination of significance of hydrology and water quality impacts. This guidance is based on CEQA Guidelines Appendix G and provides specific criteria to be considered when making a significance determination. For purposes of this analysis, the thresholds identified in Appendix G are used, supplemented by the Thresholds Guide criteria, where appropriate.

This discussion of hydrology and water quality addresses impacts within the entire Project Area. No distinction is made between areas of change and areas within the Project Area, where zoning controls would not change, because potential impacts related to hydrology and water quality are generally not based on whether future development projects are located within or outside of the change areas.

IMPACTS

The Proposed Project would establish a Specific Plan and initiate zone changes, General Plan amendments, and introduce development and urban design standards. The Proposed Project would also involve new streetscape plans and parking strategies that together would enhance the pedestrian experience, promote transit ridership, and encourage a variety of mobility options. Zone Changes and General Plan amendments would not affect every parcel within the Project Area; changes would only occur within identified "areas of proposed change." As discussed in Chapter 3.0, Project Description, the ECTNP would allow for Alternate Compliance that could affect the mix of residential and non-residential uses in each area of proposed change.

Alternative Compliance development would have the same impacts on hydrology as are discussed below, and, therefore, it is not discussed separately. The streetscape plans may involve relocation of drains, sumps, curbs, and gutters. While there are hydrology and water quality impacts to consider within the Project Area, future development is subject to the federal, state, and local policies and guidelines mentioned above.

In addition, the Proposed Project would require all individual projects within the ECTNP Area to comply with the LID Ordinance (City Ordinance No. 181899) and to implement the following BMPs that have stormwater recharge or reuse benefits, as applicable:

- Infiltration Basin (drainage area of 5-50 acres) – captures first-flush stormwater, removes particulate pollutants and some soluble pollutants, and contributes toward recharging groundwater
- Infiltration Trench (drainage area of less than 5 acres) – similar to infiltration basin but used for smaller drainage areas to capture and infiltrate rainwater
- Catch Basin Insert - a device that can be inserted into an existing catch basin design to provide some level of runoff contaminant removal
- Catch Basin Screens
- Pervious Pavements – captures runoff by allowing stormwater to pass through the pavement surface and then infiltrate into the groundwater basin
- Cistern - captures stormwater runoff as it comes down through the roof gutter system
- Greywater Systems
- Primary (On-Site) Waste Water Treatment Systems

Therefore, the ECTNP and its implementing ordinances do not contain any specific policies that would directly affect hydrology and water quality.

IMPACT 4.7-1 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS? THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Construction

Impacts to surface water quality during construction would be short-term for any individual project, but as a result of construction over time, construction-type impacts would be expected over the entire planning period. Grading, excavation, and other construction activities associated with the implementation of the ECTNP could impact water quality due to erosion resulting from exposed soils that may be transported from the Project Area in stormwater runoff. In addition, construction activities have the potential to generate short-term water pollutants, including sediment, trash, construction materials, and equipment fluids. However, all construction activities are subject to the City's Stormwater and Urban Runoff Pollution Control Ordinance. This Ordinance requires construction activities to comply with the requirements of the SUSMP to address stormwater pollution from construction and redevelopment projects.

The SUSMP identifies the types and size of individual projects that are subject to these requirements. Required elements of the SUSMP include provisions for:

- Peak stormwater runoff discharge rates
- Conservation of natural areas
- Minimization of stormwater pollutants of concern
- Protection of slopes and channels
- Storm drain system stenciling and signage
- Properly designed outdoor material storage areas
- Properly designed trash storage areas
- Proof of ongoing BMP Maintenance

- Design standards for structural or treatment control BMPs
- Provisions for individual priority project categories
- Limitations on use of infiltration BMPs

Requirements of the SUSMP are enforced through the City's plan approval and permit process and all new individual projects are subject to City inspection. Compliance with the LAMC would ensure that construction does not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality.

Similarly, for projects where construction activities will disturb more than one acre of land, construction activities are also subject to NPDES GCASP requirements which require the preparation and implementation of a SWPPP. Compliance with the NPDES requirements would ensure that stormwater pollutants resulting from construction would not substantially degrade water quality.

Operation

Future development would also be subject to the City's LID Ordinance, Stormwater and Urban Runoff Pollution Control Ordinance, and NPDES permit requirements, which prohibit the discharge of pollutants, into the storm drain system or receiving waters, and require the implementation of BMPs to prevent, control and reduce stormwater pollutants. The City's Stormwater and Urban Runoff Pollution Control Ordinance requires future development to comply with the SUSMP requirements; integrate LID practices and standards for stormwater pollution mitigation; and maximize open, green, and pervious space on all development consistent with the City's landscape ordinance and other related requirements. Therefore, operation of the Proposed Project would result in less than significant impacts related to compliance with any water quality standards or waste discharge requirements.

MITIGATION MEASURES

Impacts related to violating water quality standards or waste discharge requirements under the Proposed Project would be less than significant. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts related to violating water quality standards or waste discharge requirements would be less than significant without mitigation.

IMPACT 4.7-2 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT SUBSTANTIALLY DEPLETE GROUNDWATER SUPPLIES OR INTERFERE SUBSTANTIALLY WITH GROUNDWATER RECHARGE SUCH THAT THERE WOULD BE A NET DEFICIT IN AQUIFER VOLUME OR A LOWERING OF THE LOCAL GROUNDWATER TABLE LEVEL (E.G., THE PRODUCTION RATE OF PRE-EXISTING NEARBY WELLS WOULD DROP TO A LEVEL THAT WOULD NOT SUPPORT EXISTING LAND USES OR PLANNED USES FOR WHICH PERMITS HAVE BEEN GRANTED)? THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

The Project Area is not a significant area for groundwater recharge due to the highly-urbanized nature of the Project Area. Permeable surfaces in the Project Area are limited to open space areas, including parks and fields. Interference with groundwater recharge is largely caused by the construction of impervious surface area (e.g., buildings, road, parking lots, etc.). Where increased densities are proposed in the designated areas of proposed change, the amount of impervious surfaces could increase. However, since the Project Area is already highly urbanized and covered largely by impermeable surfaces, any new development resulting from implementation of the ECTNP, whether more intense than existing conditions or not, would not result in a substantial increase in impervious surfaces.

Future development is subject to the City's LID Ordinance and Stormwater and Urban Runoff Pollution Control Ordinance, which require compliance with the SUSMP requirements. Implementation of BMPs would ensure that the increase of water infiltration at individual project sites would not result in groundwater contamination. When a specific development project begins construction, compliance with the City's Stormwater and Urban Runoff Pollution Control Ordinance and NPDES GCASP permit requirements would ensure that construction activities would not substantially deplete groundwater supplies or interfere with groundwater recharge. Therefore, the Proposed Project would result in less than significant impacts related to depleting groundwater supplies or interfering substantially with groundwater recharge.

Water supply for residential and commercial uses in the Project Area is provided by the LADWP. While LADWP does obtain some of its water from groundwater sources within the City of Los Angeles (approximately 12 percent in 2015), the majority of water is provided by the Los Angeles Aqueduct and MWD. The Project's impact on water supply is discussed in Section 4.13, Utilities and Service Systems.

The Project is located within the Santa Monica groundwater basin and directly overlays both the Charnock and the Olympic groundwater Sub-basins. There are no City of Los Angeles groundwater well fields within the Project Area. However, according to the 2015 City of Santa Monica Urban Water Management Plan, the City of Santa Monica operates three well sites within the Project Area. The Olympic Sub-basin has two operating well sites within the far western portion of the Project Area and they extend to just over 500 feet below the ground surface. The City of Santa Monica Urban Water Management Plan indicates that there is an additional well that is not technically part of the Olympic Sub-basin operating in the same area. These wells are located on publicly owned land in the City of Los Angeles and provide groundwater to the City of Santa Monica.[18] Publicly-owned lands are located in the Westwood change area; however, public lands with wells are not located within the areas of proposed change. In addition, the areas of proposed change are already substantially developed and covered with impermeable surfaces; with the exception of the subarea containing City-owned properties along the Expo right-of-way near the Westwood Station.

There is little likelihood that development within the Project Area would have direct physical impacts on the well sites nor would development within the Project Area result in substantial changes to recharge or (since Los Angeles does not use groundwater from the Project Area) over-drafting of groundwater. Therefore, impacts are anticipated to be less than significant.

MITIGATION MEASURES

Impacts related to depleting groundwater supplies or interfering substantially with groundwater recharge under the Proposed Project would be less than significant. (The Proposed Project's impact on water supply is discussed in Section 4.13, Utilities and Service Systems.) No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts related to depleting groundwater supplies or interfering substantially with groundwater recharge were determined to be less than significant without mitigation.

[18]City of Santa Monica, *2015 Urban Water Management Plan*, June 2016.

IMPACT 4.7-3 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, IN A MANNER THAT WOULD RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE? THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Stormwater runoff is influenced by rainfall intensity, ground surface permeability, watershed size and shape, and physical barriers. The introduction of impermeable surfaces greatly reduces natural infiltration, allowing for a greater volume of runoff. In addition, paved surfaces and drainage conduits can accelerate the velocity of runoff, concentrating peak flows in downstream areas faster than under natural conditions. Significant increases to runoff and peak flow can overwhelm drainage systems and alter flood elevations in downstream locations. However, any new development within the areas of proposed change resulting from implementation of the ECTNP, whether more intense than existing conditions or not, would not result in a substantial increase in impervious surfaces as the area is already highly urbanized and covered largely by impervious surfaces. Accordingly, it is not anticipated that any new development within the areas of proposed change would result in increased runoff that would result in substantial erosion or siltation on- or off-site.

Because the Project Area is highly urbanized and covered largely by paved and other impermeable surfaces, future development, regardless of building densities and lot coverage, does not have the potential to significantly alter drainage patterns on individual project sites. While there are no water bodies located within the Project Area and the Proposed Project would not alter the course of a stream or river, stormwater runoff within the Project Area would continue to be directed toward Ballona Creek via storm drains, curbs and gutters (street flows), and urban sheet flow. Development within the Project Area could result in grading on individual parcels, which could change surface drainage patterns in small, localized areas that could cause increased erosion potential when soils are exposed during construction. Grading for individual projects would be minimal, consisting of grading for foundations, building pads, access roads, and utility trenches in areas that are already developed.

Future development would also be subject to the City's LID Ordinance, Stormwater and Urban Runoff Pollution Control Ordinance, and NPDES permit requirements, which prohibit the discharge of pollutants into the storm drain system or receiving waters and require the implementation of BMPs to prevent, control and reduce erosion and siltation. The City's Stormwater and Urban Runoff Pollution Control Ordinance requires future development to comply with the SUSMP requirements; integrate LID practices and standards for stormwater pollution mitigation; and maximize open, green, and pervious space on all development consistent with the City's landscape ordinance and other related requirements. In addition, all earthwork and grading activities require grading permits from the Department of Building and Safety that include requirements and standards designed to limit potential impacts related to erosion and siltation to acceptable levels. All on-site grading and site preparation must comply with applicable provisions of LAMC Chapter IX, Division 70 that address grading, excavations, and fills, and the recommendations of a site-specific geotechnical report. As discussed in Section 4.4, Geology and Soils, the City will require the preparation of a site-specific geotechnical report to evaluate soils issues, and all applicable projects must comply with LAMC Article 4.4, Section 664.72, which governs pollutant control requirements and construction activity.

Compliance with city ordinances and regulations, as well as NPDES permit requirements, would ensure that any future development does not result in substantial erosion or siltation. Therefore, the Proposed Project would result in less than significant impacts related to substantially altering an existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.

MITIGATION MEASURES

Impacts related to substantially altering an existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site under the Proposed Project would be less than significant. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts related to substantially altering an existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site were determined to be less than significant without mitigation.

IMPACT 4.7-4 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, OR SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN A MANNER THAT WOULD RESULT IN FLOODING ON- OR OFF-SITE? THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Similar to the discussion under Impact 4.7-3, any new development within the areas of proposed change resulting from implementation of the ECTNP, whether more intense than existing conditions or not, would not result in a substantial increase in impervious surfaces as the area is already highly urbanized and covered largely by impervious surfaces. Because the Project Area is highly urbanized and covered largely by paved and other impermeable surfaces, future development, regardless of building densities and lot coverage, does not have the potential to significantly alter drainage patterns on individual project sites that would result in flooding on- or off-site where no such flooding currently occurs.

Future development would also be subject to the City's building codes, which establish design standards that include those that deal with flood prevention and control; the City's zoning codes that establish zoning designations that allow for floodplains and flood control facilities; and the City's LID Ordinance, which requires all development or redevelopment that is 500 square feet or more in size to capture and manage 100 percent of the first three-quarter-inch of stormwater on-site by implementing on-site infiltration, capture and use, and biofiltration/bio-treatment best management practices to the maximum extent feasible. Compliance with city ordinances and regulations would ensure that any future development does not result in substantial flooding on- or off-site. Accordingly, it is not anticipated that any new individual project to be developed within the areas of proposed change would result in increased runoff that could result in flooding on- or off-site.

MITIGATION MEASURES

Impacts related to altering the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that could result in flooding on- or off-site under the Proposed Project would be less than significant. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts related to altering the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which could result in flooding on- or off-site would be less than significant without mitigation.

IMPACT 4.7-5 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT CREATE OR CONTRIBUTE RUNOFF WATER WHICH WOULD EXCEED THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF? THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

See the discussion under Impacts 4.7-1 and 4.7-3. As discussed therein, the Proposed Project would comply with the City's building and zoning codes, LID Ordinance, Stormwater and Urban Runoff Pollution Control Ordinance, NPDES permit requirements, and applicable provisions of LAMC Chapter IX, Division 70, which would regulate stormwater flow to minimize flooding and reduce any potential sources of polluted runoff. As discussed above, the City's LID Ordinance requires all development or redevelopment that is 500 square feet or more in size to capture and manage 100 percent of the first three-quarter-inch of stormwater on-site by implementing on-site infiltration, capture and use, and biofiltration/bio-treatment best management practices to the maximum extent feasible. Accordingly, future development would be required to regulate its stormwater runoff to ensure that any development under the Proposed Project would not exceed the capacity of the existing or planned stormwater drainage system. Therefore, the Proposed Project would result in less than significant impacts related to creating or contributing runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

MITIGATION MEASURES

Impacts related to creating or contributing runoff water which would exceed the capacity of existing or planned stormwater drainage systems and or providing substantial additional sources of polluted runoff under the Proposed Project would be less than significant. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts related to creating or contributing runoff water which would exceed the capacity of existing or planned stormwater drainage systems and or providing substantial additional sources of polluted runoff were determined to be less than significant without mitigation.

IMPACT 4.7-6 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY? THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

As discussed under Impact 4.7-1, individual projects as a result of the implementation of the Proposed Project would be required to implement BMPs and comply with the City's LID Ordinance, Stormwater and Urban Runoff Pollution Control Ordinance, SWPPP, SUSMP, and NPDES permit requirements, and thus would not degrade water quality. These regulatory requirements control or reduce the discharge of pollutants into the storm drain system or receiving waters to prevent the substantial degradation of water quality. More specifically, the City's LID Ordinance, Stormwater and Urban Runoff Pollution Control Ordinance, and NPDES permit requirements prohibit the discharge of pollutants into the storm drain system or receiving waters and require the implementation of BMPs to prevent, control and reduce erosion and siltation. The City's Stormwater and Urban Runoff Pollution Control Ordinance requires future development to comply with the SUSMP requirements; integrate LID practices and standards for stormwater pollution mitigation; and maximize open, green, and pervious space in all development consistent with the City's landscape ordinance and other related requirements. In addition, all earthwork and grading activities require grading permits from the Department of Building and Safety that include requirements and standards designed to limit potential impacts related to the discharge of pollutants to acceptable levels. Therefore, the Proposed Project would result in a less than significant impact related to substantially degrading the existing water quality.

MITIGATION MEASURES

Impacts related to the substantial degradation of the water quality under the Proposed Project would be less than significant. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts related to the substantial degradation of water quality under the Proposed Project were determined to be less than significant without mitigation.

IMPACT 4.7-7 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT PLACE HOUSING WITHIN A 100-YEAR FLOOD HAZARD AREA AS MAPPED ON A FEDERAL FLOOD HAZARD BOUNDARY OR FLOOD INSURANCE RATE MAP OR OTHER FLOOD HAZARD DELINEATION MAP? THIS IMPACT IS LESS THAN SIGNIFICANT WITH MITIGATION.

As described above, a small portion in the central part of the Project Area is located within a 100-floodplain. More specifically, an area of proposed change on the north side of Pico Boulevard between Westwood Boulevard and Overland Avenue is located within a designated 100-year floodplain. Accordingly, redevelopment of these parcels could place housing within a 100-year flood hazard area. Therefore, the Proposed Project could result in significant impacts related to placing housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map.

MITIGATION MEASURES

HWQ1 Buildings within a 100-year floodplain (i.e., the area of proposed change on the north side of Pico Boulevard between Westwood Boulevard and Overland Avenue) shall be designed and constructed a minimum of one foot above the 100-year flood water surface elevation to ensure the protection of structures from all flooding events.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Implementation of Mitigation Measure **HWQ1** would reduce impacts to a less than significant level related to placing housing in a 100-year flood hazard area, as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.

IMPACT 4.7-8 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT PLACE STRUCTURES WHICH WOULD IMPEDE OR REDIRECT FLOOD FLOWS WITHIN A 100-YEAR FLOOD HAZARD AREA? NO IMPACT WOULD OCCUR.

See discussion under Impact 4.7-4. Any new development within the areas of proposed change resulting from implementation of the ECTNP, whether more intense than existing conditions or not, would not result in a substantial increase in impervious surfaces as the area is already highly urbanized and covered largely by impervious surfaces. Because the Project Area is highly urbanized and covered largely by paved and other impermeable surfaces, future development, regardless of building densities and lot coverage, does not have the potential to significantly alter drainage patterns on individual project sites that would impede or redirect flood flows within a 100-year flood hazard area. Accordingly, although a small portion in the central part of the Project Area is located within a 100-year flood hazard area, it is not anticipated that the Proposed Project would place structures that would impede or redirect flood flows within a 100-year flood hazard area. Therefore, no impact would occur.

MITIGATION MEASURES

There would be no impacts related to placing housing in a 100-year flood hazard that would impede or redirect flood flows under the Proposed Project. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

There would be no impacts related to placing housing in a 100-year flood hazard that would impede or redirect flood flows under the Proposed Project without mitigation.

IMPACT 4.7-9 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING FLOODING, INCLUDING FLOODING AS A RESULT OF THE FAILURE OF A LEVEE OR DAM? THIS IMPACT IS LESS THAN SIGNIFICANT.

The Project Area is located within the Stone Canyon Reservoir inundation zone. However, Stone Canyon Reservoir is located approximately five miles from the Project Area. Due to its distance from the Project Area and the intervening structures and topography separating the reservoir from the Project Area, it is not anticipated to expose people or structures within the Project Area to significant risk of loss, injury, or death involving flooding. Therefore, the Proposed Project would result in less than significant impacts related to exposing people or structures to a significant risk of loss, injury or death involving flooding.

MITIGATION MEASURES

Impacts related to exposing people or structures to a significant risk of loss, injury or death involving flooding hazard under the Proposed Project would be less than significant. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts related to exposing people or structures to a significant risk of loss, injury or death involving flooding hazard were determined to be less than significant without mitigation.

IMPACT 4.7-10 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT EXPOSE PEOPLE OR STRUCTURES TO RISK FROM SEICHE, TSUNAMI, OR MUDFLOW/MUDSLIDES? NO IMPACT WOULD OCCUR.

The Project Area is not located within areas that have the potential for inundation by seiche, tsunami, or mudflow/mudslides. The western boundary of the Project Area is located approximately 2.5 miles from the tsunami inundation limits identified by the County of Los Angeles.[19] The southern boundary Project Area is located approximately three quarters of a mile from landslide hazard areas in the Baldwin Hills designated by the State of California and the northern Project Area boundary is approximately 2.5 miles south of the designated landslide areas in the Hollywood Hills.[20] Therefore, no impact related to seiche, tsunami, or mudflow/mudslides would occur.

MITIGATION MEASURES

No impacts related to exposing people or structures to risk from seiche, tsunami, or mudflow/mudslides under the Proposed Project would occur. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

No impacts related to exposing people or structures to risk from seiche, tsunami, or mudflow/mudslides would occur without mitigation.

[19]County of Los Angeles, *Tsunami Inundation Map for Emergency Planning, Beverly Hills Quadrangle*, March 1, 2009.
[20]California Department of Conservation, *Seismic Hazard Zones Map, Beverly Hills Quadrangle*, March 25, 1999.

4.8 LAND USE AND PLANNING

This section provides an overview of land use and planning policies as proposed in the Proposed Project. Topics addressed include the division of an established community, land use compatibility, and consistency with applicable land use plans, policies, and regulations. This section was prepared utilizing a variety of sources, including the City of Los Angeles General Plan; the City of Los Angeles Zone Information and Map Access System (ZIMAS); existing community plan documents; and Southern California Association of Governments' (SCAG) 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).[1]

REGULATORY FRAMEWORK

FEDERAL

There are no federal plans, policies, or regulations related to land use and planning that apply to the Proposed Project for the purpose of determining land use and planning impacts.

STATE

Senate Bill 375 (SB 375). The Sustainable Communities and Climate Protection Act of 2008 (Sustainable Communities Act, SB 375, Chapter 728, Statutes of 2008) supports the state's climate action goals to reduce greenhouse gas (GHG) emissions through coordinated transportation and land use planning with the goal of creating more sustainable communities. SB 375 amends California Environmental Quality Act (CEQA) to add Chapter 4.2 Implementation of the Sustainable Communities Strategy (SCS), which allows a CEQA exemption for Sustainable Community Projects (SCP), as well as streamlined CEQA analysis for Transit Priority Projects (TPPs) and certain residential or mixed use projects. The following is a summary of the CEQA streamlining provisions in SB 375.

A TPP is eligible for four types of CEQA relief: (1) SCP CEQA Exemption; or (2) Sustainable Communities Environmental Assessment (SCEA), or (3) a streamlined EIR, or (4) traffic mitigation measures. Different types of CEQA relief are associated with different criteria that are to be met.

As a threshold matter, to qualify as a TPP, a project must be consistent with the general use designation, density, building intensity and applicable policies in a SCS accepted by the California Air Resources Board. The TPP must also meet the following criteria:

- Be at least 50 percent residential use based on area;
- Contain at least 20 dwelling units/acres;
- Have a floor area ratio for the commercial portion of the project at 0.75 if the project contains between 26 percent and 50 percent nonresidential uses; and
- Be within 0.5 mile of a major transit stop[2] or high-quality transit corridor[3] included in the RTP.

[1]During the preparation of the ECTNP Draft EIR, the 2012-2035 RTP/SCS was the most recent adopted RTP/SCS available. The 2016-2040 RTP/SCS was adopted April 7, 2016, after the analysis in the ECTNP Draft EIR was completed. The 2016-2040 RTP/SCS has been reviewed to determine if there are any substantial differences in policy and/or growth trends associated with the socioeconomic data as compared to the 2012-2035 RTP/SCS. Based on this review it has been determined that the minor refinements in policy and associated updated socioeconomic data in the 2016-2040 RTP/SCS would not substantially affect the analyses or conclusions of this ECTNP EIR. The 2016-2040 RTP/SCS is discussed for informational purposes. While the SCAG transportation model itself is still not available, SCAG staff indicates that changes to the network and associated calculations are minor. Please see **Appendix K** for a more detailed discussion.

[2]Defined as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

[3]Defined as a corridor with fixed route bus service with 15-minute service intervals during peak commute hours.

(1) Sustainable Communities Project (SCP) Exemption. An SCP is a TPP that is consistent with the SCS and meets the following criteria:

- The project and approved projects can be served by utilities, and project will pay applicable in-lieu or development fees;
- The project site does not include wildlife habitat of significant value or protected species;
- The project site is not contaminated (i.e., the site is not on the Cortese list);
- The project site is subject to preliminary endangerment assessment regarding potential exposure to health hazards from nearby activities. Any hazards are to be mitigated to less than significant;
- The project would not significantly affect an historic resource;
- The project site is not subject to wildland fire hazard, unusually high risk of fire/explosion from materials on adjacent properties, health hazard, seismic risk, landslide, or flood plain;
- The project site is not located on developed open space; and
- The project would be 15 percent more-efficient than Title 24 and landscaping would use 25 percent less water than the regional average household.

In addition, the project must meet the following:

- The site is not more than 8 acres;
- The project does not contain more than 200 units;
- The project does not result in the net loss of affordable housing;
- No single level building exceeds 75,000 square feet;
- Applicable mitigation, performance standards, criteria from prior EIRs will be incorporated into the TPP;
- The project would not conflict with nearby operating industrial use; and
- The project site is located within 0.5 mile of rail transit station, ferry terminal included in the RTP, or 0.25 mile of high quality transit corridor.

Moreover, the project must meet at least one of the following:

- At least 20 percent of the housing will be for moderate income or 10 percent rented to low income, or not less than 5 percent rented to very low income, and developer provides commitment to ensure continued availability to these income groups for the period;
- Developer pays in-lieu fees pursuant to local ordinance to result in an equivalent number of units that would otherwise be required in a) above; and
- Project provides public open space at a ratio of at least 5 acres/1,000 residents.

After a public hearing where a legislative body finds that a TPP meets all the requirements, a project can be declared as an SCP and can be exempted from CEQA.

(2) Sustainable Communities Environmental Assessment (SCEA). A TPP that does not meet the SCP Exemption may nevertheless qualify for a SCEA if the project incorporates all feasible mitigation measures, performance standards, or criteria set forth in prior applicable certified environmental impact reports (including the RTP/SCS Program EIR) (Public Resource Code (PRC) Section 21155.2(b)). A SCEA is comparable to a Negative Declaration since the lead agency must find that all potentially significant impacts of a project have been identified, adequately analyzed, and mitigated to a level of insignificance. However, unlike a Negative Declaration, the SCEA need not consider the cumulative effects of the project that have been adequately addressed and mitigated in prior EIRs. Also, growth-inducing impacts are not required to be referenced, described, or addressed. Additionally, project-specific or cumulative impacts from cars and light duty truck trips on global warming or the regional transportation network need not be referenced, described, or discussed. The SCEA will be circulated for 30 days; comments will be considered; and then the SCEA may be approved after a public hearing provided impacts are mitigated. The SCEA will be reviewed under the substantial evidence standard, which means a court will uphold an agency's decision if there is substantial evidence in light of the whole record to support its action. This is different from the normal

CEQA fair argument standard, which is less deferential and states that an EIR must be prepared when, after examining the entire record, there is substantial evidence to support a fair argument that the project may have a significant effect on the environment. The substantial evidence standard makes it more difficult for a petitioner to challenge an SCEA.

(3) Transit Priority Project (TPP) Streamlined Environmental Impact Report (EIR). Instead of an SCEA, a lead agency may choose to perform a streamlined EIR. If, after conducting an Initial Study, the lead agency determines that an EIR is required, it only need address potentially significant impacts. Where a cumulative effect has been adequately addressed and mitigated in a previous EIR (such as the 2008 RTP EIR) that cumulative effect shall not be treated as cumulatively considerable. The EIR is not required to analyze off-site alternatives to the TPP or discuss a reduced residential density alternative to address the effects of car and light duty truck trips generated by the project. Furthermore, the EIR is not required to include an analysis of growth-inducing impacts or any project-specific or cumulative impacts from cars and light duty trucks trips generated by the project on global warming or the regional transportation network. The Initial Study must identify any cumulative effects that have been adequately addressed and mitigated in prior applicable certified EIRs and these cumulative effects are not to be treated as cumulatively considerable in the EIR.

(4) Traffic Mitigation Measures. After a public hearing a legislative body or local jurisdiction may adopt traffic mitigation measures that apply to TPPs (such measures must be updated as necessary every five years), including requirements for the installation of traffic control improvements, street or road improvements, and contributions to road improvement or transit funds, transit passes for future residents, or other measures that will avoid or mitigate traffic impacts of TPPs. If such measures are adopted by a local jurisdiction, no additional traffic mitigation are required for TPPs (measures addressing public health and bicycle safety may still be imposed).

Senate Bill 743 (SB 743). SB 743, adopted September 27, 2013, amends the State Congestion Management Act (California Government Code Section 65088) to harmonize the Act and its definitions with SB 743 and the SCS. This includes new definitions for "bus rapid transit corridor" and "infill opportunity zone." Key provisions of SB 743 include adding a new chapter to CEQA for Modernization of Transportation Analysis for Transit-Oriented Infill Projects, beginning with the PRC Section 21099. An infill site is defined by the PRC Section 21099(a)(4) as "a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins or is separated only by an improved public right-of-way from parcels that are developed with qualified urban uses." A transit priority area is defined by PRC 21099(a)(7) as "an area that is within ½ mile of a major transit stop that is existing or planned, if the project is scheduled to be completed within the planning horizon included in an adopted federal Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." SB 743 also requires that the State Office of Planning and Research (OPR) develop revisions to the CEQA Guidelines to establish criteria for determining the significance of transportation impacts of projects within transit priority areas that promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses. It also allows OPR to develop alternative metrics outside of transit priority areas. In addition, PRC 21099(d) provides that aesthetic and parking impacts of a residential, mixed use residential, or employment center project on an infill site within a transit priority area, shall not be considered significant impacts on the environment. See Sections 4.1, Aesthetics and 4.12, Transportation and Traffic for further discussion.

Complete Streets Act. Assembly Bill 1358, the Complete Streets Act (Government Code Sections 65040.2 and 65302), was signed into law by former Governor Arnold Schwarzenegger in September 2008. As of January 1, 2011, the law requires cities and counties, when updating the part of a local general plan that addresses roadways and traffic flows, to ensure that those plans account for the needs of all roadway users. Specifically, the legislation requires cities and counties to ensure that local roads and streets adequately accommodate the needs of bicyclists, pedestrians and transit riders, as well as motorists.

At the same time, the California Department of Transportation (Caltrans) unveiled a revised version of Deputy Directive 64, an internal policy document that now explicitly embraces Complete Streets as the policy covering all phases of state highway projects, from planning to construction to maintenance and repair. *Deputy Directive-64-Revision 2: Complete Streets- Integrating the Transportation System (DD-64-R2)* is an administrative update of the State's complete streets policy signed in October 2014. The policy content remains the same as DD-64-R1 from 2008 and reaffirms Caltrans commitment to provide for the needs of all travelers of all ages and ability in all planning, programming, design, construction, operations, and maintenance activities, and products on the State highway system.

Complete Streets Implementation Action Plan 2.0. *Deputy Directive-64-Revision 2* requires a Complete Streets Implementation Action Plan be developed and implemented. The Complete Streets Implementation Action Plan describes the current Caltrans complete streets policy framework and provides an overview of Caltrans' continued complete street efforts. This Action Plan lays out the structure for monitoring, reporting, and overcoming barriers to further integrate complete streets into all Caltrans functions and processes.

REGIONAL

SCAG 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).[4] The 2012-2035 RTP/SCS presents the transportation and overall land use vision for Los Angeles, Orange, San Bernardino, Imperial, Riverside, and Ventura Counties. The RTP portion of the 2012-2035 RTP/SCS identifies priorities for transportation planning within the Southern California region, sets goals and policies, and identifies performance measures for transportation improvements to ensure that future projects are consistent with other planning goals for the area. Transportation projects being constructed within the SCAG region must be listed in the 2012-2035 RTP/SCS. The SCS portion of the 2012-2035 RTP/SCS presents an overall land use concept for the region with increasing focus on densification of urban areas and development around transit stations and increased focus on use of transit and active transportation. Policies included in the 2012-2035 RTP/SCS (as well as an analysis of project consistency) are identified in **Table 4.8-3** in the impact section below.

2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).[5] On April 7, 2016, SCAG adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2016-2040 RTP/SCS builds on the success of the 2012-2035 RTP/SCS and continues the commitment to reduce emissions from transportation sources to comply with Senate Bill (SB) 375. Goals of the 2016–2040 RTP/SCS remain similar to those of the 2012-2035 RTP/SCS.

Sustainability Planning Grant Program. The Sustainability Planning Grant Program, previously known as the Compass Blueprint Growth Grant Program, provides direct technical assistance to SCAG member jurisdictions to complete planning and policy efforts that enable implementation of the regional SCS. Since starting in 2005, 133 projects have been completed through the program, with another 69 projects to be completed by the end of 2016. Grants are available to SCAG member jurisdictions in through categories: integrated land use, active transportation, and green region. The Compass Blueprint Growth Vision was replaced by SCAG's RTP/SCS.[6]

[4]During the preparation of the ECTNP Draft EIR, the 2012-2035 RTP/SCS was the most recent adopted RTP/SCS available. The 2016-2040 RTP/SCS was adopted April 7, 2016, after the analysis in the ECTNP Draft EIR was completed. The 2016-2040 RTP/SCS has been reviewed to determine if there are any substantial differences in policy and/or growth trends associated with the socioeconomic data as compared to the 2012-2035 RTP/SCS. Based on this review it has been determined that the minor refinements in policy and associated updated socioeconomic data in the 2016-2040 RTP/SCS would not substantially affect the analyses or conclusions of this ECTNP EIR. The 2016-2040 RTP/SCS is discussed for informational purposes.

[5]*Ibid.*

[6]SCAG, *Sustainability Planning Grant*, http://sustain.scag.ca.gov/Pages/Grants%20and%20Local%20Assistance/GrantsLocalAssistance.aspx, accessed March 6, 2017.

Congestion Management Program (CMP). As the Congestion Management Agency for Los Angeles County, Metro is responsible for implementing the CMP. On October 28, 2010, the Metro Board adopted the 2010 CMP for Los Angeles County.[7] The 2010 CMP summarizes the results of 18 years of CMP highway and transit monitoring and 15 years of monitoring local growth. CMP implementation guidelines for local jurisdictions are also contained in the 2010 CMP.

The CMP was created for the following purposes:

- To link local land use decisions with their impacts on regional transportation and air quality; and
- To develop a partnership among transportation decision makers on devising appropriate transportation solutions that include all modes of travel.

To meet these goals, the CMP provides:

- Track and analyze to determine how the regional highway and transit systems are performing;
- Locally analyze the impacts of local land use decisions on regional transportation;
- Locally implement Transportation Demand Management (TDM) design guidelines that ensure new development includes improvements supportive of transit and TDM; and
- Track new building activity throughout Los Angeles County.

Elements of the CMP include Highway and Roadway System monitoring, multi-modal system performance analysis, the TDM Program, the Land Use Analysis Program and local conformance for all the county's jurisdictions. See Section 4.12, Transportation and Traffic for more information.

LOCAL

City of Los Angeles General Plan Framework Element. The City of Los Angeles General Plan Framework Element establishes the overall policy and direction for the General Plan. It includes a long-range strategy to guide the comprehensive update for the General Plan's other elements.

Los Angeles Municipal Code (LAMC). Development in the City is also governed by the City of Los Angeles Zoning Code (Chapter 1 of the LAMC) which regulates development through zoning designations and development standards. The Comprehensive Zoning Plan of the City of Los Angeles (Zoning Ordinance) set forth in LAMC Section 12.00 et seq. includes development standards for zoning districts in the City. LAMC Section 13.00 et seq. includes development standards for various supplemental use districts in the City that apply specifically to parcels (as distinguished from regulations of general applicability with which all projects must comply). The LAMC is currently undergoing a comprehensive update to all Zoning Code sections as part of the re:code LA effort. re:code LA, which started in 2014 and will continue through 2019, will update the 1946 Zoning Code in order to make the Code more streamlined and easy to use. For now, the ECTNP will still be subject to language found within the current version of the LAMC and will not be impacted by the code update.

City of Los Angeles Mobility Plan (MP) 2035. MP 2035 was adopted in August 2015 and re-adopted in January 2016 and now serves as the new Transportation Element of the General Plan. MP 2035 establishes new street designations, classifies each of the City's arterial streets, and incorporates "complete street" policy framework, thus providing a foundation for future policies and principles related to how the street serves a variety of users.

City of Los Angeles Community Plans. The City of Los Angeles General Plan includes 35 community plans that collectively comprise the Land Use Element of the General Plan. The ECTNP Area is encompassed within several community planning areas: West Los Angeles, Palms-Mar Vista-Del Rey, and West Adams-Baldwin Hills-Leimert Community Plan areas.

[7]Metro, *2010 Congestion Management Program*.

City of Los Angeles Industrial Land Use Survey (**May 2006**). In an effort to identify the City's utilization of industrially-zoned areas, the City began to survey existing land uses within key industrial areas in May 2006. The west side of the City was included in the survey area.[8] The survey area, which is located in the West Los Angeles Community Plan, contains the western portion of the Project Area. The survey divided the west side into the following three subareas:

SA1: This area includes smaller parcels and collector streets along Sepulveda Boulevard and includes automotive related, entertainment and light industrial uses. Of the 78 acres in this subarea, approximately 31 acres (44 percent) were zoned for industrial uses.

SA2: This area includes a mix of parcel sizes with commercial uses along Olympic Boulevard. Of the 49 acres in this subarea, approximately 20 acres (47 percent) were zoned for industrial uses.

SA3: This area includes larger parcels west of Barrington Avenue and includes automotive-related, entertainment and light industrial uses. Of the 86 acres in this subarea, approximately 43 acres (53 percent) were zoned for Industrial uses.

Following the survey and additional research in January 2008, the Department of City Planning (DCP) prepared the *Memorandum on Staff Direction on Industrial Land Use and Potential Conversion to Residential or Other Uses (ILUP)*. Attached to the ILUP were Geographically-Specific Staff Directions that identified four types of areas (two of which – Transition Districts and Correction Areas – were not identified in proximity to the Project Area):

- Employment Protection District (EMP). Areas where industrial zoning should be maintained (i.e., where adopted General Plan, Community Plan and Redevelopment Plan industrial land use designations should continue to be implemented). Residential uses in these Districts are not appropriate.
- Industrial Mixed Use District (IMU). Areas that should remain as predominantly industrial/employment districts but which may support a limited amount of residential uses.

The Staff directions recommended the following two areas as Industrial Mixed Use areas: (1) the area bounded by Centinela Avenue, Bundy Drive, Nebraska Avenue and the Expo light rail transit (LRT); and (2) the area bounded by Pico Boulevard, the Expo LRT, Interstate 405 (I-405), and Military Avenue. Staff directions for both areas are to: *[p]reserve industrial zoning consistent with [the] West Los Angeles Community Plan. As part of the West Los Angeles Community Plan update, study opportunities for a new mixed use zone to include: industrial, commercial, and a limited amount of compatible residential uses and a significant mandatory minimum job component (no freestanding residential developments should be allowed). New development should provide a transition between proposed projects and low-scale residential neighborhoods*.

The following areas are identified in the ILUP as Employment Protection Districts: 1) from Bundy Drive to I-405 and roughly from the Expo LRT to La Grange Avenue; 2) a rectangular portion of the West Los Angeles Community Plan area from Pico Boulevard to the northern Community Plan area boundary and from I-405 to just past Sepulveda Boulevard; and 3) a triangle located along the western edge of the West Lost Angeles Community Plan area, south of the Expo LRT along Centinela Avenue. Staff directions for these areas are to: [*p]reserve industrial zoning consistent with [the] West Los Angeles Community Plan; encourage retention of neighborhood industrial services and allow industrial and ancillary commercial uses only. As part of the West Los Angeles Community Plan update, allow a mix of uses with a jobs component along the Olympic Blvd. frontage to provide a transition between industrial and adjacent residential and commercial districts.*

[8]City of Los Angeles Department of City Planning. *Industrial Land Use Policy Project,* http://cityplanning.lacity.org/Code_Studies/LanduseProj/TOC_Recommendations.htm, accessed March 6, 2017.

City of Los Angeles Great Streets Initiative (2013). Mayor Eric Garcetti enacted the Great Streets Initiative in October of 2013 to add bike racks, medians, plazas, sidewalk repairs, bus stops, pocket parks, crosswalks, and other improvements aimed at attracting pedestrians and new businesses. The first 15 projects include one in each council district:

- District 1: North Figueroa Street between Avenue 50 and Avenue 60
- District 2: Lankershim Boulevard between Chandler and Victory Boulevards
- District 3: Sherman Way between Wilbur and Lindley Avenues
- District 4: Western Avenue between Melrose Avenue and 3rd Street
- District 5: Westwood Boulevard between Le Conte Avenue and Wilshire Boulevard
- District 6: Van Nuys Boulevard between Victory Boulevard and Oxnard Street
- District 7: Van Nuys Boulevard between Laurel Canyon Boulevard and San Fernando Road
- District 8: Crenshaw Boulevard between 78th Street and Florence Avenue
- District 9: Central Avenue between Martin Luther King Jr. Boulevard and Vernon Avenue
- District 10: Pico Boulevard between Hauser Boulevard and Fairfax Avenue
- District 11: Venice Boulevard between Beethoven Street and Inglewood Boulevard
- District 12: Reseda Boulevard between Plummer Street and Parthenia Avenue
- District 13: Hollywood Boulevard between La Brea Avenue and Gower Street
- District 14: Cesar Chavez Avenue between Evergreen Avenue and St. Louis Street
- District 15: Gaffey Street between 15th Street and I-110

West Pico Boulevard Community Design Overlay (CDO) District. The West Pico Boulevard CDO District provides guidelines and standards for development projects on commercially and industrially designated properties located between I-405 on the east, Tennessee Avenue to Federal Avenue on the north, Pico Boulevard to the south, and Centinela Avenue (City boundary) on the west. The intent of the CDO is to provide guidance and direction in the design of buildings including storefronts that will enhance the appearance, pedestrian-orientation, and economic viability of the area.

Westwood/Pico Neighborhood Overlay District. The Westwood/Pico Neighborhood Overlay District was established by Ordinance No. 171,859. The District was established to regulate portions of Westwood Boulevard, Pico Boulevard, and Overland Avenue, which have a variety of commercial uses and activities. Portions of these streets are occupied with structures of a similar size and with architectural details, such as the location of windows, building walls, and pedestrian entrances, which, if preserved and enhanced, would encourage people in the surrounding neighborhoods to walk and shop along these streets.

The following pedestrian-oriented streets have been identified as part of the Westwood/Pico Neighborhood Oriented District: Westwood Boulevard (both sides of Westwood Boulevard between Missouri Avenue and the alley north of Pico Boulevard); Pico Boulevard (the north side of Pico Boulevard between Bentley Avenue and Patricia Avenue; and the south side of Pico Boulevard between Military Avenue and Patricia Avenue); and Overland Avenue (the east side of Overland Avenue between Blythe Avenue and the alley south of Pico Boulevard).

EXISTING SETTING

PROJECT AREA

The Proposed Project is located entirely within the incorporated City of Los Angeles and is comprised of an approximately five-mile-long corridor around five Expo LRT stations: Exposition/Bundy (Bundy), Exposition/Sepulveda (Sepulveda), Westwood/Rancho Park (Westwood), National/Palms (Palms), and Culver City. Specifically, the Project Area is located approximately eight miles to the west of Downtown Los Angeles and contains approximately 1,970 acres. The Project Area is defined to be the area in the City of Los Angeles within approximately one-half mile of stations along the Expo LRT Line. The City of Santa Monica (to the west) and the City of Culver City (to the south) both contain substantial areas within the one-

half mile radii of stations, and, therefore, potential impacts within these cities are addressed throughout the EIR.

Land uses in the Project Area include mostly Low Density Residential, Medium Density Residential, and Light Industrial uses. Smaller areas comprise Limited Industrial, Community Commercial, Public Facilities, and General Commercial uses. I-405 bisects the western portion of the Project Area and I-10 runs through the southern and eastern portions of the Project Area.

The following discussion describes land use designations and existing land uses in each of the station segments. See also the General Plan Land Use maps in Figures 3-4a and 3-4b in Chapter 3.0, Project Description.

Bundy Station. The Bundy Station segment within the City of Los Angeles contains approximately 320 acres. As shown in Figure 3-4a in Chapter 3.0, Project Description, the existing General Plan land use designations mostly consist of Low Density Residential and Light Industrial uses. Pockets of Low Medium I and II Residential, Medium Residential, High Medium Residential, General Commercial, Open Space, and Public Facilities are also scattered in this area. Light industrial uses are primarily located north of Exposition Boulevard, Low Density Residential uses are located south of Exposition Boulevard and in the northernmost part of this station area, and Low Medium I and Low Medium II Residential are located on the northeastern portion of the station area.

Land uses immediately adjacent to the station are highly varied, including light industrial, office, commercial, retail, single-family residential, and two gas stations. There is also a strong cluster of creative office uses, such as the Westside Media Center. Single- and multi-family residential uses are located north of Olympic Boulevard and south of Exposition Boulevard. Single-family homes, limited multi-family, and industrial zoned parcels are located south of the station. Neighborhood-oriented uses, such as retail and restaurants, are located on Pico and Olympic Boulevards. I-10 runs through the southern portion of this station area, south of the proposed change areas.

The areas of proposed change generally encompass land north of the Bundy Station, designated for Industrial uses, as well as land south of the station designated for Low Density between Exposition and Pico Boulevards. The total area of the areas of proposed change in the Bundy Station Area is approximately 114 acres out of a total area of 320 acres amounting to 36 percent of the land area in the Bundy Station Area.

Sepulveda Station. The Sepulveda Station segment contains approximately 422 acres. The existing General Plan land use designations mostly consist of Low Density Residential, Light Industrial, and Public Facilities uses. Medium Density Residential uses are also located along Sepulveda Boulevard and south of the Expo LRT, to the west of I-405. The majority of Low Density Residential and Light Industrial uses are located north of the Expo LRT, and Medium Density Residential, Low Density Residential, and Public Facilities uses are located south of the Expo LRT. Neighborhood Commercial uses are located along Pico Boulevard to the east of Sepulveda Boulevard. There are also Low Medium Residential uses along the Expo LRT to the east of Sepulveda Boulevard.

Manufacturing, light industrial, and retail uses are located adjacent to the station. There are some single- and multi-family residential uses north of Pico Boulevard, as well as east and west of Sepulveda Boulevard directly south of the station. Neighborhood-oriented uses, such as retail stores and restaurants, are primarily located along Pico Boulevard east of Sepulveda Boulevard. I-10 runs through the southern portion of this station area (south of the change areas), and I-405 runs through the western portion of this station area (immediately west of the change areas). Two schools are located within this station area (although outside the change areas); both are located south of I-10 and west of I-405.

The areas of proposed change generally encompass land to the east of the Sepulveda Station straddling the Expo LRT designated for Low Medium I Residential; the industrial land north of the station between the Expo LRT and Olympic Boulevard, easterly of the I-405; and the commercial corridor along Pico Boulevard

between Sepulveda and Westwood Boulevards designated for Neighborhood Commercial land uses. The total area of the areas of proposed change in the Sepulveda Station Area is approximately 46 acres out of a total 422 acres amounting to 11 percent of the land area in the Sepulveda Station Area.

Westwood Station. The Westwood Station segment contains approximately 532 acres. The area is comprised almost entirely of Low Density Residential General Plan designated land uses, with some Neighborhood Commercial and Community Commercial land uses along Pico Boulevard, Westwood Boulevard, and Overland Avenue. A few Low Medium Density Residential areas are also located west of the Westwood Station.

Land uses located adjacent to the station site are single-family residential, with some low-medium density multi-family residential along Exposition Boulevard. A shopping mall, retail stores, and restaurants are located along Pico Boulevard. There is also one public elementary school in the station area.

The areas of proposed change generally encompass the land designated for Neighborhood Commercial on the north side of Pico Boulevard between Westwood and Overland Avenue as well as the City-owned land designated for Low Density Residential straddling the Expo LRT. The total area of the areas of proposed change is approximately five acres or one percent of the land area in the Westwood Station Area.

Palms Station. The Palms Station Area contains approximately 504 acres. This area is mostly comprised of Low and Medium Residential General Plan designated land uses. Neighborhood Commercial, General Commercial and Public Facilities land uses are located south of Exposition Boulevard in this area.

The land uses located adjacent to the station primarily consist of residential and retail uses, with a shopping center to the north of the station. Specifically, the northern portion of this station area is comprised of single-family and multi-family residences, while the area south of the station is a largely multi-family residential neighborhood. I-10 runs through the southern portion of this station area. Retail and office uses, as well as a large concentration of neighborhood-serving public facilities, such as Palms Elementary School and the U.S. Post Office, are located on Motor Avenue and Venice Boulevard.

The areas of proposed change generally encompass land designated for General Commercial on the north and south sides of Venice Boulevard between the alley Westerly of Motor and Watseka Avenues; the land designated for General Commercial and Neighborhood along Motor Avenue between the alley southerly of Venice Boulevard and National Boulevard; and other parcels along National Boulevard designated for Neighborhood Commercial, Limited Industrial, General Commercial, and Medium and High Medium Density Residential. The total area of the areas of proposed change is approximately 51 acres or 10 percent of the land area in the Palms Station Area.

Culver City Station. The Culver City Station Area within the City of Los Angeles contains approximately 193 acres. General Plan land use designations north of the Expo LRT in this area include Light Industrial, Limited Industrial, General Commercial uses, and Public Facilities. Low Density and Medium Density Residential areas are also scattered north of the Expo LRT. Medium Density Residential, General Commercial, and Light Industrial uses and the City of Culver City border the southern portion of this station area.

Specifically, commercial and light industrial uses are located along Venice Boulevard, Robertson Boulevard, and around the I-10 corridor. These uses include a shopping center, restaurants, auto-oriented businesses, and creative office spaces near the Downtown Culver City area. The historic Helms Bakery district, located in the City of Los Angeles, includes restaurants, offices, and home furnishing stores and is located east of the station. Station area neighborhoods include multi-family residential to the west of the station and north of I-10, as well as single-family homes, which are largely concentrated north of I-10 and southwest of this station. There is one public high school located in this station area.

The areas of proposed change generally encompass land designated for General Commercial, Light Industrial, and Limited Industrial along Venice, Robertson, and National Boulevards. The total area of the areas of proposed change is approximately 42 acres or 22 percent of the land area in the Culver City Station Area.

SURROUNDING LAND USES

The Project Area is located entirely within the incorporated City of Los Angeles and abuts the City of Culver City and the City of Santa Monica. Surrounding land uses consist of a mix of urban uses. Specifically, Low and Medium Residential uses are located both north and south of the Project Area. Commercial uses are generally located along major thoroughfares and light industrial along the I-405 corridor. Directly southeast of the Project Area along Washington and La Cienega Boulevards is the Culver City Arts District, which includes several art galleries, and to the southwest of the Project Area is the Santa Monica Airport. The Federal Aviation Administration and the City of Santa Monica plan to maintain airport operations through 2028, after which the City may discontinue its use as an airport.[9] Additionally, similar to the Project Area, the surrounding area includes a variety of commercial and open space uses.

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the CEQA Guidelines, the Proposed Project would have a significant impact related to land use if it would:

- Physically divide an established community;
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; and/or
- Conflict with any applicable Habitat Conservation Plan or Natural Community Conservation Plan.

CITY OF LOS ANGELES CEQA THRESHOLDS GUIDELINES

For purposes of this analysis, Appendix G thresholds are supplemented by the criteria identified in the 2006 City of Los Angeles CEQA Thresholds Guide (Thresholds Guide). The Thresholds Guide indicates that the determination of significance is to be made on a case-by-case basis, considering the following factors. These factors are discussed as appropriate based on the impact area.

- Whether the proposal is inconsistent with the adopted land use/density designation in the Community Plan, redevelopment plan or specific plan for the site;
- Whether the proposal is inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans;
- The extent of the area that would be impacted, the nature and degree of impacts, and the type of land uses within the area;
- The extent to which existing neighborhoods, communities, or land uses would be disrupted, divided, or isolated, and the duration of the disruptions; and
- The number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the Proposed Project.

[9]Federal Aviation Administration, *Press Release-FAA Reaches Settlement Agreement with City of Santa Monica*, https://www.faa.gov/news/press_releases/news_story.cfm?newsId=21394, accessed March 6, 2017.

METHODOLOGY

The analysis in this section focuses on the consistency of the Proposed Project with any applicable land use plans, policies, or regulations, as well as the compatibility of land uses identified in the Proposed Project with existing and planned land uses within the ECTNP Area.

The consistency analysis presented in this section was prepared in compliance with CEQA Guidelines Section 15125(d). The purpose of the required analysis is to identify potential inconsistencies between the Proposed Project and applicable general plans and regional plans. Neither CEQA nor the CEQA Guidelines set forth standards for determining when a project is inconsistent with an applicable plan, but the final determination that a project is consistent or inconsistent with an applicable plan should be made by the Lead Agency when it acts on the project. Using the methodology described below, the analysis in this EIR presents the findings of the policy review and is intended to provide a guide to the decision-makers for policy interpretation.

A project's inconsistency with a policy is only considered significant if such inconsistency would cause significant physical environmental impacts (as defined by CEQA Guidelines Section 15382). Under this approach, a policy conflict is not in and of itself considered to be a significant environmental impact. An inconsistency between a Proposed Project and an applicable plan is a legal determination that may or may not indicate the likelihood of a physical environmental impact. In some cases, an inconsistency may be evidence that an underlying physical impact is significant and adverse. For example, if a proposed project affected agricultural land, one standard for determining whether the impacts were significant would be to determine whether the project violated a plan or policy protecting agricultural land; the environmental impact, however, would be the physical conversion of agricultural land to nonagricultural uses.

A project may be considered consistent with the provisions of an identified regional and/or local plan if it meets the general intent of the plan or policy and would not preclude the attainment of the primary intent of the plan or policy. If the Proposed Project is determined to be inconsistent with specific objectives or policies of a land use plan but is largely consistent with the goals of that plan and would not preclude the attainment of the primary intent of the plan, the Proposed Project would not be considered inconsistent with the plan. Moreover, and as described above, inconsistency with specific objectives or policies of a land use plan does not necessarily mean that the Proposed Project would result in a significant impact on the physical environment.

A project may be considered incompatible with surrounding land uses if it has the potential to disrupt the physical arrangement of an established community by introducing new infrastructure or isolating land uses that could interrupt the typical activities or change the land use conditions in a community. It also may be considered incompatible if it includes land uses which create noise, odor, safety hazards, visual, or other environmental impacts that conflict with surrounding land uses and the activities and conditions typically associated with those land uses. However, the presence of such secondary environmental impacts does not automatically indicate a land use compatibility impact, and the effect of these impacts is evaluated within each applicable impact category in this EIR.

As discussed in Chapter 3.0, Project Description, the Project Area has two primary land use geographies – developments that would take place within the areas of proposed change (also referred to as change areas or subareas) and development outside of these areas within of the proposed ECTNP Area. Potential land use and planning impacts are highly dependent on location and surrounding land uses within and adjacent to the areas of proposed change. On a more general basis, for parcels outside the change areas, land use and planning impacts could result from development in accordance with current zoning and the current community plan. This section presents potential impacts for development both within the areas of change and areas within the ECTNP Area where zoning would not change. Change area effects are discussed for each station segment based on the proposed zone changes and detailed estimates of reasonably foreseeable growth; a more general discussion of

potential effects in non-change areas is provided based on generalized estimates of reasonably foreseeable growth within the limits established by the relevant community plan and associated zoning.

PROJECT FEATURES

The Proposed Project would establish the ECTNP to guide future development within the Project Area. The ECTNP would include General Plan amendments and zone changes that encourage infill development and a mix of uses within the identified areas to promote transit ridership, reduce automobile dependence, and create vibrant neighborhoods around the transit stations. Zone changes and General Plan amendments would not occur on every parcel within the Project Area; these changes would only occur within identified "areas of proposed change."

The Proposed Project: (1) creates four new zones and one new land use designation and changes zoning and land use designations within change areas as identified in Figure 3-2 in Chapter 3.0, Project Description; (2) includes public benefit requirements associated with tiered floor area ratios (FARs) in the new zones; (3) creates streetscape plans for identified street segments in the Project Area; and (4) requires design standards for new development within the Project Area (excluding single- and two-family zones). Analysis in this EIR includes projects throughout the Project Area that are consistent with either the existing community plan and zone in the non-change areas or the proposed land use and zoning in the change areas. Projects outside of the change areas are subject to the urban design standards and streetscape requirements of the Proposed Plan and applicable mitigation measures.

The Proposed Project also includes new open space and parking regulations for select properties within the Project Area. As discussed in Chapter 3.0, Project Description, the Proposed Project includes an Alternative Compliance scenario that would allow designated sites within the change areas to have a different mix of residential and non-residential uses than required per the zoning of the property. Projects utilizing this path would still be subject to the maximum FAR and other zoning and development standards but would also be required to provide increased public benefits in addition to affordable housing. Projects reviewed under the Alternative Compliance procedure of the ECTNP would be required to obtain a "Director's Determination for an Alternative Compliance Project."

The Proposed Project involves zone changes, either to existing zone classifications (RAS4, R3, and RD1.5) or to new zone classifications created by the Proposed Project (New Industry, Hybrid Industrial: Jobs Emphasis, Hybrid Industrial: Residential Emphasis, and Mixed Use: Commercial/Residential).

Existing Zone Classifications

RAS4 (Residential Accessory Services). This zone is a multi-family residential zone that allows neighborhood-serving commercial use on the ground floor. Within the Proposed Project, a change to this zone is intended to revitalize commercial corridors while allowing uses that are compatible with abutting residential neighborhoods. The RAS4 zone creates additional capacity for multi-family housing while providing neighborhood-serving retail and services. The residential density in this zone is limited to one dwelling unit per 400 square feet of lot area (or approximately 108 dwelling units per acre). Typical building types include multi-story mixed use or residential only buildings. The FAR is limited to 3.0:1.

R3 (Multi-family Residential). This zone is a medium density multi-family residential zone. Typically, developments include apartments or condominiums with sub-grade or structured parking. The residential density in this zone is limited to one dwelling unit per 800 square feet of lot area (or approximately 54 dwelling units per acre). The FAR is limited to 3.0:1.

RD1.5 (Restricted Density Multi-Family Residential). This zone is a low-medium multi-family residential zone, which allows one dwelling unit per 1,500 square feet of lot area (or approximately 29 dwelling units per acre). Typical developments include a residential unit with accessory living quarters, duplexes, multi-family apartments or condominiums, or small lot subdivisions. The FAR is limited to 3.0:1.

New Zone Classifications

New Industry. The proposed New Industry zone is intended to be an employment zone with uses tailored to 21st century and creative industries, such as digital technology, research and development, media, design, and entertainment. Light manufacturing and assembly uses associated with these industries are also appropriate in this zone. Retail and restaurant uses are intended to be ancillary uses that support the employment uses. Traditional residential uses are prohibited in this zone, but live work units built to building code standards that allow up to five non-resident employees are permitted. Permitted FARs range from 2.5:1 to 4.0:1, depending on the amount of public benefits provided.

Hybrid Industrial: Jobs Emphasis. This hybrid zone is intended to be an employment-focused zone while also allowing a limited amount of residential uses. The employment uses in this zone are similar to those in the New Industry zone but can include a larger amount of retail, restaurant, and entertainment uses. Residential use is limited to 30 percent of the total square footage of a project, though projects would have the ability to include up to 50 percent residential use by providing additional public benefits. Projects that include residential uses would be permitted a FAR range of 2.0:1 to 4.0:1 (depending on the public benefits provided), and projects without residential uses would have a permitted FAR range of 2.5:1 to 4.0:1 (depending on the public benefits provided).

Hybrid Industrial: Residential Emphasis. This hybrid zone is intended to be a zone that requires a minimum level of employment uses (similar in type to the New Industry zone) along with a greater but still limited amount of residential use. This zone allows residential use for up to 70 percent of the total square footage of a project, though projects would have the ability to include up to 75 percent residential use by providing additional public benefits. A project would be allowed to be entirely commercial or include a mix of residential and commercial uses. The Hybrid Industrial: Residential Emphasis zone would serve as a transition zone residential-only neighborhoods to jobs centers. The permitted FAR would range from 2.0:1 to 4.0:1 (depending on the public benefits provided); for projects without residential uses the permitted FAR would range from 2.5:1 to 4.5:1 (depending on the public benefits provided.

Mixed Use: Commercial/Residential. This zone is intended to allow neighborhood and community commercial uses and institutional uses, either alone or in combination with multi-family residential. This zone activates commercial corridors with a variety of uses that serve the local community while also providing housing options. The Mixed Use: Commercial/Residential zone allows residential use for up to 90 percent of the total square footage depending on the FAR of a development project. A project site could consist entirely of non-residential use or a mix of residential and commercial use. The permitted FAR would range from 2.0:1 to 3.6:1 (depending on the public benefits provided).

IMPACTS

IMPACT 4.8-1 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY? THIS IMPACT IS LESS THAN SIGNIFICANT.

Construction

Construction activities in the ECTNP Area can be expected to result in temporary impacts to land. Construction impacts could temporarily divide a community if roadways and sidewalks are temporarily blocked or partially blocked. Construction activities can discourage pedestrian activity and interfere with traffic movement thereby affecting land uses in the area. However, these effects are transitory and do not rise to the level of significance.

Operation

The operation of the Proposed Project includes four primary components: (1) Zoning and Land Use Changes, (2) Urban Design Standards, (3) Streetscape Plans, and (4) Public Benefits. All of these components are applicable to the change areas, whereas only the urban design standards and streetscape plans are applicable to the non-change areas.

CHANGE AREAS

Zoning and Land Use Changes. Operation of the Proposed Project would occur around five Expo LRT Line stations (Bundy, Sepulveda, Westwood, Palms, and Culver City), as shown in Figure 3-1 in Chapter 3.0, Project Description. The Project Area includes an urbanized section of the City of Los Angeles with a variety of land uses. The Proposed Project would include the establishment of a Specific Plan that would result in zone changes and General Plan amendments to properties within the identified areas of proposed change, or also referred to as change areas. In these change areas, which comprise approximately 256 acres of the 1,971-acre Project Area, the ECTNP would regulate development standards, such as building heights, setbacks, density, open space, land use, parking, and design. The Proposed Project would not include any land use changes that would disrupt or substantially change land use patterns outside the identified change areas.

Within the areas of change, the Proposed Project includes a number of changes to existing land use and zoning, with the majority of the changes being focused on land currently zoned for industrial and commercial use. See Figures 3-4 through 3-7 in Chapter 3.0, Project Description for details on existing and proposed General Plan land use and zoning for the Project Area. Overall, the proposed changes in land use and zoning would not substantially change development patterns in the area but, instead, would reinforce and strengthen existing development patterns while having the added benefit of creating more compact, walkable neighborhoods that also accommodate future growth.

Hybrid Industrial. The Proposed Project would rezone approximately 149 acres of existing Light Industrial (M2) land to the New Industry, Hybrid Industrial: Jobs Emphasis, or Hybrid Industrial: Residential Emphasis zone. These changes would be concentrated around the Bundy, Sepulveda, and Culver City Stations, with a small portion near the Palms Station, and would be adjacent to a mix of low and medium density residential (R1, R2, RD1.5, and R3), light industrial (M2), and public facilities (PF) zones. This proposed change would not disrupt existing land use patterns in the vicinity as the new zones would continue existing land use patterns, such as many of the employment uses that currently exist in these areas, and would result in additional jobs close to the transit stations. The Hybrid Industrial: Jobs Emphasis and Hybrid Industrial: Residential Emphasis zones would introduce a limited amount of residential use not previously allowed in the industrially zoned area. This would help transition the new employment zones to the surrounding residential neighborhood. The changes in zoning and associated increase in allowable floor area would encourage redevelopment of underutilized or vacant properties around the stations, creating more vibrant neighborhoods that link surrounding areas to the stations and support transit ridership. These changes would allow the intensification of land uses in an urbanized area of the city, promote a greater mix of uses that would foster more compact and walkable development patterns, and allow the City to meet growth demands for jobs and housing in the area. These changes would not divide the neighborhood but, instead, allow for better transition of higher intensity development and jobs closest to the stations to adjacent residential neighborhoods through stepping down of massing, scale, and intensity.

Mixed Use. The Proposed Project would rezone approximately 67 acres of land on commercial boulevards, currently zoned for Commercial (C2) and Multi-family uses (R3 and RD2), to the Mixed Use: Commercial/Residential zone. These changes would be concentrated around the Palms and Culver City Stations. The Mixed Use: Commercial/Residential zone would be immediately adjacent to multi-family residential uses (R3 and R4), as well as the I-10 corridor. This proposed change would not disrupt land use patterns in the vicinity as it would continue to allow commercial uses, which currently exist along most of these

boulevards. In addition, the new zoning would facilitate mixed use development with residential uses on upper floors at a density and scale that would be compatible with the adjacent multi-family residential neighborhoods.

Along Pico Boulevard within the Sepulveda and Westwood Station areas, approximately nine acres currently zoned as Commercial (C2-1VL) are proposed to be rezoned to the Residential/Accessory Services zone (RAS4). Immediately adjacent to this change area are single-family neighborhoods, as well as large commercial properties that currently serve as the location for the Westside Pavilion shopping mall. This change would not disrupt existing land use patterns as the RAS4 zone would continue to allow ground floor commercial development on Pico Boulevard, and the neighborhood-serving uses within RAS4 development would serve the adjacent residential community. Urban design standards would ensure a continuation of pedestrian-friendly retail activity along this corridor, as well as appropriate transitions in building height from new development to the adjacent single-family neighborhoods. In addition, the greater floor area allowed by the RAS4 zone would facilitate the development of residential uses on upper floors, which, in turn, would be compatible with the surrounding residential neighborhood. The RAS4 zone would create modest additional housing capacity while still retaining the pedestrian-friendly neighborhood-serving district on Pico Boulevard. It would encourage a mixed use development pattern that is consistent with existing patterns of development and create a more walkable neighborhood, where basic shopping and services needs can be met within a walking distance of existing and future residents.

Multi-family Residential. Along the Expo LRT right-of-way between the Sepulveda and Westwood Stations, approximately six acres currently zoned for two-family dwellings (R2) are proposed to be changed to a medium density multi-family zone (R3). Immediately surrounding this change area are single-family neighborhoods to the north and south. The Proposed Project would not disrupt existing land use patterns in the area as the new zoning would continue the pattern of residential development and contain similar activities as in the adjacent single-family neighborhoods. Given that these properties are in close proximity to the Sepulveda and Westwood stations and front the Expo LRT, the increase in residential density would allow more residents to access nearby transit and recognize the expected change in character of the street.

The existing 24-acre single-family residential neighborhood located immediately south of the Bundy Station is proposed to be rezoned to a mix of RAS4, R3, and RD1.5 zoning. Immediately adjacent to this change area are commercial land use to the south, industrial land use to the north, and some multi-family residential use to the south and west. The proposed zone change would not disrupt land use patterns in this area as it involves rezoning the entire single-family neighborhood, and no other single-family uses are adjacent. The proposed change would, instead, make the area more compatible with the higher intensity commercial and industrial uses that currently surround the single-family area. The proposed RAS4 zone would introduce ground floor commercial uses along Bundy Drive that would link existing commercial uses on Pico Boulevard to the south to the transit station and other commercial activity and jobs to the north and provide neighborhood retail and services to the surrounding neighborhood. The proposed RD1.5 and R3 uses would make this residential neighborhood more compatible with surrounding commercial and industrial uses, and increased residential density within close proximity to a transit station would support increased ridership.

Open Space. Within the Westwood Station Area, 2.2 acres currently owned by the City of Los Angeles and zoned for single-family residential (R1) are proposed to be rezoned to Open Space (OS). These properties, which are located along the Expo LRT right-of-way between Westwood Boulevard and Overland Avenue, are directly adjacent to single-family neighborhoods to the north and south. This change in land use and zoning would not disrupt existing land use patterns. Rezoning these currently vacant properties to open space would facilitate the construction of the Westwood Neighborhood Greenway, introducing a new open space use that would be compatible with and supports the surrounding residential uses, as well as continues the pattern of open space use found to the west of Westwood Station where the Sara Berman Greenway lines the Expo LRT right-of-way.

The zoning and land use changes described above include modifications to the allowable FARs and building heights. The majority of the areas of proposed change zoned for commercial or industrial use currently allow a maximum FAR of 1.5:1. By increasing the allowable FAR in those areas (from 2:1 to 4:1 depending on the zone and public benefits provided), the Proposed Project would enable mixed use development that accommodates anticipated growth in jobs and housing. The additional floor area would allow additional development without disrupting the existing land use patterns and can contribute to land use compatibility by creating a greater mix of uses within the neighborhoods. In existing residential areas, increased FAR would allow for more residential development in locations proximate to transit stations.

The Proposed Project would increase allowable building heights throughout much of the areas of proposed changes, ranging from 58 feet to 161 feet depending on the zone and location. Greater height would be focused along major boulevards, I-405, and the Expo LRT stations and right-of-way, while lower heights are proposed for areas adjacent to, or across the street or alley from, residential areas. Increasing the allowable height would accommodate new commercial development, such as creative office, that demands higher floor-to-ceiling heights, thus encouraging these uses to locate around transit and in areas where such uses already exist. In areas proposed for change to the RAS4 zone, increased allowable height (from 45 feet with the current zoning up to 50 feet with the RAS4 zone) would allow for commercial uses on the ground floor, creating or continuing an active street environment in these areas.

The tables below summarize how the above land use and zone changes and corresponding FARs and heights are applied to each station area.

Bundy Station. The Bundy Station Area contains approximately 289 acres. The proposed changes would affect approximately 114 acres within the station area. Land uses to be rezoned include Light Manufacturing and Low Density Residential parcels (**Table 4.8-1**).

TABLE 4.8-1: EXISTING LAND USE AND ZONING WITHIN THE BUNDY STATION AREAS OF PROPOSED CHANGE

General Plan Land Use	Zoning	Acres	FAR	Max Allowable Height (Stories)	Max Allowable Height (Feet)
Light Industrial	M2-1 M2-2	89.4	1.5:1 6:1	N/A	N/A
Low Density Residential	R1-1	24.4	N/A /a/	N/A	33 /b/
TOTAL		**113.8**			

/a/ The maximum allowable floor area in the R1 zone varies. See LAMC Section 12.08 C.5 for details.
/b/ The maximum building height in the R1 zone is limited to 28 feet when the roof of the uppermost story of the building has a slope of less than 25 percent.
SOURCE: City of Los Angeles, 2017.

In order to accomplish the Proposed Project's stated objectives, the ECTNP would rezone specific Light Industrial (M2) properties within the change area to New Industry, Hybrid Industrial: Jobs Emphasis, and Hybrid Industrial: Residential Emphasis zones. The Proposed Project would also rezone select R1 properties within the change area to RAS4-1VL, RD1.5-1, and R3-1. **Table 4.8-2** below shows a breakdown of the change in acres by new zone designations.

TABLE 4.8-2: PROPOSED LAND USE AND ZONING WITHIN THE BUNDY STATION AREAS OF PROPOSED CHANGE

General Plan Land Use	Zoning	Acres	FAR	Max Allowable Height (Stories) /a/	Max Allowable Height (Feet)
Hybrid Industrial	New Industry	58.8	2.5:1 to 4:1	Up to 12	161
Hybrid Industrial	Hybrid Industrial: Jobs Emphasis	20.0	2:1 to 4:1	Up to 12	161 (128 /b/)
Hybrid Industrial	Hybrid Industrial: Residential Emphasis	10.6	2:1 to 4:1	Up to 7	96 (78 /b/)
Neighborhood Commercial	RAS4-1VL	6.4	3:1	Up to 4	50
Medium Density Residential	R3-1	4.0	3:1	Up to 4	45
Low Medium Density II Residential	RD1.5-1	14.0	3:1	Up to 4	45
TOTAL		**113.8**			

/a/ Maximum height in stories is shown for illustrative purposes only. Height is limited only by feet and not stories.
/b/ Lower height applies to buildings with residential use above the ground floor.
SOURCE: City of Los Angeles, 2017.

Sepulveda Station. The Sepulveda Station Area contains approximately 325 acres. The Proposed Project would change the zoning designation on approximately 46 acres. Land uses to be rezoned include Light Industrial, Neighborhood Commercial, and Low Medium Density Residential uses (**Table 4.8-3**).

TABLE 4.8-3: EXISTING LAND USE AND ZONING WITHIN THE SEPULVEDA STATION AREAS OF PROPOSED CHANGE

General Plan Land Use	Zoning	Acres	FAR	Max Allowable Height (Stories)	Max Allowable Height (Feet)
Light Industrial	M2-1; M2-1VL	33.2	1.5:1	N/A; 3	N/A; 45
Neighborhood Commercial	C2-1VL	6.3	1.5:1	3 /a/	45
Low Medium Density I Residential	R2-1	6.0	3:1	N/A	33
TOTAL		**45.5**			

/a/ Buildings used entirely for residential (and ground floor commercial in RAS zones) are only limited as to height, not stories.
SOURCE: City of Los Angeles, 2017.

In order to accomplish the Proposed Project's stated objectives, the ECTNP would rezone specific M2 properties adjacent to the station location to Hybrid Industrial: Jobs Emphasis and Hybrid Industrial: Residential Emphasis, and other M2 properties in the station area to New Industry. In addition, the Proposed Project would rezone multi-family residential (R2-1) properties fronting the Expo LRT Line to R3-1 to allow increased residential development and would rezone commercial property on Pico Boulevard to RAS4-1VL to facilitate mixed use (residential and retail) development. **Table 4.8-4** below shows a breakdown of the change in acres by new zone designations.

TABLE 4.8-4: PROPOSED LAND USE AND ZONING WITHIN THE SEPULVEDA STATION AREAS OF PROPOSED CHANGE

General Plan Land Use	Zoning	Acres	FAR	Max Allowable Height (Stories) /a/	Max Allowable Height (Feet)
Hybrid Industrial	New Industry	21.1	2.5:1 to 4:1	Up to 11	148
Hybrid Industrial	Hybrid Industrial: Jobs Emphasis	5.7	2.0:1 to 4:1	Up to 11	148 (118 /b/)
Hybrid Industrial	Hybrid Industrial: Residential Emphasis	6.4	2.0:1 to 4:1	Up to 7	96 (78 /b/)
Neighborhood Commercial	RAS4-1VL	6.3	3:1	Up to 4	50
Medium Density Residential	R3-1	6.0	3:1	Up to 4	45
TOTAL		**45.5**			

/a/ Maximum height in stories is shown for illustrative purposes only. Height in these zones is limited only by feet and not stories.
/b/ Lower height applies to buildings with residential use above the ground floor.
SOURCE: City of Los Angeles, 2017.

Westwood Station. The Westwood Station Area contains approximately 222 acres. The Proposed Project would change the zoning designation on approximately 5.2 acres from C2-1VL (Neighborhood Commercial) to RAS4-1VL along the north side of Pico Boulevard between Westwood Boulevard and Overland Avenue (**Tables 4.8-5** and **4.8-6**). The RAS4-1VL zone has a height maximum of 50 feet and a FAR of 3.0. In addition, the project would rezone approximately 2.2 acres flanking the Expo right-of-way roughly between Westwood and Overland Boulevards from R1 to OS (open space). These parcels are currently City-owned, vacant parcels and are intended to become the Westwood Neighborhood Greenway. The Proposed Project would maintain all other existing R1 zoning within the station area.

TABLE 4.8-5: EXISTING LAND USE AND ZONING WITHIN THE WESTWOOD STATION AREAS OF PROPOSED CHANGE

General Plan Land Use	Zoning	Acres	FAR	Max Allowable Height (Stories)	Max Allowable Height (Feet)
Neighborhood Commercial	C2-1VL	3.0	1.5:1	3 /a/	45
Low Density Residential	R1-1	2.2	N/A /b/	N/A	33 /c/
TOTAL		**5.2**			

/a/ Buildings used entirely for residential (and ground floor commercial in RAS zones) are only limited as to height, not stories.
/b/ The maximum allowable floor area in the R1 zone varies. See LAMC Section 12.08 C.5 for details.
/c/ The maximum building height in the R1 zone is limited to 28 feet when the roof of the uppermost story of the building has a slope of less than 25 percent.
SOURCE: City of Los Angeles, 2017.

TABLE 4.8-6: PROPOSED LAND USE AND ZONING WITHIN THE WESTWOOD STATION AREAS OF PROPOSED CHANGE

General Plan Land Use	Zoning	Acres	FAR	Max Allowable Height (Stories)	Max Allowable Height (Feet)
Neighborhood Commercial	RAS4-1VL	3.0	3:1	Up to 4 /a/	50
Open Space	OS	2.2	N/A	N/A	N/A
TOTAL		**5.2**			

/a/ Maximum height in stories for the RAS4-1VL zone is shown for illustrative purposes only. Height in this zone is limited only by feet and not stories.
SOURCE: City of Los Angeles, 2017.

Palms Station. The Palms Station Area contains approximately 357 acres. The Proposed Project would change the zoning designation on approximately 51 acres. Land uses to be rezoned include Limited Industrial, General and Neighborhood Commercial, High Medium Residential, and Medium Residential uses (**Table 4.8-7**).

TABLE 4.8-7: EXISTING LAND USE AND ZONING WITHIN THE PALMS STATION AREAS OF PROPOSED CHANGE

General Plan Land Use	Zoning	Acres	FAR	Max Allowable Height (Stories)	Max Allowable Height (Feet)
Limited Industrial	M1-1	5.3	1.5:1	N/A	N/A
General Commercial	C2-1, CR-1; R3-1, R4-1	29.4	1.5:1; 3:1	N/A	N/A
Neighborhood Commercial	C2-1, P-1	10.8	1.5:1	N/A	N/A
High Medium Density Residential	R3-1	1.5	3:1	N/A	45
Medium Density Residential	R3-1	3.7	3:1	N/A	45
TOTAL		**50.7**			

SOURCE: City of Los Angeles, 2017.

In order to accomplish the Proposed Project's stated objectives, the ECTNP would rezone properties within the change area to New Industry and Mixed Use: Commercial/Residential zones. Below is a breakdown of the change in acres by new zone designations (**Table 4.8-8**).

TABLE 4.8-8: PROPOSED LAND USE AND ZONING WITHIN THE PALMS STATION AREAS OF PROPOSED CHANGE

General Plan Land Use	Zoning	Acres	FAR	Max Allowable Height (Stories) /a/	Max Allowable Height (Feet)
Hybrid Industrial	New Industry	5.3	2.5:1 to 4:1	Up to 7	96
Community Commercial	Mixed Use: Commercial/ Residential	28.1	2.0:1 to 3.6:1	Up to 6 Up to 7	68 78
Neighborhood Commercial	Mixed Use: Commercial/ Residential	17.2	2.0:1 to 3.6:1	Up to 5	58
TOTAL		**50.7**			

/a/ Maximum height in stories is shown for illustrative purposes only. Height in these zones is limited only by feet and not stories.
SOURCE: City of Los Angeles, 2017.

Culver City Station. The Culver City Station Area contains approximately 190 acres. The Proposed Project would change the zoning designation on approximately 42 acres. Land uses to be rezoned include Light and Limited Industrial, General Commercial, and Medium Residential uses (**Table 4.8-9**).

TABLE 4.8-9: EXISTING LAND USE REGULATIONS AND ZONING WITHIN THE CULVER CITY STATION AREAS OF PROPOSED CHANGE

General Plan Land Use	Zoning	Acres	FAR	Max Allowable Height (Stories)	Max Allowable Height (Feet)
Light Industrial	M1-1, M2-1	15.8	1.5:1	N/A	N/A
Limited Industrial	M1-1, P-1	6.35	1.5:1	N/A	N/A
General Commercial	C2-1, C4-1 RD2-1	11.3	1.5:1 3:1	N/A	N/A; 45
Medium Density Residential	R3-1	2.0	3:1	N/A	45
Low Medium Density II Residential	RD2-1	6.7	3:1	N/A	45
TOTAL		**42.2**			

SOURCE: City of Los Angeles, 2017.

In order to accomplish the Proposed Project's objectives, the ECTNP would rezone the shopping center on Venice and Culver Boulevards to Hybrid Industrial: Jobs Emphasis. The Proposed Project would also rezone industrial properties between I-10 and Venice Boulevard to New Industry and rezone commercial properties on Venice Boulevard to the Mixed Use: Commercial/Residential zone. Finally, the Proposed Project would rezone commercial and residential properties along Robertson Boulevard between I-10 and Cattaraugus Avenue to Mixed Use: Commercial/Residential. Below is a breakdown of the change in acres by new zone designations (**Table 4.8-10**).

TABLE 4.8-10: PROPOSED LAND USE REGULATIONS WITHIN THE CULVER CITY STATION AREAS OF PROPOSED CHANGE

General Plan Land Use	Zoning	Acres	FAR	Max Allowable Height (Stories) /a/	Max Allowable Height (Feet)
Hybrid Industrial	New Industry	12.0	2.5:1 to 4.0:1	Up to 7	96
Hybrid Industrial	Hybrid Industrial: Jobs Emphasis	8.4	2.0:1 to 4.0:1	Up to 7	96
Community Commercial	Mixed Use: Commercial/ Residential	21.8	2.0:1 to 3.6:1	Up to 6	68
TOTAL		**42.2**			

/a/ Maximum height in stories is shown for illustrative purposes only. Height in these zones is limited only by feet and not stories.
SOURCE: City of Los Angeles, 2017.

Public Benefits. The Proposed Project requires individual projects that use floor area bonuses to provide public benefits. The menu of public benefits includes streetscape improvements, mobility amenities (e.g., bike share and car share stations), publicly accessible open space, community facilities (e.g., childcare or recreation center), and enhanced transportation demand management strategies. These public benefits can help to connect neighborhoods, ensure compatibility between new and existing development, and minimize the effects of new development. Streetscape improvements and mobility amenities would create and enhance linkages for pedestrians, bicyclists, and transit riders, encouraging more people to circulate within the station areas and across existing barriers, such as freeways and wide arterial streets. Open space and community facilities would serve the existing community while also supporting additional residents and employees of new development. Transportation demand management strategies, including the requirement for commercial projects to demonstrate a reduction in vehicle trips, would help reduce the effect of new development on the roadways while supporting the use of nearby transit, bicycle facilities, and other non-vehicular modes.

Urban Design Standards. The Proposed Project includes urban design standards that would create a more vibrant, pedestrian-friendly environment and ensure compatibility between existing and new development by addressing scale, orientation, and building design. The urban design standards include requirements for active uses on the ground floors, transparency on building frontages, pedestrian-scaled building massing, and paseos through large blocks, which encourage pedestrian activity, linking new uses with the surrounding neighborhood and the transit stations. Urban design standards would also address adjacencies of new more intense uses to existing lower density residential uses (R1 and R2) through transitional height requirements, requiring buildings to step down in height towards these uses.

Streetscape Plans. The Proposed Project includes streetscape plans for eight street segments, which would create a safer, more comfortable and attractive pedestrian experience through wider sidewalks, new street trees and landscaping, pedestrian crossings, street furniture, and other amenities. This can encourage pedestrian activity that improves connectivity between new uses and the surrounding neighborhood and transit stations, and in some instances, reconnects neighborhoods that are currently separated by freeways and wide streets that are inhospitable to pedestrians.

NON-CHANGE AREAS

The Proposed Project would not include land use changes that would disrupt or substantially change land use patterns outside the identified change areas. Existing zoning and community plan land use designations in the affected portions of the West Los Angeles, Palms-Mar Vista-Del Rey and West Adams-Baldwin Hills-Leimert Community Plan areas in the non-change areas would remain unchanged. Each of these plans contains policies that are intended to safeguard against new development that would result in physical incompatibility or negative impacts on adjacent uses. The plans also contain policies encouraging an enhanced transportation network that connects communities via a variety of modes. As a result, no physical divisions or barriers to communities and neighborhoods are anticipated in the non-change areas within the Project Area. Additionally, the Urban Design Standards and Streetscape Plans, discussed above for the change areas, would also be applicable to the non-change areas. The Urban Design Standards would ensure that new development in the non-change areas is appropriately oriented to the street and allows for safe and convenient pedestrian activity through the neighborhoods. The Streetscape Plans would also help link residential and commercial areas in the non-change areas with the transit stations and other nearby nodes. These aspects of the Proposed Project would serve to unify these areas with the entire Project Area.

CONCLUSION

The types of land uses proposed by the ECTNP would be compatible in character with the surrounding community. In addition, the ECTNP contains, as project features, unifying urban design standards, streetscape plans, and public benefits as discussed above. Therefore, the Proposed Project would have a less than significant impact on land use compatibility. Furthermore, the Proposed Project would not disrupt, divide, or isolate any existing neighborhoods or communities as it generally allows similar uses as those that currently exist although with a greater mix of uses and building intensity than currently exists. The result would be a vibrant neighborhood that focuses intensity around transit stations and provides services and amenities that support new and existing residential areas. The Proposed Project would not include new major infrastructure or roadways and, therefore, would not physically divide an existing established community or isolate an existing land use. Therefore, implementation of the Proposed Project would result in a less than significant impact related to land use compatibility and division of an established community.

ALTERNATIVE COMPLIANCE SCENARIO

As described in Chapter 3.0, Project Description, this EIR also analyzes an Alternative Compliance scenario, which allows specific parcels to have a greater amount of housing than allowed by the zoning, while simultaneously reducing the amount of non-residential square footage, maintaining the same anticipated overall levels of growth. This provision would provide development flexibility over the life of the ECTNP, while maintaining the intent and regulatory requirements of the Proposed Project. Parcels eligible for the Alternative Compliance procedure are shown in Figures 3-3a and 3b in Chapter 3.0, Project Description and are located in the Bundy, Sepulveda, and Culver City Station Areas only.

Under the Alternative Compliance scenario, the land uses reasonably anticipated within the change areas would include more residential space and less non-residential space. As with the Proposed Project, the Alternative Compliance scenario would not introduce new land uses that do not already exist in the area or would be incompatible with existing uses or result in any division of neighborhoods. Proposed land uses would continue to be generally similar to uses under the Proposed Project and subject to the same urban design standards. The process would not result in incompatibility with surrounding uses as it would allow similar uses to those that already exist and are proposed by the ECTNP. Applicants that utilize the Alternative Compliance scenario process would also be required to provide increased public benefits, which can further contribute to compatibility of new residential land uses in an area where residential uses have historically not existed. Similar to the Proposed Project, the Alternative Compliance scenario would not include any extensions of roadways or other development features through currently developed areas that could physically divide or isolate existing neighborhoods or an established community. Therefore, similar to the Proposed Project,

implementation of the Proposed Project with the Alternative Compliance scenario would result in less than significant impacts related to land use compatibility and division of an established community.

MITIGATION MEASURES

Impacts related to land use compatibility and division of an established community would be less than significant under the Proposed Project. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts related to land use compatibility and division of an established community were determined to be less than significant under the Proposed Project without mitigation.

IMPACT 4.8-2 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT BE CONSISTENT WITH APPLICABLE ADOPTED REGIONAL, STATE AND LOCAL GOALS, POLICIES AND REGULATIONS AND THEREFORE, WOULD NOT CONFLICT WITH APPLICABLE LAND USE PLAN, POLICY, OR REGULATION OF AN AGENCY WITH JURISDICTION OVER THE PROJECT (INCLUDING, BUT NOT LIMITED TO, THE GENERAL PLAN, SPECIFIC PLAN, LOCAL COASTAL PROGRAM, OR ZONING ORDINANCE) ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT? THIS IS A LESS THAN SIGNIFICANT IMPACT.

REGIONAL AND STATE PLANS AND POLICIES

The Proposed Project is consistent with applicable regional and state plans and policies, which encourage compact, walkable patterns of development proximate to transit stations to reduce auto dependence and greenhouse gas emissions.

As described in the Regulatory Framework above, applicable regional and state plans and policies include SB 375, SB 743, the Complete Streets Act and Directive, the Great Streets Initiative and the 2012-2035 RTP/SCS as well as community plans in the area.

The Proposed Project would be consistent with SB 375's goals to reduce GHG emissions through coordinated transportation and land use planning. The Proposed Project was specifically developed to respond to SB 375; it is a land use plan coordinated with transportation infrastructure. The Proposed Project also specifically responds to SB 743 as it focuses development in a transit priority area around transit stations. See Sections 4.2, Air Quality and 4.12, Transportation and Traffic for further analysis of anticipated changes in emissions and transportation as a result of the ECTNP.

The Proposed Project would be consistent with the goals of the Complete Streets Act and Directive and the Great Streets Initiative by accommodating the needs of bicyclists and pedestrians and expanding and enhancing sidewalks and streetscapes through the proposed streetscape plans. Additionally, the Proposed Project would be consistent with applicable goals of the 2012-2035 RTP/SCS as shown in **Table 4.8-11**, below. Specifically, the Proposed Project would locate mixed uses, including goods and services for existing and new residents, and new jobs and housing adjacent to transit. The Proposed Project would also improve streetscapes in the vicinity of transit stations. The Proposed Project would thereby facilitate and encourage the use of transit and non-motorized transportation including bicycling and walking.

Through increased use of transit and active transportation, the Proposed Project would reduce vehicle miles traveled (VMT) per capita by 0.8 percent (see Section 4.12, Transportation and Traffic) and protect the environment and health of residents by improving air quality and encouraging an active healthier lifestyle.

TABLE 4.8-11 CONSISTENCY WITH 2012-2035 RTP/SCS GOALS

Goal	Goal Description	Analysis
1	Align the plan investments and polices with improving regional economic development and competitiveness.	**Consistent**. The Proposed Project's land uses would result in development that is consistent with market study's projection for demand for jobs, so that proposed uses are aligned with demand in the area. The Proposed Project would encourage job-generating uses and allow increased intensity and a broader mix of uses that would maximize use of the Expo LRT Corridor.
2	Maximize mobility and accessibility for all people and goods in the region.	**Consistent**. The Proposed Project specifies types of land uses, densities, intensities and design standards with the goal of encouraging transit ridership and walking. Proposed streetscape plans would facilitate pedestrian access to stations. Specifically, the new streetscape plans would enhance the pedestrian experience, promote transit ridership, and encourage a variety of mobility options. Streetscape improvements could include wider sidewalks and the installation of bike lanes.
3	Ensure travel safety and reliability for all people and goods in the region.	**Consistent**. The Proposed Project would establish urban design standards for industrial, multi-family, commercial and mixed uses within the transit corridor in order to maintain a safe and comfortable pedestrian environment.
4	Preserve and ensure a sustainable regional transportation system.	**Consistent**. See analysis of Goals 1, 2, and 3.
5	Maximize the productivity of our transportation system.	**Consistent**. See analysis of Goals 1, 2, and 3.
6	Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).	**Consistent**. The Proposed Project encourages mixed use infill development along transit corridors, which would allow residents to access goods and services in their immediate vicinity using active transportation. It would improve streetscapes in the vicinity of stations to facilitate and encourage active transportation. In addition, by locating new development in proximity to transit, it would encourage transit ridership among residents and commuters in the area, thereby reducing VMT per capita, improving air quality, and encouraging a more active lifestyle.
7	Actively encourage and create incentives for energy efficiency, where possible.	**Consistent**. See analysis of Goal 6. The Proposed Project would encourage transit use and reduce VMT per capita and, therefore, greenhouse gas emissions per capita by encouraging infill development along transit corridors and reducing automobile dependence. Additionally, as redevelopment occurs, the Proposed Project would encourage replacement of older buildings with new buildings that would comply with current building codes and best management practices, which are more energy efficient.
8	Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	**Consistent**. The Proposed Project would modify zoning around light rail transit to encourage infill development that would provide increased job and housing opportunities in proximity to each other and transit. The Proposed Project would improve the configuration and condition of the public rights-of-way to better promote pedestrian, bicycle, and vehicular circulation. The Proposed Project would also involve new streetscape plans that enhance the pedestrian experience, promote transit ridership, and encourage a variety of mobility options.
9	Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	**Consistent**. The Proposed Project is a plan document; it does not address specific safety measures around Expo LRT facilities. However, as individual projects are proposed, they would be required to consult with the California Public Utilities Commission to ensure safe operation of the Expo LRT Line.

SOURCE: SCAG, 2012-2035 RTP/SCS, Table 1.1; TAHA 2017.

LOCAL PLANS AND POLICIES

The ECTNP addresses the creation of new housing and employment options in accordance with General Plan Framework guiding policy to focus growth in higher-intensity commercial centers close to transportation and services. Many of the community's neighborhoods, including single-family neighborhoods, are established and not expected to change significantly as growth in other parts of the community occurs. The Proposed Project would generally preserve the character of existing single-family and lower-density neighborhoods by maintaining lower-density land use designations. The Proposed Project generally seeks to direct growth away from these existing residential neighborhoods and towards corridors near commercial centers and industrial areas. Therefore, the Proposed Project would be consistent with the City of Los Angeles General Plan Framework, and consistency with applicable plans would be considered a less than significant impact.

As shown in **Table 4.8-12**, the Proposed Project would also be generally consistent with goals and objectives of the relevant City of Los Angeles community plans, which focus on maintaining a safe, secure and quality environment through preserving existing neighborhoods, maintaining industrial use, meeting diverse economic needs, improving commercial areas, increasing transit and bicycle use, improving the pedestrian experience, and improving recreational opportunities. As discussed above, the Proposed Project would direct commercial, industrial, and residential growth near transit; encourage the use of alternative transportation; and improve the pedestrian experience through the public benefits, streetscape plans, and locating development near transit. The Proposed Project would also encourage recreational opportunities by rezoning an area to open space and requiring individual projects to provide publicly accessible open space as a public benefit in exchange for additional development rights.

TABLE 4.8-12: CONSISTENCY WITH APPLICABLE CITY OF LOS ANGELES COMMUNITY PLAN GOALS AND OBJECTIVES

Goal/Objective	Goal/Objective Description	Analysis
WEST LOS ANGELES COMMUNITY PLAN (1999)		
Goal 1	A safe, secure, and quality residential environment for all economic, age, and ethnic segments of the community.	**Consistent**. The Proposed Project would create opportunities for the development of new housing that meets the diverse needs and income levels of City residents. Additionally, the Proposed Project aims to conserve stable single-family residential neighborhoods. Furthermore, the Proposed Project aims to maintain existing multifamily residential stock (much of which is rent-stabilized) and provide opportunities for new multi-family housing in select areas, which will expand upon and diversify the existing housing stock, while making walking and bicycling a safe and viable means of circulating through neighborhoods. The Proposed Plan also allows for the construction of live/work units, which add to the diversity of the housing stock in the area. Under the Proposed Project, the provision of affordable housing is encouraged by being required in exchange for floor area bonuses within a new development.
Objective 1-1	To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.	**Consistent**. See Response to Goal 1. Additionally, the Proposed Project would allow a mix of commercial, industrial and limited residential uses within the Hybrid Industrial zones and the Mixed Use: Commercial/Residential zone. These zones facilitate residential uses near employment and commercial corridors. See Section 4.10, Population, Housing, and Employment for a more detailed discussion of how the project would help the City meet SCAG's 2035 population and housing projections.
Objective 1-2	To reduce vehicular trips and congestion by developing new housing in proximity to adequate services and facilities.	**Consistent**. The Proposed Project would encourage new multi-family residential and mixed use development adjacent to transit stations with the goal of promoting transit ridership and creating an active, mixed use, pedestrian-friendly environment in the station areas. Specifically, the Proposed Project would rezone land around transit stations and establish urban design standards in order to promote more intense, compact development – including housing, jobs, and retail and services – while maintaining a safe and comfortable pedestrian environment and buffering between uses. As discussed in Section 4.12, Transportation and Traffic, under Impact 4.12-2, subheading "2015 and 2035 with Project," as a result of increased density with the Project as compared to without the Project, congestion in West Los Angeles would increase. However, peak period VMT per capita is anticipated to be 0.8 percent lower under Future MP 2035 with Project conditions than under Future MP 2035 No Project conditions. The model used to demonstrate this reduction in VMT per capita does not fully account for anticipated changes in travel behavior in the future, and therefore these conclusions are conservative.
Objective 1-4	To promote adequate and affordable housing and increase its accessibility to more segments of the population, especially students and senior citizens.	**Consistent**. See Response to Goal 1 above. Additionally, the Proposed Project requires that affordable housing be provided as a public benefit by projects that take advantage of higher floor area ratios permitted by the new zoning.

TABLE 4.8-12: CONSISTENCY WITH APPLICABLE CITY OF LOS ANGELES COMMUNITY PLAN GOALS AND OBJECTIVES

Goal/Objective	Goal/Objective Description	Analysis
Goal 2	A strong and competitive commercial sector which promotes economic vitality, serves the needs of the community through well-designed safe and accessible areas while preserving historic and cultural character.	**Consistent**. The proposed General Plan amendments and zone changes would help to maintain and enhance job growth in commercial and industrial zones near transit stations. Additionally, the Proposed Project would initiate land use and zoning changes of industrially zoned land in proximity to stations to encourage jobs and allow increased intensity and/or a wider mix of uses. The Proposed Project would also include urban design standards for industrial, commercial, and multifamily residential development, which should improve the design of buildings and their orientation to the street. Proposed streetscape plans should lead to improvements in the public realm. The Proposed Project would adhere to applicable City of Los Angeles requirements and guidelines pertaining to historic and cultural buildings. See Section 4.3, Cultural Resources for further discussion of historic resources.
Objective 2-1	To conserve and strengthen viable commercial development and to provide additional opportunities for new commercial development and services within existing commercial areas.	**Consistent**. See Response to Goal 2. The New Industry and Hybrid Industrial: Jobs Emphasis zones created by the Proposed Project require job-generating uses, with an emphasis on the high-tech, information, and creative industries, allowing opportunities for job growth in sectors currently found in the area. The new zones also allow for retail and services to support employment uses as well as surrounding residential.
Objective 2-2	To promote distinctive commercial districts and pedestrian-oriented areas.	**Consistent**. See Response to Goal 2 regarding the promotion of commercial districts. The Proposed Project would create Urban Design Standards to ensure development in commercial districts is pedestrian-oriented and visually interesting. Additionally, the Proposed Project would include streetscape improvements aimed at improving pedestrian and bicycle circulation. This would help achieve the Proposed Project's objective of improving the pedestrian and bike environment within and between neighborhoods and to transit.
Objective 2-3	To enhance the appearance of commercial districts.	**Consistent**. See Responses to Goal 2, Objectives 2-1 and 2-2.
Goal 3	Sufficient land for a variety of industrial uses with employment opportunities that are safe for the environment and the workers, and which have minimal adverse impact on adjacent uses.	**Consistent**. The Proposed Project would initiate land use and zoning changes of industrially zoned land in proximity to transit stations to encourage job growth and allow increased intensity and/or a wider mix of uses, as appropriate. The new zoning of industrial land is intended to maintain areas suitable for employment uses in high-tech and clean-tech industries while allowing for a mix of other compatible uses.
Objective 3-1	To retain existing industrial uses and promote future development which contributes to job opportunities and minimizes environmental impacts.	**Consistent**. See Response to Goal 3.
Objective 3-2	To improve the aesthetic quality and design of industrial areas, eliminate blight and detrimental visual impact and mitigate negative impacts generated by industrial uses on nearby residential neighborhoods.	**Consistent**. See Response to Goal 3. Additionally, the Proposed Project's Urban Design Standards would apply to industrial areas to ensure quality design and minimize visual impact of new development.
Objective 3-3	To provide locations for future industrial development and employment which are convenient to transportation facilities and compatible with surrounding land use.	**Consistent**. See Response to Goal 3. The Proposed Project would maintain currently industrially zoned land near the Expo LRT stations for job-generating uses, while also allowing a mix of uses that are compatible with surrounding residential and commercial land uses.
Goal 4	Adequate recreation and park facilities which meet the needs of the residents in the community.	**Consistent**. The Proposed Project would include new open space near the Westwood Station. In addition, some individual projects requesting increased FARs would provide open space as a part of the public benefits requirement.
Objective 4-1	To conserve, maintain and better utilize existing recreation and park facilities which promote the recreational needs of the community.	**Consistent**. The Proposed Project would not remove or rezone existing recreational or open space areas.

TABLE 4.8-12: CONSISTENCY WITH APPLICABLE CITY OF LOS ANGELES COMMUNITY PLAN GOALS AND OBJECTIVES

Goal/Objective	Goal/Objective Description	Analysis
Goal 5	Sufficient open space in balance with new development to serve the recreational, environmental, health and safety needs of the community and to protect environmental and aesthetic resources.	**Partially Consistent**. As discussed in Section 4.11, Public Services, due to the existing park and open space deficit and limited availability of land that could be used for parks and open space purposes, the population growth associated with the proposed increase in housing capacity would create additional demand for parklands that cannot be accommodated in the Project Area. To help address this deficit in open space, the Proposed Project would require the provision of open space for non-residential uses in addition to open space already required for all new residential development per LAMC Section 12.21 G. This would ensure that new mixed use and commercial development would include open space for employees, as well as residents and other users. The Proposed Project would also require the provision of public benefits by projects utilizing a floor area ratio (FAR) bonus. These public benefits include publicly accessible open space, which would be provided in addition to other required on-site open space and would be open and accessible to the general public. Finally, residential development within the Project Area would be required to dedicate land for recreation or park purposes or pay an in-lieu (Quimby) fee pursuant to LAMC Section 12.17 to ensure the provision of open space in balance with new development.
Objective 5-1	To preserve existing open space resources and where possible develop new open space.	**Consistent**. The Proposed Project would not remove or rezone existing recreational or open space areas. See Response to Goals 4 and 5, above.
Objective 10-2	To increase the work trips and non-work trips made on public transit.	**Consistent**. The Proposed Project would retain existing industrial land around the Expo LRT stations to ensure that there is capacity for future jobs to be located proximate to transit.
Goal 11	Encourage alternative modes of transportation over the use of single occupant vehicles (SOV) to reduce vehicular trips.	**Consistent**. The Proposed Project aims to reduce automobile dependence and encourage the use of alternative modes of transportation, including transit, walking, and bicycling by implementing the following: • The Proposed Project would incorporate a mix of land uses, including housing, jobs, and neighborhood-serving retail, and focus higher intensity development around transit stations, thus encouraging transit use and walking between destinations. • The Proposed Project would require new development to implement transit demand management (TDM) strategies, such as unbundled parking and transit pass subsidies, which aim to reduce vehicle trips and encourage transit use. Larger commercial projects would further be required to implement a more robust TDM program and demonstrate a quantifiable reduction in vehicle trips to and from the project site. • The Proposed Project also would require some new development projects to provide public benefits in the form of streetscape improvements, freeway underpass improvements, mobility hubs, and transit and bicycle amenities, which can encourage residents, employees, and visitors to use non-auto modes of travel by making it more convenient, safe, and attractive. • Finally, the Proposed Project would include streetscape plans that would ensure wider, more pedestrian-friendly sidewalks leading to transit stations, as well as on-street bicycle facilities in designated locations.
Objective 11-1	To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length and reduce the number of vehicle trips.	**Consistent**. See Response to Goal 11.

TABLE 4.8-12: CONSISTENCY WITH APPLICABLE CITY OF LOS ANGELES COMMUNITY PLAN GOALS AND OBJECTIVES

Goal/Objective	Goal/Objective Description	Analysis
Goal 12	A system of safe, efficient and attractive bicycle and pedestrian routes.	**Consistent**. Primary objectives of the Proposed Project include improving the pedestrian and bicycle environment within and between neighborhoods, commercial centers, and to transit, and improving multi-modal circulation modes on major streets. Proposed streetscape improvements aim to improve pedestrian circulation in segments of the Project Area through features such as wider sidewalks, crosswalks, raised landscaped medians, sidewalk paving, curb extensions, a coordinated street tree palette, and coordinated street furniture and street lighting. Mobility amenities provided by private developments as public benefits, such as bicycle share stations and mobility hubs, would help complete the bicycle network by providing first/last mile solutions.
Objective 12-1	To promote an adequate system of bikeways for commuter, school and recreational use.	**Consistent**. See Response to Goal 12.
Objective 12-2	To promote pedestrian - oriented mobility for commuter, school, recreational use, economic activity and access to transit facilities.	**Consistent**. See Response to Goal 12.
Goal 13	A sufficient supply of well-designed and convenient on-street parking and off-street parking facilities throughout the plan area.	**Consistent**. The Proposed Project would require new development to provide sufficient off-street parking in compliance with minimum parking requirements in LAMC Section 12.21 A 4. Select properties containing neighborhood-serving uses within mixed use development would be eligible for a reduction in required parking. In addition, parking reductions would be allowed in the form of shared parking between different uses within a project where owners can demonstrate that the reduced parking can sufficiently meet the peak demand of all uses on the site. These targeted voluntary parking reductions would be complemented by the Proposed Project's strategies to locate jobs and housing in a mixed use environment and increase access to transit and other non-auto modes of transportation, which would encourage residents and employees to walk and bike and, thus, require less parking. Required TDM strategies, especially those required of commercial projects, would also help reduce demand for parking. The Proposed Project's Urban Design Standards would ensure that surface parking and parking structures are well-designed and concealed from the street. The Proposed Project's streetscape plans would generally maintain existing on-street parking. In one location, along Bundy Drive north of Olympic Boulevard, the streetscape plan would incorporate new on-street parking. Along Palms Boulevard, the streetscape plan calls for several curb extensions that would result in the loss of approximately five parking spaces between Exposition Boulevard and Motor Avenue. This minor loss of parking would allow for the enhancement of the pedestrian environment, a key goal of the Proposed Project.
Objective 13-1	To provide parking in appropriate locations in accordance with Citywide standards and community needs.	**Consistent**. See Response to Goal 13 above.
Goal 15	A well maintained, safe, efficient freeway, highway and street network.	**Consistent**. The Proposed Project contains streetscape plans that aim to improve the configuration and condition of public rights-of-way to better promote pedestrian, bicycle, and vehicular circulation. The streetscape plans would maintain vehicular travel lanes while also accommodating pedestrians and bicyclists through wider sidewalks and on-street bicycle facilities on select streets. Streetscape improvements proposed for specific segments would also help achieve this by requiring safety measures at intersections, such as crosswalks and curb extensions. See Section 4.12, Transportation and Traffic for further discussion.

TABLE 4.8-12: CONSISTENCY WITH APPLICABLE CITY OF LOS ANGELES COMMUNITY PLAN GOALS AND OBJECTIVES

Goal/Objective	Goal/Objective Description	Analysis
Objective 15-2	Ensure that adequate maintenance of the street system is provided to facilitate the movement of the current and future traffic volumes, as well as emergency services.	**Consistent**. See Response to Goal 15. As discussed in Section 4.11 Public Services and Section 4.12, Transportation and Traffic, the Proposed Project would not result in inadequate emergency vehicle access. The proposed streetscape plans do not propose removal of any vehicle travel lanes and, thus, maintain capacity for vehicles and emergency services on those street segments.
Goal 16	A system of highways, freeways and streets that provides a circulation system which supports existing and planned land uses while maintaining a desired level of service at all intersections.	**Partially Consistent**. See Response to Goal 15. As discussed in Section 4.12, Transportation and Traffic, in 2035 with the Proposed Project, 45 intersections would have levels of service (LOS) E or F during peak hours, as opposed to 33 intersections in 2013 and 2015. The Proposed Project requires future development projects to implement Transportation Demand Management (TDM) strategies and physical mitigation measures. These TDM strategies can include providing bicycle amenities, rideshare programs, and transit pass subsidies. Physical mitigation measures include signalizing intersections and restriping. These strategies and measures could reduce traffic impacts at many intersections, but some of the intersections would still have a reduced LOS.
Objective 16-1	To comply with Citywide performance standards for acceptable Levels of Service (LOS) and ensure that necessary road access and street improvements are provided to accommodate traffic generated by new development.	**Partially Consistent**. See Response to Goal 15 and Goal 16.
Goal 17	Preservation and restoration of cultural resources, neighborhoods, and landmarks, which have historical and/or cultural significance.	**Consistent**. The Proposed Project would comply with all applicable City of Los Angeles requirements and guidelines pertaining to historic resources and landmarks. See Section 4.3, Cultural Resources for further discussion of impacts anticipated to occur under the Proposed Project, and requirements for development that involves potentially historic or culturally significant resources.
Objective 17-1	To ensure that the community's historically significant resources are protected, preserved, and/or enhanced.	**Consistent**. See Response to Goal 17 above.
PALMS - MAR VISTA - DEL REY COMMUNITY PLAN (1997)		
Goal 1	A safe, secure and high quality residential environment for all community residents.	**Consistent**. See Response to Goal 1 (West Los Angeles Community Plan).
Objective 1-1	To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.	**Consistent**. See Response to Objective 1-1 (West Los Angeles Community Plan).
Objective 1-2	To reduce vehicular trips and congestion by developing new housing in proximity to services and facilities.	**Consistent**. See Response to Objective 1-2 (West Los Angeles Community Plan).
Objective 1-4	To promote the adequacy and affordability of multiple-family housing and increase its accessibility to more segments of the population.	**Consistent**. See Response to Objective 1-4 (Wes Los Angeles Community Plan).
Goal 2	A strong and competitive commercial sector, which promotes economic vitality, serves the needs of the community through well-designed, safe and accessible areas while preserving the historic, commercial, and cultural character of the community.	**Consistent**. See Response to Goal 2 (West Los Angeles Community Plan).
Objective 2-1	To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services within existing commercial areas.	**Consistent**. See Response to Objective 2-1 (West Los Angeles Community Plan).

TABLE 4.8-12: CONSISTENCY WITH APPLICABLE CITY OF LOS ANGELES COMMUNITY PLAN GOALS AND OBJECTIVES

Goal/Objective	Goal/Objective Description	Analysis
Objective 2-2	To promote distinctive commercial districts and pedestrian-oriented areas.	**Consistent**. See Response to Objective 2-2 (West Los Angeles Community Plan).
Objective 2-3	To enhance the appearance of commercial districts.	**Consistent**. See Response to Objective 2-3 (West Los Angeles Community Plan).
Goal 3	Sufficient land for a variety of industrial uses with maximum employment opportunities which are environmentally sensitive, safe for the work force with minimal adverse impact on adjacent uses.	**Consistent**. See Response to Goal 3 (West Los Angeles Community Plan).
Objective 3-1	To provide a viable industrial base with job opportunities for residents with minimal environmental and visual impacts to the community.	**Consistent**. See Response to Goal 3 (West Los Angeles Community Plan).
Goal 4	Adequate recreation and park facilities which meet the needs of the residents in the plan area.	**Consistent**. Some individual projects requesting increased FARs would provide open space as a part of the Public Benefits requirement.
Objective 4-1	To conserve, maintain and better utilize existing recreation and park facilities which promote the recreational needs of the community.	**Consistent**. The Proposed Project would not remove or rezone existing recreational or open space areas.
Goal 5	Sufficient open space in balance with new development to serve the recreational, environmental, health and safety needs of the community and to protect environmental and aesthetic resources.	**Partially Consistent**. See above discussion of Goal 5 West Los Angeles Community Plan.
Objective 5-1	To preserve existing open space resources and where possible develop new open space.	**Consistent**. The Proposed Project would not remove or rezone existing recreational or open space areas. See Response to Goal 4, above.
Objective 10-2	To increase the work trips and non-work trips made on public transit.	**Consistent**. See Response to Objective 10-2 (West Los Angeles Community Plan).
Goal 11	Encourage alternative modes of transportation over the use of single occupant vehicles (SOV) in order to reduce vehicular trips.	**Consistent**. See Response to Goal 11 (West Los Angeles Community Plan).
Objective 11-1	To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length and reduce the number of vehicle trips.	**Consistent**. See Response to Goal 11 (West Los Angeles Community Plan).
Goal 12	A system of safe, efficient, and attractive bicycle and pedestrian routes.	**Consistent**. See Response to Goal 12 (West Los Angeles Community Plan).
Objective 12-1	To promote an adequate system of bikeways for commuter, school and recreational use.	**Consistent**. See Response to Goal 12 (West Los Angeles Community Plan).
Objective 12-2	To promote pedestrian oriented mobility and utilization of the bicycle for commuter, school, recreational use, economic activity and access to transit facilities.	**Consistent**. See Response to Goal 11(West Los Angeles Community Plan).
Goal 13	A sufficient system of well-designed and convenient on-street parking and off-street parking facilities throughout the plan area.	**Consistent**. See Response to Goal 13 (West Los Angeles Community Plan).
Objective 13-1	To provide parking in appropriate locations in accordance with Citywide standards and community needs.	**Consistent**. See Response to Goal 13 (West Los Angeles Community Plan.)
Goal 15	A well maintained safe, efficient freeway, highway and street network.	**Consistent**. See Response to Goal 15 (West Los Angeles Community Plan).
Goal 16	A system of highways, freeways and streets that provide a circulation system which supports existing and planned land uses while maintaining a desired level of service at all intersections.	**Partially Consistent**. See Response to Goal 15 and Goal 16 (West Los Angeles Community Plan).

TABLE 4.8-12: CONSISTENCY WITH APPLICABLE CITY OF LOS ANGELES COMMUNITY PLAN GOALS AND OBJECTIVES

Goal/Objective	Goal/Objective Description	Analysis
Objective 16-1	To comply with Citywide performance standards for acceptable levels of service (LOS) and ensure that necessary road access and street improvements are provided to accommodate traffic generated by all new development.	**Partially Consistent**. See Response to Goal 15 and Goal 16 (West Los Angeles Community Plan).
Objective 16-2	To ensure that the location, intensity and timing of development is consistent with the provision of adequate transportation infrastructure.	**Partially Consistent**. The Proposed Project would guide future development by specifying the type of uses, densities, intensities, and design standards and guidelines that would be permitted. The Proposed Project would encourage new development at transit station areas with the goal of promoting transit ridership and creating an active, mixed use environment in the station areas. Nonetheless, as discussed in Section 4.12, Transportation and Traffic, as a result of the Proposed Project, congestion in the Palms-Mar Vista-Del Rey community would increase as a result of increased development. However, per capita VMT would be less under the Proposed Project than the No Project condition. Using a conservative model that does not fully account for anticipated changes in travel behavior, peak period VMT per capita would be 0.8 percent lower under Future MP 2035 with Project conditions than under Future MP 2035 No Project conditions. It is anticipated that over time, transportation patterns would shift such that a greater number of people would use transit and active transportation modes, and, thus, traffic impacts may not be as great as identified in the conservative traffic analysis presented in this EIR.
Goal 17	Preservation and restoration of cultural resources neighborhoods and landmarks, which have historical and/or cultural significance.	**Consistent**. See Response to Goal 17 (West Los Angeles Community Plan).
Objective 17-1	To ensure that the Community's historically significant resources are protected, preserved, and/or enhanced.	**Consistent**. See Response to Goal 17 (West Los Angeles Community Plan).
WEST ADAMS - BALDWIN HILLS - LEIMERT COMMUNITY PLAN (2016)		
Multi-Family Residential		
Goal LU7	A community that promotes an environment of safe, inviting, secure and high-quality multi-family neighborhoods for all segments of the community.	**Consistent**. See Response to Goal 1 (West Los Angeles Community Plan).
Policy LU7-1	*Address Diverse Resident Needs.* Strive for the conservation/ preservation of existing assisted affordable and non-assisted housing stock and in particular rent-stabilized units, and for the development of new housing, including restricted affordable housing, to address the diverse economic and physical needs of the existing residents and projected population of the Community Plan Area to the year 2030.	**Consistent**. See Response to Goal 1 and Objective 1-4 (West Los Angeles Community Plan).
Goal LU8	A community that preserves, conserves and enhances the varied and distinct residential character, scale and integrity of existing multi-family neighborhoods.	**Consistent**. The Proposed Project includes Urban Design Standards and Guidelines which are intended to create livable neighborhoods with an emphasis on walkability and the making of great streets and neighborhoods. Urban Design Standards are applicable to multifamily, mixed Use, commercial, and industrial development. The focus of the Urban Design Standards and Guidelines is on the relationship of buildings to the street and the public realm to create high quality public spaces and a walkable environment. The Urban Design Standards and Guidelines include requirements for the following: Building Form, Building Orientation, Architectural Treatment, Open Space Design, Vehicle Access and Parking, and Signs.

TABLE 4.8-12: CONSISTENCY WITH APPLICABLE CITY OF LOS ANGELES COMMUNITY PLAN GOALS AND OBJECTIVES

Goal/Objective	Goal/Objective Description	Analysis
Policy LU8-3	*Analyze Impacts.* Consider factors such as neighborhood character and identity, compatibility of land uses, impact on livability, impacts on services and public facilities, and impacts on traffic levels when changes in multi-family residential densities are proposed.	**Consistent**. Per CEQA a DEIR has been prepared to analyze proposed changes to multifamily residential areas. Discussion of impacts to aesthetics, land use, public services, and transportation can be found in Sections 4.1, 4.8, 4.11, and 4.12 respectively.
Goal LU9	A community of neighborhoods where social capital is promoted by ensuring the provision of adequate housing for all persons regardless of income, age, racial or ethnic background.	**Consistent**. See Response to Goal 1 (West Los Angeles Community Plan).
Policy LU9-2	*Mixed-income Neighborhoods.* Strive to eliminate residential segregation and concentrations of poverty by promoting affordable housing that is integrated into mixed-income neighborhoods.	**Consistent**. See Response to Goal 1 and Objective 1-4 (West Los Angeles Community Plan).
Goal LU10	A community that supports cohesive neighborhoods and lifecycle housing to promote health, well-being and safety.	**Consistent**. See Response to Goal 1 and Objective 1-4 (West Los Angeles Community Plan).
Policy LU10-1	*Neighborhood Continuity.* Promote neighborhood continuity by targeting new affordable, market-rate and workforce housing for existing residents and tailoring development standards to established neighborhood character.	**Consistent**. See Response to Goal LU8 (West Adams – Baldwin Hills – Leimert Community Plan) Response to Goal 1 and Objective 1-4 (West Los Angeles Community Plan).
Policy LU10-2	*Complete Streets.* Support healthy aging in place and childhood development by promoting safe, "complete" streets with multiple housing types within neighborhoods.	**Consistent**. See Response to Goal 1, Objective 1-4, Goal 11, and Goal 15 (West Los Angeles Community Plan).
Goal LU11	A community where new housing is located in a manner which reduces vehicular trips and makes it accessible to services and facilities.	**Consistent.** See Response Objective 1-2 and Goal 11 (West Los Angeles Community Plan).
Policy LU11-1	*Higher Density Residential Near Transit.* Encourage higher residential densities near commercial centers, light rail transit stations and major bus routes where public service facilities, utilities and topography will accommodate this development.	**Consistent**. See Response to Objective 1-2 (West Los Angeles Community Plan).
Policy LU11-3	*Pedestrian Linkages.* Allow for the provision of pedestrian linkages and amenities to connect to commercial centers, light rail transit stations, and Major Bus Centers.	**Consistent**. See Response to Goal 12 (West Los Angeles Community Plan).
Commercial Areas		
Goal LU14	A community that conserves, enhances and regenerates its distinctive "main street" character by promoting continued pedestrian orientation of commercial areas.	**Consistent**. See Response to Goal 2 (West Los Angeles Community Plan).
Policy 14-1	*Pedestrian Orientation.* Foster preservation, conservation, maintenance and enhancement of existing pedestrian orientation along commercial and mixed use boulevards.	**Consistent**. See Response to Objective 2-2 and Goal 12 (West Los Angeles Community Plan).
Policy LU14-2	*Activate First Floor Frontages.* Encourage the first floor street frontage of buildings, including parking structures, to incorporate commercial or other active public uses.	**Consistent**. The Proposed Project has Urban Design Standards and Guidelines that require new commercial, industrial, and multifamily residential development to orient towards the street and other public space and include active ground floor uses that help define and activate the street and create visual interest. The design standards also ensure that parking structures contain commercial or other active uses on the ground floor.
Goal LU15	A community that prioritizes mixed use projects within community commercial nodes, centers and transit-oriented development areas.	**Consistent**. See Response to Goal 2 (West Los Angeles Community Plan).

TABLE 4.8-12: CONSISTENCY WITH APPLICABLE CITY OF LOS ANGELES COMMUNITY PLAN GOALS AND OBJECTIVES

Goal/Objective	Goal/Objective Description	Analysis
Policy LU15-1	*Prioritize New Infill Development Close to Transit.* Prioritize new infill development that is in close proximity to mass transit centers, stations and platform portals.	**Consistent**. See Response to Objective 1-2 (West Los Angeles Community Plan).
Policy LU15-2	*Parking Reductions Near Transit Stations*. Strive to reduce parking requirements for developments that locate near major bus centers and mass transit stations and that provide pedestrian, bicycle, and exceptional ADA facilities.	**Partially Consistent**. The Proposed Project would require new development to provide off-street parking in compliance with minimum parking requirements in LAMC Section 12.21 A 4. Projects may utilize the Citywide regulation allowing the provision of bicycle parking spaces in-lieu of vehicular parking spaces. Under the Proposed Plan, select properties containing neighborhood-serving uses within mixed use development would be eligible for a reduction in required parking. In addition, parking reductions would be allowed in the form of shared parking between different uses within a project where owners can demonstrate that the reduced parking can sufficiently meet the peak demand of all uses on the site. Finally, the Plan allows for parking spaces reserved for car sharing services to replace five otherwise required spaces, and exempts change of use projects from having provide additional parking. All of these reductions would be complemented by requirements for streetscape improvements and bicycle and pedestrian facilities as well as design standards that ensure pedestrian-oriented design.
Goal LU17	A community that promotes context sensitive projects that reinforce established neighborhood character.	**Consistent**. See Response to Goal 2 and Objective 1-2 (West Los Angeles Community Plan).
Policy LU17-1	*Contextual New Development*. Promote commercial infill projects that achieve harmony with the best of existing pedestrian oriented environments by enhancing desirable neighborhood character and supporting established connectivity.	**Consistent**. See Response to Goal 2 and Objective 2-2 (West Los Angeles Community Plan).
Policy LU17-2	*Transition Height to Residential.* Seek to mitigate the potential negative impact of the height of new commercial development located directly adjacent to residential properties by tailoring transitional height standards to the unique constraints of commercial parcel depth along the corridor.	**Consistent**. The Proposed Project does not preclude existing transitional height requirements in the LAMC, which apply to commercial and industrial zones. The Proposed Plan additionally institutes a tailored transitional height standard that requires upper stories to be stepped back where new zones are adjacent to one- and two-family residential zones. Varied height limits in the Proposed Plan also address adjacency of new zones to residential areas.
Policy LU17-3	*Mitigate Commercial/Residential Mixed use Conflicts.* Request that mixed use projects be designed to mitigate potential conflicts between the commercial and residential uses (e.g., noise, lighting, security, truck and automobile access, etc.) and provide adequate amenities for residential occupants.	**Consistent**. See Response to Goal LU8 (West Adams – Baldwin Hills – Leimert Community Plan).
Policy LU17-4	*Parking Maximums*. Establish parking maximums in addition to parking minimum requirements in order to encourage pedestrian friendly boulevards.	**Partially Consistent**. See Response to Goal 13 (West Los Angeles Community Plan).
Goal LU20	A Community where residents will be able to access their daily needs by walking, biking or using other sustainable modes of transportation.	**Consistent**. See Response to Goal 12 and Objective 1-2 (West Los Angeles Community Plan).
Policy LU20-1	*Streetscapes.* Encourage enhancement of the public realm by facilitating the planting of street trees and installation of street lighting, street furniture, and public art as well as median plantings within commercial area especially where pedestrian character prevails.	**Consistent**. See Response to Goal 12 (West Los Angeles Community Plan).
Policy LU20-4	*Parking Area Safety and Aesthetics.* Strive to improve safety and aesthetics of parking areas in commercial areas.	**Consistent**. See Response to Goal 13 (West Los Angeles Community Plan).

TABLE 4.8-12: CONSISTENCY WITH APPLICABLE CITY OF LOS ANGELES COMMUNITY PLAN GOALS AND OBJECTIVES

Goal/Objective	Goal/Objective Description	Analysis
Goal LU24	A community that facilitates increasing and improving the economic activity of existing commercial areas through revitalization of the physical environment.	**Consistent**. See Response to Goal 2 (West Los Angeles Community Plan).
Policy LU24-1	*Promote Commercial Activity.* Promote the reemergence of commercial areas by establishing development standards that distinctively cater to commercial activity especially at the ground floor.	**Consistent**. See Response to Goal 2 (West Los Angeles Community Plan) and Objective 14-2 (West Adams – Baldwin Hills – Leimert Community Plan).
Goal LU28	A Community where residents will be able to access their daily needs by walking, biking or using other sustainable modes of transportation.	**Consistent**. See Response to Goal 12 and Objective 1-2 (West Los Angeles Community Plan).
Policy LU28-1	*Density/Intensity Minimums*. Adopt sufficient density minimums in addition to density maximums for residential, commercial, and retail development to ensure development that supports transit and walkable environments, as well as reinforces traditional neighborhood development patterns.	**Partially Consistent**. The Proposed Project does not require density minimums; instead the Proposed Project contains other project features which support transit use, walkable environments, and urban development patterns, including Urban Design Standards and zone changes that allow more compact, mixed use development.
Policy LU28-2	*Jobs/Housing Balance*. Balance commercial and residential development (jobs and housing) within community commercial nodes, centers and transit-oriented development areas to reduce the number of people who must commute long distances to work.	**Consistent**. See Response to Goal 2 and Objective 1-2 (West Los Angeles Community Plan).
Policy LU28-3	*Mix of Uses*. Ensure a mix of residential, commercial, office and light industrial, where appropriate, to encourage economic sustainability and encourage walkability.	**Consistent**. See Response to Goal 2 and Objective 2-1 (West Los Angeles Community Plan).
Goal LU37	A community that conserves, enhances and regenerates its distinctive "main street" character by promoting continued pedestrian orientation along commercial and mixed use boulevards.	**Consistent**. See Response to Objective 2-2 (West Los Angeles Community Plan)
Policy LU37-1	*Pedestrian Activity*. Promote developments that enhance existing pedestrian activity within the public realm.	**Consistent**. See Response to Objective 2-2 (West Los Angeles Community Plan).
Policy LU37-2	*Off-street Parking at the Rear.* Recommend that new developments along commercial corridors locate required parking at the rear of the property or facilitate the creation of nearby shared satellite parking facilities in order to strengthen the pedestrian experience by continuing to orient buildings toward the sidewalk thereby enhancing the public realm.	**Consistent**. The Proposed Project's Urban Design Standards require parking to be located at the rear of a property, underground, or otherwise be concealed from the street. Other provisions of the Urban Design Standards also ensure pedestrian-friendly street frontage through requirements for access, transparency, and active uses on the ground floor
Goal LU38	A community that promotes context sensitive projects, including mixed use projects along commercial corridors.	**Consistent**. The Proposed Project would encourage new multi-family residential and mixed use development along commercial corridors and adjacent to transit stations with the goal of promoting transit ridership and creating an active, mixed use, pedestrian-friendly environment in the station areas. Specifically, the Proposed Project would rezone land around transit stations and establish urban design standards in order to promote more intense, compact development – including housing, jobs, and retail and services – while maintaining a safe and comfortable pedestrian environment and buffering between uses. The Proposed Project includes Urban Design Standards and Guidelines that require new commercial, industrial, and multifamily residential development to orient towards the street and other public space and include active ground floor uses that help define and activate the street and create visual interest. Height limits and transitional height requirements in the Proposed Plan also address adjacent of new development to lower density residential areas.

TABLE 4.8-12: CONSISTENCY WITH APPLICABLE CITY OF LOS ANGELES COMMUNITY PLAN GOALS AND OBJECTIVES

Goal/Objective	Goal/Objective Description	Analysis
Policy LU38-1	Prioritize New Development Close to Transit. Prioritize new infill development at locations well served by or in close proximity to major bus centers and mass transit stations.	**Consistent**. See Response to Objective 1-2 (West Los Angeles Community Plan).
Policy LU38-2	Activate First Floor Frontages. Require that the first floor street frontage of structures, including mixed use projects and parking structures, located along commercial corridors incorporate retail or other active public uses.	**Consistent**. See Response to Objective 14-2 (West Adams – Baldwin Hills – Leimert Community Plan).
Goal LU40	A community where the economic vitality of commercial nodes, centers and transit-oriented development areas is increased by encouraging contextual new development that maximizes access to transit, jobs, goods and services, and conserves desirable community character.	**Consistent**. See Response to Goal 2 (West Los Angeles Community Plan).
Policy LU40-1	*Encourage New Development in Established Commercial Centers*. New commercial uses shall be encouraged to locate in existing, established community commercial nodes, centers and transit-oriented development areas and reuse existing structures that reinforce desirable neighborhood character.	**Consistent**. See Response to Goal 2 and Objective 2-1 (West Los Angeles Community Plan).
Policy LU40-2	*Mix of Uses Compatible with Local Needs*. Encourage a mix of uses in community centers that are compatible with the needs of local residents and accommodate viable existing neighborhood businesses.	**Consistent**. See Response to Goal 2 and Objective 1-2 (West Los Angeles Community Plan).
Goal LU43	A community that promotes economic revitalization within community commercial nodes, centers and transit-oriented development areas by ensuring enhanced pedestrian orientation.	**Consistent**. See Response to Goal 2 (West Los Angeles Community Plan).
Policy LU43-1	*Structured Off-street Parking.* Recommend that new developments within community commercial nodes, centers and transit-oriented development areas locate required parking within structures, underground or internal to the property.	**Consistent**. See Response to Goal 2 (West Los Angeles Community Plan) and Objective 37-2 (West Adams – Baldwin Hills – Leimert Community Plan).
Goal LU44	A community that prioritizes mixed use projects within community commercial nodes, centers and transit-oriented development areas.	**Consistent**. See Response to Goal 2 (West Los Angeles Community Plan).
Policy LU44-1	*Transit Served Business Districts.* Support business districts outside of city centers that are well served by mass transit facilities.	**Consistent**. See Response to Goal 2 (West Los Angeles Community Plan).
Policy LU44-2	*Prioritize Mixed use at Community Centers*. Identify pedestrian-oriented community commercial nodes, centers and transit-oriented development areas as preferred locations for mixed use projects.	**Consistent**. See Response to Goal 2 (West Los Angeles Community Plan)
Policy LU44-3	*Prioritize New Development Close to Transit.* Prioritize new infill development that is in close proximity to mass transit centers, stations and platform portals.	**Consistent**. See Response to Goal 12 (West Los Angeles Community Plan).
Policy LU44-4	*Commercial Uses Along Ground Floor Frontages.* Encourage the location of commercial uses along the first floor street frontage of structures, including mixed use projects and parking structures located within community commercial nodes, centers and transit-oriented development areas.	**Consistent**. See Response to Objective 14-2 (West Adams – Baldwin Hills – Leimert Community Plan).

TABLE 4.8-12: CONSISTENCY WITH APPLICABLE CITY OF LOS ANGELES COMMUNITY PLAN GOALS AND OBJECTIVES

Goal/Objective	Goal/Objective Description	Analysis
Goal LU45	A community that enhances the appearance and safety of community commercial nodes, centers and transit-oriented development areas.	**Consistent**. See Response to Objective 2-2 (West Los Angeles Community Plan).
Policy LU45-1	*Parking Area Safety and Aesthetics*. Improve safety and aesthetics of parking areas in community commercial nodes, centers and transit-oriented development areas.	**Consistent**. See Response to Goal 2 (West Los Angeles Community Plan) and Objective 37-2 (West Adams – Baldwin Hills – Leimert Community Plan).
Goal LU65	A community where existing and future industrial uses which contribute job opportunities for residents are provided and which minimize environmental and visual impacts to the community.	**Consistent**. See Response to Goal 3 and Objective 3-2 and Objective 3-3 (West Los Angeles Community Plan).
Goal LU66	A community plan which retains industrial designations that are appropriate in order to maintain and increase the industrial employment for community residents.	**Consistent**. See Response to Goal 3 (West Los Angeles Community Plan).

SOURCE: Metro, CMP, 2010; SCAG, 2012-2035 RTP/SCS, 2012; SCAG, Growth Vision Report, 2004; SCAG, RCP, 2008; *Palms - Mar Vista - Del Rey Community Plan, 1997; West Los Angeles Community Plan, 1999; West Adams - Baldwin Hills - Leimert Community Plan, 2016.*

Although the Proposed Project would result in the repositioning of light industrial zones to proposed Hybrid Industrial zones, which would allow light manufacturing uses, office, and retail, as well as residential uses in limited areas, this change in zoning in and of itself would not result in inconsistencies with land use plans and policies. The changes in land use designations and zones would continue to promote job-generating uses on land planned for jobs and currently zoned as industrial. Therefore, the Proposed Project would not result in the loss of industrial uses as the proposed zone would allow for light industrial uses. Further, introducing residential uses in industrial zones in order to promote a mix of uses would better support transit ridership and activity in the station areas. In addition, the introduction of residential uses to industrial areas would be consistent with previous staff direction in the ILUP for certain areas to contain a mix of industrial and residential uses. The Proposed Project would encourage combining jobs and housing to accommodate anticipated demand for both jobs and housing. Residential use could complement, and co-exist with, newer light industrial uses, such as high tech and clean technology. Therefore, the Proposed Project would not create inconsistencies with land use policies and plans.

The community plan policies that encourage adequate parking are broad community-wide policies that pre-date the construction of light rail transit serving the Project Area. With the introduction of transit, as well as bicycle and pedestrian improvements proposed by the Mobility Plan 2035, Westside Mobility Plan and the ECTNP, there would be increased access to other modes (transit, bicycling, walking), and, thus, the Proposed Project would facilitate reduction in parking demand consistent with current state, regional, and city policies. Nevertheless, the Proposed Project continues to require the minimum amount of off-street parking per current LAMC provisions, with some exceptions for neighborhood-serving uses in select areas. Further, SB 743 indicates that with respect to CEQA documents, "the adequacy of parking shall not support a finding of significance…" Therefore, parking cannot be considered a significant impact.

As described in Section 4.12, Transportation and Traffic, the Proposed Project would include the installation of landscaped bulb-outs on Palms Boulevard between Motor Avenue and National Boulevard, resulting in the removal of approximately five on-street parking spaces. This proposed minimal loss of parking could result in an indirect impact to land uses by reducing the availability of parking for these uses. However, the Proposed Project would balance demand for on-street parking with other transportation and land-use objectives that result in fewer vehicle trips. The Proposed Project would provide greater proximity and access to neighborhood services and provide greater access to a variety of modes of transportation for residents and employees.

Overall, the Proposed Project would be generally consistent with applicable plans and policies related to transportation because of the large number of policies encouraging alternative modes of transportation. The Proposed Project would provide greater proximity and access to neighborhood services and provide greater access to alternative modes for residents, visitors, and employees. In the long run, it is anticipated that a more robust multi-modal network as would occur under the Proposed Project could be increasingly beneficial to the City as mode shift choices continue to evolve (i.e., as more people choose alternative modes to vehicles, greater choice would be provided). Alternative modes (e.g., transit, bicycles, and pedestrian) would have more interconnected networks, potentially accelerating mode shifts to modes other than vehicles.

Since the Proposed Project abuts the cities of Santa Monica and Culver City, **Table 4.8-13** shows consistency with their applicable goals and policies. As shown in this table, the Proposed Project would be consistent with these goals, policies, and objectives.

TABLE 4.8-13: CONSISTENCY WITH APPLICABLE CITY OF SANTA MONICA AND CITY OF CULVER CITY GOALS, POLICY, AND OBJECTIVES

Goal/Policy/Objective	Goal/Policy/Objective Description	Analysis
CITY OF SANTA MONICA		
Goal LU2	Integrate Land Use and Transportation for Greenhouse Gas (GHG) Emission Reduction – Integrate land use and transportation, carefully focusing new development on transit-rich boulevards and in the districts, to create sustainable active pedestrian-friendly centers that decrease reliance on the automobile, increase walking, bicycling and transit use, and improve community quality of life.	**Consistent**. The Proposed Project would encourage new development in transit station areas with the objective of promoting transit ridership and creating an active, mixed use environment in the station areas. Its goal is to improve circulation for all modes on major streets and includes streetscape improvements aimed at improving bicycle and pedestrian circulation. The Proposed Project would also involve new streetscape plans that enhance the pedestrian experience, promote transit ridership, and encourage a variety of mobility options. The Proposed Project would encourage alternatives to automobile travel and improve community quality of life. Under the Proposed Project, individual projects that exceed the base FAR would be required to provide public benefits which could include off-site streetscape improvements, enhancements to freeway underpasses, publicly accessible open space, mobility hubs, enhanced bike amenities, enhanced transit amenities (e.g., bus shelters, transit kiosks, real time transit information), and Transportation Demand Management (TDM) strategies to reduce vehicle trips.
Policy LU2	Transit Villages. Capitalize on the Expo Light Rail stations to create vital new complete sustainable neighborhoods with transit as a focal element, green connections and pathways, a variety of housing types and jobs, enhanced creative arts and institutions, and local-serving retail and services.	**Consistent**. See Response to Goal LU2 above.
Policy LU2.5	Vehicle Trip Reduction. Achieve vehicle trip reduction through comprehensive strategies that designate land uses, establish development and street design standards, implement sidewalk, bicycle and roadway improvements, expand transit service, manage parking, and strengthen Transportation Demand Management programs that support accessibility by transit, bicycle and foot, and discourage vehicle trips at a district-wide level. Monitor progress using tools that integrate land use and transportation factors. Increase bicycle and pedestrian connectivity in transit districts and adjust bus and shuttle services to ensure success of the transit system.	**Consistent**. See Response to Goal LU2 above and Goal 11 (West Los Angeles Community Plan). The Proposed Project includes a vehicle trip reduction requirement for commercial projects that exceed the Base FAR, requiring that such projects utilize a robust TDM program to achieve reductions in peak hour vehicle trips to and from a site. Such projects would be required to submit annual reports to demonstrate attainment of the target reductions.

TABLE 4.8-13: CONSISTENCY WITH APPLICABLE CITY OF SANTA MONICA AND CITY OF CULVER CITY GOALS, POLICY, AND OBJECTIVES

Goal/Policy/Objective	Goal/Policy/Objective Description	Analysis
Goal LU3	Transition from Regional- Serving Commercial Uses to Local-Serving Uses in Areas Served by Transit – Redirect regional-serving commercial and office development potential into new housing opportunities with access to neighborhood serving uses in transit-accessible areas as part of a citywide trip reduction strategy.	**Consistent**. The Proposed Project would guide future development by specifying the type of uses, densities, intensities, and design standards that would be permitted. The Proposed Project would encourage new residential and commercial development at transit station areas with the goal of promoting transit ridership and creating an active, mixed use environment in the station areas.
Goal LU5	Expo Light Rail line – Cluster housing, employment, local-serving retail and services around the Expo Light Rail line to reduce vehicle trips, create complete neighborhoods and support transit.	**Consistent**. See Responses to Goals LU2 and LU3 above.
Goal LU8	Reduction of Vehicle Trips/ Management of Congestion – Establish a complete transportation network that supports integrated land use. Ensure that transportation supports human activity and access to land uses through a diverse multimodal transportation system that incentivizes walking, biking and transit and reduces the need for vehicle trips.	**Consistent**. See Response to Goal LU2 and Policy LU2.5 above and Goal 11 (West Los Angeles Community Plan).
Goal N1	Protect, preserve and enhance the residential neighborhoods.	**Consistent**. The Proposed Project would not divide established residential neighborhoods and would not result in significant land use impacts related to compatibility of new uses with existing residential neighborhoods.
Goal N7	Ensure that walking and bicycling are safe and comfortable on all neighborhood streets at all times of the day.	**Consistent**. The primary objectives of the Proposed Project include improving the pedestrian and bike environment within and between neighborhoods and to transit and improving circulation for all modes.
Goal B15	Develop an integrated pattern of land uses along Olympic Blvd. to establish a new mixed use district with opportunities for affordable and workforce housing to support nearby employment centers, and an emphasis on the boulevard's close proximity to the Expo Light Rail line.	**Consistent**. See Response to Goal N7 above. Proposed land use changes along Olympic Boulevard near the Bundy Station promote a mix of uses that expand on and support nearby employment centers.
Goal B18	Support a mixed use pattern along the entire length of Pico Blvd. to establish a pedestrian-friendly transit corridor with a series of activity nodes.	**Consistent**. Proposed land use changes allow for mixed use (residential and retail) development along Pico Boulevard in the City of Los Angeles, which complement the City of Santa Monica's land use goals for this corridor. Streetscape plans for Pico Boulevard between Centinela Boulevard and Patricia Avenue enhance the pedestrian environment along this corridor.
Goal T8	Provide a beautiful and attractive pedestrian environment throughout the City.	**Consistent**. See Response to Goal B18 above.
Goal T10:	Ensure that the bicycle network is attractive to cyclists of all ages and experience levels.	**Consistent**. See Response to Goal 12 (West Los Angeles Community Plan).
Goal T13	Increase transit ridership for all types of trips.	**Consistent**. See Response to Goal LU2 above and Response to Objective 10-2 (West Los Angeles Community Plan).
Goal T15	Manage local and regional congestion affecting Santa Monica.	**Consistent**. See Response to Goal LU2 above. The Proposed Project's mix of land uses, including jobs and housing, supports transit ridership and aims to reduce the length and amount of vehicle trips generated by new development. Individual projects are also required to incorporate transportation demand management (TDM) strategies, which aim to reduce vehicle trips to and from a site. Commercial projects that exceed the base FAR on a site must demonstrate a reduction in vehicle trips as a result of a TDM plan.
Goal T18	Encourage a more sustainable transportation system.	**Consistent**. See Response to Goal LU2 above and Goal 11 (West Los Angeles Community Plan).

TABLE 4.8-13: CONSISTENCY WITH APPLICABLE CITY OF SANTA MONICA AND CITY OF CULVER CITY GOALS, POLICY, AND OBJECTIVES

Goal/Policy/Objective	Goal/Policy/Objective Description	Analysis
CITY OF CULVER CITY		
LU Objective 2	Encourage the retention and creation of housing throughout the City	**Consistent**. See Response to Goal N1 (City of Santa Monica).
LU Objective 4	Establish and maintain quality living environments throughout the City.	**Consistent**. The Proposed Project includes streetscape plans, which aim to enhance the appearance and functionality of the public right-of-way through elements such as street furniture, shade trees, medians, and unique sidewalk paving. The Proposed Project also includes urban design standards that regulate commercial, industrial, and multi-family residential development to ensure it is pedestrian-oriented, appropriately scaled and sited, and incorporates high-quality materials and details. Public benefits required by certain development projects, including publicly accessible open space, streetscape improvements, and other public amenities, also contribute to creating a quality living environment in the Project Area.
LU Goal	Economic vitality that serves the community and protects the quality of life.	**Consistent**. See Response to LU Objective 4 above.
LU Objective 5	Encourage new business opportunities that expand Culver City's economic base and serve the needs of the City's residential and business community.	**Consistent**. See Response to LU Objective 4 above.
LU Objective 6	Revitalize the physical character and economic well-being of the City's commercial corridors.	**Consistent**. See Response to LU Objective 4 above.
LU Goal	Clear and consistent guidance for balanced growth	**Consistent**. See Response to LU Objective 4 above.
LU Objective 16	Encourage mutually compatible land uses	**Consistent**. See Response to LU Objective 4 above.
Cir Goal	Integrated local and regional transportation systems that serve residential and business needs.	**Consistent**. See Response to Goal LU2 (City of Santa Monica), Objective 10-2 (West Los Angeles Community Plan), and Goal 12 (West Los Angeles Community Plan) above.
Cir Objective 2	Expand public transit service and ridership.	**Consistent**. See Response to Goal LU2 (City of Santa Monica) and Objective 10-2 (West Los Angeles Community Plan above.
Cir Objective 3	Provide a system of safe and enjoyable bikeways and support facilities.	**Consistent**. See Goal 12 (West Los Angeles Community Plan) above.
Cir Objective 4	Provide convenient and pleasant pedestrian access.	**Consistent**. The primary objectives of the Proposed Project include improving the pedestrian and bike environment within and between neighborhoods and to transit and improving circulation for all modes.

SOURCE: City of Santa Monica General Plan Land Use and Circulation Element 2010, City of Culver City General Plan 1996.

HOUSING POLICIES

Future development under the proposed ECTNP would still be subject to all adopted City and regional housing policies designed to protect low-income housing and provide relocation assistance for displaced households, such as the Rent Stabilization Ordinance. Additionally, the proposed ECTNP would be consistent with the General Plan Framework and Housing Elements objectives and policies that aim to minimize the risk of permanent displacement of substantial numbers of existing housing units. These policies include General Plan Framework Element Objectives 3.4, 3.5, 4.2, 4.3, and 4.4, and Housing Element Objective 1.2 (see Table 4.10-1 in Section 4.10, Population, Housing and Employment) which seek to conserve existing stable residential neighborhoods, preserve neighborhood character and scale in balance with facilitating new development, and encourage the location of new multi-family housing and commercial development in designated areas away from existing neighborhoods. The Proposed Project would support these policies by encouraging development in focused areas around transit stations and along commercial boulevards, which would generally keep development away from stable single-family neighborhoods as well as multi-family residential areas with substantial concentrations of rent-stabilized units. The Proposed

Project also respects existing neighborhood scale and character through building height regulations and Urban Design Standards that address the potential adjacency of new development to existing residential areas. Additionally, the Proposed Project would be consistent with the U.S. Department of Housing and Urban Development Comprehensive Housing Affordability Strategy by incorporating a system that would require developers to including affordable housing in exchange for additional allowable floor area.

The Proposed Project would also be consistent with General Plan Framework and Housing Element objectives focused on the need to accommodate population growth and provide an adequate supply of housing of various types to serve all income levels, including General Plan Framework Objectives 3.3 and 4.1 and Housing Element Objectives 1.1, 1.3, and 2.5. The Proposed Project seeks to accommodate population growth projected for the area by SCAG by increasing capacity for housing through a variety of means, including allowing residential uses in areas where it is currently not allowed, encouraging mixed use development along commercial boulevards, and allowing increased density in select residential areas. The Proposed Project would also require that new mixed use development provide affordable housing when seeking additional development rights, which would address the need to create a supply of housing that is affordable to a variety of income levels.

The Proposed Project would be consistent with Housing Element Objectives 2.2 and 2.4, which aim to create sustainable, livable neighborhoods in proximity to transit and with a mix of uses and housing types, and quality design. The Proposed Project would allow a variety of land uses, including residential, as well as retail, office, and industrial, to be located within each station area, creating neighborhoods that are vibrant, accessible to transit, and which encourage walking and bicycling, and contain amenities for residents, workers, and visitors. Urban Design Standards, which would apply to most properties within the Project Area, would ensure new development is pedestrian- and transit-oriented and displays a high level of design quality.

Finally, the Proposed Project would be consistent with General Plan Framework Objective 4.4 and Housing Element Objective 1.4, which aim to reduce regulatory and procedural barriers to increase housing production and capacity. The Proposed Project would include a more streamlined development review procedure in which projects that comply with the ECTNP regulations would be eligible for Administrative Clearance. This would facilitate the development process for new housing and potentially reduce development costs, allowing more housing to be built and in a more timely manner.

Therefore, implementation of the Proposed Project would not result in inconsistencies with local and regional housing policies, and impacts related to policy inconsistencies would be less than significant.

Given the above, the Proposed Project would result in a less than significant impact related to conflicting with applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

ALTERNATIVE COMPLIANCE SCENARIO

As described above, the Alternative Compliance scenario would provide development flexibility by allowing residential use on specified New Industry parcels, where residential use is not allowed by the zone, and increased residential use on specified parcels in the Hybrid Industrial: Jobs Emphasis zone, where residential use is limited. The increase in residential use under the Alternative Compliance scenario is tied to a commensurate reduction in the amount of non-residential square footage allowed in each project, while maintaining the same overall level of growth as in the Proposed Project. Therefore, the Alternative Compliance scenario does not conflict with the industrial, mixed use and commercial goals of the applicable community plans as it continues to accommodate the demand for jobs and housing in the Project Area as a whole. The use of the Alternative Compliance scenario is limited to a set number of dwelling units within the Project Area, and eligible sites would still have the opportunity to accommodate demand for non-

residential uses and jobs, since the use of the Alternative Compliance procedure is voluntary. In addition, Alternative Compliance projects would be required to provide increased public benefits that support the additional residential use allowed, such as publicly accessible open space and community and cultural facilities, consistent with local policies to provide adequate recreational opportunities. Finally, the Alternative Compliance scenario would result in greater mixed use development opportunities, which would result in further reduction in vehicle trip generation of new development as housing is placed within close proximity to jobs, retail, and services. This would be consistent with local policies encouraging the use of alternative modes of transportation and a reduction in vehicle trips. Therefore, with the Alternative Compliance scenario impacts related to consistency with applicable land use policies would be similar to those anticipated to occur under the Proposed Project, and would be less than significant.

NON-CHANGE AREAS

The Proposed Project would not include land use changes that would disrupt or substantially change land use patterns outside the identified change areas. Existing zoning and community plan land use designations in the affected portions of the West Los Angeles, Palms-Mar Vista-Del Rey and West Adams-Baldwin Hills-Leimert community plan areas in the non-change areas would remain unchanged. Implementation of future development projects governed by the affected community plans would continue to be substantially consistent with the regional goals, objectives, and policies.

MITIGATION MEASURES

Impacts related to conflicting with an applicable land use plan, policy, or regulation would be less than significant under the Proposed Project. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts related to conflicting with an applicable land use plan, policy, or regulation would be less than significant without mitigation.

IMPACT 4.8-3 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT CONFLICT WITH ANY APPLICABLE HABITAT CONSERVATION PLANS OR NATURAL COMMUNITY CONSERVATION PLANS? NO IMPACT WOULD OCCUR WITH IMPLEMENTATION OF THE PROPOSED PROJECT.

Habitat Conservation Plans (HCPs), designated under Endangered Species Act Section 10(a)(1)(B), are planning documents required when a project will affect a species identified as listed, non-listed or eligible under the act and detail how those impacts will be minimized, or mitigated; and how the HCP is to be funded.

The California Department of Fish and Wildlife's Natural Community Conservation Planning (NCCP) program is a cooperative effort to protect habitats and species. It began under the State's Natural Community Conservation Planning Act of 1991, legislation broader in its orientation and objectives than the California and Federal Endangered Species Acts. The NCCP takes a broad-based ecosystem approach to planning for the protection and perpetuation of biological diversity and identifies and provides for the regional or area wide protection of plants, animals, and their habitats, while allowing compatible and appropriate economic activity. The primary objective of NCCPs is to conserve natural communities at the ecosystem scale while accommodating compatible land use. There are no HCPs or NCCPs within the ECTNP Area.[10] Therefore, no impact related to consistency with HCPs or NCCPs would occur.

[10]California Department of Fish and Wildlife, *Natural Community Planning Program,* https://www.wildlife.ca.gov/Conservation/Planning/NCCP, accessed March 6, 2017.

NON-CHANGE AREAS

As discussed above, there are no HCPs or NCCPs within the ECTNP Area, including the non-change areas. Therefore, no impact related to consistency with HCPs or NCCPs would occur in the non-change areas.

MITIGATION MEASURES

No impact to consistency with HCPs or NCCPs would occur under the Proposed Project. No mitigation measures are required.

SIGNIFICANCE AFTER MITIGATION

No impact to consistency with HCPs or NCCPs would occur under the Proposed Project without mitigation.

4.9 NOISE

This section provides an overview of noise and vibration and evaluates impacts associated with the Proposed Project. Supporting data and calculations are included in **Appendix E** of this Draft EIR. Topics addressed include short-term construction and long-term operational noise and vibration. The following information provides noise and vibration characteristics and effects.

NOISE CHARACTERISTICS AND EFFECTS

Characteristics of Sound. Sound is technically described in terms of the loudness (amplitude) and frequency (pitch) of the sound. The standard unit of measurement for sound is the decibel (dB). The human ear is not equally sensitive to sound at all frequencies. The "A-weighted scale," abbreviated dBA, reflects the normal hearing sensitivity range of the human ear. On this scale, the range of human hearing extends from approximately 3 to 140 dBA.[1] **Figure 4.9-1** provides examples of A-weighted noise levels from common sounds.

Noise Definitions. This noise analysis discusses sound levels in terms of Community Noise Equivalent Level (CNEL), Day-Night Noise Level (L_{dn}), and Equivalent Noise Level (L_{eq}).

Community Noise Equivalent Level (CNEL). CNEL is an average sound level during a 24-hour period. CNEL is a noise measurement scale, which accounts for noise source, distance, single event duration, single event occurrence, frequency, and time of day. Humans perceive sound between 7:00 p.m. and 10:00 p.m. as if the sound were actually 5 dBA higher than if it occurred from 7:00 a.m. to 7:00 p.m. From 10:00 p.m. to 7:00 a.m., humans perceive sound as if it were 10 dBA higher, due to the lower background level. Hence, the CNEL is obtained by adding an additional 5 dBA to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and 10 dBA to sound levels in the night from 10:00 p.m. to 7:00 a.m. Because CNEL accounts for human sensitivity to sound, the CNEL 24-hour figure is always a higher number than the actual 24-hour average.[2]

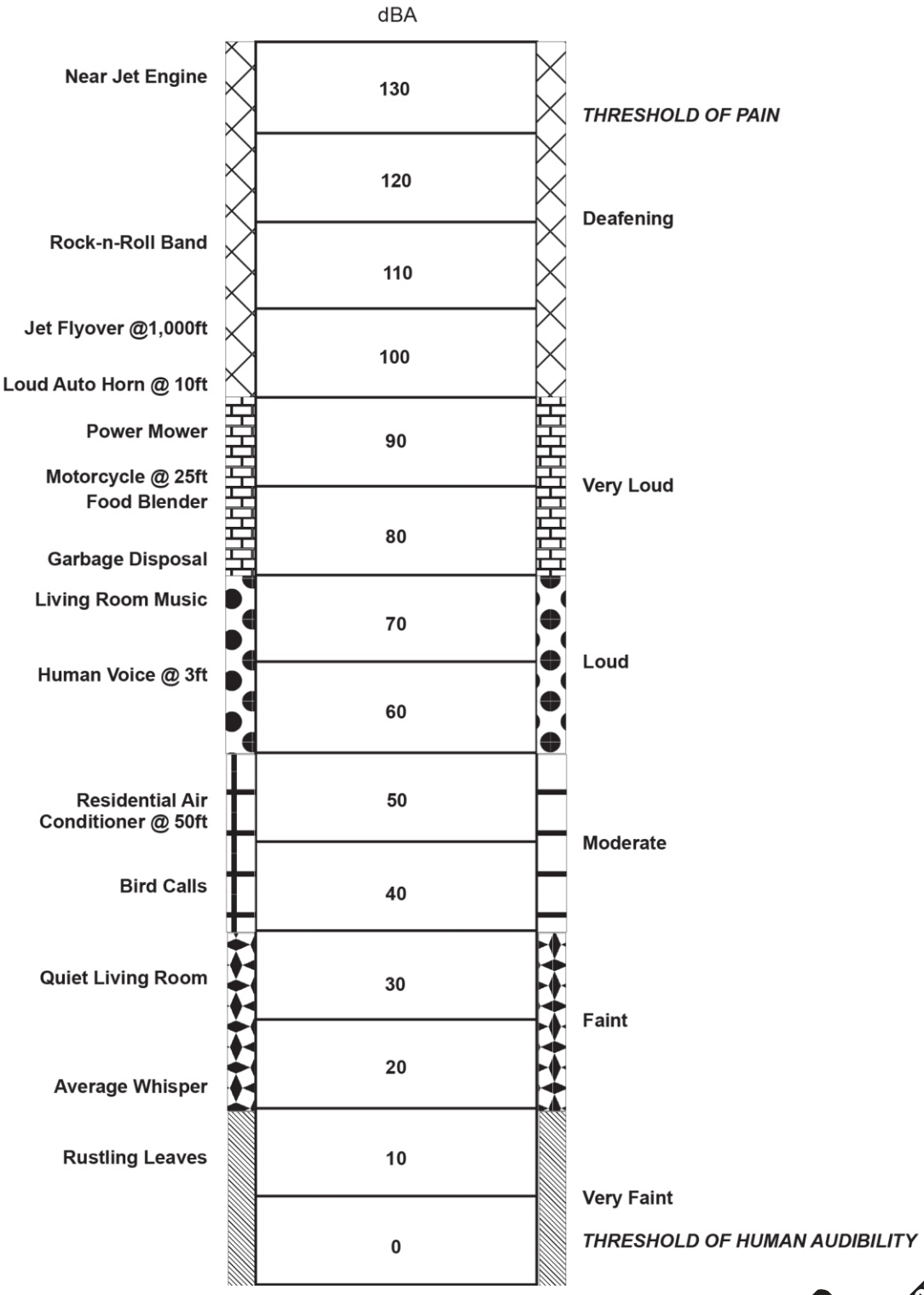
Day-Night Noise Level (L_{dn}). L_{dn} is similar to CNEL except that it does not include a 5 dBA penalty from 7:00 p.m. to 10:00 p.m.[3]

Equivalent Noise Level (L_{eq}). L_{eq} is the average noise level on an energy basis for any specific time period. The L_{eq} for one hour is the energy average noise level during the hour. The average noise level is based on the energy content (acoustic energy) of the sound. L_{eq} can be thought of as the level of a continuous noise which has the same energy content as the fluctuating noise level. The equivalent noise level is expressed in units of dBA.[4]

Effects of Noise. Noise is generally defined as unwanted sound. The degree to which noise can impact the human environment ranges from levels that interfere with speech and sleep (annoyance and nuisance) to levels that cause adverse health effects (hearing loss and psychological effects). Human response to noise is subjective and can vary greatly from person to person. Factors that influence individual response include the intensity, frequency, and pattern of noise, the amount of background noise present before the intruding noise, and the nature of work or human activity that is exposed to the noise source.

[1]City of Los Angeles, *CEQA Thresholds Guide*, 2006.
[2]California Department of Transportation, *Technical Noise Supplement*, 2013.
[3]*Ibid*.
[4]*Ibid*.

Figure 4.9-1 A-Weighted Decibel Scale



SOURCE: City of Los Angeles and TAHA, 2017.

Audible Noise Changes. Studies have shown that the smallest perceptible change in sound level for a person with normal hearing sensitivity is approximately 3 dBA. A change of at least 5 dBA would be noticeable and would likely evoke a community reaction. A 10-dBA increase is subjectively heard as a doubling in loudness.[5]

Noise levels decrease as the distance from the noise source to the receiver increases. Noise generated by a stationary noise source, or "point source," will decrease by approximately 6 dBA over hard surfaces (e.g., reflective surfaces such as parking lots or smooth bodies of water) and 7.5 dBA over soft surfaces (e.g., absorptive surfaces such as soft dirt, grass, or scattered bushes and trees) for each doubling of the distance.[6] For example, if a noise source produces a noise level of 89 dBA at a reference distance of 50 feet, then the noise level would be 83 dBA at a distance of 100 feet from the noise source, 77 dBA at a distance of 200 feet, and so on. Noise generated by a mobile source will decrease by approximately 3 dBA over hard surfaces and 4.8 dBA over soft surfaces for each doubling of the distance.

Noise is most audible where there is a direct line-of-sight.[7] Solid barriers, such as walls, berms or buildings, that break the line-of-sight between the source and the receiver greatly reduce noise levels from the source since sound can only reach the receiver by bending over the top of the barrier. However, if a barrier is not solid or not high or long enough to break the line-of-sight from the source to the receiver, its effectiveness is greatly reduced.

VIBRATION CHARACTERISTICS AND EFFECTS

Characteristics of Vibration. Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration.[8] Vibration can be a serious concern, causing buildings to shake and rumbling sounds to be heard. In contrast to noise, vibration is not a common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Some common sources of vibration are trains, buses on rough roads, and construction activities, such as blasting, pile driving, and heavy earth-moving equipment.

Vibration Definitions. There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is most frequently used to describe vibration impacts to buildings and is usually measured in inches per second. The PPV is defined as the maximum instantaneous peak of the vibration signal. The root mean square (RMS) amplitude is most frequently used to describe the effect of vibration on the human body. The RMS amplitude is defined as the average of the squared amplitude of the signal. Decibel notation (Vdb) is commonly used to measure RMS. The decibel notation acts to compress the range of numbers required to describe vibration.[9]

Effects of Vibration. High levels of vibration may cause physical personal injury or damage to buildings. Ground-borne vibration levels rarely affect human health. Instead, most people consider ground-borne vibration to be an annoyance that can affect concentration or disturb sleep. High levels of ground-borne vibration can damage fragile buildings or interfere with equipment that is highly sensitive to ground-borne vibration (e.g., electron microscopes). Although responses to vibration differ, 65 Vdb is the approximate threshold of perception for many people.[10] The approximate dividing line between barely and distinctly perceptible is 75 Vdb and 85 Vdb is typically only acceptable if there are an infrequent number of events per day.

[5]California Department of Transportation, *Technical Noise Supplement*, 2013.
[6]*Ibid*.
[7]Line-of-sight is an unobstructed visual path between the noise source and the noise receptor.
[8]Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006.
[9]City of Los Angeles, *CEQA Thresholds Guide*, 2006.
[10]Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006.

REGULATORY FRAMEWORK

NOISE

FEDERAL

Federal Aviation Administration (FAA). The FAA sets noise limits for commercial aircrafts (14 Code of Federal Regulations (CFR) Part 36) and establishes procedures for airport noise studies and land use compatibility evaluations (14 CFR Part 150) in the Federal Aviation Regulations. Part 150 prescribes the procedures, standards, and methodology governing the development, submission, and review of airport noise exposure maps and airport noise compatibility programs, including the process for evaluating and approving or disapproving those programs. It prescribes single systems for (a) measuring noise at airports and surrounding areas that generally provides a highly reliable relationship between projected noise exposure and surveyed reaction of people to noise; and (b) determining exposure of individuals to noise that result from the operations of an airport. CFR Part 150 also identifies those land uses which are normally compatible with various levels of exposure to noise by individuals. It provides technical assistance to airport operators, in conjunction with other local, state, and federal authorities, to prepare and execute appropriate noise compatibility planning and implementation programs.

U.S. Department of Housing and Urban Development (HUD). HUD regulations may be found in 24 CFR Part 51, Subpart B and include exterior noise standards for new housing construction assisted or supported by the department. HUD states that an acceptable noise level is 65 dBA L_{dn} or less, a normally unacceptable noise level exceeds 65 dBA L_{dn} but does not exceed 75 dBA L_{dn} (appropriate sound attenuation measures must be provided to achieve an acceptable status), and an unacceptable noise level exceeds 75 dBA L_{dn}. HUD regulations do not contain standards for interior noise levels. The noise environment inside a building is considered acceptable if the noise environment external to the building is acceptable and the building is constructed in a manner common to the area.

STATE

Department of Health Services. The State of California, Department of Health Services, Environmental Health Division, has published the Guidelines for Noise and Land Use Compatibility (the State Guidelines) which recommend guidelines for local governments to use when setting standards for human exposure to noise and preparing noise elements for general plans. The State Guidelines, which are illustrated in **Table 4.9-1** indicate that residential land uses and other noise sensitive receptors generally should be located in areas where outdoor ambient noise levels do not exceed 65 to 70 dBA (CNEL or L_{dn}).

Application of this compatibility matrix to development projects is not mandated by the Department of Health Services; however, each jurisdiction is required to consider the State Guidelines when developing its General Plan Noise Element and when determining acceptable noise levels within its community. According to the State Guidelines, an exterior noise level of 60 dBA CNEL is considered to be a "normally acceptable" noise level for single-family, duplex, and mobile homes involving normal, conventional construction, without any special noise insulation requirements. Exterior noise levels up to 65 dBA CNEL are typically considered "normally acceptable" for multi-family units and transient lodging without any special noise insulation requirements. Between these values and 70 dBA CNEL, exterior noise levels are typically considered "conditionally acceptable," and residential construction should only occur after a detailed analysis of the noise reduction requirements is made and needed noise attenuation features are included in the project design. Exterior noise attenuation features include, but are not limited to, setbacks to place structures outside the conditionally acceptable noise contour and orientation.

TABLE 4.9-1: GUIDELINES FOR NOISE COMPATIBLE LAND USE

Land Use Category	Community Noise Exposure (dBA, CNEL) 55 60 65 70 75 80
Residential - Low Density Single-Family, Duplex, Mobile Homes	
Residential - Multi-Family	
Transient Lodging - Motels Hotels	
Schools, Libraries, Churches, Hospitals, Nursing Homes	
Auditoriums, Concert Halls, Amphitheaters	
Sports Arena, Outdoor Spectator Sports	
Playgrounds, Neighborhood Parks	
Golf Courses, Riding Stables, Water Recreation, Cemeteries	
Office Buildings, Business Commercial and Professional	
Industrial, Manufacturing, Utilities, Agriculture	

Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice.

Normally Unacceptable - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable - New construction or development should generally not be undertaken.

SOURCE: California Office of Noise Control, Department of Health Services.

Department of Housing and Community Development. The State Department of Housing and Community Development has required that new residential units should not be exposed to outdoor ambient noise levels in excess of 65 dBA (CNEL or L_{dn}), and, if necessary, sufficient noise insulation must be provided to reduce interior ambient levels to 45 dBA. Within a 65 dBA exterior noise environment, interior noise levels are typically reduced to acceptable levels (to at least 45 dBA CNEL) through conventional construction, but with closed windows and fresh air supply systems or air conditioning.

LOCAL

The Noise Element of the City of Los Angeles General Plan (General Plan) establishes CNEL guidelines for land use compatibility and includes a number of goals, objectives, and policies for land use planning purposes. The City also has regulations to control unnecessary, excessive, and annoying noise, as cited by the Los Angeles Municipal Code (LAMC) Chapter XI Noise Regulation. These regulations are described further below.

City of Los Angeles General Plan Noise Element. The City of Los Angeles General Plan Noise Element identifies potentially significant noise sources, addresses vibration issues, identifies historic and current noise management approaches and guides the development of noise regulations. It addresses noise mitigation regulations, strategies and programs and delineates federal, state and City jurisdiction relative to rail, automotive, aircraft and nuisance noise. **Table 4.9-2** identifies the Noise Element goals, objectives, and policies that are relevant to the Proposed Plan. The City's noise compatibility guidelines mirror the State Guidelines, as illustrated in **Table 4.9-1**, and indicate that residential land uses and other noise sensitive receptors generally should be located in areas where outdoor ambient noise levels do not exceed 65 to 70 dBA (CNEL or L_{dn}).

TABLE 4.9-2: RELEVANT GENERAL PLAN NOISE GOALS, OBJECTIVES, AND POLICIES

Goal/Objective/Policy	Goal/Objective/Policy Description
NON-AIRPORT	
P5	Continue to enforce, as applicable, city, state, and federal regulations intended to abate or eliminate disturbances of the peace and other intrusive noise.
P6	When processing building permits, continue to require appropriate project design and/or insulation measures, in accordance with the California Noise Insulation Standards (Building Code Title 24, Section 3501 et seq.), or any amendments thereto or subsequent related regulations, so as to assure that interior noise levels will not exceed the minimum ambient noise levels, as set forth in the City's noise ordinance (LAMC Section 111 et seq., and any other insulation related requirements) for a particular zone or noise sensitive use, as defined by the California Noise Insulation Standards.
LAND USE DEVELOPMENT	
P11	For a proposed development project that is deemed to have a potentially significant noise impact on noise sensitive uses, require mitigation measures, as appropriate, in accordance with California Environmental Quality Act and City procedures.
P12	When issuing discretionary permits for a proposed noise-sensitive use or subdivision of four or more detached single-family units and which use is determined to be potentially significantly impacted by existing or proposed noise sources, require mitigation measures, as appropriate, in accordance with procedures set forth in the California Environmental Quality Act so as to achieve an interior noise level CNEL of 45 dB, or less, in any habitable room as required by LAMC Section 91.
P13	Continue to plan, design and construct or oversee construction of public projects, and projects on City owned properties, so as to minimize potential noise impacts on noise sensitive uses and to maintain or reduce existing ambient noise levels.
P15	Continue to take into consideration, during updating/revision of the City's general plan community plans, noise impacts from freeways, highways, outdoor theaters and other significant noise sources and to incorporate appropriate policies and programs into the plans that will enhance land use compatibility.
P16	Use, as appropriate, the "Guidelines for Noise Compatible Land Use", or other measures that are acceptable to the City, to guide land use and zoning reclassification, subdivision, conditional use and use variance determinations and environmental assessment considerations, especially relative to sensitive uses within a CNEL of 65 dB airport noise exposure areas and within a line-of-sight of freeways, major highways, railroads or truck haul routes.
P17	Continue to encourage the California Department of Transportation, the Los Angeles County Metropolitan Transportation Authority, or their successors, and other responsible agencies, to plan and construct transportation systems so as to reduce potential noise impacts on adjacent land uses, consistent with the standards and guidelines contained in the noise element.

SOURCE: City of Los Angeles, *Noise Element of the Los Angeles City General Plan*, February 3, 1999.

Los Angeles Municipal Code (LAMC). The City of Los Angeles has established noise ordinances concerning the generation and control of noise that could adversely affect its citizens and noise sensitive land uses. There are numerous specific ordinances, many of which do not relate to the impact analysis presented below. This discussion summarizes the general regulations and focuses on the ordinances most relevant to the Proposed Plan.

Regarding construction, Section 41.40 (Noise Due to Construction, Excavation Work – When Prohibited) in Chapter IV (Public Welfare) of the LAMC indicates that no construction or repair work shall be performed between the hours of 9:00 p.m. and 7:00 a.m., since such activities would generate loud noises and disturb persons occupying sleeping quarters in any adjacent dwelling, hotel, apartment or other place of residence. No person, other than an individual home owner engaged in the repair or construction of his/her single-family dwelling, shall perform any construction or repair work of any kind or perform such work within 500 feet of land so occupied before 8:00 a.m. or after 6:00 p.m. on any Saturday or on a federal holiday, or at any time on Sunday. Under certain conditions, the City may grant a waiver to allow limited construction activities to occur outside of the limits described above.

LAMC Section 91.106.4.8 requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the sites, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public and approved by the City's Department of Building and Safety.

Chapter XI (Noise Regulation) of the LAMC addresses sources of noise other than construction activities. Chapter XI is intended to prohibit unnecessary, excessive and annoying noises from all sources within the City. A noise level increase from certain regulated noise sources of 5 dBA over the existing or presumed ambient noise level at an adjacent property line is considered a violation of the Noise Regulations. The 5-dBA increase above ambient is applicable to City-regulated noise sources (e.g., mechanical equipment), and it is applicable any time of the day. The LAMC states that the baseline ambient noise shall be the actual measured ambient noise level of the City's presumed ambient noise level, whichever is greater. The actual ambient noise level is the measured noise levels averaged over a period of at least 15 minutes. The LAMC indicates that in cases where the actual measured ambient conditions are not known, the City's presumed noise levels should be used. The presumed ambient noise levels are in Section 111.03 (Minimum Ambient Noise Level) of the LAMC.

To account for people's increased tolerance for short-duration noise events, the LAMC provides a 5 dBA allowance for noise sources occurring more than 5 minutes but less than 15 minutes in any 1-hour period (for a total of 10 dBA above the ambient), and an additional 5 dBA allowance (total of 15 dBA above the ambient) for noise sources occurring 5 minutes or less in any 1-hour periods. These additional allowances for short-duration noise sources are applicable to noise sources occurring between the hours of 7:00 a.m. and 10:00 p.m. (daytime hours). Furthermore, LAMC provides a reduction of 5 dBA for steady high-pitched noise or repeated impulsive noise.

LAMC Section 112.02 requires that any heating, ventilation, and air conditioning (HVAC) system within any zone of the City not cause an increase in ambient noise levels on any other occupied property or if a condominium, apartment house, duplex, or attached business, within any adjoining unit to exceed the ambient noise level by more than 5 dBA.

Section 112.05 (Maximum Noise Level of Powered Equipment or Powered Hand Tools) of the LAMC specifies the maximum noise level of powered equipment or powered hand tools. Any powered equipment or hand tool that produces a maximum noise level exceeding 75 dBA at a distance of 50 feet is prohibited. However, this noise limitation does not apply where compliance is technically infeasible. Technically infeasible means the

above noise limitation cannot be met despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of equipment.

City of Los Angeles Planning and Zoning Code (LAMC Chapter 1) contains a variety of provisions that directly or indirectly reduce noise impacts on, or impacts that are associated with, different types of land uses and zones. The Planning and Zoning Code contains regulations for each of these different zoning classifications. These regulations guide land use considerations by setting maximum ambient noise levels for specific zones.

The most basic noise management measure is traditional zoning that separates agricultural, residential, commercial and industrial uses. Another is the front yard setback that not only adds attractiveness to a neighborhood but serves to distance homes from adjacent street noise. Side and rear yards also serve as noise buffers. Through zone change and subdivision processes, site or use specific conditions can be imposed to assure compatibility of land use and to protect users of a site from impacts from adjacent uses. The commercial (C zones) and manufacturing (M zones) provisions of the code contain use specific requirements intended to reduce noise, odor and other impacts on adjacent uses. These include prohibiting of certain commercial and industrial uses within so many feet of residential or less restrictive uses or zones, requiring increased setbacks from residential uses, limiting hours of operation, containing uses wholly within an enclosed building, requiring sound walls, prohibiting openings that face residential uses and prohibiting audibility of noise outside a facility.

Conditional use permits and variances (LAMC Sections 12.24, 12.27, 12.28 and 12.29) allow the planning commission, zoning administrators and, on appeal, City Council to assess potential inconsistencies and impose conditions to control noise for certain uses that may need special conditions to ensure compatibility with the surrounding land uses. Conditional use permits are required for various land uses in certain zones including, but not limited to, schools, churches, alcohol sales, parks, mixed use development, and automobile repair facilities. In most cases, the uses are allowed by right in less restrictive zones. Some are prohibited entirely in residential zones. The permitting procedures include site investigations, notice to neighbors and hearings to assist decision makers in determining if the use should be permitted and, if permitted, allow imposition of appropriate conditions of approval. Typical conditions include specific site design, setbacks, use limitations on all or parts of the site, walls and hours of operation so as to minimize noise and other impacts.

Variances are required when a proposed development needs to deviate from the Planning and Zoning Code. The permitting procedures for variances include site investigations, notice to neighbors and hearings to assist decision makers in determining whether a property has special conditions that makes it difficult for a proposed development to adhere to the Planning and Zoning Code. If a variance is granted, the requested variance must not be materially detrimental to the public welfare or injurious to the property in the same zone or vicinity in which the property is located. As with conditional use permits, the zoning administrator may impose conditions on variances to protect the public health, safety or welfare, including conditions to minimize noise.

The City has the authority to revoke, discontinue a use, or impose nuisance abatement conditions on uses that were allowed under the conditional use permit. Conditional use permits may be revoked by the planning commission, zoning administrator, or, on appeal, by the City Council for nuisance (including disturbance of the peace) or noncompliance with the conditions of the conditional use permit. In addition, for existing commercial or industrial development that had previously required discretionary approval, a zoning administrator may discontinue or, on appeal, the City Council may impose operational conditions on the uses that are deemed a nuisance, including for excessive noise or disturbance of the peace. These two procedures can be utilized to encourage owners to operate activities on their properties in a manner that is compatible with adjacent uses, particularly residential uses.

Other Planning and Zoning Code provisions allow a zoning administrator to conditionally permit, without public hearing, particular uses allowed in a zone, provided that the uses meet certain criteria, such as provision of

additional parking or walls. The additional parking requirements for such uses as health clubs, restaurants, trade schools and auditoriums, in part, would prevent spillover parking on adjacent residential neighborhoods, which would minimize noise impacts, especially in the evening and at night on residential neighborhoods.

City of Los Angeles Building Sound Insulation Regulations. With the development of inexpensive insulation materials, air conditioning and improved noise reduction techniques, it became economically feasible to design buildings that provide effective insulation from outside noise as well as from weather conditions. It has been estimated that standard insulation, window sealing efficiency and other energy conservation measures reduce exterior-to-interior noise by approximately 15 decibels. Such a reduction generally is adequate to reduce interior noise from outside sources, including street noise, to an acceptable level. Building setbacks and orientation also reduce noise impacts.

Sound transmission control requirements are included in the International Building Code (IBC), which are the basis for the 2016 California Building Code (CBC). CBC states noise insulation standards (CBC Title 24, Section 1207.4). The standards require that intrusive noise not exceed 45 dB in any habitable room and has been incorporated into the City of Los Angeles Building Code (LAMC Section 91).

The City of Los Angeles Building Code guides building construction. The insulation provisions are intended to mitigate interior noise from outside sources, as well as sound between structural units. The provisions vary according to the intended use of the building, e.g., residential, commercial, industrial. The regulations are intended to achieve a maximum interior sound level equal to or less than the ambient noise level standard for a particular zone, as set forth in the City's Noise Ordinance.

VIBRATION

FEDERAL

Federal Transit Administration (FTA). The FTA regulates vibration levels from proposed transit projects. According to the FTA, vibration impacts associated with human annoyance would be significant if vibration caused by new development exceeds 85 VdB, which is the vibration level that is considered to be acceptable only if there are an infrequent number of events per day. In terms of ground-borne vibration impacts on structures, the FTA vibration damage threshold is approximately 90 VdB for buildings extremely susceptible to building damage (e.g., historic structures) and 98 VdB for engineered concrete and masonry buildings without plaster (e.g., typical urban development).[11]

STATE

There are no adopted state policies or standards for ground-borne vibration. The traditional view has been that common vibrations related to roadway traffic and construction activities pose no threat to buildings or structures. The California Department of Transportation recommends that extreme care be taken when sustained pile driving occurs within 7.5 meters (25 feet) of any building and 15 to 30 meters (50 to 100 feet) of a historic building or a building in poor condition.

LOCAL

There are no adopted City standards for ground-borne vibration.

EXISTING SETTING

Existing Noise Levels. The ECTNP Area includes a wide variety of land uses and localized ambient noise levels. Because the Proposed Project encompasses a large area, the existing noise environment is best characterized using the presumed levels in the LAMC.

[11]Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006.

Section 111.03 (Minimum Ambient Noise Level) of the LAMC has set forth the presumed ambient noise levels for various land uses (**Table 4.9-3**). The daytime and nighttime ambient noise levels for residential areas are presumed to be 50 and 40 dBA, respectively. However, urban areas typically experience ambient noise levels higher than the conservative levels presented in the table. Areas near freeways, high volume surface streets, and industrial uses also typically experience higher noise levels than land uses located farther from these sources.

TABLE 4.9-3: PRESUMED EXISTING AMBIENT NOISE LEVEL

		dBA	
	Zones	**Daytime (7:00 a.m. to 10:00 p.m.)**	**Nighttime (10:00 p.m. to 7:00 a.m.)**
Residential	A1, A2, RA, RE, RS, RD, RW1, RW2, R1, R2, R3, R4, and R5	50	40
Commercial	P, PB, CR, C1, C1.5, C2, C4, C5, and CM	60	55
Industrial	M1, MR1, and MR2	60	55
	M2 and M3	65	65

SOURCE: LAMC Section 111.03 and City of Los Angeles, *CEQA Thresholds Guide*, 2006.

Existing Vibration Levels. The vibration environment is dominated by vehicular movement. Heavy trucks can generate vibrations that vary depending on vehicle type, weight, and pavement conditions. As trucks typically operate on major streets, existing vibration in the project area is largely related to truck traffic on the surrounding roadway network.

SENSITIVE RECEPTORS

Some land uses are considered more sensitive to changes in noise and vibration levels than others, depending on the population groups and the activities involved. Noise- and vibration-sensitive land uses include locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas would each be considered noise- and vibration-sensitive and may warrant unique measures for protection from intruding noise.

Figure 4.9-2a and **Figure 4.9-2b** show proposed zoning changes that would result in land uses considered sensitive to high noise levels. The figures also show existing sensitive land uses outside the zone change areas that may be impacted by construction noise, increased mobile source noise on local roadways, and stationary source noise (e.g., mechanical equipment).

THRESHOLDS OF SIGNIFICANCE

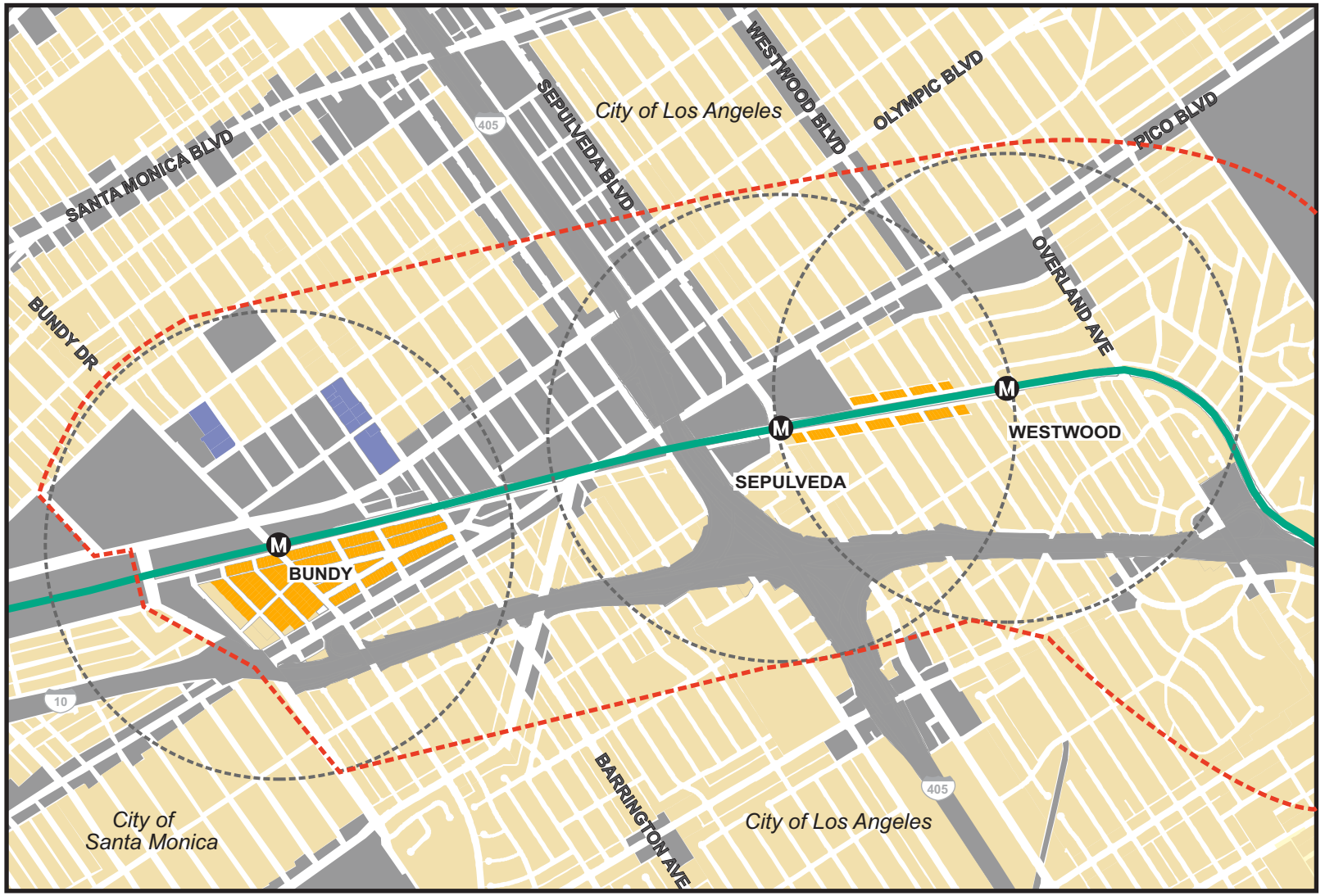
In accordance with Appendix G of the CEQA Guidelines, the Proposed Project would have a significant impact related to noise if it would:

- Expose persons to or generate noise in levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Expose people to or generate excessive vibration or ground-borne noise levels;
- Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; and/or
- Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.
- Expose people working or residing within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport to excessive noise levels.
- Expose people working or residing within the vicinity of a private airstrip to excessive noise levels.

Exposition Corridor Transit Neighborhood Plan

Figure 4.9-2a Sensitive Receptors Around Bundy, Sepulveda, and Westwood Stations

Los Angeles Department of City Planning



LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Proposed Hybrid Industrial: Residential Emphasis
- Proposed Multi-Family Residential
- Existing Sensitive Land Uses
- Land Uses Not Considered As Sensitive Receptors

Approx. Scale

N

0 350 750 FEET

A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

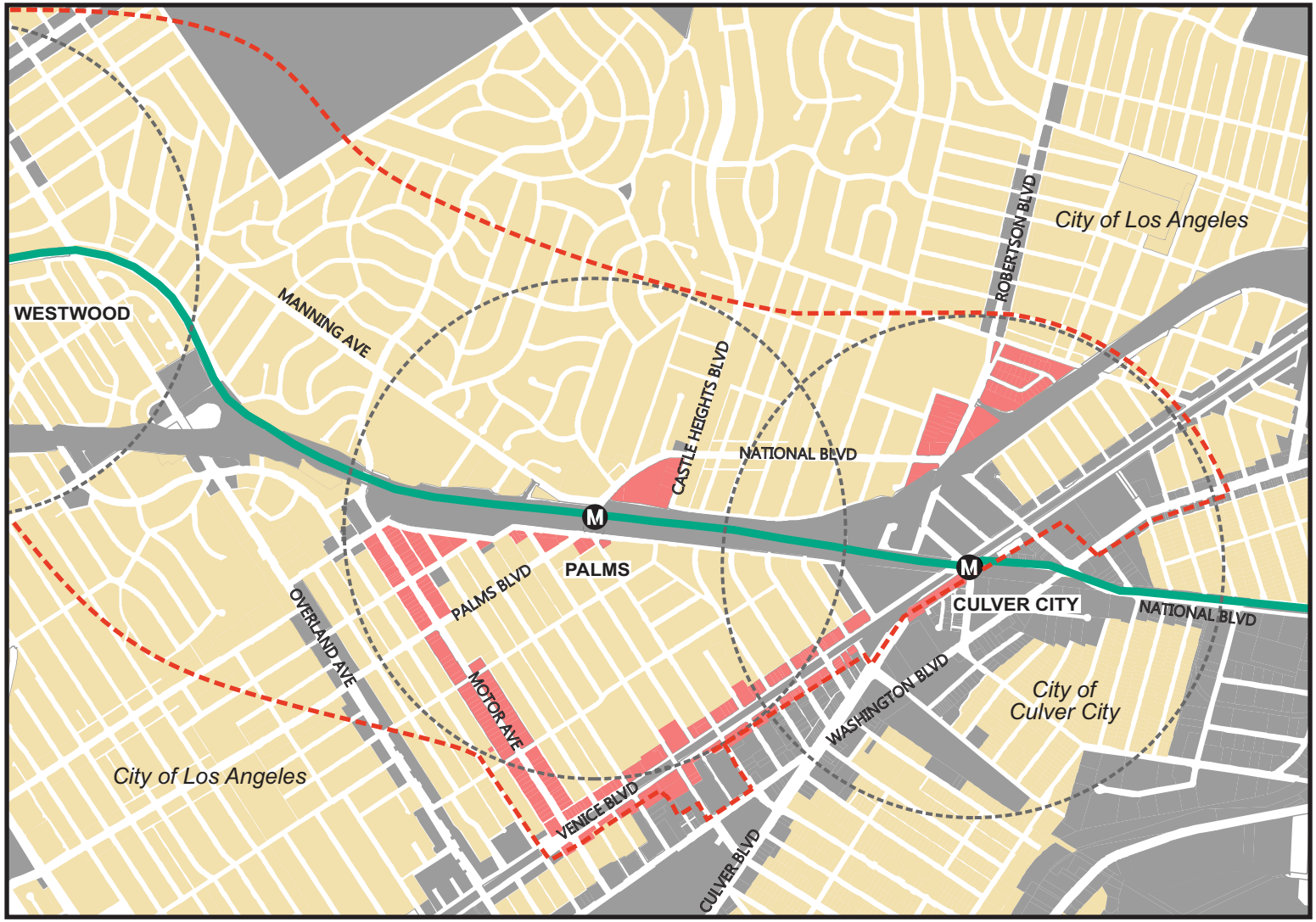
LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: City of Los Angeles and TAHA, 2017.

Exposition Corridor Transit Neighborhood Plan

Figure 4.9-2b Sensitive Receptors Around Palms and Culver City Stations

Los Angeles Department of City Planning



LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Proposed Mixed-Use: Commercial/Residential
- Existing Sensitive Land Uses
- Land Uses Not Considered As Sensitive Receptors

Approx. Scale

N

0 350 750 FEET

A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: City of Los Angeles and TAHA, 2017.

2012-058

CITY OF LOS ANGELES CEQA THRESHOLDS GUIDELINES

Based on the criteria set forth in the 2006 Los Angeles CEQA Thresholds Guide (Thresholds Guide), the Proposed Project would have a significant impact on noise levels from construction if:

- Construction activities lasting more than one day would exceed existing ambient noise levels by 10 dBA or more at a noise-sensitive use;
- Construction activities lasting more than ten days in a three-month period would exceed existing ambient noise levels by 5 dBA or more at a noise-sensitive use; and/or
- Construction activities would exceed the ambient noise level by 5 dBA at a noise-sensitive use between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or anytime on Sunday.

Based on the Thresholds Guide, the Proposed Project would have significant impact on noise levels from operations, including mobile noise, if:

- Ambient noise level measured at the property line of affected uses increases by 3 dBA CNEL to or within the "normally unacceptable" or "clearly unacceptable" categories, as shown in **Table 4.9-1**, or any 5 dBA or more increase in noise level.

Section I.4 of the Thresholds Guide includes a significance threshold related to the construction or expansion of an airport or heliport. This significance threshold does not apply to the Proposed Project, and has not been utilized in the analysis.

There are no adopted City standards for vibration. According to the FTA, vibration impacts associated with human annoyance would be significant if vibration caused by implementation of the proposed plans exceeds 85 VdB, which is the vibration level that is considered to be acceptable only if there are an infrequent number of events per day. In terms of ground-borne vibration impacts on structures, the FTA vibration damage threshold is approximately 90 VdB for buildings extremely susceptible to building damage (e.g., historic structures) and 98 VdB for engineered concrete and masonry buildings without plaster (e.g., typical urban development).

METHODOLOGY

The noise and vibration analysis considers construction and operational sources. Construction noise levels were based on example equipment levels provided in the Thresholds Guide. Construction noise levels were also provided for various phases of construction activity based on the same source. Construction vibration levels were based on example equipment levels provided in FTA's Transit Noise and Vibration Impact Assessment guidance document.[12] Mobile source noise levels were estimated using the Federal Highway Administration (FHWA) RD-77-108 methodology. This methodology accounts for traffic volumes, roadway width, and vehicle mix. The analysis also discussed operational mechanical equipment noise (e.g., HVAC), land use/compatibility, and operational vibration.

Regarding the mobile source noise analysis, there are two CEQA cases that address analysis scenarios of long-range planning documents: 1) *Sunnyvale West Neighborhood Assoc. v. City of Sunnyvale City Council (6th Dist. 2010) 190 Cal.App.4th 1351* (Sunnyvale West) and 2) *Neighbors for Smart Rail v. Exposition Metro Line Construction Authority (2013) 57 Cal.4th 439* (Expo II). The first case indicated that project impacts should be compared directly to existing conditions. The second case clarified that comparison to an existing condition may *not* be appropriate if there is, "substantial evidence that an analysis based on existing conditions would tend to be misleading or without informational value to EIR users." For a planning project that would be implemented over time, comparison of full implementation of the plan (with all reasonably

[12]Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006.

foreseeable development constructed and occupied) to existing conditions would be misleading and of no or little informational value because it is likely infeasible for all development in the plan area to occur immediately. Impacts would not occur in the context of existing conditions but rather in the future context, once the plan has had time to be realized. For a planning project, significance of impacts is appropriately assessed based on a comparison between Future (2035) with Project conditions (at the earliest time full implementation could reasonably be expected) and Future (2035) No Project conditions. The ECTNP is a plan that is anticipated to only be fully realized over time, with all improvements anticipated to be implemented by 2035 or later. Therefore, an analysis of the Proposed Project's future (2035) land use changes and associated mobile noise impacts are compared to future mobile noise impacts in 2035 without the Proposed Project. Although it is only a theoretical scenario, a comparison to what would happen if the Proposed Project (comprised of transit-oriented development) were fully implemented by 2015 (after the Expo LRT Line Phase 2 is operational) is provided (Project in 2015 compared to No Project in 2015) for informational purposes.

As discussed in detail above, the Thresholds Guide provides guidance for the determination of significance of noise related impacts. This guidance is based on CEQA Guidelines Appendix G and provides specific criteria to be considered when making a significance determination. In some cases (see above), the Thresholds Guide includes quantitative thresholds. For purposes of this analysis, CEQA Guidelines Appendix G criteria are used, supplemented by thresholds identified in the Thresholds Guide, where appropriate.

A recent court case found that how existing environmental conditions impact a project's future users or residents, is not required to be analyzed in CEQA documents unless a project exacerbates existing conditions.[13] The Proposed Project would not change noise levels associated with operation of the Santa Monica Airport. Nonetheless, noise levels associated with the Airport are presented for informational purposes. The FAA and the City of Santa Monica plan to maintain airport operations through 2028, after which the City may discontinue its use as an airport.[14]

This discussion of noise addresses impacts for the entire Project Area. No distinction is made between areas of proposed change and areas within the ECTNP Area where zoning controls would not change because noise levels are a direct function of both mobile sources (traffic in the Project Area) and construction activity throughout the ECTNP Area.

IMPACTS

IMPACT 4.9-1 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT EXPOSE PERSONS TO OR GENERATE NOISE IN LEVELS IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES? THIS IMPACT IS CONSIDERED SIGNIFICANT AND UNAVOIDABLE.

Construction

Construction noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. The primary source of construction noise would be heavy-duty equipment.

[13] *California Building Industry Association v. Bay Area Air Quality Management District (2015) __Cal.4th__* (Case No. S213478)

[14] Federal Aviation Administration, *Press Release – FAA Reaches Settlement Agreement with City of Santa Monica*, January 28, 2017, https://www.faa.gov/news/press_releases/news_story.cfm?newsId=21394, accessed February 28, 2017.

Typical noise levels at 50 feet from various types of equipment that may be used during construction are listed in **Table 4.9-4**. The loudest noise levels are typically generated by impact equipment (e.g., pile drivers) and heavy-duty equipment (e.g., scrapers and graders).

TABLE 4.9-4: MAXIMUM NOISE LEVELS OF COMMON CONSTRUCTION MACHINES

Noise Source	Noise Level at 50 feet (dBA) /a/
Front Loader	73-86
Trucks	82-95
Cranes (moveable)	75-88
Cranes (derrick)	86-89
Vibrator	68-82
Saws	72-82
Pneumatic Impact Equipment	83-88
Jackhammers	81-98
Pumps	68-72
Generators	71-83
Compressors	75-87
Concrete Mixers	75-88
Concrete Pumps	81-85
Back Hoe	73-95
Pile Driving (peaks)	95-107
Tractor	77-98
Scraper/Grader	80-93
Paver	85-88

/a/ Machinery equipped with noise control devices or other noise-reducing design features generates less noise than shown in the table.
SOURCE: City of Los Angeles, *CEQA Thresholds Guide*, 2006.

The LAMC regulates construction noise levels through the provisions of Section 41.40 and Section 112.05. As described in Regulatory Framework above, Section 41.40 states that construction activities may only occur between the designated hours (7:00 a.m. to 9:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturdays). LAMC Section 112.05 establishes performance standards for powered equipment or tools. The maximum allowable noise level for most construction equipment within 500 feet of any residential zone is 75 dBA measured at 50 feet from the noise source. This restriction holds unless compliance is not technically feasible even with the use of noise "mufflers, shields, sound barriers, and/or other noise reduction devices or techniques."

Noise could be experienced by sensitive uses due to construction activities associated with development pursuant to the ECTNP. Sensitive uses are located in and around the ECNTP, and as specific development plans have not yet been determined at individual sites, for the purpose of this analysis it is assumed that sensitive receptors could be as close as 50 feet from where construction would take place. As shown in **Table 4.9-4**, above, sensitive receptors in the ECNTP could experience noise levels from construction equipment ranging from 68 to 107 dBA L_{eq}. Although LAMC regulations discussed above place limits on construction noise levels, there is still a possibility that typical construction noise levels could exceed the LAMC standard of 75 dBA L_{eq} at 50 feet in both areas of proposed change and areas within the ECTNP Project Area where zoning controls would not change. Details about future development projects and their ability to incorporate noise reduction devices or techniques per LAMC Section 112.05 are not known at this time. Therefore, prior to implementation of mitigation, the Proposed Project would result in a significant impact related to construction noise exceeding established standards.

Operation

The greatest potential for operational noise impacts would be related to changing the current zoning adjacent to existing sensitive land uses. These potential incompatibilities between the areas of change and surrounding uses are shown in **Table 4.9-5**. This table assesses the impacts of the proposed zones on the surrounding community (e.g., future industrial adjacent to existing residential). It does not assess the impact of the existing community to a new zone (e.g., existing manufacturing adjacent to future residential). Development could occur anywhere in the Project Area, both inside and outside areas of proposed change/Subareas. Impacts could occur throughout the Plan Area if intensified development is proposed adjacent to sensitive receptors.

TABLE 4.9-5: POTENTIAL NOISE INCOMPATIBILITY ADJACENT TO ZONE CHANGE AREAS

Station Area	Areas of Proposed Change		Adjacent Land Uses Outside of Change Areas	Potential Noise Incompatibility from Zone Changes?
	Existing Zone	Proposed Zone		
BUNDY	Manufacturing (M2)	New Industry; Hybrid Industrial: Jobs Emphasis; Hybrid Industrial: Residential Emphasis	Single-Family Residential Multi-Family Residential Public Facilities Commercial	No
	Single-Family Residential (R1)	Multi-Family Residential (R3, R1.5)	Multi-Family Residential Commercial Manufacturing	No
	Single-Family Residential (R1)	Residential/Accessory Services (RAS4)	Multi-Family Residential Commercial	**Yes**
SEPULVEDA	Manufacturing (M2)	New Industry; Hybrid Industrial: Jobs Emphasis	Single-Family Residential Multi-Family Residential Commercial Manufacturing	No
	Commercial (C2)	Residential/Accessory Services (RAS4)	Single-Family Residential Multi-Family Residential Commercial	No
	Multi-Family Residential (R2)	Multi-Family Residential (R3)	Single-Family Residential	No
WESTWOOD	Commercial (C2)	Residential/Accessory Services (RAS4)	Single-Family Residential Commercial	No
	Multi-Family Residential (R2)	Multi-Family Residential (R3)	Single-Family Residential Multi-Family Residential	No
PALMS	Manufacturing (M1)	New Industry	Multi-Family Residential Commercial	No
	Commercial (C2, CR, P1)	Mixed Use: Commercial/ Residential	Multi-Family Residential Public Facilities	No
	Multi-Family Residential (R3, R4)	Mixed Use: Commercial/ Residential	Multi-Family Residential Public Facilities Commercial	**Yes**
CULVER CITY	Manufacturing (M1, M2)	New Industry and Hybrid Industrial: Jobs Emphasis	Multi-Family Residential Manufacturing	No
	Commercial (C2, C4, P1)	Mixed Use: Commercial/ Residential	Multi-Family Residential Public Facilities Commercial	No
	Multi-Family Residential (RD2, R3)	Mixed Use: Commercial/ Residential	Multi-Family Residential Public Facilities	**Yes**

SOURCE: TAHA, 2017.

As specific development plan have not yet been determined at individual sites, for the purpose of this analysis, assumptions are made based off the compatibility of land uses. The assessment considers the general compatibility between land uses allowed in areas of proposed changed and the type of existing adjacent (i.e., abutting and across the street) land uses. Using the Thresholds Guide criteria, **Table 4.9-5** considers whether the noise level of a new proposed use in the ECTNP would exceed the ambient noise level of an existing adjacent use by at least 3 dBA to or within the "normally unacceptable" or "clearly unacceptable" categories (as indicated in **Table 4.9-1**), or would exceed the noise level by at least 5 dBA.

For example, the Bundy Station Area includes the conversion of some manufacturing zoning to the New Industry zone or either one of two the Hybrid Industrial zones. The New Industry and Hybrid Industrial zones would not allow traditional industrial uses, rather uses tailored toward 21st century industries, such as creative office, research and development, media, and technology. It is not anticipated that New Industry land uses would generate more noise than existing manufacturing facilities, which typically include substantial operations of mechanical equipment. New Industry and Hybrid Industrial land uses would include the operations of some mechanical equipment (e.g. HVAC equipment); however, the noise generated by this equipment would be similar or less than the noise generated by heavier equipment that is typically associated with manufacturing facilities allowed in the existing Manufacturing zones. Therefore, the proposed zoning would have a lesser impact on adjacent sensitive uses compared to the existing zoning, and would not increase the current ambient noise level of adjacent sensitive uses.

Another example is the conversion of a single-family residential zone to the Residential/Accessory Service (RAS4) zone in the Bundy Station Area. The RAS4 zone allows multi-family land use as well as neighborhood-serving commercial land uses such as grocery stores. A new grocery store located next to a single-family or multi-family residence could increase noise levels due a variety of noise sources, including truck deliveries and parking activity and thus would be potentially incompatible. Trucks in loading zones can generate noise levels up to 79 dBA at 50 feet, which would exceed the City's presumed ambient noise levels for residential uses (approximately 50 dBA during the daytime, as shown in **Table 4.9-3**) by more than 5 dBA.[15] This type of noise source would also likely exceed baseline noise levels, if they are already higher than the presumed ambient level, in existing residential areas by more than 5 dBA. In this case, the proposed zoning would potentially have a greater noise impact on adjacent sensitive uses compared to existing zoning.

In the Palms and Culver City Station Areas, some Multi-Family Residential zones (RD2, R3, and R4) would be converted to the Mixed Use Commercial/Residential zone. The Mixed Use zone would mostly be developed with residential uses, but could also be developed entirely as commercial use. Thus, commercial uses could be operational adjacent to residences, schools, or other existing sensitive uses. As discussed above for the proposed RAS4 zone in Bundy Station Area, due to noise sources such as truck delivery, commercial uses would potentially impact adjacent sensitive uses by increasing the ambient noise levels by more than 5 dBA.

As shown in **Table 4.9-5**, the Bundy, Palms, and Culver City Station Areas include zone changes that have the potential to generate a noise impact on an existing adjacent sensitive land use. A "No" in the last column of the table does not necessarily mean that the proposed zone is compatible with the adjacent uses. It may mean that the proposed zone is simply more compatible (less incompatible) than the existing zone. A "Yes" means that zone changes could create new land use incompatibilities. As discussed above, zone changes could increase noise levels at adjacent sensitive uses by 3 dBA CNEL to or within the "normally unacceptable" or "clearly unacceptable" categories, as shown in **Table 4.9-1**, or increase noise by levels at least 5 dBA. This general incompatibility is not related to any specific exceedance of a standard in the LAMC (e.g., HVAC equipment) but land use incompatibility as a whole. Implementation of the ECTNP would result in a substantial permanent increase in ambient noise levels in the Proposed Project vicinity above levels existing without the Proposed Project. Therefore, prior to implementation of mitigation, due to the introduction of new land uses the

[15]California Department of Transportation, *Technical Noise Supplement*, November 2009.

Proposed Project would result in a significant impact related to exposing persons to or generating noise levels in excess of established standards.

An additional source of operational noise includes new stationary sources such as HVAC systems. Large HVAC systems could result in noise levels that average between 50 and 65 dBA L_{eq} at 50 feet from the equipment. HVAC units would be mounted on the rooftops and, as required by LAMC Section 112.02, HVAC units would be required to reduce noise such that the noise levels of adjoining units and adjacent properties do not exceed ambient noise levels by 5 dBA. Compliance with Section 112.02 would ensure that noise levels from the introduction of new HVAC units remains below LAMC standards and exposure to persons to noise levels above City's standards would not occur. Therefore, the Proposed Project would result in a less than significant impact related to exceeding established noise standards for operational noise from new HVAC uses. The predominant noise source for the Proposed Project is vehicular traffic. **Table 4.9-6** shows the incremental increase in mobile source noise levels between the 2035 Future with Project and Future No Project conditions.

TABLE 4.9-6: OPERATIONAL MOBILE SOURCE NOISE LEVELS – FUTURE WITH PROJECT CONDITIONS

Roadway	CNEL		
	Future No Project (2035)	Future With Project (2035)	Project Impact
BUNDY STATION			
Cloverfield Blvd., North of Olympic Blvd.	70.2	70.2	0.0
Bundy Dr., North of Wilshire Blvd.	69.8	69.8	0.0
Ohio Ave., East of Bundy Dr.	61.8	62.2	0.4
Olympic Blvd., West of Bundy Dr.	72.0	72.1	0.1
Bundy Dr., North of Olympic Blvd.	71.2	71.4	0.2
SEPULVEDA STATION			
Barrington Ave., South of Olympic Blvd.	70.0	70.0	0.0
Sawtelle Blvd., South of Santa Monica Blvd.	67.5	67.6	0.1
Sepulveda Blvd., North of Olympic Blvd.	70.1	70.4	0.3
Pico Blvd., East of Sepulveda Blvd.	71.4	71.7	0.3
Sepulveda Blvd., North of Exposition	71.7	71.9	0.2
WESTWOOD STATION			
Westwood Blvd., South of Olympic Blvd.	69.7	69.8	0.1
Westwood Blvd., North of Pico Blvd.	69.4	69.5	0.1
Westwood Blvd., South of Pico Blvd.	69.5	69.6	0.1
National Blvd., West of Westwood Blvd.	70.4	70.4	0.0
Overland Ave., South of Pico Blvd.	71.5	71.6	0.1
PALMS STATION			
Palms Blvd., East of Motor Ave.	70.4	70.6	0.2
Overland Ave., South of Culver Blvd.	71.1	71.2	0.1
Motor Ave., South of Palms Blvd.	68.3	68.6	0.3
Motor Ave., North of Palms Blvd.	67.8	68.1	0.3
Venice Blvd., East of Motor Ave.	71.3	71.3	0.0
CULVER CITY STATION			
Culver Blvd., South of Venice Blvd.	69.0	69.0	0.0
Venice Blvd., East of Culver Blvd.	72.2	72.3	0.1
Robertson Blvd., North of National Blvd.	71.0	71.0	0.0
Washington Blvd., East of National Blvd.	70.7	70.8	0.1
Cattaragus Ave., East of Robertson Blvd.	62.8	63.0	0.2

SOURCE: TAHA, 2017.

Table 4.9-7 shows the incremental increase in mobile source noise levels between the Project in 2015 and No Project in 2015. None of the analyzed roadway segments would experience an increase in mobile source noise that exceeds the most conservative noise threshold from the Thresholds Guide of 3-dBA CNEL. Therefore, the Proposed Project would result in a less than significant impact related to exceeding standards for mobile noise levels.

TABLE 4.9-7: OPERATIONAL MOBILE SOURCE NOISE LEVELS – EXISTING PLUS PROJECT CONDITIONS

Roadway	CNEL		
	No Project (2015)	With Project (2015)	Project Impact
BUNDY STATION			
Cloverfield Blvd., North of Olympic Blvd.	70.2	70.2	0.0
Bundy Dr., North of Wilshire Blvd.	69.6	69.6	0.0
Ohio Ave., East of Bundy Dr.	61.5	61.9	0.4
Olympic Blvd., West of Bundy Dr.	71.8	72.0	0.1
Bundy Dr., North of Olympic Blvd.	70.9	71.1	0.2
SEPULVEDA STATION			
Barrington Ave., South of Olympic Blvd.	69.6	69.7	0.0
Sawtelle Blvd., South of Santa Monica Blvd.	67.4	67.5	0.1
Sepulveda Blvd., North of Olympic Blvd.	69.7	70.0	0.3
Pico Blvd., East of Sepulveda Blvd.	71.2	71.5	0.3
Sepulveda Blvd., North of Exposition Blvd.	71.1	71.2	0.2
WESTWOOD STATION			
Westwood Blvd., South of Olympic Blvd.	69.5	69.6	0.1
Westwood Blvd., North of Pico Blvd.	69.2	69.3	0.1
Westwood Blvd., South of Pico Blvd.	69.1	69.2	0.1
National Blvd., West of Westwood Blvd.	69.8	69.9	0.1
Overland Ave., South of Pico Blvd.	71.3	71.4	0.1
PALMS STATION			
Palms Blvd., East of Motor Ave.	70.2	70.4	0.2
Overland Ave., South of Culver Blvd.	70.8	70.8	0.1
Motor Ave., South of Palms Blvd.	67.9	68.2	0.3
Motor Ave., North of Palms Blvd.	67.6	68.0	0.4
Venice Blvd., East of Motor Ave.	70.8	70.9	0.1
CULVER CITY STATION			
Culver Blvd., South of Venice Blvd.	68.1	68.1	0.0
Venice Blvd., East of Culver Blvd.	71.4	71.5	0.1
Robertson Blvd., North of National Blvd.	70.7	70.8	0.0
Washington Blvd., East of National Blvd.	70.5	70.6	0.1
Cattaragus Ave., East of Robertson Blvd.	61.9	62.1	0.2

SOURCE: TAHA, 2017.

In conclusion, before mitigation, the Proposed Project would result in potentially significant impacts related to exceeding standards for construction noise, as well as exceeding ambient noise levels of existing uses due to the introduction of new uses. The Proposed Project would result in less than significant impacts relating to exceeding standards for operational noise from new HVAC units, as well as mobile noise levels.

MITIGATION MEASURES

N1 The City, as a condition of any approval for applicable projects within the ECTNP, shall require all contractors to include the following best management practices in contract specifications:

- Construction haul truck and materials delivery traffic shall avoid residential areas whenever feasible. If no alternatives are available, truck traffic shall be routed on streets with the fewest residences.
- The construction contractor shall locate construction staging areas away from sensitive uses.
- When construction activities are located within 500 feet of noise-sensitive land uses, noise barriers (e.g., temporary walls or piles of excavated material) shall be constructed between activities and noise sensitive uses.
- Impact pile drivers shall be avoided where possible in noise-sensitive areas. Drilled piles or the use of a sonic vibratory pile driver are quieter alternatives that shall be utilized where geological conditions permit their use. Noise shrouds shall be used when necessary to reduce noise of pile drilling/driving.
- Construction equipment shall be equipped with mufflers that comply with manufacturers' requirements.
- The construction contractor shall use on-site electrical sources to power equipment rather than diesel generators where feasible.

N2 The following conditions shall apply to future development within New Industry, Hybrid Industrial: Jobs Emphasis, Hybrid Industrial-Residential Emphasis, and Mixed Use: Commercial/Residential zones with direct line-of-site to adjacent residential and other sensitive land uses:

- Industrial activity yards that include the operation of heavy equipment shall be shielded by sound barriers that block line-of-sight to sensitive receptors.
- Mechanical equipment (e.g., HVAC Systems) shall be enclosed with sound buffering materials.
- Truck loading/unloading activity shall be prohibited between the hours of 10:00 p.m. and 7:00 a.m. when located within 200 feet of a residential land use.
- Parking structures located within 200 feet of any residential use shall be constructed with a solid wall abutting the residences and utilize textured surfaces on garage floors and ramps to minimize tire squeal.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Implementation of Mitigation Measure **N1** would reduce construction noise levels at existing and future noise-sensitive receptors during construction activities associated with implementation of the Proposed Project; however, as identified in **Table 4.9-4**, above, noise levels from various mechanized construction equipment would exceed 75 dBA at distances of 50 feet from the equipment which could exceed the limitations established in LAMC Section 112.05. Depending on the location of construction activities, typical construction noise levels could still exceed 75 dBA despite implementation of mitigation. Implementation of Mitigation Measure **N1** would help to reduce this impact, but not necessarily to less than significant, because certain construction activities may still be required in proximity to nearby sensitive receptors and construction-related noise levels could exceed the 75 dBA threshold. Construction activity would be short-term and temporary at each location, although construction is anticipated to occur throughout the time frame of the Proposed Project. Regardless, with mitigation, the Proposed Project would result in a significant and unavoidable impact related to the generation of construction noise in excess of the LAMC standards.

Operational impacts related to HVAC and mobile sources noise were determined to be less than significant. However, impacts related to operational land use incompatibilities were determined to be potentially significant without mitigation. While difficult to quantify noise reduction associated with Mitigation Measure **N2**, implementing these conditions would reduce noise levels. For example, sound barriers between industrial activities and a receptor would reduce noise levels by 5 dBA to 15 dBA, depending on the height of the barrier. However, depending on the specific land uses proposed at a specific location, operational activities could still potentially increase noise levels at adjacent receptors by 3 dBA CNEL to or within the "normally unacceptable" or "clearly unacceptable" categories, as shown in **Table 4.9-1**, or could increase any ambient noise level by 5 dBA or more. Therefore, the Proposed Project is considered to result in a significant and unavoidable impact related to operational noise after mitigation.

IMPACT 4.9-2 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT RESULT IN A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE PROPOSED PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT? THIS IMPACT IS CONSIDERED SIGNIFICANT AND UNAVOIDABLE.

See Impact 4.9-1 for a discussion of permanent noise. The Proposed Project is a planning document and detailed noise impacts cannot be identified in the absence of specific projects. Impact 4.9-1 includes examples of specific projects that would potentially result in substantial increases in permanent noise. For example, in the Palms and Culver City Station Areas, some Multi-Family Residential zones (RD2, R3, and R4) would be converted to the Mixed Use Commercial/Residential zone. It is anticipated that the Mixed Use zone would mostly be developed with residential uses, but could also be developed entirely as commercial use. Thus commercial uses could be operational adjacent to residences, schools, or other existing sensitive uses. Noise sources such as truck deliveries at commercial uses could impact adjacent sensitive uses by increasing the ambient noise levels at adjacent receptors by 3 dBA CNEL to or within the "normally unacceptable" or "clearly unacceptable" categories, as shown in **Table 4.9-1**, or increase noise by levels at least 5 dBA. This would result in a substantial permanent increase in ambient noise levels in the Proposed Project vicinity above levels existing without the Proposed Project. Therefore, prior to implementation of mitigation, the Proposed Project could result in a significant impact related to operational noise.

MITIGATION MEASURES

Refer to Mitigation Measure **N2** above for mitigation related to permanent noise from operational activity.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts related to operational noise were determined to be significant without mitigation. While difficult to quantify noise reduction associated with Mitigation Measure **N2**, implementing these conditions would reduce noise levels. For example, sound barriers between industrial activities and a receptor would reduce noise levels by 5 dBA to 15 dBA, depending on the height of the barrier. However, depending on the specific land uses proposed at a specific location, operational activities could still increase noise levels at adjacent receptors by 3 dBA CNEL to or within the "normally unacceptable" or "clearly unacceptable" categories, as shown in **Table 4.9-1**, or could increase any ambient noise level by 5 dBA or more. Therefore, the Proposed Project is considered to result in a significant and unavoidable impact related to operational noise after mitigation.

IMPACT 4.9-3 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT RESULT IN A SUBSTANTIAL TEMPORARY OR PERIODIC INCREASE IN AMBIENT NOISE LEVELS IN THE PROPOSED PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT? THIS IMPACT IS CONSIDERED SIGNIFICANT AND UNAVOIDABLE.

As discussed above in Impact 4.9-1, land uses sensitive to increased noise levels (e.g., residences) are located throughout the ECTNP and surrounding communities. Construction activity typically involves the operation of multiple pieces of equipment at the same time.

Table 4.9-8 shows noise levels by construction phase at 50 feet. The grading/excavation and finishing phases typically generate the loudest noise levels at 89 dBA L_{eq} without equipment mufflers, and 86 dBA L_{eq} with equipment mufflers.

TABLE 4.9-8: OUTDOOR CONSTRUCTION NOISE LEVELS

Construction Phase	Noise Level At 50 Feet (dBA, L_{eq})	Noise Level At 50 Feet With Mufflers (dBA, L_{eq})
Ground Clearing	84	82
Grading/Excavation	89	86
Foundations	78	77
Structural	85	83
Finishing	89	86

SOURCE: City of Los Angeles, *CEQA Thresholds Guide*, 2006.

The existing daytime noise level in residential areas is presumed to be 50 dBA (**Table 4.9-3**). As discussed in Impact 4.9-1, it is anticipated that construction activity within the ECNTP would be located within 50 feet of residences and other sensitive receptors. Based on **Table 4.9-8**, the daytime ambient noise levels would increase between 28 and 39 dBA depending on the construction phase. Construction noise would increase ambient noise levels by more than 10 dBA for activities lasting more than one day, and by more than 5 dBA for construction activities lasting more than ten days in a three month period. This would result in a substantial temporary or periodic increase in ambient noise levels in the Proposed Project vicinity above levels existing without the Proposed Project. Therefore, prior to implementation of mitigation, the Proposed Project would result in a significant impact related to construction noise.

MITIGATION MEASURES

Refer to Mitigation Measure **N1** above for mitigation related to temporary and periodic noise from construction activity.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts related to temporary and periodic noise from construction activity were determined to be significant without mitigation. While difficult to quantify, the noise reduction associated with each part of Mitigation Measure **N1** would noticeably reduce noise levels. For example, requiring equipment mufflers would reduce engine noise by at least 3 dBA. However, in the absence of detailed noise analyses associated with specific projects, it is anticipated that construction noise levels at various sensitive land uses would exceed the City's thresholds of significance. Therefore, the Proposed Project would result in a significant and unavoidable impact related to temporary and periodic noise after mitigation.

IMPACT 4.9-4 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT EXPOSE PEOPLE TO OR GENERATE EXCESSIVE VIBRATION OR GROUND-BORNE NOISE LEVELS? THIS IMPACT IS CONSIDERED SIGNIFICANT AND UNAVOIDABLE.

Construction

Construction activity can result in varying degrees of ground vibration depending on the equipment and methods employed. Operation of construction equipment causes vibrations that spread through ground and diminish in strength with distance. Buildings founded on the soil in the vicinity of the construction site respond to these vibrations with varying results ranging from no perceptible effects at the lowest levels, low rumbling sounds and perceptible vibrations at moderate levels, and slight damage at the highest levels.

Table 4.9-9 shows construction equipment vibration levels based on various reference distances. Construction vibration is a localized event and is typically only perceptible to a receptor that is in close proximity to the vibration source. The type of low- or mid-rise buildings anticipated to be built under the Proposed Project would typically be constructed with loaders and bulldozers. However, it is possible that pile driving would be necessary depending on site-specific geologic conditions. Construction equipment would typically generate vibration levels up to 87 Vdb at 25 feet, although pile driving could generate a vibration level of 112 Vdb at 25 feet. Without detailed project-specific construction plans, it is possible that heavy equipment could operate within 25 feet of, or adjacent to, nearby buildings. The vibration levels associated with this equipment could exceed the 90 VdB for buildings extremely susceptible to building damage (e.g., historic structures) and 98 VdB for engineered concrete and masonry buildings without plaster (e.g., typical urban development). Therefore, prior to mitigation, the Proposed Project would result in a significant impact related to construction vibration.

TABLE 4.9-9: VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

	Approximate Vdb			
Equipment	**25 Feet**	**50 Feet**	**75 Feet**	**100 Feet**
Pile Driver (Impact)	112	106	102	100
Large Bulldozer	87	81	77	75
Loaded Trucks	86	80	76	74
Jackhammer	79	73	69	67
Small Bulldozer	58	52	48	46

SOURCE: FTA, *Transit Noise and Vibration Impact Assessment*, May 2006.

Operation

It is not anticipated that the ECTNP would be developed with substantial sources of operational vibration (e.g., blasting activities). Operational ground-borne vibration would be generated by vehicular travel on the local roadways. According to the FTA, *Transit Noise and Vibration Impact Assessment* guidance document, vibration from traffic is rarely perceptible.[16] It is not anticipated that the Proposed Project would result in new mobile or stationary sources of operational vibration. Similar to existing conditions, traffic vibration levels would not be perceptible by sensitive receptors. Therefore, the Proposed Project would result in less than significant impacts related to operational vibration.

[16]Federal Transit Authority, *Transit Noise and Vibration Impact Assessment*, May 2006.

MITIGATION MEASURES

N3 As part of project conditions for new development within the ECTNP Area, the City shall require all contractors to include the following best management practices in contract specifications:

- The construction contractor shall manage construction phasing (scheduling demolition, earthmoving, and ground-impacting operations so as not to occur in the same time period), use low-impact construction technologies, and shall avoid the use of vibrating equipment where possible to avoid construction vibration impacts.

- The construction contractor shall utilize alternatives to impact pile drivers, such as sonic pile drivers or caisson drills. If geotechnical limitations require the use of pile driving, control measures shall be used to reduce vibration levels. These measures may include, but are not limited to:

  - Predrilled holes;
  - Cast-in-place or auger cast piles;
  - Pile cushioning (i.e., a resilient material placed between the driving hammer and the pile);
  - Jetting (i.e., pumping a mixture of air and water through high-pressure nozzles to erode the soil adjacent to the pile); and
  - Non-displacement piles (i.e., piles that achieve capacity from the end bearing rather than the pile shaft).

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts related to construction vibration were determined to be significant without mitigation. While difficult to quantify the vibration reduction associated with Mitigation Measure **N3**, implementing caisson drilling instead of impact pile driving would reduce vibration levels by approximately 87 Vdb at 25 feet. It is anticipated that mitigation would substantially reduce/control construction vibration. However, in the absence of construction details associated with specific projects and without knowing the proximity of construction activities to specific receptors, it is anticipated that construction vibration levels at adjacent buildings could exceed the thresholds of significance. Therefore, after mitigation the Proposed Project is considered to result in a significant and unavoidable impact related to construction vibration after mitigation.

Impacts related to operational vibration were determined to be less than significant without mitigation.

IMPACT 4.9-5 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT EXACERBATE LEVELS OF EXPOSURE FOR PEOPLE WORKING OR RESIDING WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT TO EXCESSIVE NOISE LEVELS? THE PROJECT WOULD NOT AFFECT EXISTING NOISE RELATED TO OPERATION OF SANTA MONICA AIRPORT AND THEREFORE THERE WOULD BE NO IMPACT ASSOCIATED WITH AVIATION NOISE.

The City's community noise exposure standards are presented in **Table 4.9-1**, above. This table can be used to determine if a proposed land use is compatible with existing ambient noise levels, including noise levels generated by an airport. The ECTNP Project Area is approximately 1,400 feet north of the Santa Monica Airport. The nearest proposed zone or land use designation change is located approximately 2,800 feet north of the Santa Monica Airport. The Santa Monica Airport has developed noise contours to characterize the Airport's influence on community noise levels.[17] The noise contours indicate that Santa Monica Airport-related noise levels at new development associated with the Proposed Project would be less than 60 dBA CNEL. These airport-related noise levels would be consistent with the City's acceptable community noise exposure standards for all land uses, as presented in **Table 4.9-1**. Therefore, the Proposed Project would result in no significant impact related to exacerbating levels of exposure for people working or residing near

[17]City of Santa Monica, *Calendar Year 2012 CNEL Contours for the Santa Monica Municipal Airport*, September 2013.

the Santa Monica Airport to excessive noise levels. Additionally, the FAA and the City of Santa Monica plan to maintain airport operations through 2028, after which the City may discontinue its use as an airport.[18]

MITIGATION MEASURES

The Proposed Project would not exacerbate existing conditions with respect to aviation noise. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

No impacts related to aviation noise were identified to result from the Proposed Project.

IMPACT 4.9-6 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT EXACERBATE LEVELS OF EXPOSURE FOR PEOPLE WORKING OR RESIDING WITHIN THE VICINITY OF A PRIVATE AIRSTRIP TO EXCESSIVE NOISE LEVELS? THE PROJECT AREA IS NOT LOCATED WITHIN THE VICINITY OF A PRIVATE AIRSTRIP. THE PROJECT WOULD NOT AFFECT EXISTING NOISE RELATED TO OPERATION OF AN AIRSTRIP AND THEREFORE THERE WOULD BE NO IMPACT ASSOCIATED WITH AVIATION NOISE.

The Project Area is not located within the vicinity of a private airstrip. Development of the Proposed Project would not exacerbate levels of exposure for people residing or working in the project area to excessive noise related to airstrip operations. Therefore, the Proposed Project would have no impact related to airstrip noise, and no further analysis of this issue is required.

MITIGATION MEASURES

The Proposed Project would not exacerbate existing conditions with respect to aviation noise. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

No impacts related to aviation noise were identified to result from the Proposed Project.

[18]Federal Aviation Administration, *Press Release – FAA Reaches Settlement Agreement with City of Santa Monica*, January 28, 2017, https://www.faa.gov/news/press_releases/news_story.cfm?newsId=21394, accessed February 28, 2017.

4.10 POPULATION, HOUSING, AND EMPLOYMENT

This section provides an overview of population, housing, and employment and evaluates the construction and operational impacts associated with the Proposed Project. Topics addressed include local and regional assessments, the amount of population, housing, and employment growth expected, and the potential displacement caused by the Proposed Project. The Draft EIR evaluates the environmental impacts related to population, housing, and employment based upon information from a variety of public agencies including the City of Los Angeles Department of City Planning (DCP), the U.S. Census Bureau (US Census), the Southern California Association of Governments (SCAG), and the California Department of Finance (DOF).

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15131, the Draft EIR analysis is limited to those socioeconomic issues that could result in a direct change on the physical environment. In light of this, the effect of the Proposed Project on property values and its economic effect on surrounding businesses are not considered environmental issues and, therefore, will not be analyzed.

REGULATORY FRAMEWORK

FEDERAL

Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Relocation Act). The Uniform Relocation Act (Public Law 91-646) provides important protections and assistance for people affected by federally funded projects. This law was enacted by Congress to ensure that people whose real property is acquired, or who move as a result of projects receiving federal funds, will be treated fairly and equitably and will receive assistance in moving from the property they occupy.

Comprehensive Housing Affordability Study (CHAS). CHAS was enacted by the Cranston-Gonzalez National Affordable Housing Act of 1990 and is run by the U.S. Department of Housing and Urban Development (HUD). The primary purpose of the CHAS data is to demonstrate the number of households in need of housing assistance. This is estimated by the number of households that have certain housing problems and have income low enough to qualify for HUD's programs (primarily 30, 50, and 80 percent of median income). It is also important to consider the prevalence of housing problems among different types of households, such as the elderly, disabled, minorities, and different household types. The CHAS data provide counts of the numbers of households that fit these HUD-specified characteristics in HUD-specified geographic areas.

In addition to estimating low-income housing needs, the CHAS data contribute to a more comprehensive market analysis by documenting issues such as lead paint risk, affordability mismatch, and the interaction of affordability with variables such as age of homes, number of bedrooms, and type of building.

STATE

Senate Bill 375 (SB 375). SB 375 focuses on aligning transportation, housing, and other land uses to achieve regional greenhouse gas (GHG) emission reduction targets established under the California Global Warming Solutions Act, also known as Assembly Bill (AB) 32. SB 375 requires Metropolitan Planning Organizations (MPO) to develop a Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan (RTP), with the purpose of identifying policies and strategies to reduce per capita passenger vehicle-generated GHG emissions. In application, the SCS must: (1) identify the general location of land uses, residential densities, and building intensities within the region; (2) identify areas within the region sufficient to house all the population of the region; (3) identify areas within the region sufficient to house an eight-year projection of the regional housing need; (4) identify a transportation network to service the regional transportation needs; gather and consider the best practically available scientific information

regarding resources areas and farmland in the region; (5) consider the state housing goals; (6) set forth a forecasted development pattern for the region; and (7) allow the regional transportation plan to comply with the Federal Clean Air Act (CAA) of 1970 (42 United States Code Section 7401 *et seq.*; Government Code Section 65080, subdivision (b)(F)(2)(B)), which, when integrated with the transportation network and other transportation measures and policies, will reduce the GHG from automobiles and light-duty trucks to achieve, if there is a reasonable way to do so, the GHG emission reduction targets approved by the California Air Resources Board (CARB). If the SCS does not achieve the GHG emission targets set by CARB, an Alternative Planning Strategy (APS) must be developed to demonstrate how the targets could be achieved.

SB 375 also imposes a number of new requirements on the regional housing needs process. Prior to SB 375, the regional transportation plan and regional housing needs processes were not required to be coordinated. SB 375 now synchronizes the schedules of the regional housing needs allocation (RHNA) and RTP processes. The RHNA, which is developed after the regional transportation plan, must also allocate housing units within the region consistent with the development pattern included in the SCS. Previously, the RHNA determination was based on population projections produced by the DOF. SB 375 requires the determination to be based upon population projections by the DOF and regional population forecasts used in preparing the RTP. If the total regional population forecasted and used in the RTP is within a range of three percent of the regional population forecast completed by the DOF for the same planning period, then the population forecast developed by the regional agency and used in the RTP shall be the basis for the determination. If the difference is greater than three percent, then the two agencies shall meet to discuss variances in methodology and seek agreement on a population projection for the region to use as the basis for the RHNA determination. If no agreement is reached, then the basis for the RHNA determination shall be the regional population projection created by the DOF.

Existing law requires local governments to adopt a housing element as part of their general plan. Unlike the rest of the general plan, where updates sometimes occur at intervals of 20 years or longer, under previous law the housing element was required to be updated as frequently as needed and no less than every five years. Under SB 375, this time period has been lengthened to eight years and timed so that the housing element period begins no less than 18 months after adoption of the RTP, to encourage closer coordination between the housing and transportation planning. SB 375 also changes the implementation schedule required in each housing element. Previous law required the housing element to contain a program, which set forth a five-year schedule to implement the goals and objectives of the housing element. The new law instead requires this schedule of actions to occur during the eight-year housing element planning period, and requires each action have a timetable for implementation.

Fair Employment and Housing Act (FEHA). The FEHA of 1959 (Government Code Section 12900 *et seq.*) prohibits housing discrimination on the basis of race, color, religion, sexual orientation, marital status, national origin, ancestry, familial status, disability, or source of income.

The Unruh Civil Rights Act. The Unruh Civil Rights Act of 1959 (Civ. Code Section 51) prohibits discrimination in "all business establishments of every kind whatsoever." The provision has been interpreted to include businesses and persons engaged in the sale or rental of housing accommodations.

California Department of Housing and Community Development (HCD). State Housing Law (Government Code Section 65580) requires local government plans to address the existing and projected housing needs of all economic segments of the community through their housing elements. The housing element is one of seven state-mandated elements that every general plan must contain, and is required to be updated every eight years and determined legally adequate by the state. The purpose of the housing element is to identify the community's housing needs, states the community's goals and objectives with regard to housing production, rehabilitation, and conservation to meet those needs, and define the policies and programs that the community will implement to achieve the stated goals and objectives.

California Relocation Assistance Act. The California Relocation Assistance Act (Government Code Section 7260 *et seq.*) establishes uniform policies to provide for the fair and equitable treatment of people displaced from their homes or businesses as a direct result of state and/or local government projects or programs. This Act requires that comparable replacement housing be made available to displaced persons within a reasonable period of time prior to the displacement. Displaced persons or businesses are assured payment for their acquired property at fair market value. Relocation assistance in the form of advisory assistance and financial benefits would be provided at the local level. This includes aid in finding a new home location, payments to help cover moving costs, and additional payments for certain other costs.

Homeowners and Private Property Protection Act. In 2008, California voters approved Proposition 99, the Homeowners and Private Property Protection Act, which amended the California Constitution so that local governments are prohibited from using eminent domain authority to acquire an owner-occupied residence for the purposes of conveying it to a private recipient, with limited exceptions. Proposition 99 applies only to owner-occupied residences. Cities may still use eminent domain authority to convey multi-family and non-residential property to other private parties.

Density Bonus Law (Government Code Section 65915). The State Density Bonus law (signed into law in 1979) requires jurisdictions to provide applicants with a density bonus and incentives or concessions for the production of housing development in which affordable housing is also provided. Eligible projects include housing developments with 10 percent housing for lower income households, 5 percent of the housing for very low income households, senior citizen housing, and 10 percent of the total dwelling units provided as affordable housing in condominium projects.

Assembly Bill (AB) 2222. On September 27, 2014, Governor Brown signed AB 2222, which amended sections of the State Density Bonus Law (Government Code Section 65915). AB 2222's major provision to the State Density Bonus Law requires that density bonus projects resulting in a loss in existing affordable, and otherwise locally-regulated (i.e., rent-stabilized) housing units, replace those units one-for-one. It also extends the affordability period from 30 to 55 years and expands the use of equity sharing in for-sale units.

REGIONAL

Southern California Association of Governments (SCAG) 2012-2035 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS).[1] In 2012, SCAG adopted the 2012-2035 RTP/SCS. The RTP/SCS presents a long-term transportation vision through the year 2035 for the SCAG region. The State of California requires that cities plan for changes in population, housing demand and employment; if growth is anticipated, each city must accommodate a share of the region's projected growth. These projections are developed by SCAG, which serves as the MPO for the six-county region which includes Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties, and then allocated to cities within the region. SCAG is mandated by federal and state governments to prepare the RTP, a 20-year transportation plan for the region that addresses regional growth, air quality and other issues, based on an analysis of past and future regional trends. The 2012-2035 RTP/SCS includes SCAG's projection of growth for the region. The RTP/SCS includes population, housing, and employment forecasts that provide advisory information to local jurisdictions for use in planning activities. The overall land use pattern projected by the RTP/SCS focuses jobs and housing in the region's High Quality Transit Areas (HQTA), areas identified by SCAG that are within a half mile of a well-serviced transit stop. The RTP/SCS assumes that between 2008 and 2035, 51 percent of new housing and 53 percent of new employment growth will occur within HQTAs.

[1]During the preparation of the ECTNP Draft EIR, the 2012-2035 RTP/SCS was the most recent adopted RTP/SCS available. The 2016-2040 RTP/SCS was adopted April 7, 2016, after the analysis in the ECTNP Draft EIR was completed. The 2016-2040 RTP/SCS has been reviewed to determine if there are any substantial differences in policy and/or growth trends associated with the socioeconomic data as compared to the 2012-2035 RTP/SCS. Based on this review it has been determined that the minor refinements in policy and associated updated socioeconomic data in the 2016-2040 RTP/SCS would not substantially affect the analyses or conclusions of this ECTNP EIR. While the SCAG transportation model itself is still not available, SCAG staff indicates that changes to the network and associated calculations are minor. The 2016-2040 RTP/SCS is discussed for informational purposes. Please see **Appendix K** for a more detailed discussion.

SCAG's 2016-2040 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) and Regional Transportation Improvement Plan (RTIP).[2] The 2016-2040 RTP/SCS, adopted in April 2016, presents the transportation and overall land use vision for the SCAG region. The 2016-2040 RTP/SCS includes SCAG's projection of growth for the region through 2040. The 2016-2040 RTP/SCS includes population, housing, and employment forecasts that provide advisory information to local jurisdictions for use in planning activities. Built upon the success of the 2012-2035 RTP/SCS, the 2016-2040 RTP/SCS includes a set of regional land use strategies that are intended to increase transportation mode choice, guide future land development patterns, and further improve air quality. These proposed land use strategies recognize a higher portion of new households and employment in areas well served by transit, and reduce growth in high value habitat areas along with neighborhoods that are adjacent to highways. Like the 2012-2035 RTP/SCS, the proposed land use strategies included in the 2016-2040 RTP/SCS continue to focus new growth in HQTAs, existing suburban town centers, and more walkable, mixed-use communities.

Sustainability Planning Grant Program. The Sustainability Planning Grant Program, previously known as the Compass Blueprint Growth Grant Program, provides direct technical assistance to SCAG member jurisdictions to complete planning and policy efforts that enable implementation of the regional SCS. Since starting in 2005, 133 projects have been completed through the program, with another 69 projects to be completed by the end of 2016. Grants are available to SCAG member jurisdictions in through categories: integrated land use, active transportation, and green region. The Compass Blueprint Growth Vision was replaced by SCAG's RTP/SCS.[3]

SCAG Regional Housing Needs Assessment (RHNA). The RHNA is a key tool for SCAG and its member governments to plan for growth. The 5th cycle Final RHNA Allocation Plan was adopted by the SCAG Regional Council on October 4, 2012 and quantifies the need for housing within each jurisdiction between 2013 and 2021. Communities then plan, consider, and decide how they will address this need through the process of completing the housing elements of their general plans. The RHNA does not necessarily encourage or promote growth, but rather allows communities to anticipate growth, so that they can grow in ways that enhance quality of life, improve access to jobs, transportation and housing, and not adversely impact the environment. The RHNA is produced periodically by SCAG, as mandated by state law, to coincide with the region's schedule for preparing housing elements. It consists of two measurements of housing need: existing and future.[4]

The existing need for housing is based on data from the most recent US Census to measure ways in which the housing market is not meeting the needs of current residents. These variables include the number of low-income households paying more than 30 percent of their income for housing, as well as severe overcrowding.

The future need for housing is determined primarily by the forecasted growth in households in a community, based on historical growth patterns, job creation, household formation rates, and other factors to estimate how many households will be added to each community over the projection period. The need for new households is then adjusted to account for an ideal level of vacancy needed to promote housing choice, maintain price competition, and encourage acceptable levels of housing upkeep and repair. The RHNA also accounts for units expected to be lost due to demolition, natural disaster, or conversion to non-housing uses.

[2]During the preparation of the ECTNP Draft EIR, the 2012-2035 RTP/SCS was the most recent adopted RTP/SCS available. The 2016-2040 RTP/SCS was adopted April 7, 2016, after the analysis in the ECTNP Draft EIR was completed. The 2016-2040 RTP/SCS has been reviewed to determine if there are any substantial differences in policy and/or growth trends associated with the socioeconomic data as compared to the 2012-2035 RTP/SCS. Based on this review it has been determined that the minor refinements in policy and associated updated socioeconomic data in the 2016-2040 RTP/SCS would not substantially affect the analyses or conclusions of this ECTNP EIR. While the SCAG transportation model itself is still not available, SCAG staff indicates that changes to the network and associated calculations are minor. The 2016-2040 RTP/SCS is discussed for informational purposes. Please see **Appendix K** for a more detailed discussion.

[3]SCAG, *Sustainability Planning Grant,* http://sustain.scag.ca.gov/Pages/Grants%20and%20Local%20Assistance/GrantsLocalAssistance.aspx, accessed March 6, 2017.

[4]SCAG, *Regional Housing Needs Assessment (RHNA),* http://www.scag.ca.gov/Documents/scagRHNA2012.pdf, accessed March 6, 2017.

The sum of these factors – household growth, vacancy need and replacement need – form the "construction need" assigned to each community. In addition, the RHNA considers how each jurisdiction might grow in ways that will decrease the concentration of low-income households in certain communities. The need for new housing is distributed among income groups so that each community moves closer to the regional average income distribution. The City of Los Angeles was assigned a RHNA of 82,002 for the 2013 to 2021 planning period.

LOCAL

The Housing Authority City of Los Angeles (HACLA) Year 2016 Agency Plan (Agency Plan). The Agency Plan has a goal to preserve the existing affordable housing supply of 79,379 units, and will spearhead a collaborative effort to increase the supply of affordable housing in the City of Los Angeles over the next 10 years.[5] HACLA will collaborate with residents, as well as public, non-profit, and private entities to create viable, healthy communities, and to empower residents to achieve financial independence.

City of Los Angeles General Plan Framework and Housing Elements. The City of Los Angeles General Plan contains growth and development policies that reflect a comprehensive long-range view of the City as a whole. The General Plan provides a comprehensive strategy for accommodating long-term growth should it occur as projected. Applicable goals and policies that apply to all development within the City of Los Angeles include a balanced distribution of land uses, adequate housing for all income levels, and economic stability. The Citywide General Plan Framework Element, adopted in December 1996 and amended in August 2001, is intended to guide the City's long-range growth and development. Although the Framework Element indicates a horizon year of 2010, the population anticipated for 2010 has still not been reached. The Housing Element of the General Plan identifies the existing and projected housing needs of all economic segments of the City of Los Angeles. The goal of the Housing Element is to encourage the location of housing, jobs, and services in mutual proximity. Policies of the Housing Element include the provision of an adequate and affordable supply of housing. Goals, objectives, and policies from the General Plan Framework Element and Housing Element related to population, housing, and employment are listed in **Table 4.10-1**.

Los Angeles Municipal Code (LAMC). Zoning regulations provide for the types and densities of commercial, institutional, industrial, and residential uses permitted in each of the City's zones. Zoning in the City is generally cumulative; it permits less intense uses to be built within zones that allow greater intensity, and permits residential uses to be developed in commercial zones. For instance, R1 (single-family), R2 (two family), and R3 (medium density multi-family) uses are allowed to be built in an R4 zone, and are also permitted in all commercial zones. No minimum development standards are established in any zone. Zones and height districts dictate the height, setbacks, and number of residential units allowed per lot square-footage.

City of Los Angeles Community Plans (West Adams-Baldwin Hills-Leimert; Palms-Mar Vista-Del Rey; West Los Angeles). The ECTNP contains portions of three Community Plan areas: West Adams-Baldwin Hills-Leimert, Palms-Mar Vista-Del Rey, and West Los Angeles. The community plans contain various goals, objectives, and policies that are directly and indirectly related to population, housing, and employment, listed in **Table 4.10-2**. These plans generally encourage the provision of an adequate level of housing that meets a range of needs for income, household type, and ability; maintenance and growth of the maximum employment base; and safe, secure, and high quality communities.

[5] U.S. Department of Housing and Urban Development, Office of Public and Indian Housing. *Housing Authority of the City Los Angeles Year 2016 Agency Plan – Final Version*, October 7, 2015.

TABLE 4.10-1: RELEVANT GENERAL PLAN POPULATION, HOUSING, AND EMPLOYMENT OBJECTIVES AND POLICIES	
GENERAL PLAN FRAMEWORK – LAND USE	
Objective 3.1	Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.
Objective 3.3	Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.
Objective 3.4	Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridor/boulevards, while at the same time conserving existing neighborhoods and related districts.
Policy 3.4.1	Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.
Objective 3.5	Ensure that the character and scale of stable single-family residential neighborhoods is maintained, allowing for infill development provided that it is compatible with and maintains the scale and character of existing development.
GENERAL PLAN FRAMEWORK – HOUSING	
Objective 4.1	Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each City sub region to meet the projected housing needs by income level of the future population to the year 2010.
Objective 4.2	Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.
Objective 4.3	Conserve scale and character of residential neighborhoods.
Objective 4.4	Reduce regulatory and procedural barriers to increase housing production and capacity in appropriate locations.
GENERAL PLAN FRAMEWORK – ECONOMIC DEVELOPMENT	
Objective 7.2	Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.
Objective 7.3	Maintain and enhance existing businesses in the City
Objective 7.5	Capture a significant share of regional growth in the "targeted" or emerging industries in the City of Los Angeles.
HOUSING ELEMENT	
Objective 1.1	Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.
Objective 1.2	Preserve quality rental and ownership housing for households of all income levels and special needs.
Objective 1.3	Forecast and plan for changing housing needs over time in relation to production and preservation needs.
Objective 1.4	Reduce regulatory and procedural barriers to the production and preservation of housing at all income levels and needs.
Objective 2.2	Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services, and transit.
Objective 2.4	Promote livable neighborhoods with a mix of housing types, quality design, and a scale and character that respects unique residential neighborhoods in the City
Objective 2.5	Promote a more equitable distribution of affordable housing opportunities throughout the City.
SOURCES: City of Los Angeles, *The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan*, re-adopted 2001; City of Los Angeles General Plan, *Housing Element 2013-2021,* adopted 2013.	

TABLE 4.10-2: RELEVANT COMMUNITY PLAN POPULATION, HOUSING, AND EMPLOYMENT GOALS, OBJECTIVES, AND POLICIES	
WEST ADAMS–BALDWIN HILLS–LEIMERT	
Goal LU7	A community that promotes an environment of safe, inviting, secure and high-quality multi-family neighborhoods for all segments of the community.
Goal LU9	A community of neighborhoods where social capital is promoted by ensuring the provision of adequate housing for all persons regardless of income, age, racial or ethnic background.
Policy LU9-1	Affordability. Prioritize housing that is affordable to a broad cross-section of income levels and that provides the ability to live near work and achieve homeownership.
Policy LU9-2	Mixed-income Neighborhoods. Strive to eliminate residential segregation and concentrations of poverty by promoting affordable housing that is integrated into mixed-income neighborhoods.
Policy LU10-4	Individual Choice. Promote greater individual choice in type, quality, price and location of housing.
Policy LU10-10	Moderate Income Homeownership. Allow for the creation of townhouse and condominium development through new construction, conversion or adaptive reuse in order to meet the demands of moderate income residents thereby increasing access to affordable, and moderate income homeownership opportunities.
Goal LU23a	A community that maintains and increases the commercial employment base for community residents whenever possible.
Policy LU23a-1	Match Jobs to Resident Skills. Promote efforts to prioritize commercial/economic development strategies that match jobs to existing and desired resident skills.
Goal LU27	A community that trains and develops its human resource potential to take advantage of the job opportunities of the future.
PALMS–MAR VISTA–DEL REY	
Goal 1	A safe, secure and high quality residential environment for all community residents.
Policy 1-1.1	Provide for adequate multi-family residential development.
Objective 1-4	To promote the adequacy and affordability of multiple-family housing and increase its accessibility to more segments of the population.
Policy 1-4.1	Promote greater individual choice in type, quality, price and location of housing.
Policy 1-4.2	Ensure that new housing opportunities minimize displacement of residents.
Goal 3	Sufficient land for a variety of industrial uses with maximum employment opportunities which are environmentally sensitive, safe for the work force with minimal adverse impact on adjacent uses.
Objective 3-1	To provide a viable industrial base with job opportunities for residents with minimal environmental and visual impacts to the community.
Policy 3-1.1	Designate and preserve lands for the continuation of existing industry and development of new industrial parks, research and development uses, light manufacturing and similar uses which provide employment opportunities.
WEST LOS ANGELES	
Goal 1	A safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the community.
Policy 1-1.3	Provide for adequate multi-family residential development.
Objective 1-4	To promote adequate and affordable housing and increase its accessibility to more segments of the population, especially students and senior citizens.
Policy 1-4.1	Promote greater individual choice in type, quality, price and location of housing.
Policy 1-4.2	Ensure that new housing opportunities minimize displacement of residents.
Policy 1-4.3	Encourage multiple residential development in specified commercial zones.
Goal 3	Sufficient land for a variety of industrial uses with maximum employment opportunities that are safe for the environment and the workers, and which have minimal adverse impact on adjacent uses.
Objective 3-1	To retain existing industrial uses and promote future development which contributes to job opportunities and minimizes environmental impacts.
Policy 3-1.1	Designate and preserve lands for the continuation of existing industry and development of new industrial parks, research and development uses, light manufacturing and similar uses.

SOURCES: City of Los Angeles, *West Adams – Baldwin Hills – Leimert Community Plan,* 2016 *Palms -- Mar Vista – Del Rey Community Plan,* 1997; *West Los Angeles Community Plan,* 1999.

City of Los Angeles Density Bonus Ordinance (Ordinance 176,681). The purpose of the City's Density Bonus Ordinance, codified as LAMC Section 12.22 A.25, is to establish procedures for implementing State Density Bonus requirements, as set forth in California Government Code Sections 65915-65918, and to increase the production of affordable housing, consistent with City policies. Subject to the provisions of LAMC Section 12.22 A.25, Housing Development Projects that include an affordable housing component and Senior Citizen Housing Development projects may be granted a density bonus, allowing for a density increase over the otherwise maximum allowable residential density under the applicable zoning ordinance and/or specific plan. The density bonus is determined based on the percentage and type of restricted affordable housing units provided and shall not exceed 35 percent. The amount of parking required for these projects may also be reduced. In addition, a Housing Development Project that qualifies for a Density Bonus may be granted incentives set forth in the ordinance that allow for modification to a City development standard or requirement.

Homelessness Reduction and Prevention, Housing, and Facilities Bond (Proposition HHH). Proposition HHH, approved on November 8, 2016, is a $1.2 billion general obligation bond to finance the construction of supportive and affordable housing for homeless people in the City. The purpose of the bond is to provide safe, clean affordable housing for the homeless and for those in danger of becoming homeless, such as battered women and their children, veterans, seniors, foster youth, and the disabled; and provide facilities to increase access to mental health care, drug and alcohol treatment, and other services.

Los Angeles Affordable Housing and Labor Standards Initiative (Proposition JJJ). Proposition JJJ, approved on November 8, 2016, enacts an initiative to impose minimum affordable housing requirements, training standards, and labor and wage regulations on development projects requiring zoning changes, including provisions to require a certain percentage of labor come from local workers.

City of Los Angeles Affordable Housing Trust Fund. Contained within the LAMC, the City created and administers the Affordable Housing Trust Fund (Fund). The Fund establishes a special fund for the purposes of receiving and disbursing monies to address the affordable housing needs of the City. The Fund requires 25 percent of the received initial and continuing net revenue of the 2001 business tax and payroll expense tax amnesty program and the revenue program of the Revenue and Taxation Code Section 1955.1 (Assembly Bill 63) be allocated to the Fund.

City of Los Angeles Rent Stabilization Ordinance (RSO). The City's RSO was established in response to the shortage of affordable housing in the City of Los Angeles and went into effect May 1, 1979. The RSO's stated purpose is to regulate rents so as to safeguard tenants from excessive rent increases, while at the same time providing landlords with just and reasonable returns from their rental units.[6] The RSO addresses allowable rent increases, the registration of rental units, legal reasons for eviction, and the causes for eviction requiring relocation assistance payment to the tenant. Properties subject to the RSO are those that are within the City limits, contain two or more units, and have a Certificate of Occupancy prior to October 1, 1978, as well as replacement units under LAMC Section 151.28. A complaint can be filed by any tenant who believes that an owner, manager, or agent has committed a violation of the RSO. The Housing and Community Investment Department oversees and enforces the RSO.

[6]Los Angeles Municipal Code, *Chapter XV Rent Stabilization Ordinance*.

EXISTING SETTING

CONTEXT

CEQA Guidelines Section 15125(a) requires that an EIR include a description of the physical environmental conditions in the vicinity of a Proposed Project as they exist at the time the Notice of Preparation (NOP) is published. The NOP for this EIR was published on March 14, 2013. Thus, the Draft EIR uses 2013 as the baseline existing conditions.

The City of Los Angeles has grown from its modest initial size of 28 square miles and 50,000 persons to over 469 square miles and a population of approximately 3.8 million persons according to the U.S. Census 2010. The population is anticipated to increase by 14 percent to approximately 4.32 million persons by the year 2035, according to the 2012-2035 RTP/SCS. In order to accommodate this growth, the City of Los Angeles has prepared and adopted a General Plan, which contains a guiding document – the General Plan Framework Element – that provides a strategy for long-range growth and development focused around the following guiding policies: grow strategically in designated centers and areas served by transit; conserve existing stable single and multifamily residential neighborhoods; balance the distribution of land uses; enhance neighborhood character through better development standards; create more small parks, pedestrian districts, and public plazas; improve mobility and access; and identify a hierarchy of commercial districts and centers. The City's 35 Community Plans and 2 Special Purpose Districts (LAX and Port of LA), as well as Specific Plans, implement, at a community level, the citywide goals and policies established in the overarching Framework Element and all the other elements in the General Plan.

Table 4.10-3 below shows the population according to the US Census 2010 for the County of Los Angeles, City of Los Angeles, the West Los Angeles sub-region (coterminous with the West Los Angeles Area Planning Commission Boundaries), and the three Community Plan Areas that are within the boundaries of the Proposed Project. **Table 4.10-3** also shows the projected future population for these areas in 2035 according to the 2012-2035 RTP/SCS. Significant growth is anticipated to occur throughout Los Angeles County by 2035, with the County population increasing by 15.6 percent and the City of Los Angeles population increasing by 13.9 percent. The West Los Angeles sub-region, which comprises 11 percent of the City's current population, is expected to grow at a rate of 11.2 percent, consistent with the overall City's growth rate. The ECTNP Area is located within the West Los Angeles sub-region, and therefore, is expected to accommodate a portion of this growth. Because the ECTNP Area is also located along the Expo LRT Line Corridor, it is consistent with General Plan Framework policies to concentrate growth around transit.

TABLE 4.10-3: EXISTING AND PROJECTED POPULATION GROWTH WITHIN LOS ANGELES COUNTY

	2010		2035 Projected		2010-2035	
	Population /a/	% of City of LA	Population /b/	% of City of LA	Population Growth	% Change
County of Los Angeles	9,818,605	N/A	11,353,000	N/A	1,534,395	15.6%
City of Los Angeles	3,792,621	100%	4,320,600	100%	527,979	13.9%
West Los Angeles Sub-region	407,155	11%	452,930	10%	45,775	11.2%
West Los Angeles CPA	74,952	2%	86,200	2%	11,248	15.0%
Palms-Mar Vista-Del Rey CPA	110,715	3%	122,400	3%	11,685	10.6%
West Adams-Baldwin Hills-Leimert CPA	175,057	5%	192,040	4%	16,983	9.7%

SOURCES:
/a/ U.S. Census Bureau, *2010 Census*.
/b/ SCAG, *2012-2035 RTP/SCS*.

POPULATION

To determine the population of the Project Area in 2013, the existing conditions baseline year, data from the 2010 Census (the most recent Census data available) was adjusted to account for growth that was estimated to have occurred in the Project Area between 2010 and 2013, using the average annual growth rates between 2010 and 2013 for the City of Los Angeles and other surrounding cities, shown in **Table 4.10-4**. According to the U.S. Census, the population for ECTNP Area in 2010 was 49,934 persons. Applying the average annual growth rate of 0.44 percent, the population within the ECTNP Area in 2013 was estimated to be 50,595 persons. This represents 1.3 percent of the population of the City of Los Angeles in 2013.

TABLE 4.10-4: EXISTING POPULATION

Location	2010 Census Data /a/	Existing Conditions (2013) /b/	Net Population Growth (2010-2013)	Percent Change (2010-2013)	Average Annual Growth Rate /c/
County of Los Angeles /d/	9,818,605	9,958,091	139,486	1.42%	0.47%
Beverly Hills	34,109	34,494	385	1.13%	0.38%
Culver City	38,883	39,210	327	0.84%	0.28%
City of Los Angeles	3,792,621	3,863,839	71,218	1.88%	0.63%
Santa Monica	89,736	91,040	1,304	1.45%	0.48%
West Hollywood	34,399	34,853	454	1.32%	0.44%
Average					**0.44%**
ECTNP Area	**49,934**	**50,595**	**659**	**1.32%**	**0.44%**

SOURCES:
/a/ U.S. Census Bureau, *2010 Census*.
/b/ California Department of Finance, Table 2: E-4.
/c/ Average annual growth rate is derived from percentage change in population from 2010 to 2013.
/d/ County of Los Angeles data is shown for reference only. The County is not included in the average annual growth rate applied to the ECTNP.

Table 4.10-5 compares the existing conditions (2013) to SCAG population projections for 2035 for the County of Los Angeles, City of Los Angeles, surrounding cities, and the ECTNP Area. Based on historic and recent growth trends, SCAG projects the City of Los Angeles to grow 11.82 percent, to 4,320,600 residents, by 2035. Surrounding cities are expected to grow at slower rates, between 2 percent and 5 percent. The ECTNP is projected to grow by 7.61 percent, at a slower rate compared to the City as a whole, but at a greater rate than surrounding cities. The projected population for the ECTNP represents 1.26 percent of the projected population for the City in 2035, which is comparable to the Project's percent of the City's population in 2013.

TABLE 4.10-5: SCAG 2035 POPULATION PROJECTIONS

Planning Area	Existing Conditions (2013)/a/	SCAG Projection (2035) /b/	Projected Increase (Persons)	Projected Increase (%)
County of Los Angeles	9,958,091	11,353,000	1,394,909	14.01%
Beverly Hills	34,494	36,300	1,806	5.24%
Culver City	39,210	40,000	790	2.01%
City of Los Angeles	3,863,839	4,320,600	456,761	11.82%
Santa Monica	91,040	94,700	3,660	4.02%
West Hollywood	34,853	36,100	1,247	3.58%
ECTNP Area	**50,595/c/**	**54,444**	**3,851**	**7.61%**

SOURCES:
/a/ California Department of Finance Table 2: E-4.
/b/ SCAG, 2012-2035 RTP/SCS, accessed 2013.
/c/ Existing conditions (2013) for ECTNP Project Area are derived from the 2010 Census data adjusted to 2013 using the average annual growth rate of the surrounding cities, and the City of Los Angeles.

Under the current Community Plan land use designations and zoning, it is estimated that a total of approximately 52,500 persons can be accommodated within the ECTNP Area. While this represents an additional 1,907 persons more than existing conditions, the area does not contain sufficient capacity to accommodate the population growth projected by SCAG for the ECTNP Area in 2035.

HOUSING

To determine the number of housing units in the Project Area in 2013, the existing conditions baseline year, data from the U.S. Census 2010 (the most recent Census data available) was adjusted using the average annual growth rates in housing units between 2010 and 2013 for the City of Los Angeles and other surrounding cities, shown in **Table 4.10-6**. According to the U.S. Census, the ECTNP Area had 24,906 housing units in 2010. Applying the average annual growth rate of 0.14 percent, the number of housing units within the ECTNP in 2013 was estimated to be 25,018 housing units. This represents 1.8 percent of the number of housing units in the City of Los Angeles in 2013.

TABLE 4.10-6: EXISTING HOUSING UNITS

Location	2010 Census Data /a/	Existing Conditions (2013) /b/	Net Housing Growth (2010-2013)	Percent Change (2010-2013)	Average Annual Growth Rate /c/
County of Los Angeles /d/	3,445,076	3,463,382	18,306	0.53%	0.18%
Beverly Hills	16,394	16,436	42	0.26%	0.09%
Culver City	17,491	17,486	-5	-0.03%	-0.01%
City of Los Angeles	1,413,995	1,425,372	11,377	0.80%	0.27%
Santa Monica	50,912	51,210	298	0.59%	0.20%
West Hollywood	24,588	24,698	110	0.45%	0.15%
Average					**0.14%**
ECTNP Area	**24,906**	**25,018**	**112**	**0.45%**	**0.14%**

SOURCES and NOTES:
/a/U.S. Census Bureau, *2010 Census*, accessed 2013;
/b/ California Department of Finance, Table 2: E-5; accessed 2013
/c/ Average annual growth rate is derived from percentage change in households from 2010 to 2013.
/d/ County of Los Angeles data is shown for reference only. The County is not included in the average annual growth rate applied to the ECTNP.

Table 4.10-7 compares the existing number of housing units (2013) to SCAG housing projections for 2035 for the County of Los Angeles, City of Los Angeles, surrounding cities, and the ECTNP Area. (Note that SCAG makes housing projections in terms of households. In order to compare to existing conditions, the SCAG projections were converted to housing units, assuming a vacancy rate of 1.5 percent for owner occupied units and 4.5 percent for renter occupied units[7]. This vacancy allowance is made to facilitate availability and mobility among housing units).

The number of housing units in the City of Los Angeles is projected to grow to 1,680,766 by 2035, a growth of almost 18 percent compared to existing conditions in 2013. The surrounding cities are anticipated to increase at a much slower rate, as compared to the City of Los Angeles, while the ECTNP is anticipated to increase 13.9 percent, a rate more similar to the City of Los Angeles. According to SCAG, in 2035 the ECTNP is projected to comprise 1.7 percent of the households projected for the City of Los Angeles, which is comparable to the area's share of housing units in 2013.

Under the current Community Plan land use designations and zoning, it is estimated that a total of approximately 26,072 housing units can be accommodated within the ECTNP Area. While this represents an additional 1,054 housing units more than existing conditions, the area does not contain sufficient capacity to accommodate the housing unit growth projected for the ECTNP Area in 2035.

[7]California Department of Housing and Community Development, *Regional Housing Needs Assessment Determination for 2014-2021,* August 17, 2011.

TABLE 4.10-7: SCAG 2035 HOUSEHOLD PROJECTIONS					
Planning Area	**Existing Housing Units (2013) /a/**	**SCAG Households Projection (2035) /b/**	**Housing Units Projection (2035) /d/**	**Projected Increase in Housing Units (2013 – 2035)**	**Projected Increase (%)**
County of Los Angeles	3,463,382	3,852,000	3,972,182	508,800	14.69%
Beverly Hills	16,436	15,600	16,105	-331	-2.01%
Culver City	17,486	17,300	17,793	307	1.76%
City of Los Angeles	1,425,372	1,626,600	1,680,766	255,394	17.92%
Santa Monica	51,210	51,400	53,297	2,087	4.07%
West Hollywood	24,698	23,800	24,721	23	0.09%
ECTNP AREA	**25,018/c/**	**27,427**	**28,497**	**3,479**	**13.9%**

SOURCES:
/a/ California Department of Finance Table 2: E-4 and Table 2: E-5; 2013.
/b/ SCAG, 2012-2035 RTP/SCS, 2012. A household consists of all the people who occupy a housing unit regardless of relationship.
/c/ Existing conditions (2013) for ECTNP Project Area are derived from the 2010 Census data adjusted to 2013 using the average annual growth rate of the surrounding cities, and the City of Los Angeles.
/d/ Housing units projection for 2035 is based on SCAG household projection, applying the vacancy rates for owner-occupied and renter-occupied housing used in the California Department of Housing and Community Development Regional Housing Needs Assessment (RHNA) Determination for 2014-2021.

EMPLOYMENT

The existing number of jobs in the ECTNP Area in 2013, the existing conditions baseline year, was obtained through the U.S. Census "On the Map" application. For the purposes of comparison, **Table 4.10-8** shows the number of jobs in 2010 and 2013 for the ECTNP Area as well as the County of Los Angeles, City of Los Angeles, and the surrounding cities. According to the U.S. Census the number of jobs in the ECTNP Area in 2013 was 33,962 jobs. This represents 2 percent of the employment of the City of Los Angeles in 2013.

TABLE 4.10-8: EXISTING EMPLOYMENT		
Location	**Employment (2010)** /a/	**Employment (2013)** /a/
County of Los Angeles	4,133,335	4,282,812
Beverly Hills	47,690	52,435
Culver City	59,823	71,176
City of Los Angeles	1,604,925	1,692,165
Santa Monica	76,276	83,180
West Hollywood	33,419	27,779
ECTNP Area	**32,462**	**33,962**

SOURCES:
/a / U.S. Census Bureau, On the Map Application for 2010 and 2013, accessed January 2016.

Table 4.10-9 compares the existing conditions (2013) to SCAG employment projections for 2035 for the County of Los Angeles, City of Los Angeles, surrounding cities, and the ECTNP Area. According to SCAG, employment in the City of Los Angeles is projected to grow to 1,906,800 jobs by 2035, a growth of 12.7 percent compared to existing conditions in 2013. Meanwhile the surrounding cities of Beverly Hills, Culver City, Santa Monica, and West Hollywood are anticipated to grow at much higher rates – from 23.6 percent to 31.8 percent - indicating that this part of the region is expected to take on a larger share of employment growth in the future. At a rate of almost 27 percent, employment in the ECTNP Area is expected to grow more in line with the surrounding cities, and much faster than in the City of Los Angeles as a whole. According to SCAG, in 2035 the ECTNP is projected to comprise 2.26 percent of the jobs projected for the City of Los Angeles, which is modestly greater than the area's share of jobs in 2013.

TABLE 4.10-9: SCAG 2035 EMPLOYMENT PROJECTIONS				
Planning Area	**Existing Conditions (2013) /a/**	**SCAG Projection (2035) /b/**	**Projected Increase (Jobs)**	**Projected Increase (%)**
County of Los Angeles	4,282,812	4,827,000	544,188	12.7%
Beverly Hills	52,435	64,800	12,365	23.6%
Culver City	71,176	50,400	20,776	29.2%
City of Los Angeles	1,692,165	1,906,800	214,635	12.7%
Santa Monica	83,180	104,200	21,020	25.3%
West Hollywood	27,779	36,600	8,821	31.8%
ECTNP	**33,962**	**43,097**	**9,135**	**26.9%**

SOURCES:
/a/ U.S. Census Bureau, On the Map Application for 2013, accessed January 2016.
/b/ SCAG 212-2035 RTP/SCS, 2012.

Under the current Community Plan land use designations and zoning, it is estimated that a total of approximately 37,775 jobs can be accommodated within the ECTNP Area. While this represents an additional 3,813 jobs more than existing conditions, the area does not contain sufficient capacity to accommodate the jobs growth projected by SCAG for the ECTNP Area.

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the State CEQA Guidelines, the Proposed Project would have a significant impact related to population and housing if it would:

- Induce substantial population growth in an area either directly (for example by proposing new homes or businesses) or indirectly (for example through extension of new roads or infrastructure);
- Displace substantial numbers of existing housing units necessitating the construction of replacement housing elsewhere; and/or
- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

CITY OF LOS ANGELES CEQA THRESHOLDS GUIDELINES

In addition, based on the criteria set forth in the 2006 Los Angeles CEQA Thresholds Guide (Thresholds Guide), the determination of significance based upon the Appendix G thresholds set forth above shall be made on a case-by-case basis, considering the following factors.

- The degree to which the Proposed Project would cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of project occupancy/buildout, and that would result in an adverse physical change in the environment;
- Whether the Proposed Project would introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan;
- The extent to which growth would occur without implementation of the Proposed Project;
- The total number of residential units to be demolished, converted to market rate, or removed through other means as a result of the Proposed Project, in terms of net loss of market-rate and affordable units;
- The current and anticipated housing demand and supply of market rate and affordable housing units in the Project Area;
- The land use and demographic characteristics of the Project Area and the appropriateness of housing in the area; and
- Whether the project is consistent with adopted city and regional housing policies such as the Framework and Housing Elements, HUD Consolidated Plan and CHAS policies, redevelopment plan, Rent Stabilization Ordinance, and the Regional Comprehensive Plan and Guide (RCP&G).

METHODOLOGY

This analysis considers population, housing unit, and employment growth that would occur with implementation of the Proposed Project and the Proposed Project with the Alternative Compliance scenario, and whether this anticipated growth is within local or regional forecasts, whether it can be considered substantial with respect to growth projections citywide, and whether it would result in the displacement of housing or people.

The capacity of the Proposed Project, also referred to as reasonable expected development, is based on assumptions about the level of development that can be reasonably expected to occur during the life of the Proposed Project, given the proposed land use designations and zoning. Past building permit data demonstrate that not all sites will be redeveloped in the Project Area within the horizon year of 2035, nor will those sites that do get redeveloped be built to the maximum densities permitted by the Proposed Project for a variety of reasons, including economic conditions; market trends; financial lending practices; construction and land acquisition costs; physical site constraints; and other General Plan policies or regulations. For this reason, 100 percent development to maximum allowable densities and intensities is a theoretical scenario that is not analyzed, but rather a more "realistic" reasonable expected capacity is used both to guide proposed land use changes and analyze the potential environmental impacts of those changes.

Table 4.10-10 demonstrates the reasonably expected population, housing, and employment in the Project Area in 2035 under the Proposed Plan and under the Proposed Plan with Alternative Compliance scenario, and compares this to the following: the capacity of the current Community Plans; SCAG 2035 projections; and estimates from a market demand study that was prepared for the Proposed Project. [8]

TABLE 4.10-10: POPULATION, HOUSING, AND EMPLOYMENT IN THE ECTNP AREA

	Population (Persons)	Housing (Dwelling units)	Employment (Jobs)
Existing (2013) /a/	50,595	25,018	33,962 /b/
Proposed Plan (2035)	59,571 /c/	29,441 /d/	48,296 /e/
Proposed Plan with Alternative Compliance (2035)	62,810	31,060	43,419
Current Community Plans (2035)	52,447	26,072	37,775
SCAG Projection (2035) /f/	54,444	28,497 /g/	43,097
Market Study Estimate (2035) /h/	N/A	28,733 – 31,277	42,078-49,922

SOURCES and NOTES:
/a/ Existing Population and Housing are estimates derived from the US Census (2010), adjusted to 2013 using average annual growth rates from the Calif. Department of Finance. See **Appendix F** of this EIR for detailed methodology.
/b/ Existing employment is obtained from the US Census "On the Map" application (2013).
/c/ Population in Proposed Plan (Reasonable Expected Development) is derived from the estimated number of dwelling units multiplied by the SCAG estimated persons per household (by Community Plan Area) for 2035.
/d/ Estimated number of dwelling units in Proposed Plan (Reasonable Expected Development) is based on a methodology using reasonably anticipated residential densities for each zone. See **Appendix F** for further discussion about this methodology and how population, housing, employment, and non-residential development were determined for the Proposed Project.
/e/ Employment in Proposed Plan (Reasonable Expected Development) is derived from the estimated square footage of non-residential use, using square feet per employee factors that reflect the types of land uses permitted by the proposed zoning
/f/ SCAG 2012-2035 RTP/SCS
/g/ SCAG housing projections are made in terms of number of households (occupied housing units). In order to compare SCAG projections to the Proposed Plan in 2035, the number of households projected by SCAG for the ECTNP Area (27,427) was converted to dwelling units using vacancy rates used by the Calif. Department of Housing and Community Development's in the Regional Housing Needs Assessment for 2014-2021 for the SCAG region.
/h/ Market study estimate for 2035 represents the estimated market demand for housing and jobs in the ECTNP Area added to existing conditions (2013). Market demand for housing was estimated to be 3,715 to 6,259 dwelling units. Demand for office, retail, and industrial space estimated in the market study was converted into number of jobs using the following square foot per employee ratios: 350 (office); 400 (retail); 1,000 (industrial). This resulted in total estimated demand of 8,116 – 15,960 jobs. Note that the market study boundaries included only the half-mile radii around the following stations: Bundy, Sepulveda, Palms, and Culver City.

[8] Pro Forma Advisors, LLC, *Expo and Crenshaw LRT Station Area Plans Market Analysis*, 2013. See **Appendix L** for a more detailed discussion.

Based on proposed changes to General Plan land use designations and zones, implementation of the Proposed Project would increase population, housing, and employment capacity compared to capacity under the current Community Plans. The reasonable expected development under the Proposed Project would accommodate the SCAG projections for population, housing, and employment for 2035. The Proposed Project with the Alternative Compliance scenario would similarly increase housing, population, and employment capacity compared to that under the current Community Plan. Reasonable expected development under the Proposed Project with the Alternative Compliance scenario would also accommodate the SCAG projections for housing, population, and employment for 2035.

SCAG growth projections for the Project Area are intended to be a target that is derived from forecasts made for the entire six-county region and allocated to cities within the region. In consultation with the City of Los Angeles, SCAG refines Citywide projections and distributes population, housing, and employment among Transportation Analysis Zones in response to local conditions and trends, and policies such as the General Plan Framework, which directs growth to designated centers and areas served by transit. The resulting numbers serve as a benchmark or reference point that guides the planning process. Please see **Appendix K** for a more detailed discussion.

To supplement the SCAG growth forecasts, a market study was prepared for the ECTNP Area to determine the market demand for jobs and housing within the Project Area.[9] The market study reviewed demographics and the regional real estate market performance to provide context for the study area, which included four stations along the Expo Line Phase 2: Culver City Station, Palms Station, Expo/Sepulveda Station, and Expo/Bundy Station. The market study was prepared to provide an additional lens for understanding future demand for housing and jobs (i.e. "growth") at a more fine-grained level than is achieved through the SCAG regional methodology. Together, the two sets of numbers inform anticipated growth in 2035 and guide Proposed Plan recommendations.

In particular, the market study assessed the demand for residential and retail developments by estimating population and household growth. Age, income, and employment data further informed the estimated demand for commercial and residential developments. The market study also evaluated expected growth in various industries in the region with a focus on the creative office market in order to understand the number and type of jobs anticipated in the future. The station-specific market analyses looked closely at the real estate market in each of the station areas and included the demand for key land uses within each of the stations' half-mile radii. Using these methods of analysis, the market study provided an estimated demand for housing and office, retail, and industrial space for 2035 within the ECTNP Area. The demand estimates were provided as a range, accounting for potential variability in the amount of the regional growth that might occur in each station area and the ECTNP Area as a whole. Like the SCAG forecasts, the market demand estimates serve as a benchmark that informs proposed changes in the ECTNP. The market study analysis is geographically specific and thus sensitive to the unique conditions within the ECTNP Area, and helps augment the SCAG forecasts.

As seen in **Table 4.10-10**, the reasonable expected development under both the Proposed Project and the Proposed Project with Alternative Compliance scenario falls within the range of housing units and jobs estimated by the market study for the ECTNP Area.

This discussion of population, housing, and employment addresses impacts for the entire Project Area. No distinction is made between Areas of Proposed Change/Subareas and areas within the ECTNP Project Area where zoning would not change, because the Proposed Project aims to accommodate projected growth for the entire Project Area. For this analysis, Appendix G criteria are used, supplemented by the factors identified in the City's Threshold Guide, where appropriate.

[9]Pro Forma Advisors, LLC, *Expo and Crenshaw LRT Station Area Plans Market Analysis*, 2013. See **Appendix L** for a more detailed discussion.

IMPACTS

The Proposed Project would establish a Specific Plan, initiate zone changes and General Plan amendments, and introduce development and urban design standards. A component of the ECTNP is the Alternative Compliance scenario, which allows specific parcels to have a greater amount of housing than allowed by the underlying zoning, while simultaneously reducing the amount of non-residential square footage, maintaining the same anticipated overall levels of growth. The Proposed Project would also involve new streetscape plans and parking strategies that together would enhance the pedestrian experience, promote transit ridership, and encourage a variety of mobility options. Zone changes and General Plan amendments would only occur within identified "areas of proposed change" in the Plan Area.

IMPACT 4.10-1 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT INDUCE SUBSTANTIAL POPULATION GROWTH IN AN AREA, EITHER DIRECTLY (FOR EXAMPLE, BY PROPOSING NEW HOMES AND BUSINESSES) OR INDIRECTLY (FOR EXAMPLE, THROUGH EXTENSION OF ROADS OR OTHER INFRASTRUCTURE)? THIS IMPACT IS LESS THAN SIGNIFICANT.

With implementation of the Proposed ECTNP, development capacity in the Project Area would be increased to accommodate regional population, housing, and employment growth projected by the market study and SCAG, consistent with sustainable growth policies of the 2012-2035 RTP/SCS.[10]

As mentioned above and shown in **Table 4.10-10**, the Proposed Project and the Proposed Project with the Alternative Compliance scenario would accommodate SCAG's population, housing, and employment projections for the ECTNP Area for the year 2035. This level of growth is also consistent with Citywide projections and is not considered substantial with respect to anticipated growth in the City as a whole. The Proposed Project does not affect the overall 2035 growth projections for the City. Additionally, the distribution of the City's growth to the ECTNP Area in 2035 is generally comparable to existing levels and would continue to implement the City's adopted growth strategy. As discussed in the Existing Setting section above, the ECTNP is projected to comprise 1.7 percent of the City's housing units in 2035, which is similar to the area's current share of housing (1.8 percent) in 2013. In terms of employment, the ECTNP is projected to have 2.26 percent of the City's jobs in 2035, an increase over the area's existing share of jobs in 2013 (2.0 percent). The ECTNP Area is a growing employment center, and taking on a greater share of the City's employment growth is consistent with General Plan Framework objectives to locate jobs within centers and along transit corridors. With the Proposed Plan, growth would be accommodated within an urbanized area of the City and in a manner that would represent a more sustainable pattern by focusing growth near transit, consistent with City and regional plans. As described above in the Methodology section, SCAG growth projections for this area are intended to be a target, and the City's long-standing policy is to meet or exceed SCAG projections for a plan area in a manner that is consistent with the General Plan Framework and regional policies, while remaining generally within Citywide projections. Therefore, the Proposed Plan is not inducing but rather accommodating anticipated growth.

While the implementation of the proposed ECTNP would increase housing and employment capacity in the Project Area, this increase is needed to accommodate population, housing and employment demand forecast by SCAG for the year 2035 for the City as a whole, while at the same time addressing various policies to focus growth around transit stations. As the proposed ECTNP has been designed to accommodate projected growth in population, employment and housing within its boundaries, its adoption will not induce or cause such growth. While the proposed ECTNP modestly exceeds SCAG 2035 projections for the Project Area, the City has the discretion to distribute the projected citywide growth in a manner that is consistent with adopted policy. The proposed increases are consistent with both the SCAG projections and analysis derived from

[10]Pro Forma Advisors, LLC, *Expo and Crenshaw LRT Station Area Plans Market Analysis*, 2013. See **Appendix L** for a more detailed discussion.

more localized market studies, both of which forecast anticipated demand for jobs and housing and inform plan recommendations. The two sources together provide a range of the anticipated demand for housing units and jobs by 2035 and the plan recommendations seek to accommodate that range, while advancing relevant adopted goals, consistent with state mandates, the 2012-2035 RTP/SCS, and City's General Plan Framework, all of which call for growth to be focused in higher-intensity centers close to transportation and services. In particular, the proposed ECTNP aims to advance adopted General Plan economic development goals that are designed to facilitate job growth by providing sufficient land to support economic development activities and broadening the definition of industrial uses resulting from the changing nature of such uses due to the introduction of information age technology.[11] These include General Plan Framework goals, objectives and policies: 7B, 7.2, 7.2.6, 7.5, 7.5.1 and 7.5.3. As a result, the proposed ECTNP directs growth, and particularly job growth, to select areas around the Expo LRT Line stations, taking advantage of market-linked areas that are and have been attractive to new technology businesses (in parts of West Los Angeles and the other Westside cities such as Santa Monica, Culver City and Beverly Hills) and where Los Angeles could capture a larger share of jobs in those business sectors. Furthermore, the ECTNP Area is located within the HQTA identified by SCAG, as it is within a half mile of a well-serviced transit stop. Therefore, the proposed land use changes are consistent with the 2012-2035 RTP/SCS assumption that the majority of new housing and commercial development in the region will occur within HQTAs.

Additionally, as discussed above, a market study was prepared for the ECTNP Area to determine the market demand for jobs and housing within the Project Area through 2035.[12] As seen in **Table 4.10-10**, both the Proposed Project and the Proposed Project with Alternative Compliance scenario can accommodate a sufficient number of housing units and jobs to meet the future market demand in the Project Area.

The SCAG projections and market study estimates for housing and jobs in 2035 are within a similar range (approximately 28,000 to 31,000 dwelling units and approximately 42,000 to 50,000 jobs). Thus, with adoption of the proposed ECTNP, the Project Area would accommodate housing units and jobs projected by SCAG as well as those estimated by the market study for the year 2035. These housing units and jobs could not otherwise be accommodated under the current community plans. Under the current community plans this growth would still likely occur in the City, or immediately adjacent cities, but potentially in a less sustainable manner (i.e., in a more ad-hoc manner and further from amenities and transit infrastructure). Such ad-hoc growth would also occur without the benefit of urban design standards and public benefit requirements that are found in the Proposed Plan, and has the potential to have more adverse impacts in the area aesthetics (see Chapter 5.0, Alternatives for further discussion of the No Project Alternative). Finally, the Proposed Project is an urban area comprehensively served by urban infrastructure and would not require the construction of new roads or utility infrastructure (see Sections 4.11, Public Services and 4.13, Utilities and Service Systems). Therefore, the Proposed Project would result in less-than-significant impacts related to inducing substantial population growth.

MITIGATION MEASURES

Impacts related to inducing substantial population growth would be less than significant under the Proposed Project. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts related to inducing substantial population growth were determined to be less than significant without mitigation.

[11]City of Los Angeles, *The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan*, re-adopted 2001

[12]Pro Forma Advisors, LLC, *Expo and Crenshaw LRT Station Area Plans Market Analysis*, 2013. See **Appendix L** for a more detailed discussion.

IMPACT 4.10-2 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT DISPLACE SUBSTANTIAL NUMBERS OF EXISTING HOUSING UNITS, NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE? THIS IMPACT IS LESS THAN SIGNIFICANT.

The Proposed Project would accommodate growth within a highly-urbanized area that is already developed, and the proposed changes are anticipating the projected growth and market demand for housing and jobs in an area soon to be served by a new LRT line. The proposed land use changes would allow future development within the areas of proposed change to generally include uses similar to those already found in the area but at increased heights and intensities. Through these proposed changes, the Proposed Project aims to add, not displace, housing stock while maintaining capacity for jobs in the same area. No specific residential units are proposed to be demolished, converted from affordable to market rate, or removed through other means as part of the ECTNP. The proposed ECTNP may cause temporary reduction in housing stock as new buildings are built in place of older ones or as existing buildings are renovated, but ultimately would result in a net gain in housing of approximately 4,423 housing units within the Project Area, which is sufficient to meet the forecasts for housing growth in the future. The Proposed Project would not introduce new unplanned infrastructure in the area.

Under the proposed ECTNP, areas currently designated and zoned for residential land uses would, for the most part, remain designated and zoned for residential land uses. For example, in the Palms Station Area, the majority of the multi-family residential properties are not proposed for any land use and zoning changes. This area was not recommended for land use and zoning changes in order to avoid displacement of a concentration of rental housing units, many of which, due to the age of the buildings, have rent levels protected by the RSO. The RSO generally applies to multi-family properties constructed prior to 1978. Over 85 percent of the existing multi-family built parcels in the Project Area constructed prior to 1978 are not included in the areas of proposed change.

CHANGE AREAS

The majority of proposed land use designation changes encompass a relatively small proportion of the Project Area. As described and discussed in Chapter 3.0, Project Description, the areas of proposed change comprise approximately 13 percent of the Project Area and are focused on properties in proximity to Expo LRT Line stations. Overall, there are currently approximately 272 single family units and 785 multi-family units within the areas of proposed change. These represent 5 percent of all the single-family units (5,090) currently in the Project Area and about 4 percent of all the multi-family units (19,928) in the Project Area, respectively.

The Proposed Project aims to accommodate anticipated growth by increasing housing capacity in specified areas. This is accomplished by increasing allowable heights, floor area ratios, and/or dwelling unit densities in select areas around transit stations and along key corridors to allow for more mixed-use and multi-family development. The changes in the Proposed Project are primarily focused on commercial and industrial areas, where there are few existing residences. However, some changes are proposed for residential areas, including the following:

- Within the Culver City Station Area north of I-10, properties currently zoned for RD2 (low-medium density residential land use) and R3 (medium residential land use)are proposed to be rezoned to the Mixed Use: Commercial/Residential zone. The Mixed Use zone would allow both commercial use, as well as higher density residential use.
- Within the Palms Station Area along National Boulevard, several properties currently zoned for R3 (medium-density residential land use) are also proposed to be rezoned to Mixed Use: Commercial/Residential. The Mixed Use zone would allow both commercial use, as well as higher density residential use.

- Within the Sepulveda Station Area, 6 acres along Exposition Boulevard currently zoned as R2 (low-medium density residential land use) are proposed to be rezoned to R3 (medium-density residential land use).
- Within the Bundy Station Area, 24 acres currently zoned R1 for single-family residential (low density residential land use) are proposed to be rezoned to multi-family residential uses with some RAS 4. It is believed that this single-family neighborhood is comprised primarily of homeowners, who have a choice as to whether or not sell their property and, thus, would not be involuntary displaced.

While the above proposed zone changes may affect a small percentage of existing housing stock, this limited loss would be offset by a substantial net increase of approximately 3,450 housing units within the areas of proposed change. When properties are redeveloped, there is a potential for a mismatch between affordability of housing that is removed and the affordability of new housing constructed in its place. However, within the change areas there are very few affordable housing units dedicated to very low- and low-income households; those that exist are located in relatively new developments that are not likely to be removed within the life of the Plan. In addition, in certain zones the ECTNP allows increased FAR in exchange for the provision of affordable housing for low-income households. Projects using this FAR bonus would also be required to replace any existing affordable units on the site with equivalent units of the same type and affordability level, in accordance with the provisions of AB 2222. Thus there is not anticipated to be a net loss of affordable housing units within the areas of proposed change due to the Proposed Project, and instead there is a potential for a net gain. Therefore impacts related to housing displacement in the areas of proposed change would be less than significant under the Proposed Project.

NON-CHANGE AREAS

Projects occurring outside the areas of proposed change would be subject to the existing Community Plan land use designations and zoning. In these areas there is the potential for redevelopment of property currently containing residential uses, including dwelling units in commercial or industrial zones, as well as single- or multi-family residences located in residential zones that allow greater density than what is currently built on the site. Such properties comprise approximately 142 acres or about 7 percent of the Project Area. While it is not expected that every parcel in these circumstances would be redeveloped by 2035 (the horizon year of the Plan), it is estimated that there would be a net increase in housing stock in the non-change areas of approximately 973 dwelling units. As these properties are redeveloped, there could be temporary displacement of housing units due to the separation of time between removal and replacement of housing. However, this potential temporary displacement would occur under the existing zoning and land use designations of the current Community Plans. Therefore impacts related to housing displacement in the non-change areas would be less than significant under the Proposed Project.

ALTERNATIVE COMPLIANCE SCENARIO

The Alternative Compliance scenario allows for select properties within the areas of proposed change (shown in Figures 3-3a and 3-3b) to be developed with a mix of uses that contains more residential, and consequently less non-residential, use than is allowed in the underlying zone. This scenario would create similar development potential as in the Proposed Project, particularly in areas proximate to Expo LRT Line stations. In these circumstances, the limited loss of existing housing stock would be offset by a substantial increase in new housing over existing conditions (approximately 6,042 dwelling units within the Project Area). Similar to the Proposed Project, potential for a loss of any affordable housing units in the Project Area would be offset by the ECTNP requirements for affordable housing described above, which apply to the Alternative Compliance scenario. Therefore the displacement of housing units in the Alternative Compliance scenario would be considered a less than significant impact.

MITIGATION MEASURES

Impacts related to housing displacement would be less than significant under the Proposed Project. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts relating to housing displacement were determined to be less than significant without mitigation.

IMPACT 4.10-3 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT DISPLACE SUBSTANTIAL NUMBERS OF PEOPLE NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE? THIS IMPACT IS LESS THAN SIGNIFICANT.

The Proposed Project was developed by the DCP as an effort to accommodate projected population growth in the region forecasted by SCAG. These projections are described in **Table 4.10-3** and discussed above. The proposed ECTNP, in part, would accommodate population growth in the City by increasing housing capacity and facilitating mixed use development in areas formerly designated and zoned primarily for industrial and commercial land uses.

CHANGE AREAS

Because the ECTNP Area is a fully developed urban area, development in the Project Area would primarily consist of redevelopment of existing uses in areas of proposed change. As described above, the Proposed Project would rezone properties in these areas, resulting in increased heights, floor area ratios, and/or densities. This could cause temporary displacement of people as new buildings are built in place of old ones, or as existing buildings are renovated and as uses change. However, new development would result in a net increase in the number of housing units within the change areas, which would accommodate more people, thereby minimizing the permanent displacement of people.

While some of the proposed land use changes would result in density increases within areas of proposed change, no residential uses are specifically proposed to be demolished, converted from affordable to market rate, or removed through other means as a result of the Proposed Project. The Proposed Project would rezone both residential areas as well as non-residential areas that may currently be developed with residential uses, thus creating a possibility of displacement of persons residing in these areas. However, these changes are concentrated in select areas, where the current population is approximately 2,084 persons. This represents 4 percent of the total existing population of the Project Area, and therefore the amount of potential displacement is not anticipated to be substantial. Furthermore, the Proposed Project is intended to accommodate population, housing, and employment growth projected by SCAG for the year 2035 by allowing increased development capacity, which would increase housing opportunities in the Project Area. The Proposed Project would result in a net gain of approximately 3,450 dwelling units within the areas of proposed change. Therefore, implementation of the Proposed Project in the areas of proposed change would not displace substantial numbers of people necessitating the construction of replacement housing elsewhere, and impacts to population displacement would be less than significant.

NON-CHANGE AREAS

As noted above, projects occurring outside the areas of proposed change would be subject to existing Community Plan land use designations and zoning. In these areas there is the potential for redevelopment of property currently containing residential uses, including dwelling units in commercial or industrial zones, as well as single- or multi-family residences located in residential zones that allow greater density than what is currently built on the site. Similar to the areas of proposed change, development projects in the non-change areas would also create the potential to temporarily displace existing residents as new buildings are built in place of old ones, though this would occur under the existing zoning and land use designations of the current Community Plans, and thus is not directly a result of the Proposed Plan.

Therefore, implementation of the Proposed Project in the non-change areas would not displace substantial numbers of people necessitating the construction of replacement housing elsewhere, and impacts to population displacement would be less than significant.

ALTERNATIVE COMPLIANCE SCENARIO

The Alternative Compliance scenario allows for select properties within the areas of proposed change (shown in Figures 3-3a and 3-3b) to be developed with a mix of uses that contains more residential, and consequently less non-residential, use than is allowed in the underlying zone. This scenario would likely create development potential similar to the Proposed Project, particularly in areas proximate to Expo LRT Line stations where new zoning would allow increased densities and intensities. In these circumstances, there would likely be a limited loss of existing housing stock and temporary displacement of residents. It is expected that, in the life of the Proposed Project, relocation opportunities would be available due to the overall net increase in housing stock in the Project Area (approximately 6,042 dwelling units). Therefore, implementation of the Alternative Compliance scenario would not displace substantial numbers of people necessitating the construction of replacement housing elsewhere, and impacts to population displacement would be less than significant.

MITIGATION MEASURES

Impacts related to the displacement of people would be less than significant. Mitigation measures are not required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts related to the displacement of people were determined to be less than significant without mitigation.

4.11 PUBLIC SERVICES

This section provides an overview of public services and evaluates potential impacts resulting from the Proposed Project. Topics addressed include fire and emergency services, police protection services, public schools, parks and libraries within and in the vicinity of the Project Area.

The impacts of the Proposed Project on public services are evaluated based on the adequacy of existing and planned facilities and personnel to meet any additional demand generated by the Proposed Project. The Proposed Project with Alternative Compliance scenario is analyzed in this section, as this scenario would add more residents, and thus result in greater impacts in terms of public services.

FIRE PROTECTION AND EMERGENCY SERVICES

REGULATORY FRAMEWORK

FEDERAL

Federal Emergency Management Act (FEMA). FEMA was established in 1979 via executive order and is an independent agency of the federal government. In March 2003, FEMA became part of the US Department of Homeland Security. FEMA's continuing mission is to lead the effort to prepare the nation for all hazards and effectively manage federal response and recovery efforts following any national incident. FEMA also initiates proactive mitigation activities, trains first responders, and manages the National Flood Insurance Program and the U.S. Fire Administration.

Disaster Mitigation Act of 2000. Disaster Mitigation Act (42 United States Code [U.S.C.] Section 5121) provides the legal basis for FEMA mitigation planning requirements for state, local, and Indian Tribal governments as a condition of mitigation grant assistance. It amends the Robert T. Stafford Disaster Relief Act of 1988 (42 U.S.C. Section 5121-5207) by repealing the previous mitigation planning provisions and replacing them with a new set of requirements that emphasize the need and creates incentives for state, tribal, and local agencies to closely coordinate mitigation planning and implementation efforts. This Act reinforces the importance of pre-disaster infrastructure mitigation planning to reduce disaster losses nationwide and the streamlining of the administration of federal disaster relief and programs to promote mitigation activities. Some of the major provisions of this Act include:

- funding pre-disaster mitigation activities;
- developing experimental multi-hazard maps to better understand risk;
- establishing state and local government infrastructure mitigation planning requirements;
- defining how states can assume more responsibility in managing the Hazard Mitigation Grant Program (HMGP); and
- adjusting ways in which management costs for projects are funded.

The mitigation planning provisions outlined in Section 322 of this Act establish performance-based standards for mitigation plans and require states to have a public assistance program (Advance Infrastructure Mitigation [AIM]) to develop county government plans. The consequence for counties that fail to develop an infrastructure mitigation plan is the chance of a reduced federal share of damage assistance from 75 percent to 25 percent if the damaged facility has been damaged on more than one occasion in the preceding 10-year period by the same type of event.

Federal Fire Safety Act (FFSA). The FFSA of 1992 is different from other laws affecting fire safety as the Law applies to federal operations, and there is no requirement for local action unless a private building owner leases space to the federal government. The FFSA requires federal agencies to provide sprinkler protection in any building, whether owned or leased by the federal government that houses at least 25 federal employees during the course of their employment.

STATE

California Fire Code. Title 24, Part 9 of the California Code of Regulations (CCR), also referred to as the California Fire Code, is part of the California Building Code and provides building standard regulations regarding fire protection and notification systems for residential and commercial buildings. It includes fire safety requirements and regulations, including: the implementation of fire protection devices such as fire extinguishers and smoke alarms; installation of sprinklers in all high-rise buildings; establishment of fire resistance standards for fire doors, buildings materials, and types of construction; clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazards areas; and fire suppression training. The California Fire Code is applicable to all occupancies in California except if adopted local regulations are more stringent. Regulations within the California Fire Code have been incorporated by reference with amendments in the Los Angeles Building Code, Fire Safety Regulations.

Title 8 California Code of Regulations (CCR) Sections 1270 and 6773. In accordance with CCR, Title 8 Sections 1270 "Fire Prevention" and 6773 "Fire Protection and Fire Equipment," the California Occupational Safety and Health Administration (Cal-OSHA) has established minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials, fire hosing sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance, and use of all firefighting and emergency medical equipment.

California Health and Safety Code Section 13100-13135. California Health Safety Code Section 13100-13135 codifies regulations known as the "Regulations of the State Fire Marshal" and constitutes the Basic Building Design and Construction Standards of the State Fire Marshall. The regulations establish minimum standards for the preservation and protection of life and property against fire, explosion, and panic through requirements for fire protection and notification systems, fire protection devices, and fire suppression training.

California Governor's Office of Emergency Services (Cal OES). In 2009, the State of California passed legislation creating the Cal OES and authorized it to prepare a Standard Emergency Management System (SEMS) program (Title 19 CCR Section 2401 et seq.), which sets forth measures by which a jurisdiction should handle emergency disasters. In California, SEMS provides the mechanism by which local government requests assistance. Non-compliance with SEMS could result in the state withholding disaster relief from the non-complying jurisdiction in the event of an emergency disaster. Cal OES coordinates the state's preparation for, prevention of, and response to major disasters, such as fires, floods, earthquakes and terrorist attacks. During an emergency, Cal OES serves as the lead state agency for emergency management in the state. It also serves as the lead agency for mobilizing the state's resources and obtaining federal resources. Cal OES coordinates the state response to major emergencies in support of local government. The primary responsibility for emergency management resides with local government. Local jurisdictions first use their own resources and, as they are exhausted, obtain more from neighboring cities and special districts, the county in which they are located, and other counties throughout the state through the statewide mutual aid system (see discussion of Mutual Aid Agreements (MAA), below). California Emergency Management Agency (Cal-EMA) maintains oversight of the state's mutual aid system.

Mutual Aid Agreements (MAA). Cal OES developed the Emergency Managed Mutual Aid (EMMA) System in response to the 1994 Northridge Earthquake. The EMMA System coordinates emergency response and recovery efforts along the coastal, inland, and southern regions of California. The purpose of EMMA is to provide emergency management personnel and technical specialist to afflicted jurisdictions in

support of disaster operations during emergency events. Objectives of the EMMA Plan is to provide a system to coordinate and mobilize assigned personnel, formal requests, assignment, training and demobilization of assigned personnel; establish structure to maintain the Plan and its procedures; provide the coordination of training for EMMA resources, including SEMS training, coursework, exercises, and disaster response procedures; and to promote professionalism in emergency management and response. The EMMA Plan was updated in November 2012 and supersedes the 1997 EMMA Plan and November 2001 EMMA Guidance.

LOCAL

City of Los Angeles General Plan, Framework and Safety Elements. The City of Los Angeles General Plan Framework, which is an element of the City of Los Angeles General Plan, was originally adopted in December 1996 and re-adopted in August 2001. The General Plan Framework provides guidance for long-term growth in the City and guides the update of community plans and Citywide elements. The General Plan Framework also contains purposes, policies, and programs for City development. Chapter 9 (Infrastructure and Public Services) of the Framework Element addresses fire prevention, fire protection and emergency medical services provided to the City. The Safety Element of the General Plan identifies existing police, fire, and emergency services and the service needs of the City of Los Angeles in the event of a natural disaster. It was adopted in November 1996. The Safety Element provides goals, objectives, and policies related to the City's response to hazards and natural disasters. The Safety Element goals, objectives, policies, and programs are broadly stated to reflect the comprehensive scope of the Emergency Operations Organization (EOO), which is the program that implements the Safety Element. The Framework and Safety Elements include goals, objectives, and policies that are applicable to fire protection and emergency services (**Table 4.11-1**).

TABLE 4.11-1: RELEVANT GENERAL PLAN FIRE PROTECTION GOALS, OBJECTIVES, AND POLICIES

FRAMEWORK ELEMENT – INFRASTRUCTURE AND PUBLIC SERVICES	
Goal 9J	Every neighborhood has the necessary level of fire protection service, emergency medical service (EMS) and infrastructure.
Objective 9.16	Monitor and forecast demand for existing and projected fire facilities and service.
Policy 9.16.1	Collect appropriate fire and population development statistics for the purpose of evaluating fire service needs based on existing and future conditions.
Objective 9.17	Assure that all areas of the City have the highest level of fire protection and EMS, at the lowest possible cost, to meet existing and future demand.
Policy 9.17.2	Identify areas of the City with deficient fire facilities and/or service and prioritize the order in which these areas should be upgraded based on established fire protection standards.
Policy 9.17.4	Consider the Fire Department's concerns and, where feasible adhere to them, regarding the quality of the area's fire protection and emergency medical services when developing General Plan amendments and zone changes, or considering discretionary land use permits.
Objective 9.19	Maintain the Los Angeles Fire Department's ability to assure public safety in emergency situations.
Policy 9.19.1	Maintain mutual aid or mutual assistance agreements with local fire departments to ensure an adequate response in the event of a major earthquake, wildfire, urban fire, fire in areas with substandard fire protection, or other fire emergencies.
Policy 9.19.3	Maintain the continued involvement of the Fire Department in the preparation of contingency plans for emergencies and disasters.
SAFETY ELEMENT	
Goal 2	A city that responds with the maximum feasible speed and efficiency to disaster events so as to minimize injury, loss of life, property damage and disruption of the social and economic life of the City and its immediate environs.
Objective 2.1	Develop and implement comprehensive emergency response plans and programs that are integrated with each other and with the City's comprehensive hazard mitigation and recovery plans and programs.

TABLE 4.11-1: RELEVANT GENERAL PLAN FIRE PROTECTION GOALS, OBJECTIVES, AND POLICIES	
Policy 2.1.5	Response: Develop, implement, and continue to improve the City's ability to respond to emergency events. [All EOO emergency response programs and all hazard mitigation and disaster recovery programs related to protecting and reestablishing communications and other infrastructure, service and governmental operations systems implement this policy.]
Policy 2.1.6	Standards/fire. Continue to maintain, enforce and upgrade requirements, procedures and standards to facilitate more effective fire suppression. [All peak load water and other standards, code requirements (including minimum road widths, access, and clearances around structures) and other requirements or procedures related to fire suppression implement this policy.] The Fire Department and/or appropriate City agencies shall revise regulations or procedures to include the establishment of minimum standards for location and expansion of fire facilities, based upon fire flow requirements, intensity and type of land use, life hazard, occupancy and degree of hazard so as to provide adequate fire and emergency medical event response. At a minimum, site selection criteria should include the following standards which were contained in the 1979 General Plan Fire Protection and Prevention Plan: • Fire stations should be located along improved major or secondary highways. If, in a given service area, the only available site is on a local street, the site must be on a street which leads directly to an improved major or secondary highway. • Fire station properties should be situated so as to provide drive-thru capability for heavy fire apparatus. • If a fire station site is on the side of a street or highway where the flow of traffic is toward a signalized intersection, the site should be at least 200 feet from that intersection in order to avoid blockage during ingress and egress. • The total number of companies which would be available for dispatch to first alarms would vary with the required fire flow and distance as follows: (a) less than 2,000 gpm would require not less than 2 engine companies and 1 truck company; (b) 2,000 but less than 4,500 gpm, not less than 2 or 3 engine companies and 1 or 2 truck companies; and (c) 4,500 or more gpm, not less than 3 engine companies and 2 truck companies. These provisions of the 1979 Plan were modified by the Fire Department for purposes of clarification.
Goal 3	A city where private and public systems, services, activities, physical condition and environment are reestablished as quickly as feasible to a level equal to or better than that which existed prior to the disaster.
Objective 3.1	Develop and implement comprehensive disaster recovery plans which are integrated with each other and with the City's comprehensive hazard mitigation and emergency response plans and programs.
Policy 3.1.1	Coordination: Coordinate with each other, with other jurisdictions and with appropriate private and public entities prior to a disaster and to the greatest extent feasible within the resources available, to plan and establish disaster recovery programs and procedures which will enable cooperative ventures, reduce potential conflicts, minimize duplication and maximize the available funds and resources to the greatest mutual benefit following a disaster. [All EOO recovery programs involving cooperative efforts between entities implement this policy.]
SOURCE: City of Los Angeles, *The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan*, re-adopted 2001.	

Los Angeles Fire Department (LAFD) Strategic Plan 2015-2017. The LAFD Strategic Plan 2015-2017 focuses on goals and strategic actions to guide the LAFD in the following areas: improving service delivery, implementing advanced technologies, employing sound budgeting practices and enhancing leadership. The plan also addresses the development of an even more professional workforce, promoting a positive work environment, and working to strengthen community relationships to improve preparedness and enhance resiliency during emergency events.

Los Angeles Municipal Code (LAMC) and Charter. The Los Angeles Fire Code is contained within Chapter V, Article 7, Fire Protection and Prevention of the LAMC. As required by the Fire Code, the LAFD Bureau of Fire Prevention and Public Safety is required to administer and enforce basic building regulations as set forth by the state fire marshal. The Los Angeles Fire Code, last updated in 2014, is a combination of the California Fire Code and Los Angeles amendments. The Los Angeles Fire Code provides regulations for the safeguarding of life and property from fire, explosion, panic, or other hazardous conditions which may arise in the use or occupancy of buildings, structures, or premises.

LAMC Section 57.503 requires any facility, structure, group of structures, or premises to provide and maintain LAFD access and requires that any structure located more than 150 feet from an approved street provide an approved fire lane.

LAMC Section 57.507.3 contains the fire flow requirements characterized by the type of development. As discussed therein and per Table 57.507.3.1 of LAMC, fire flow requirements require 2,000 gallons per minute (gpm) from three adjacent fire hydrants for low-density residential developments; 4,000gpm from four adjacent fire hydrants for high density residential and neighborhood commercial developments; 6,000 to 9,000 gpm from four to six fire hydrants for industrial and commercial developments; and to 12,000 gpm available to any block for high-density industrial and commercial developments. As provided in LAMC Section 57.507.3.2 and described in Table 57.507.3.2, each fire hydrant serving industrial and commercial land developments serve 80,000 square feet of land area, be spaced 300 feet from the next fire hydrant on roads and fire lands, and be a 2.5-inch-by-4-inch double fire hydrant, or 4-inch-by-4-inch double fire hydrant.

LAMC Section 57.507.3.3 requires land uses to include the installation of an automatic fire-sprinkler system should the type of land use exceed the maximum response distances per Table 57.507.3.3 of LAMC Section 57.507.3.3.

City of Los Angeles Proposition F, Q, and J – Facilities Bond. Proposition F, also known as the Fire Facilities Bond, was approved in November 2000 and authorized the issuance of $532.6 million to finance the construction and rehabilitation of fire stations and animal shelters in the City of Los Angeles. Further, $378.6 million was allocated for the construction of 18 new or replacement neighborhood fire/paramedic stations, one regional fire station and training facility, and an emergency air operations/helicopter maintenance facility, for a total of 20 Proposition F projects.

Proposition Q, known as the Citywide Public Safety Bond Measure was approved in March 2002 and allocated $600 million to renovate, improve, expand, and construct police, fire, 911, and paramedic facilities. Proposition Q also includes renovations to existing LAFD facilities, totaling 80 LAFD facility renovation projects.

In 2006, Measure J amended Proposition F, providing flexibility in the design of new facilities and setting standards for such facilities. Specifically, Measure J allows the following: the development of new regional fire stations to be designed and built on one or more properties that are less than two acres; components to be built on two or more sites within proximity; or facilities to be designed to fit on a single site of less than two acres.

EXISTING SETTING

Fire prevention, protection, and emergency medical services within the Project Area are provided by the LAFD. The Project Area is located within City Council Districts 5, 10, and 11, and comprises portions of the West Los Angeles, Palms-Mar Vista-Del Rey, and West Adams-Baldwin Hills-Leimert Community Plan areas. The Project Area is located entirely within the incorporated City of Los Angeles and abuts the City of Culver City and the City of Santa Monica.

The LAFD is currently organized into groups of fire stations clustered into battalions within larger geographic groups known as bureaus.[1] Each bureau is commanded by a Deputy Chief who oversees and coordinates daily field operations within each bureau's respective service area. The Project Area lies within the service areas of the South and West Bureaus (**Table 4.11-2**). These divisions coordinate and oversee the eight fire stations that provide service to the Project Area (**Figure 4.11-1** and **Table 4.11-2**).

[1]Los Angeles Fire Department, http://www.lafd.org/, accessed March 6, 2017.

TABLE 4.11-2: LAFD FIRE STATIONS SERVING THE PROJECT AREA – SOUTH AND WEST BUREAUS

Fire Station	Address	Station Apparatus
BATTALION 4 (WEST BUREAU)		
62	11970 W. Venice Blvd.	Assessment Engine, Paramedic Rescue Ambulance
63	1930 Shell Ave.	Task Force, Paramedic Rescue Ambulance
BATTALION 9 (WEST BUREAU)		
37	1090 S. Veteran Ave.	Task Force, Paramedic Rescue Ambulance
59	11505 W. Olympic Blvd.	Assessment Engine, Paramedic Rescue Ambulance, EMS Battalion Captain, Rehab Air Tender
BATTALION 18 (SOUTH BUREAU)		
43	3690 S. Motor Ave.	Engine, Paramedic Rescue Ambulance
58	1556 S. Robertson Blvd.	Assessment Engine, Paramedic Rescue Ambulance, BLS Rescue Ambulance
68	5023 W. Washington Blvd.	Engine, Paramedic Rescue Ambulance
92	10556 W. Pico Blvd.	Assessment Light Force, Paramedic Rescue Ambulance

SOURCE: Los Angeles Fire Department, Bureau of Fire Prevention and Public Safety, Chief Brian Cummings, written correspondence, April 30, 2013; Los Angeles Fire Department, Hydrant and Access Unit, Captain Luke Milick, written correspondence, May 2, 2013

SERVICE PERFORMANCE MEASURES

LAFD's services continue to be based on the community's needs, as determined by on-going evaluations, taking into consideration calls for service. These evaluations are used to determine the need for the reallocation of equipment or personnel, or if required, the acquisition of equipment, personnel, and/or new stations. As development occurs, the LAFD reviews EIRs and subdivisions applications for needed facilities. Where appropriate, construction of new facilities is required as a condition of development for individual projects.[2]

In March 2014, a Third-Party Deployment of Fire Resources Study was prepared for the LAFD to provide for an independent review and analysis of its current deployment of fire and EMS resources and determine the most efficient and cost-effective model that could be implemented by the LAFD.[3] This study focused on three key areas, including the following:

- Deployment of Resources. The study reviewed the organization and the performance of the LAFD's current resource deployment, including platoon duty and administrative staffing levels, deployment model, task force configuration, and the use of sworn firefighters to fill non-emergency administrative positions and the feasibility of utilizing non-sworn personnel to staff these positions.

- Response Times of Fire and EMS. The study analyzed current LAFD and EMS response times benchmarked against industry goals and comparable agencies.

- EMS Comparative Analysis. The study reviewed and analyzed best practices of the LAFD and EMS, including dispatching models and protocols.

Based on the assessment of these key areas, the study made numerous recommendations, including the development of a strategic plan and Standards of Cover.

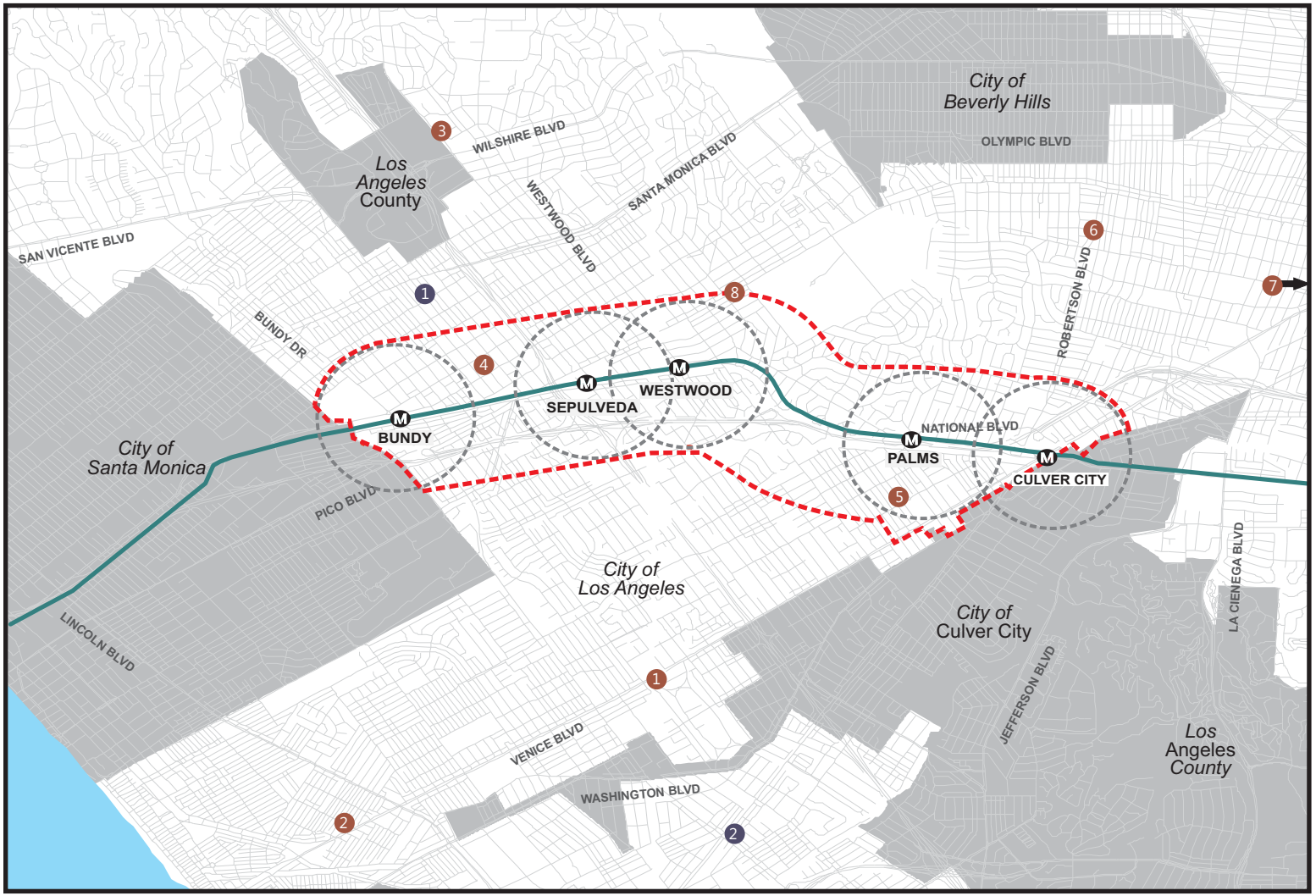
[2]Los Angeles Department of City Planning, *The Citywide General Plan Framework: An Element of the City of Los Angeles General Plan, CPC 94-0354 GPF CF 95-2259 CF 01-1162 (adopted August 8, 2001), Chapter 9 (Infrastructure and Public Services), Status of Infrastructure System/Facilities, Fire*, http://cityplanning.lacity.org/cwd/framwk/chapters/09/09.htm (accessed March 6, 2017).

[3]Office of the City Administrative Officer, *Third Party Deployment of Fire Resources Study – Los Angeles Fire Department*, March 3, 2014.

Exposition Corridor Transit Neighborhood Plan

Figure 4.11-1 Police and Fire Station Locations

Los Angeles Department of City Planning



LEGEND:

- ECTNP Boundary
- Expo LRT
- Jurisdictional Boundary
- Light Rail Station
- 0.5-Mile Radius
- Fire Stations
  1. Station 62
  2. Station 63
  3. Station 37
  4. Station 59
  5. Station 43
  6. Station 58
  7. Station 68
  8. Station 92
- Police Stations
  1. West Los Angeles Division Station
  2. Pacific Community Station

Approx. Scale

N

0 0.45 0.9 MILES

A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: City of Los Angeles and TAHA, 2017.

As a result of this study, the LAFD prepared *A Safer City: Strategic Plan 2015-2017*, the LAFD's first strategic plan, as discussed above.[4] The LAFD has also initiated a Standards of Response Coverage analysis to assist in the evaluation of specific geographic response areas, specific community risks, deployment methods, response time standards, and the allocation of resources for LAFD.[5]

Fire Flow and Response Distance. The adequacy of fire protection for a given area is based on required fire flow, response distance from existing fire stations, and the LAFD's judgment of needs in the area. Personnel and equipment needs for individual fire stations are determined based on the LAFD's review of the number of incidents within a station's service area. As the number of incidents increases, the LAFD assigns new staff and equipment as necessary to maintain acceptable service ratios and response times.[6]

The fire flow (measured in gallons per minute from the local water system) necessary to contain a fire depends on the existing land use or combination of land uses and the density of the area being served. Consequently, the amount of water necessary for fire protection depends on various factors, including the type of development, risk of life, occupancy, and the level or intensity of a fire hazard. Response distance relates directly to the linear travel distance (i.e., miles between a station and a site) and the LAFD's ability to successfully navigate through an area's circulation system. The Fire Code specifies maximum response distances allowed between specific locations and engine/truck companies based upon land use and fire flow requirements, as shown in **Table 4.11-3**. When response distances exceed these requirements, plans for all new commercial and residential structures must be reviewed and various fire suppression equipment (e.g., automatic fire sprinkler systems, fire signaling systems, fire extinguishers, smoke removal systems, and any other fire protection devices) as deemed necessary by the Fire Chief are required to be incorporated in the plans prior to the approval of an occupancy permit. In addition to fire flow requirements, the LAFD requires different types of fire hydrants within a specified distance to deliver the required fire flow, which are shown in **Table 4.11-4**.

TABLE 4.11-3: REQUIRED FIRE FLOW AND MAXIMUM RESPONSE DISTANCES

Land Use	Required Fire Flow	Maximum Response Distance to LAFD Fire Station/a/	
		Engine Company/b/	Truck Company/b/
RESIDENTIAL			
Low Density Residential	2,000 gpm from three adjacent hydrants flowing simultaneously	1.5 miles	1.5 miles
High Density Residential and Commercial Neighborhood	4,000 gpm from four adjacent hydrants flowing simultaneously	1.5 miles	1.5 miles
COMMERCIAL			
Industrial and Commercial	6,000 to 9,000 gpm from four hydrants flowing simultaneously	1 mile	1.5 miles
High Density Industrial and Commercial or Industrial (Principal Business Districts or Centers)	12,000 gpm available to any block (where local conditions indicate that consideration must be given to simultaneous fires, an additional 2,000 to 8,000 gpm will be required)	0.75 mile	1 mile

/a/ The maximum response distance to LAFD fire stations pertains to areas outside the boundaries covered by the Hillside Ordinance (Ordinance Number 168,159). When a portion of any subdivision, as that term is defined in Section 17.02 of the Los Angeles Municipal Code, falls outside of the one and one-half mile distance requirement, automatic fire sprinklers will not be required in that portion whenever a review by the Chief has determined that no unacceptable increase in hazard to the public will result.
/b/ The maximum response distances for both LAFD fire suppression companies (engine and truck) must be satisfied.
gpm = gallons per minute
SOURCE: City of Los Angeles Municipal Code, *Chapter V – Public Safety and Protection, Article 7 – Fire Protection and Prevention (Fire Code),* Section 57.507.3, Table 57.507.3.1.

[4]Los Angeles Fire Department, *A Safer City, Strategic Plan 2015-2017*, released April 2015.
[5]Hissong, Steve, Fire Chief, Los Angeles Fire Department, telephone communication, September 2015.
[6]Los Angeles Fire Department, Hydrant and Access Unit, Captain Luke Milick, telephone correspondence, September 16, 2014.

TABLE 4.11-4: LAND USE AND REQUIRED FIRE FLOW

Type of Land Development	Net Land Area Served Per Hydrant	Distance Between Hydrants on Roads and Fire Lanes	Type of Hydrant
Low-Density Residential	150,000 sq. ft. /a/	600 ft.	2 1/2" x 4" Double Fire Hydrant
High-Density Residential & Neighborhood Commercial	100,000 sq. ft. /a/	300 - 450 ft.	2 1/2" x 4" Double Fire Hydrant
Industrial & Commercial	80,000 sq. ft. /a/	300 ft.	2 ½" x 4" Double Fire Hydrant or 4" x 4" Double Fire Hydrant
High-Density Industrial & Commercial	40,000 sq. ft. /a/	300 ft.	4" x 4" Double Fire Hydrant

/a/ This figure will be systematically reduced where greater fire flow is required due to restricted access, depth of lots, length of blocks, or additional hazards.
SOURCE: City of Los Angeles Municipal Code, *Chapter V – Public Safety and Protection, Article 7 – Fire Protection and Prevention (Fire Code),* Section 57.507.3.2, Table 57.507.3.2.

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the CEQA Guidelines, the Proposed Project would have a significant impact related to fire protection and emergency services if it would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered fire or emergency service facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives for fire protection and emergency services.

CITY OF LOS ANGELES CEQA THRESHOLDS GUIDELINES

In addition, based on the criteria set forth in the 2006 Los Angeles CEQA Thresholds Guide (Thresholds Guide), the determination of significance shall be made on a case-by-case basis, considering the following factors:

For impacts related to fire protection and emergency medical services:

- If a project would require the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service.

METHODOLOGY

The Thresholds Guide sets forth guidance for the determination of significance of impacts to fire and emergency services. This guidance is based on CEQA Guidelines Appendix G and provides specific criteria to be considered when making a significance determination. In some cases, the Thresholds Guide includes quantitative thresholds. For purposes of this analysis, the CEQA Guidelines Appendix G criteria are used supplemented by the City's Guidelines, as necessary, since the thresholds identified in the City's Thresholds Guide are more development project-specific.

Fire service needs are dependent on the size of the service population and the geographic area served, the number and types of calls for service, and the characteristics of a project and its surrounding community.

This discussion of impacts to fire protection and emergency services addresses impacts for the entire Project Area. As discussed below, an increase in population, by itself, would not increase demand for fire protection services. Therefore, no distinction is made between areas of change and areas within the Project Area where

zoning controls would not change since the service area for each of the LAFD battalions and fire stations covers both the change and non-change areas.

IMPACTS

IMPACT 4.11-1 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT FORESEEABLY REQUIRE THE ADDITION OF A NEW FIRE STATION OR THE EXPANSION, CONSOLIDATION, OR RELOCATION OF AN EXISTING FACILITY, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES, OR OTHER PERFORMANCE OBJECTIVES FOR FIRE PROTECTION AND EMERGENCY RESPONSE? COMPLIANCE WITH EXISTING REGULATIONS WOULD ENSURE THIS IMPACT REMAINS LESS THAN SIGNIFICANT.

The Proposed Project would establish a Specific Plan, initiate zone changes and General Plan amendments, and introduce development and urban design standards. The Proposed Project would also involve new streetscape plans and parking strategies that together would enhance the pedestrian experience, promote transit ridership, and encourage a variety of mobility options. Zone changes and General Plan amendments would not occur on every parcel within the Project Area; these changes are anticipated in specific "areas of proposed change."

Fire protection and emergency service impacts are addressed for the Project Area within the context of the local policies and codes identified above that apply to existing and future development. The ECTNP does not contain any specific regulations that would affect fire protection and emergency services.

Construction

While the Proposed Project would allow for increased development capacity, it would not constitute a commitment to any project-specific construction. Construction related to future capacity within the Project Area, particularly within the change areas, could result in the effects described below.

Construction activities would have the potential to temporarily increase the existing demand on fire protection and emergency medical services. Construction activities could potentially expose combustible materials (e.g., wood, plastics, sawdust, coverings, and coatings) to fire risks from machinery and equipment sparks, exposed electrical lines, chemical reactions in combustible materials and coatings and lighted cigarettes. However, in compliance with Occupational Safety and Health Administration (OSHA) requirements, construction managers and personnel would be trained in emergency response and fire safety operations. Additionally, fire suppression equipment (e.g., fire extinguishers) specific to construction would be maintained onsite. Project construction would also comply with requirements and policies relating to fire safety practices.

Road and lane closures due to construction activities related to individual projects could affect response times of fire and emergency services vehicles. Traffic delays caused by potential closures could impede the ability of emergency vehicles to efficiently move along roadways to their destination. Additionally, road closure may result in detours that adversely impact response time. However, as discussed in Section 4.12, Traffic and Transportation, individual projects would be required to develop a construction staging and traffic management plan, as necessary to ensure emergency access is maintained, consistent with LAFD requirements. Therefore, the Proposed Project would result in a less-than-significant construction impact related to fire protection services and emergency medical services.

Operation

Implementation of the Proposed Project with Alternative Compliance scenario would create increased development capacity, increasing the overall housing, population, and employment in the Project Area. Based on proposed land use changes and reasonable expected development for the year 2035, the Project Area could accommodate approximately 12,200 residents and 9,500 jobs more than existing conditions. Compared to future conditions under the current plan, the Project Area could accommodate approximately 10,350 additional residents and 5,650 additional jobs. Land uses are not expected to greatly change, but the intensity of some land uses is expected to increase. However, an increase in population, by itself, would not increase demand for fire protection services. The need for new fire stations is based on the geographic distribution of physical structures; access to trucks, ambulances, and other equipment; and the location of the Proposed Project rather than only on population increases. Regardless, this increase in population, employment and development has been generally anticipated citywide by the DCP through other long-range General Plan Elements, such as the Housing Element and the Framework Element. Based on the reasonably expected development with the ECTNP in 2035, implementation of the Proposed Project would result in growth that is consistent with SCAG 2035 population forecasts for the ECTNP Area. [7] As discussed in Section 4.10 Population, Housing, and Employment, this level of growth is not considered substantial with respect to anticipated growth in the City as a whole, and the distribution of the City's growth to the ECTNP Area in 2035 is generally comparable to existing levels and would continue to implement the City's adopted and directed growth strategy in the General Plan Framework. These projections are the same that public service providers, City departments, and other government agencies rely on for long-range planning. Therefore, on a program level, implementation of the Proposed Project would not cause the construction of a new fire station since growth in the ECTNP Area has been accounted for by the LAFD.

In addition, the zone changes proposed by the ECTNP would not allow heavy manufacturing or other activities that may involve the use of large quantities of toxic combustible substances. Moreover, future development projects within the Project Area would adhere to current fire codes, which require new construction to incorporate more dynamic and advanced fire and life safety technologies and fire prevention measures than older construction in order to reduce the risk of fires.

As discussed in Section 4.12, Transportation and Traffic, the 2035 With Project scenario assumes land use intensification and an organized and coordinated development pattern that increase accessibility of destinations while minimizing the related growth in vehicle trips and VMT per capita. Additionally, designated emergency evacuation and disaster routes within the Project Area would be maintained.[8] While the Project could impact segment-level LOS, there is not a direct relationship between predicted travel delay and emergency response times as California State law requires that drivers yield the right-of-way to emergency vehicles and remain stopped until the emergency vehicles have passed. Generally, multi-lane arterial roadways allow the emergency vehicles to travel at higher speeds and permit other traffic to maneuver out of the path of the emergency vehicle. The Project Area is not within a hillside area or located where there are increased hazards due to a design feature or incompatible use; the Project Area is in an urbanized environment where there is sufficient street access for emergency response.

The LAFD in collaboration with Los Angeles Department of Transportation (LADOT) has developed a Fire Preemption System (FPS), a system that automatically turns traffic lights to green for emergency vehicles traveling on designated streets in the City. The City of Los Angeles has over 205 miles of routes equipped

[7]During the preparation of the ECTNP Draft EIR, the 2012-2035 RTP/SCS was the most recent adopted RTP/SCS available. The 2016-2040 RTP/SCS was adopted April 7, 2016, after the analysis in the ECTNP Draft EIR was completed. The 2016-2040 RTP/SCS has been reviewed to determine if there are any substantial differences in policy and/or growth trends associated with the socioeconomic data as compared to the 2012-2035 RTP/SCS. Based on this review it has been determined that the minor refinements in policy and associated updated socioeconomic data in the 2016-2040 RTP/SCS would not substantially affect the analyses or conclusions of this ECTNP EIR. While the SCAG transportation model itself is still not available, SCAG staff indicates that changes to the network and associated calculations are minor. Please see **Appendix K** for a more detailed discussion.

[8]City of Los Angeles, General Plan, *Safety Element*, Exhibit H, 1996.

with FPS.[9] LAFD has a mandate to protect public safety and must respond to changing circumstances and, therefore, would act to maintain response times. Accordingly, the Project would have a less-than-significant impact on fire protection and emergency medical services.

MITIGATION MEASURES

Impacts related to fire protection services and emergency services would be less than significant under the Proposed Project. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts related to fire protection and emergency services would be less than significant without mitigation.

POLICE PROTECTION SERVICES

REGULATORY FRAMEWORK

FEDERAL

There are no federal police protection services regulations applicable to the Proposed Project.

STATE

California Penal Code. All law enforcement agencies within the State of California are organized and operated in accordance with the applicable provisions of the California Penal Code. This code sets forth the authority, rules of conduct, and training for peace officers. Under state law, all sworn municipal and county officers are state peace officers.

Title 13 California Code Regulations (CCR) Division 2. Division 2 of Title 13 of the CCR governs the operations of the California Highway Patrol.

LOCAL

City of Los Angeles General Plan, Framework Elements. The City of Los Angeles General Plan Framework, which is an element of the City of Los Angeles General Plan, was originally adopted in December 1996 and re-adopted in August 2001. The General Plan Framework provides guidance for long-term growth in the City and guides the update of community plans and Citywide elements. The General Plan Framework also contains purposes, policies, and programs for City development. Chapter 9 (Infrastructure and Public Services) of the Framework Element includes goals, objectives, and policies applicable to police protection services (**Table 4.11-5**).

City of Los Angeles Charter and Administrative and Municipal Codes. The law enforcement regulations, as well as the powers and duties of the LAPD, are outlined in the City of Los Angeles' Charter, Administrative Code, and the LAMC. Article V, Section 570 of the City of Los Angeles Charter gives power and duty to the LAPD to enforce the penal provisions of the Charter, city ordinances, and state and federal law. The Charter gives responsibility to LAPD officers to act as peace officers and to protect lives and property in case of disaster or public calamity. Chapter 11, Section 22.240 of the Los Angeles Administrative Code requires the LAPD to adhere to the State of California standards described in Section 13522 of the California Penal Code.

[9]Training Bulletin: Traffic Signal Preemption System for Emergency Vehicles, Los Angeles Fire Department, Bulletin No. 133, October, 2008.

TABLE 4.11-5: RELEVANT GENERAL PLAN POLICE PROTECTION GOALS, OBJECTIVES, AND POLICIES	
FRAMEWORK ELEMENT – CHAPTER 9 INFRASTRUCTURE AND PUBLIC SERVICES	
Goal 9I	Every neighborhood in the City has the necessary police services, facilities, equipment, and manpower required to provide for the public safety needs of that neighborhood.
Objective 9.13	Monitor and forecast demand for existing and projected police service and facilities.
Policy 9.13.1	Monitor and report police statistics, as appropriate, and population projections for the purpose of evaluating police service based on existing and future needs.
Objective 9.14	Protect the public and provide adequate police services, facilities, equipment and personnel to meet existing and future needs.
Policy 9.14.1	Work with the Police Department to maintain standards for the appropriate number of sworn police officers to serve the needs of residents, businesses, and industries.
Policy 9.14.5	Identify neighborhoods in Los Angeles where facilities are needed to provide adequate police protection.
Policy 9.14.7	Participate fully in the planning of activities that assist in defensible space design and utilize the most current law enforcement technology affecting physical development.
Objective 9.15	Provide for adequate public safety in emergency situations.
Policy 9.15.1	Maintain mutual assistance agreements with local law enforcement agencies, State law enforcement agencies, and the National Guard to provide for public safety in the event of emergency situations.
SOURCE: City of Los Angeles, *The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan*, re-adopted 2001.	

Section 13522 charges the LAPD with the responsibility of enforcing all LAMC Chapter 5 regulations related to fire arms, illegal hazardous waste disposal, and nuisances (e.g., excessive noise), and with providing support to the Department of Building and Safety Code Enforcement inspectors and the LAFD in the enforcement of the City's Fire, Building, and Health Codes. The LAPD is also given the power and the duty to protect residents and property and to review and enforce specific security-related mitigation measures in regards to new development.

Los Angeles Police Department (LAPD) Computer Statistics Unit (COMPSTAT) Program. The LAPD COMPSTAT was created in 1994 and implements the General Plan Framework goal of assembling statistical population and crime data to determine necessary crime prevention actions. This system implements a multi-layer approach to police protection services through statistical and geographical information system (GIS) analysis of growing trends in crime through its specialized crime control model. COMPSTAT has effectively and significantly reduced the occurrence of crime in Los Angeles communities through accurate and timely intelligence regarding emerging crime trends or patterns.[10]

Design Out Crime/Crime Prevention through Environmental Design. The Design Out Crime initiative implements the techniques of Crime Prevention Through Environmental Design (CPTED), which introduces ways to deter crime by changing the design of buildings and public spaces. Design Out Crime guidelines were developed and adopted for distribution to developers, architects, urban planners, and others involved in the design of building projects to improve safety and reduce crime by providing visual connection/natural surveillance and discouraging criminal activity. Examples of recommended CPTED practices include the use of paths, lighting, entryways, and security features (locks/gates/signs) to enhance site safety.[11]

[10]Los Angeles Police Department, *COMPSTAT*, http://www.lapdonline.org/crime_mapping_and_compstat/content_basic_view/6363, accessed March 6, 2017.

[11]Los Angeles Police Department, *Design Out Crime*, http://www.lapdonline.org/crime_prevention/content_basic_view/8852#1, accessed March 6, 2017.

EXISTING SETTING

The LAPD provides police protection services to the Project Area. The West Bureau serves the Project Area with two divisions: the West Los Angeles Division and the Pacific Division. The LAPD West Los Angeles Division encompasses approximately 65.14 square miles and serves a population of approximately 230,288 people. The West Los Angeles Community Police Station is staffed by 238 sworn officers, 20 reserve officers, 18 civilians, and 25 volunteers.

The LAPD Pacific Division encompasses approximately 25.74 square miles and serves a population of approximately 203,664 people. The Pacific Community Police Station is staffed by 284 sworn officers, 16 reserve officers, 15 civilians, and 19 volunteers.

The LAPD police stations that serve the Project Area are shown in **Table 4.11-6** and illustrated in **Figure 4.11-1**, above. Crime statistics for the LAPD stations that serve the Project Area are shown in **Table 4.11-7**. Typical crimes include homicide, rape, robbery, aggravated assault, burglary, larceny, motor vehicle theft, and arson.

TABLE 4.11-6: LAPD STATIONS SERVING THE PROJECT AREA

Bureau	Station	Address	Number of Officers /a/	Officer to Resident Ratio Per 1,000 Residents
West	West LA Community	1663 Butler Ave.	238	1.03
West	Pacific Community	12312 Culver Blvd.	284	1.39

/a/ Number of Deployed Sworn Personnel.
SOURCE: Los Angeles Police Department, 2013.

TABLE 4.11-7: CRIME STATISTICS OF LAPD STATIONS SERVING THE PROJECT AREA

Station	Part I Crimes Offenses /a,b/	Part I Crime Offense Rate per 1,000 Persons
West LA Community Police Station	879	0.88
Pacific Community Police Station	1,038	1.04

/a/ Part I Crime Offenses recorded in the year 2016.
/b/ Part I Crime Offenses include violent and property crimes such as homicide, rape, robbery, aggravated assaults, burglary, motor vehicle theft, burglary/theft from motor vehicle, and personal/other theft.
SOURCE: Los Angeles Police Department, *COMPSTAT Community Area Profile,* www.lapd.org; TAHA, 2017.

The crime rate, which represents the number of crimes reported, affects the "needs" projection for staff and equipment for the LAPD. To some extent, it is logical to anticipate that the crime rate in a given area would increase as the level of activity or population, along with the opportunities for crime, increases. However, because a number of other factors also contribute to the resultant crime rate, such as police presence, crime prevention measures, and ongoing legislation/funding, the potential for increased crime rates is not necessarily directly proportional to increase in population or land use activity.

In addition to crime rates, the LAPD's operational statistics are also analyzed in terms of response time. Response time is the amount of time from when a call requesting assistance is made until the time that a police unit arrives at the scene. Calls for police assistance are prioritized based on the nature of the call. Unlike fire protection services, police units are often in a mobile state; hence, actual distance between a headquarters facility and the project site is often of little relevance. Instead, the number of officers on the street is more directly related to the realized response time.

To plan for personnel needs at individual stations, the LAPD uses a field deployment software model called "Patrol Plan" that takes into account 25 separate factors, including crime data, population density, and traffic speeds. The model is run on a quarterly basis, but station captains can request the assignment of additional

personnel at any time in response to increased demand. The LAPD seeks to maintain a maximum response time of seven minutes and will increase staffing at stations as necessary to ensure that this goal is met.[12]

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the CEQA Guidelines, the Proposed Project would have a significant impact related to police protection services if it would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered police protection service facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives for police protection.

CITY OF LOS ANGELES CEQA THRESHOLDS GUIDELINES

Based on the criteria set forth in the 2006 Los Angeles CEQA Thresholds Guide (Thresholds Guide), the determination of significance shall be made on a case-by-case basis, considering the following factors related to police protection services:

- The population increase resulting from the Proposed Project, based on the net increase of residential units or square footage of non-residential floor area;
- The demand for police services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to LAPD services (facilities, equipment, and officers) and the project's proportional contribution to the demand; and
- Whether the project includes security and/or design features that would reduce the demand for police services.

METHODOLOGY

The Thresholds Guide sets forth guidance for the determination of significance of impacts to police protection services. This guidance is based on CEQA Guidelines Appendix G and provides specific criteria to be considered when making a significance determination. In some cases, the Thresholds Guide includes quantitative thresholds. For purposes of this analysis, the CEQA Guidelines Appendix G criteria are used supplemented by the City's Guidelines, as necessary, since the thresholds identified in the City's Thresholds Guide are more development project-specific.

Potential impacts on law enforcement services are evaluated based on the ability of existing and planned LAPD staffing, equipment, and facilities to meet the additional demand for law enforcement services potentially associated with implementation of the Proposed Project. Police protection service impacts are also evaluated for the Proposed Project within the context of applicable local policies and codes mentioned above.

This discussion of impacts to police protection services addresses impacts for the entire Project Area. No distinction is made between areas of change and areas within the Project Area where zoning controls would not change since the service area for each of the two LAPD divisions and two police stations covers both the change and non-change areas.

[12]Los Angeles Police Department, Community Relations Section, Sergeant Leonid Tsap, telephone correspondence, September 15, 2014.

IMPACTS

IMPACT 4.11-2 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED POLICE FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES, AND OTHER PERFORMANCE OBJECTIVES? THIS IS A LESS-THAN-SIGNIFICANT IMPACT.

The Proposed Project would establish a Specific Plan, initiate zone changes and General Plan amendments, and introduce development and urban design standards. The Proposed Project would also involve new streetscape plans and parking strategies that together would enhance the pedestrian experience, promote transit ridership, and encourage a variety of mobility options. Zone changes and General Plan amendments would not occur on every parcel within the Project Area; these changes are anticipated within specific "areas of proposed change."

The Project Area could accommodate an additional 12,216 residents and 9,457 jobs under the Proposed Project with Alternative Compliance scenario when compared to existing conditions and an additional 10,364 residents and 5,644 jobs when compared to the current plan. Although there is no direct proportional relationship between increases in land use activity and increases in demand for police protection services, the number of calls for police response to home and retail burglaries, vehicle burglaries, damage to vehicles, traffic-related incidents, and crimes against persons would be anticipated to increase with the increase in people, commercial and retail land uses, and dwelling units in the ECTNP Area. Such calls are typical of problems experienced in existing developed areas of the City and do not represent unique law enforcement issues that would be created specifically by implementation of the proposed ECTNP.

An increase in the number of residents and employees, and amount of development within the Project Area would create increased demand for LAPD services. However, due to the mobile nature of police services, it is unlikely that the need for additional officers created by the increase in demand for police services would result in the need for the construction of new or physically altered police protection facilities. Additional police service demands can be accommodated through a variety of methods, including overtime or provision of substations in existing structures, which would increase police protection without the need for construction of new stations.

As discussed in Section 4.12, Transportation and Traffic, the 2035 With Project scenario assumes land use intensification and an organized and coordinated development pattern that increase accessibility of destinations while minimizing the related growth in vehicle trips and VMT per capita. While the Project could impact segment-level LOS, there is not a direct relationship between predicted travel delay and emergency response times as California State law requires that drivers yield the right-of-way to emergency vehicles and remain stopped until the emergency vehicles have passed. Designated emergency and disaster routes within the Project Area would be maintained.[13] In conformance with existing policies, procedures and practices, as development occurs, the LAPD will maintain acceptable service levels through the provision of additional personnel and equipment as needed. Impacts to police services are addressed through standard city policies, procedures, and practices. Therefore, the Proposed Project would result in a less-than-significant impact related to police protection services.

MITIGATION MEASURES

Impacts related to substantial adverse physical impacts associated with the provision of new or physically altered police facilities would be less than significant. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts related to police protection services were determined to be less than significant without mitigation.

[13]City of Los Angeles, General Plan, *Safety Element*, Exhibit H, 1996.

PUBLIC SCHOOLS

This analysis below presents an evaluation of the environmental impacts on public schools that could result from the implementation of the Proposed Project; this analysis does not consider impacts on private or charter schools.

REGULATORY FRAMEWORK

FEDERAL

There are no federal public school regulations applicable to the Proposed Project.

STATE

California Government Code Section 65995. California Government Code Section 65995 is found in Title 7, Chapter 4.9 of the California Government Code. California Government Code Section 65995 authorizes school districts to collect impact fees from developers of new residential and commercial/industrial building space. Leroy F. Greene School Facilities Act of 1998 (Senate Bill 50 [SB 50]) amended Government Code Section 65995 in 1998, which allows schools to collect fees to offset costs associated with increasing school capacity as a result of development. The maximum fees authorized under SB 50 apply to zone changes, general plan amendments, zoning permits and subdivisions. The provisions of SB 50 are deemed to provide full and complete mitigation of school facilities impacts, notwithstanding any contrary provisions in CEQA or other state or local laws The Los Angeles Unified School District (LAUSD) determines the fees in accordance with California Government Code Section 65995, annually, and publishes them in their school fee justification study.

California Education Code. School facilities and services are subject to the rules and regulations of the California Education Code and governance of the State Board of Education (SBE). The SBE is the 11-member governing and policymaking body of the California Department of Education (CDE) that sets Kindergarten through 12th Grade (K–12) education policy in the areas of standards, instructional materials, assessment, and accountability.

California Department of Education (CDE). The CDE is the government agency responsible for public education throughout the state. With the State Superintendent of Public Instruction, the CDE is responsible for enforcing education law and regulations and for continuing to reform and improve public elementary school, secondary school, childcare programs, adult education, and preschool programs. The department oversees funding, and student testing and achievement levels for all state schools. A sector of the CDE, the SBE is the governing and policy making sector responsible for education policies regarding standards, instructional materials, assessment, and accountability. The CDE's mission is to provide leadership, assistance, oversight, and resources so that every Californian has access to an education that meets world-class standards. The core purpose of the CDE is to lead and support the continuous improvement of student achievement, with a specific focus on closing achievement gaps.

Assembly Bill 149 and 2071 – Open Enrollment Policy. The open enrollment policy is a state-mandated policy that enables students located in the LAUSD to apply to any regular, grade-appropriate LAUSD school with designated "open enrollment" seats. Open enrollment seats are granted through an application process that is completed before the school year begins. Under the Open Enrollment Policy, students living in a particular school's attendance area are not displaced by a student requesting an open enrollment transfer to that school.

Class Size Reduction Kindergarten-University Public Education Facilities Bond Act of 1998. Proposition 1A, the Class Size Reduction Kindergarten-University Public Education Facilities Bond Act of

1998 (Ed. Code, Section 100400–100405) is a school construction funding measure that was approved by the voters on the November 3, 1998 ballot. This Act created the School Facility Program where eligible school districts may obtain state bond funds.

LOCAL

Los Angeles Unified School District (LAUSD). Although the California public school system is under the policy direction of the Legislature, the CDE relies on local control for the management of school districts. In allocating resources among the schools of the district, school district governing boards and district administrators must not only follow the law but also set the educational priorities for their schools.

LAUSD 2012-2015 Strategic Plan. The 2012-2015 Strategic Plan was created to guide LAUSD schools in providing high-quality instruction and a rigorous curriculum to facilitate student learning and achievement. The Strategic Plan provides 17 initiatives that would guide the LAUSD in reaching its goals in preparing students and ensuring they are college-prepared and career-ready upon graduation.[14]

LAUSD Choices Program. LAUSD provides education choices including magnet and permits with transportation (PWT) programs to students residing within the LAUSD boundaries. Students interested in enrolling in LAUSD magnet and PWT programs are required to apply through LAUSD eChoices. Magnet schools under the Choice Program include business, communication arts, center for enriched studies, gifted/highly gifted/high ability, liberal arts, magnet schools assistance program, public service, science/technology/engineering/math, and visual and performing arts.[15]

City of Los Angeles General Plan Framework (Framework Element). The City of Los Angeles General Plan Framework, which is an element of the City of Los Angeles General Plan, was originally adopted in December 1996 and re-adopted in August 2001. The General Plan Framework provides guidance for long-term growth in the City and guides the update of community plans and Citywide elements. The General Plan Framework also contains purposes, policies, and programs for City development. Chapter 9 Infrastructure and Public Services of the Framework Element includes goals, objectives, and policies applicable to public schools (**Table 4.11-8**).

TABLE 4.11-8: RELEVANT GENERAL PLAN SCHOOL GOALS, OBJECTIVES, AND POLICIES

FRAMEWORK ELEMENT – CHAPTER 9 INFRASTRUCTURE AND PUBLIC SERVICES	
Goal 9N	Public schools that provide a quality education for all of the City's children, including those with special needs, and adequate school facilities to serve every neighborhood in the City so that students have an opportunity to attend school in their neighborhoods.
Objective 9.31	Work constructively with the Los Angeles Unified School District to monitor and forecast school service demand based upon actual and predicted growth.
Policy 9.31.1	Participate in the development of, and share demographic information about, population estimates.
Objective 9.32	Work constructively with Los Angeles Unified School District to promote the siting and construction of adequate school facilities phased with growth.
Policy 9.32.1	Work with the Los Angeles Unified School District to ensure that school facilities and programs are expanded commensurate with the City's population growth and development.
Policy 9.32.2	Explore creative alternatives for providing new school sites in the City, where appropriate.
Policy 9.32.3	Work with LAUSD to explore incentives and funding mechanisms to provide school facilities in areas where there is a deficiency in classroom seats.
Objective 9.33	Maximize the use of local schools for community use and local open space and parks for school use.
Policy 9.33.1	Encourage a program of decision-making at the local school level to provide access to school facilities by neighborhood organizations.
Policy 9.33.2	Develop a strategy to site community facilities (libraries, parks, schools, and auditoriums) together.

SOURCE: City of Los Angeles, *The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan*, re-adopted 2001.

[14]Los Angeles Unified School District. LAUSD *2012-2015 Strategic Plan-LAUSD: All Youth Achieving*, September 2012.

[15]Los Angeles Unified School District, *e-Choices LAUSD Choices Program,* http://echoices.lausd.net//GeneralInformation.aspx, accessed March 6, 2017.

EXISTING SETTING

The LAUSD covers an area totaling 710 square miles, including most of the City of Los Angeles, along with all or portions of 26 cities and unincorporated areas of Los Angeles County. As the nation's second largest school district, LAUSD serves more than 664,774 K-12 students, with an additional 69,867 students enrolled in adult education schools, totaling approximately 734,641 students enrolled through LAUSD..[16] In total, LAUSD provides education services to an area of 710 square miles with a total of 1,302 educational schools and centers, including 451 elementary schools, 83 middle schools, 96 senior high schools, and 279 charter schools.[17,18] Further, through LAUSD's eChoice program, there are 198 Magnet Programs located throughout LAUSD.

LAUSD currently operates 15 schools serving the Project Area. Of these schools, nine are elementary schools, three are middle schools, and three are high schools.[19] **Figure 4.11-2** shows the location of these public schools. **Table 4.11-9** identifies the location, current capacity, and current enrollment of LAUSD schools serving the Project Area. All schools except for Webster Middle School are currently operating under enrollment capacity. LAUSD does not currently have any plans to open new schools to relieve current overcrowding at Webster Middle School. However, Webster Middle School currently has plans for expansion to accommodate existing and future student enrollment with a projected capacity of 1,115 students, eliminating any deficits in capacity.[20]

TABLE 4.11-9: PUBLIC SCHOOLS SERVING THE PROJECT AREA

School Name	Location	Station Area/a/	Current Capacity (seats)/b/	Current Enrollment (seats)/b/	Available Capacity (seats)/c/	Over-crowded/d/
ELEMENTARY SCHOOLS						
Castle Heights	9755 Cattaraugus Ave.	CC, P	642	507	135	No
Palms	3520 Motor Ave.	CC, P	472	410	62	No
Shenandoah Street	2450 Shenandoah St.	CC	642	629	13	**YES**
Overland Avenue	10650 Ashby Ave.	P, W, ES	511	394	117	No
Clover Avenue	11020 Clover Ave.	W, ES	640	555	85	No
Richland Avenue	11562 Richland Ave.	W, ES, P	253	190	63	No
Westwood Charter	2050 Selby Ave.	W, ES	900	833	67	No
Brockton Avenue	1309 Armacost Ave.	EB	299	267	32	No
Nora Sterry	1730 Corinth Ave.	ES	409	249	160	No
		TOTAL	**4,768**	**4,034**	**734**	--
MIDDLE SCHOOLS						
Palms	10860 Woodbine St.	CC, P, W	1,674	710	964	No
Emerson	1650 Selby Ave.	W	1,122	728	394	No
Webster	11330 Graham Pl.	W, ES, EB	583	783	-200	**YES**
		TOTAL	**3,379**	**2,221**	**1,158**	--
HIGH SCHOOLS						
Alexander Hamilton	2955 S. Robertson Blvd.	CC, P, W	3,324	1,886	1,438	No
University	11800 Texas Ave.	W, ES, EB	2,276	1,077	1,199	No
Venice	13000 Venice Blvd.	W	2,877	1,725	1,152	No
		TOTAL	**8,477**	**4,688**	**3,789**	--

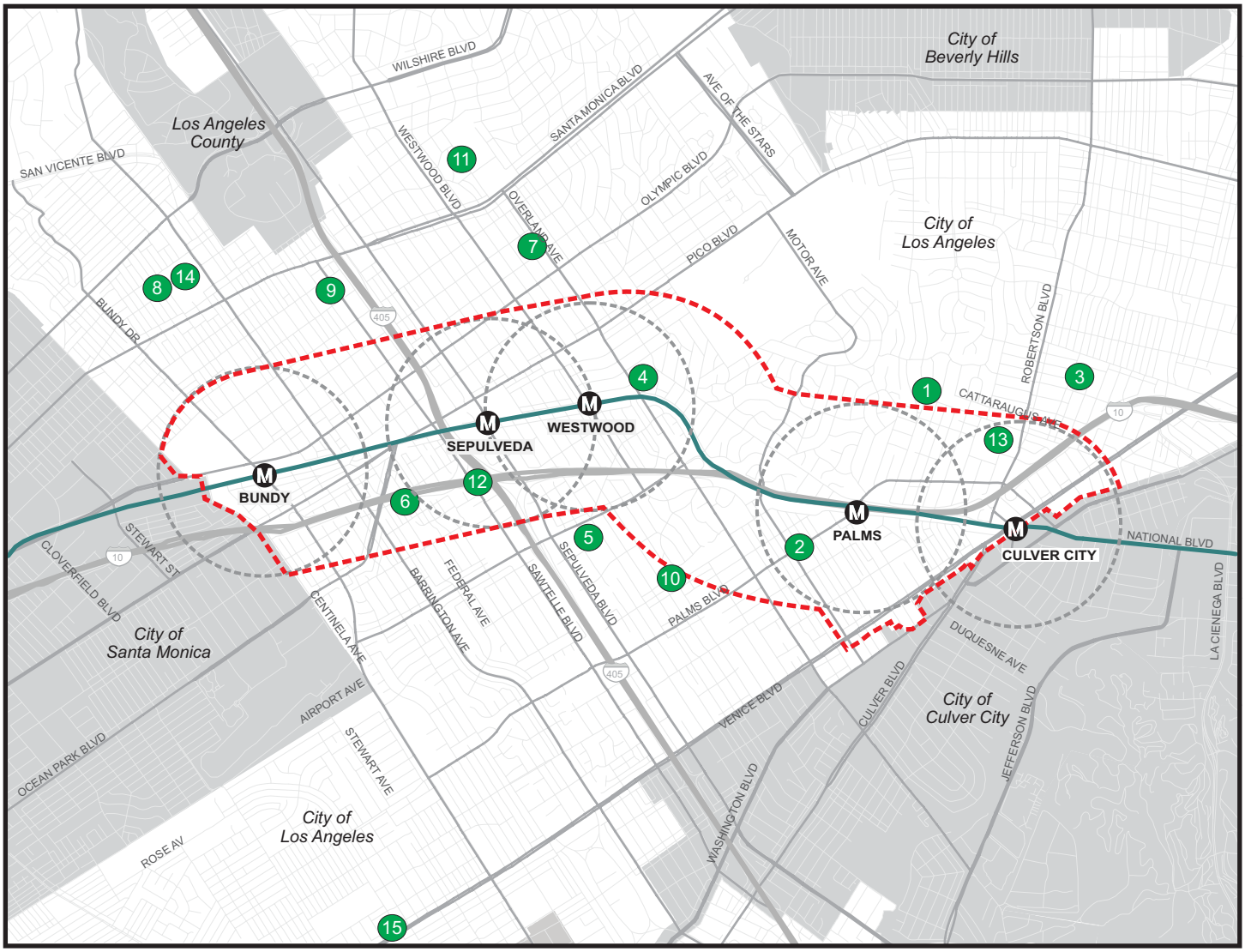
/a/ Station area is abbreviated as follows: Culver City (CC), Palms (P), Westwood (W), Exposition-Sepulveda (ES), and Exposition-Bundy (EB). This column identifies the station areas that each of the schools serves.
/b/ Capacity and enrollment reflect data from the School Year (SY) 2012-2013 resident enrollment. This represents the school's current operating capacity, or the maximum number of students the school can serve while operating on its current calendar. Excludes capacity allocated to charter co-locations. Includes capacity for magnet program.
/c/ Available capacity is equal to current capacity minus current enrollment.
/d/ A school is considered overcrowded if the school is currently on a multi-track calendar, there is a currently a seating shortage, or there is currently an available capacity of less than or equal to a "safety margin" of 30 seats.
SOURCE: Los Angeles Unified School District, Facilities Division, Rena Perez, written correspondence May 6, 2013.

[16]Los Angeles Unified School District, *Fingertip Facts 2016-2017*, updated August 2016.
[17]*Ibid.*
[18]Los Angeles Unified School District, Charter Schools Division, *School Directories, Charter Schools Directory 2016-17*, http://achieve.lausd.net/Page/1827, accessed March 6, 2017.
[19]Los Angeles Unified School District, Facilities Division, Rena Perez, written correspondence May 6, 2013.
[20]*Ibid*.

Exposition Corridor Transit Neighborhood Plan

Figure 4.11-2 Public Schools Serving the Project Area

Los Angeles Department of City Planning



A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- School
- Jurisdictional Boundary

1. Castle Heights Elementary
2. Palms Elementary
3. Shenandoah Elementary
4. Overland Elementary
5. Clover Elementary
6. Richland Elementary
7. Westwood Elementary
8. Brockton Elementary
9. Sterry Elementary
10. Palms Middle
11. Emerson Middle
12. Webster Middle
13. Hamilton High
14. University High
15. Venice High

Approx. Scale

N

0 0.35 0.7 MILES

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: City of Los Angeles, Los Angeles Unified School District, and TAHA, 2017.

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the CEQA Guidelines, the Proposed Project would have a significant impact related to public schools if it would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered public school facilities, need for new or physically altered public school facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable capacities or other performance objectives for public schools.

CITY OF LOS ANGELES CEQA THRESHOLDS GUIDELINES

Based on the criteria set forth in the 2006 Los Angeles CEQA Thresholds Guide (Thresholds Guide), the determination of significance shall be made on a case-by-case basis, considering the following factors related to public schools:

- The population increase resulting from the Proposed Project, based on the increase in residential units or square footage of non-residential floor area;
- The demand for school services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to LAUSD services (facilities, equipment and personnel) and the project's proportional contribution to the demand;
- Whether (and the degree to which) accommodation of the increased demand would require construction of new facilities, a major reorganization of students or classrooms, major revisions to the school calendar (such as year-round sessions), or other actions which would create a temporary or permanent impact on the school(s); and
- Whether the project includes features that would reduce the demand for school services (e.g., on-site school facilities or direct support to LAUSD).

METHODOLOGY

The Thresholds Guide sets forth guidance for the determination of significance of impacts to public schools. This guidance is based on CEQA Guidelines Appendix G and provides specific criteria to be considered when making a significance determination. In some cases, the Thresholds Guide includes quantitative thresholds. For purposes of this analysis, Thresholds Guide criteria are used supplemented by the City's Guidelines, as necessary, since the thresholds identified in the City's Thresholds Guide are more development project-specific.

This discussion of impacts to public schools addresses impacts for the entire Project Area. No distinction is made between areas of change and areas within the ECTNP Area where zoning controls would not change since the potential impacts on public schools are evaluated based on the amount of development occurring within the attendance boundaries of existing schools and the ability of these schools to accommodate additional demand for enrollment created as a result of the implementation of the Proposed Project. This analysis estimates the number of students that would be generated by reasonably expected development with the ECTNP using LAUSD student generation rates and assesses whether existing and planned LAUSD school facilities expected to serve the Project Area would have sufficient available capacity to accommodate the students.[21] The Proposed Project with Alternative Compliance scenario is analyzed here, as it would add more residents and, therefore, would generate the greatest amount of students and result in the greatest amount of impacts to schools.

[21]Los Angeles Unified School District, *Student Generation Rate Calculation*, February 2008; Los Angeles Unified School District, *Commercial/Industrial Development School Fee Justification Study*, February 2008.

IMPACTS

IMPACT 4.11-3 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT CREATE ADDITIONAL DEMAND FOR PUBLIC SCHOOL ENROLLMENT THAT COULD NOT BE ADEQUATELY ACCOMMODATED BY EXISTING SCHOOLS SERVING THE PROJECT AREA, RESULTING IN THE NEED FOR NEW OR PHYSICALLY ALTERED SCHOOL FACILITIES? THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

The Proposed Project would establish a Specific Plan, initiate zone changes and General Plan amendments, and introduce development and urban design standards. The Proposed Project would also involve new streetscape plans and parking strategies that together would enhance the pedestrian experience, promote transit ridership, and encourage a variety of mobility options. Zone changes and General Plan amendments would not occur on every parcel within the Project Area; these changes are anticipated within specific "areas of proposed change." School impacts within the Project Area are evaluated within the context of local policies and codes mentioned above. The ECTNP does not contain any specific regulations that would affect public schools.

As previously described, based on reasonably expected development levels for 2035, the Proposed Project with Alternative Compliance scenario could accommodate an additional 6,042 dwelling units and 3,887,018 square feet of non-residential uses when compared to existing conditions. Compared to future conditions under the current plan, the Project Area could accommodate an additional 4,988 dwelling units and 1,584,148 square feet of non-residential uses with the Proposed Project with Alternative Compliance scenario.

Based on the anticipated increase in residential and non-residential development resulting from the proposed land use changes, student enrollment in elementary, middle, and high schools serving the Project Area could be expected to increase by approximately 2,221 students by 2035. **Table 4.11-10** shows the estimated generation of elementary, middle, and high school students that could be anticipated within the Project Area.

TABLE 4.11-10: ANTICIPATED STUDENT GENERATION

Use	Dwelling Units/Buildable Square Feet 2013	2035	Net	Student Generation Rate	Students Generated
ELEMENTARY SCHOOL STUDENTS					
Residential /a/	25,018	31,060	*6,042*	0.1496 per dwelling unit	904
Retail	2,810,959	3,917,646	*1,106,687*	0.0238 per 1,000 sq. ft.	26
Office	3,383,329	8,150,877	*4,767,548*	0.0373 per 1,000 sq. ft.	178
Other Non-Residential /c/	5,230,197	3,242,981	*(1,987,216)*	0.0287 per 1,000 sq. ft.	(57)
				Total Elementary School Students Generated	***1,051***
MIDDLE SCHOOL STUDENTS					
Residential /a/	25,018	31,060	*6,042*	0.0763 per dwelling unit	461
Retail	2,810,959	3,917,646	*1,106,687*	0.0123 per 1,000 sq. ft.	14
Office	3,383,329	8,150,877	*4,767,548*	0.0194 per 1,000 sq. ft.	92
Other Non-Residential /c/	5,230,197	3,242,981	*(1,987,216)*	0.0150 per 1,000 sq. ft.	(30)
				Total Middle School Students Generated	***537***
HIGH SCHOOL STUDENTS					
Residential /a/	25,018	31,060	*6,042*	0.0921 per dwelling unit	556
Retail	2,810,959	3,917,646	*1,106,687*	0.0123 per 1,000 sq. ft.	14
Office	3,383,329	8,150,877	*4,767,548*	0.0192 per 1,000 sq. ft.	92
Other Non-Residential /c/	5,230,197	3,242,981	*(1,987,216)*	0.0148 per 1,000 sq. ft	(29)
				Total High School Students Generated	***632***
				Total Students Generated by Proposed Project	**2,221**

sq. ft. = square feet
/a/ The student generation rate for multi-family units was used to determine the students generated by the residential component of the Proposed Project, as all new residential use resulting from the Proposed Project is expected to be multi-family
/b / Other Non-Residential use includes both industrial and institutional use. The student generation rate for industrial use was applied to this category, as the net loss of square footage here is assumed to be the result of a decrease in industrial use in the future.
SOURCES: City of Los Angeles, Department of City Planning, 2014 and LAUSD, *Student Generation Rate Calculation*, February 2008 and LAUSD, *Commercial/Industrial Development School Fee Justification Study*, February 2008.

The Proposed Project would generate moderate student population and could increase enrollment at non-charter public schools by 1,051 elementary school students, 537 middle school students, and 632 high school students, totaling 2,221 students. As shown in **Table 4.11-9**, existing public (non-charter) elementary and middle schools serving the Project Area currently have the capacity to accommodate an additional 734 elementary and 1,158 middle school students. Based on remaining capacity at high schools serving the Project Area, an additional 3,789 students can currently be accommodated.

LAUSD enrollment forecasts are limited to five-year increments and do not extend out to 2035, and, thus, a comparison to LAUSD forecasts for the plan horizon year is not possible. While the increase in student enrollment resulting from the Proposed Project could be accommodated by the current capacity for the middle schools and high schools serving the Project Area, the current capacity at elementary schools serving the Project Area would not accommodate the number of new students that could be generated by the Proposed Project. However, student population may change during the intervening years, and LAUSD may need to expand existing schools and/or provide new facilities in order to accommodate the additional students generated by the Proposed Project. In the event that LAUSD constructs a new school or physically alter an existing facility, a project-specific environmental analysis would be required to address site-specific environmental concerns.

All development in California is subject to California Government Code Section 65995, which allows LAUSD to collect impact fees from developers of new residential and commercial/industrial space. Per current state law, developer impact fees are the exclusive method for mitigating impacts on school facilities. These fees collected on residential and commercial development may be used to pay for all of the following: land (purchased or leased) for school facilities, design of school facilities, permit and plan checking fees, construction or reconstruction of school facilities, testing and inspection of school sites and school buildings, furniture for use in new school facilities, and interim school facilities (purchased or leased) to house students generated by new development while permanent facilities are constructed. Such development would assist in funding efforts necessary to alleviate school overcrowding and would ensure that new development under the Proposed Project would bear its fair share of the cost of accommodating additional students generated. With payment of appropriate fees, impacts would be less than significant.

MITIGATION MEASURES

Impacts related to creating additional demand for public school enrollment are addressed by current law, and thus are less than significant before mitigation. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts related to creating additional demand for public school enrollment were determined to be less than significant without mitigation.

PARKS AND OTHER PUBLIC SERVICES

REGULATORY FRAMEWORK

FEDERAL

PUBLIC PARKS

U.S. Department of Transportation Act of 1966 (USDOT Act). Section 4(f) of the USDOT Act was enacted as a means of protecting publicly owned public parks, recreation areas, and wildlife/waterfowl refuges as well as historic sites of local, state or national significance, from conversion to transportation uses.

PUBLIC LIBRARIES

There are no federal regulations pertaining to libraries that are applicable to the Proposed Project.

STATE

PUBLIC PARKS

Quimby Act. The Quimby Act was established by the California State Legislature in 1965 and codified as California Government Code Section 66477. The Quimby Act allows the legislative body of a city or county to require, by ordinance, the dedication of land, payment of fees in lieu thereof, or a combination of both for park or recreational purposes as a condition to the approval of a tentative tract map or parcel map. LAMC Sections 12.33 and 17.12 are codified city ordinances that were enacted as a way to implement the Quimby Act. LAMC Sections 12.33 and 17.12 are colloquially referred to as the City's "Quimby Code."[22]

State Public Park Preservation Act of 1971. The primary instrument for protecting and preserving parkland is this Act (PRC Section 5400–5409). Under this Act, cities and counties may not acquire any real property that is in use as a public park for any non-park use unless compensation or land, or both, are provided to replace the parkland acquired. This provides no net loss of parkland and facilities.

California Mitigation Fee Act. This California Mitigation Fee Act, Government Code Sections 66000, *et seq.*, allows cities to establish fees to be imposed on development projects for the purpose of mitigating the impact of development on a city's ability to provide specified public facilities. In order to comply with this Act a city must follow the following primary requirements: (1) Make certain determinations regarding the purpose and use of a fee and establish a nexus or connection between a development project or class of project and the public improvement being financed with the fee; (2) Segregate fee revenue from the General Fund in order to avoid commingling of capital facilities fees and general funds; (3) For fees that have been in the possession of a city for five years or more and for which the dollars have not been spent or committed to a project, the city must make findings each fiscal year.

PUBLIC LIBRAIRES

There are no state regulations pertaining to libraries that are applicable to the Proposed Project.

LOCAL

PUBLIC PARKS

Los Angeles Countywide Comprehensive Parks & Recreation Needs Assessment. The Parks & Recreation Needs Assessment, adopted May 2016, documents existing parks and recreation facilities in cities and unincorporated communities and to use the data to determine the scope, scale, and location of park needs in Los Angeles County. The Parks & Recreation Needs Assessment also establishes new ways of understanding about parks, recreation, and open space by: considering parks as key infrastructure; using a new series of metrics to determine park needs; supporting a need-based allocation of funding for parks and recreation; and emphasizing community priorities and deferred maintenance projects. As part of the assessment, the Los Angeles County Department of Parks and Recreation collaborated with 86 cities.[23]

County of Los Angeles General Plan, Conservation and Open Space Element. The Conservation and Open Space Element of the County General Plan intends to guide the County's long-range preservation of its natural resources and open space and sets policy direction for the open space, natural, and energy-related resources within unincorporated Los Angeles County.[24] The Conservation and Open Space Element

[22]City of Los Angeles Department of Recreation and Parks, *Quimby/Park Fees*, https://laparks.org/planning/quimby-park-fees, accessed March 6, 2017

[23]County of Los Angeles Department of Parks and Recreation, *Los Angeles Countywide Comprehensive Parks & Recreation Needs Assessment*, May 2016.

[24]County of Los Angeles Department of Region Planning, *Draft General Plan Conservation and Open Space Element*, 2008.

establishes a standard of four acres of parkland per 1,000 residents and six acres of parkland per 1,000 County residents to plan for local and regional parkland, respectively.

City of Los Angeles General Plan, Service Systems Element-Public Recreation Plan. The City of Los Angeles General Plan is a comprehensive, long range declaration of purposes, policies and programs for the development of the City. The Public Recreation Plan of the Service Systems Element of the General Plan identifies existing recreational facilities and parks in the City of Los Angeles. The Public Recreation Plan categorizes parks into three types: neighborhood, community, and regional. Ideally, neighborhood parks have a service radius of approximately 0.5 mile and are pedestrian-accessible without crossing a major arterial street or highway/freeway. Community parks have a service radius of 2 miles and are easily accessible to the area served. Regional parks in the City provide specialized recreational facilities and/or attractions and have a service radius encompassing the entire Los Angeles region.

The Public Recreation Plan also provides the City's standard long-range ratios for parks to population. The City's standard ratio of parks to population is 2 acres per 1,000 residents for neighborhood parks and 2 acres per 1,000 residents for community parks, or 4 acres per 1,000 residents of combined neighborhood and community parks.[25] In addition to the park acreage standards, the Public Recreation Plan also states that the types of amenities (e.g., recreation center, gym, basketball courts, etc.) that are offered on public parks and recreation land should also be considered when determining the adequacy of park space.

City of Los Angeles General Plan Framework (Framework Element). The City of Los Angeles General Plan Framework, which is an element of the City of Los Angeles General Plan, was originally adopted in December 1996 and re-adopted in August 2001. The General Plan Framework provides guidance for long-term growth in the City and guides the update of community plans and Citywide elements. The General Plan Framework also contains purposes, policies, and programs for City development. Chapter 9 Infrastructure and Public Services of the Framework Element includes goals, objectives, and policies applicable to parks and recreation (**Table 4.11-11**).

2009 Citywide Community Needs Assessment. The Department of Recreation and Parks conducted the Citywide Community Needs Assessment as the first step in the preparation of a Citywide Recreation and Parks Master/Strategic Plan and a Five-year Capital Improvement Plan. The Needs Assessment identifies, quantifies, and preliminarily prioritizes the tremendous need for recreation and open space in the City. A high-level review was also performed of the Department's facilities in an attempt to address the various facilities needing improvements to meet current and future needs, prevent future maintenance problems, and offer positive alternatives to an increasingly dense and urbanized population.

LAMC Section 12.21(G). LAMC Section 12.21(G) contains open space requirements for multiple-residential dwelling units. This section requires new construction of a building, or a group of buildings, to provide a minimum amount of open space, based upon the number of dwelling units of the new construction of more than six dwelling units. LAMC Section 12.21(G) requires 100 square feet of open space for dwelling units with less than three habitable rooms, 125 square feet of open space per dwelling unit with three habitable rooms, and 175 feet of open space per dwelling unit with more than three habitable rooms. In addition, LAMC Section 12.21(G) indicates specific provisions with respect to the design and intended use of required open space for new construction.

LAMC Section 12.33. LAMC Section 12.33 is part of the City's implementation of the Quimby Act. This section was established by the City in 1985, and is a park impact fee, separate from the fees established in LAMC Section 17.12. This section applies to the finalization of zone changes for multi-unit residential projects, including rental projects.[26] The amount of land to be dedicated, or fees paid in lieu, must be done in the manner that is provided in LAMC Section 17.12.

[25]City of Los Angeles, *General Plan Public Recreation Plan*, 1980.
[26]County of Los Angeles Department of Regional Planning, *Draft General Plan Conservation and Open Space Element*, 2008.

LAMC Section 17.12. LAMC Section 17.12 is part of the City's implementation of the Quimby Act. LAMC Section 17.12 was established by the City in 1971. Section 17.12 requires that the residential developments requesting a subdivision or zone change are required, as a condition of approval, to either dedicate land for park and recreation purposes or pay a fee in lieu. The amount of land to be dedicated is based upon the table found in LAMC Section 17.12(B). Fees in-lieu are determined annually on March 1st by the City Planning Department.

LAMC Section 17.58. LAMC Section 17.58 requires land to be dedicated, or a fee paid in lieu, or in some other manner set forth in Section 17.12, prior to the final parcel map being approved by the City Council and/or its filing with the Los Angeles County Recorder.

LAMC Section 21.10.3(a)(1). Under LAMC Section 21.10.3(a)(1)(Dwelling Unit Construction Tax), the City imposes a tax of $200 per dwelling unit on all construction of new and modification of existing dwelling units to be paid to the Department of Building and Safety. These Parkland fees are placed into a "Park and Recreational Sites and Facilities Fund" to be used exclusively for the acquisition and development of park and recreational sites. If a developer has already paid Quimby fees, as described under Section 17.12, or has dedicated in lieu parkland or recreational facilities, the Parkland fees required may be reduced accordingly.

PUBLIC LIBRARIES

Los Angeles Public Library (LAPL) Branch Facilities Plan. To guide the construction, maintenance, and operation of libraries within the City, the LAPL Board of Commissioners adopted the Branch Facilities Plan in 1988. The Branch Facilities Plan is comprised of two components. One component sets the size and features of a local branch based upon the population and location it would serve, and the other component is a status list of existing branches and identification of communities that do not have library services. To facilitate and finance the implementation of the Branch Facilities Plan, bond measures were approved in 1989 and 1998. With the anticipated completion of the projects listed in the Branch Facilities Plan of 1988, the LAPL Board of Commissioners approved a revision to the plan in 2007.

The Branch Facilities Plan sets the following site selection criteria:

- Branches serving a population above 45,000 persons must have a facility of at least 14,500 square feet on a 40,000-square-foot property. Branches serving a population below 45,000 persons must have a facility of at least 12,500 square feet on a property of at least 32,500 square feet The size of regional branch facilities must not exceed 20,000 square feet upon a 52,000-square-foot property. When a community reaches a population of 90,000, an additional branch should be considered for the area;
- One-story library buildings with interior layouts must be designed to accommodate the disabled, and to have electronic technology, substantial shelving and seating capacities, and have a community meeting room;
- Good visibility and street access;
- Easily accessible by car, by bus and on foot;
- Take into consideration the relative locations of all schools served by the branch; and
- Take into consideration the relative locations of all neighboring branch libraries.

Los Angeles Public Library Strategic Plan 2015-2020. The LAPL Strategic Plan 2015-2020 provides goals, objectives, and key activities highlighting the next steps LAPL will take to provide better access to services, information, and resources to LAPL patrons. The goals and objectives of the Strategic Plan will guide the LAPL in providing services, opportunities, and increase existing collections that will cultivate and inspire young readers; nurture student success; champion literacy and lifelong learning; contribute to the city's economic growth; stimulate the imagination; and strengthen community connections and celebrate the City.[27] The LAPL Strategic Plan 2015-2020 is a update to LAPL Strategic Plan 2007-2010.

[27]City of Los Angeles Public Library, *Strategic Plan 2015-2020: Creating Opportunity, Building Community, Inspiring Innovation*, June 2015.

City of Los Angeles General Plan Framework Element. The City of Los Angeles General Plan Framework, which is an element of the City of Los Angeles General Plan, was originally adopted in December 1996 and re-adopted in August 2001. The General Plan Framework provides guidance for long-term growth in the City and guides the update of community plans and Citywide elements. The General Plan Framework also contains purposes, policies, and programs for City development. Chapter 9 (Infrastructure and Public Services) of the Framework Element includes objective, and policies applicable to library services (**Table 4.11-11)**.

TABLE 4.11-11: RELEVANT GENERAL PLAN PARKS AND LIBRARY GOALS, OBJECTIVES, AND POLICIES

Goal/Objective/Policy	Goal/Objective/Policy Description
FRAMEWORK ELEMENT – CHAPTER 9 INFRASTRUCTURE AND PUBLIC SERVICES	
Policy 9.23.2	Prioritize the implementation of recreation and park project in areas of the City with the greatest existing deficiencies.
Policy 9.23.5	Re-evaluate the current park standards and develop modified standards which recognize urban parks, including multi-level facilities, smaller sites, more intense use of land, public/private partnerships and so on.
Policy 9.23.7	Establish guidelines for developing non-traditional public park spaces like community gardens, farmer's markets, and public plazas.
Policy 9.24.1	Phase the development of new programs and facilities to accommodate projected growth.
Objective 9.20	Adopt a citywide library service standard by the year 2000.
Objective 9.21	Ensure library services for current and future residents and businesses.

SOURCE: City of Los Angeles, The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan, re-adopted 2001.

EXISTING SETTING

PUBLIC PARKS

The City of Los Angeles Department of Recreation and Parks (DRP) manages and provides parks and recreational services throughout the City. City park and recreation facilities include over 16,000 acres of parkland with over 444 park sites, including athletic fields, 422 playgrounds, 321 tennis courts, 184 recreation centers, 72 fitness areas, 62 swimming pools and aquatic centers, 30 senior centers, 26 skate parks, 13 gold courses, 12 museums, and 9 dog parks. In addition, the DRP also maintain 13 lakes, 92 miles of hiking trails, and operates 187 summer youth camps, and gang reduction and community intervention programs[28]

According to the City of Los Angeles Public Recreation Plan, parks can be classified as neighborhood, community, or regional. A neighborhood park should be a minimum of five acres in size (ideally 10 acres), with a service radius of a one-half-mile. A community park should be a minimum of 15 acres in size (ideally 20 acres), with a service radius of two miles. Regional parks are generally over 50 acres in size and serve the city region.[29] The Los Angeles County Department of Parks and Recreation manages regional parks, community parks, and golf courses that are available for all county residents to use.

There are currently 23 parks and/or recreational facilities providing service to the Project Area, including two regional parks, seven community parks, eight neighborhood parks, and six pocket parks. As a response to the need for additional park and recreational facilities, the DRP has implemented the 50 Parks Initiative which aims to better meet the park and recreational needs of the City's diverse communities by substantially increasing the number of citywide facilities, with a specific focus on densely-populated neighborhoods and communities lacking sufficient park space and recreational facilities.[30] In total, one site has been secured

[28]City of Los Angeles Department of Recreation and Parks. *About Us*, http://www.laparks.org/department/who-we-are, accessed March 6, 2017.

[29]City of Los Angeles, *General Plan Public Recreation Plan*, 1980.

[30]City of Los Angeles Department of Recreation and Parks, *Department of Recreation and Parks New Parks Initiative*, http://www.laparks.org/50parks, accessed March 6, 2017.

and/or planned within two miles of the Project Area through the Initiative. The city parks and recreational facilities serving the Project Area are listed in **Table 4.11-12**. **Figure 4.11-3** shows the locations of these parks and recreational facilities.

TABLE 4.11-12: PARKS AND RECREATIONAL FACILITIES SERVING THE PROJECT AREA

Name	Location	Facility Type	Acreage
Baldwin Hills Recreation Center	5401 Highlight Pl.	Community Park	9.73
Claude Pepper Senior Center	1762 S La Cienega Blvd	Neighborhood Park	0.4
Club Circle Park	2890 Club Dr.	Pocket Park	0.3
Felicia Mahood Multipurpose Center	11338 Santa Monica Blvd.	Neighborhood Park	4.3
Genesee Avenue Park	2330 S Genesee Ave.	Pocket Park	0.8
Irving Schacter Park	2599 Beverwill Dr.	Pocket Park	0.3
Mar Vista Recreation Center	11430 Woodbine Ave.	Community Park	18.5
Ohio and Bundy Triangle	1500 S Bundy Dr.	Pocket Park	0.22
Palms Recreation Center	2950 Overland Ave.	Neighborhood Park	4.8
Penmar Golf Course	1341 Lake St.	Regional	52.7
Penmar Recreation Center	1341 Lake St.	Community Park	12.0
Rancho Park Golf Course	10460 Pico Blvd.	Regional	140.1
Reynier Park	2803 Reynier Ave.	Neighborhood Park	1.0
Robertson Recreation Center	1641 Pruess Rd.	Neighborhood Park	1.24
Stoner Recreation Center	1835 Stoner Ave.	Neighborhood Park	8.7
Westwood Memorial Park	1350 S Sepulveda Blvd.	Community Park	26.6
Woodbine Park	3409 Vinton Ave.	Pocket Park	0.6
Venice Reservoir Site	3324 S Centinela Ave.	Community Park	14.3
Cheviot Hills Park	2551 Motor Ave.	Community Park	40.0
Westwood Gardens Park	1246 Glendon Ave.	Pocket Park	0.29
Media Park	9070 Venice Blvd.	Neighborhood Park	1.1
Westside Neighborhood Park	3085 Clyde Ave.	Neighborhood Park	1.2
Laces Recreation Center	5931 West 18th St.	Community Park	7.4

SOURCE: City of Los Angeles Department of Recreation and Parks, 2013; TAHA, 2017.

As indicated previously, the City's Public Recreation Plan states that in order to meet long-range local recreational standards, a project must have a minimum of two acres of neighborhood facilities and two acres of community recreational facilities for every 1,000 persons.[31] **Table 4.11-13** shows the existing demand for neighborhood parks and community parks located in the Project Area. Currently, there is an insufficient amount of available neighborhood parks. Based on the City's recreational standards, deficits exist of 78.5 acres of neighborhood parks. The Project Area is sufficiently meeting the current demand for community parks.

TABLE 4.11-13: EXISTING DEMAND FOR RECREATIONAL FACILITIES

Recreational Facility Type	Population (2013)	Demand per 1,000 residents	Demand for Recreational Facilities /a/	Acres of Recreational Space Available	Acres of Deficit	Demand Met
Pocket Parks	**50,595**	--	--	2.51	--	--
Neighborhood Parks		2 acres	101.2	22.74	78.5	No
Community Parks		2 acres	101.2	128.53	(27.3)	Yes
TOTAL		**4 acres**	**202.4**	**153.78**	**48.6**	**No**

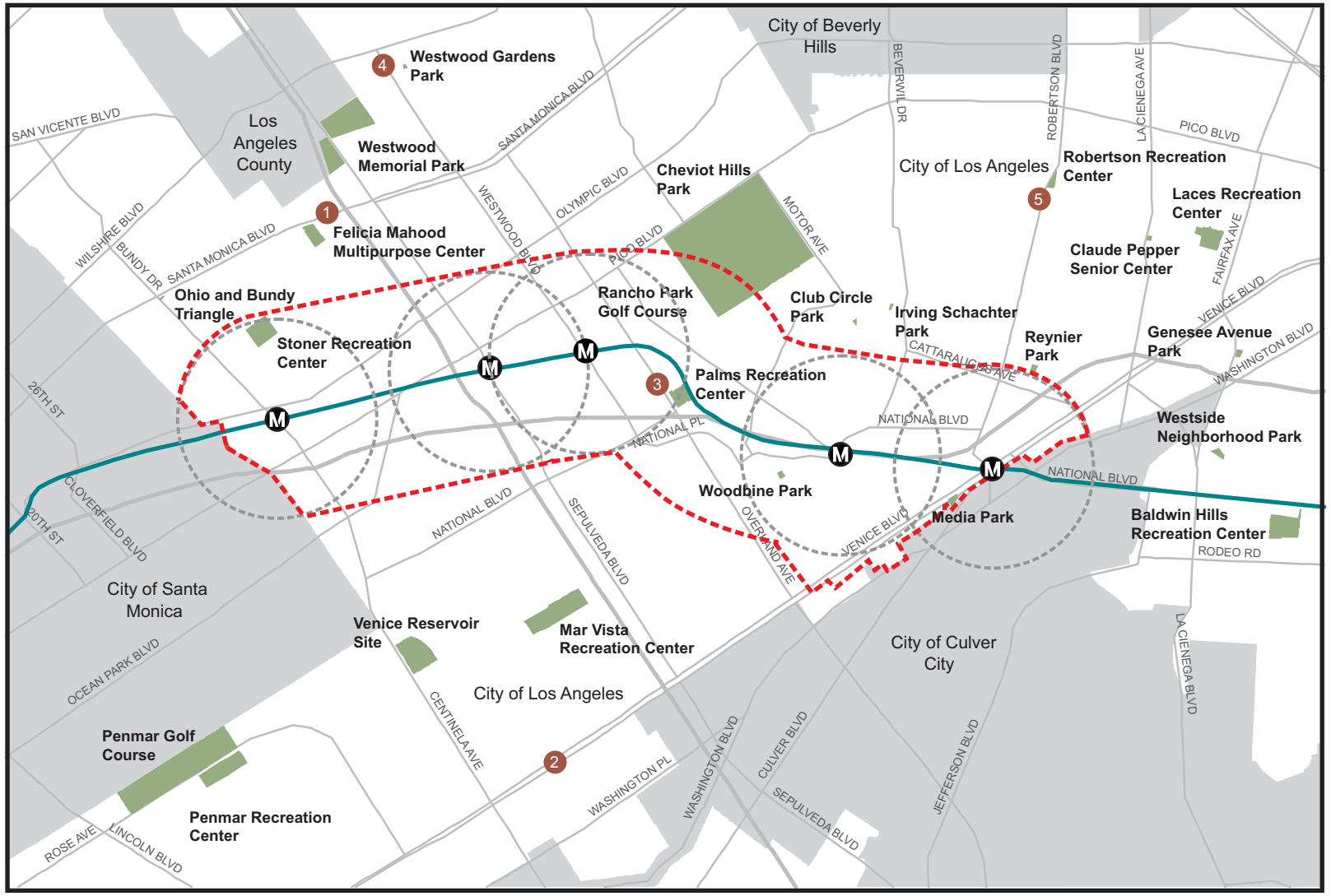
/a/ Existing demand is based on open space provisions as provided for each facility type by the City of Los Angeles Public Recreation Plan (i.e., 2 acres for every 1,000 residents for neighborhood facilities; 2 acres for every 1,000 residents for community facilities; 6 acres for every 1,000 residents for regional parks).
SOURCE: TAHA, 2017.

[31]City of Los Angeles, *General Plan Public Recreation Plan*, 1980.

Exposition Corridor Transit Neighborhood Plan

Figure 4.11-3 Libraries, Parks, and Recreation Facilities

Los Angeles Department of City Planning



LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Jurisdictional Boundary
- Parks and Recreation Facilities

Libraries

1. West LA Regional
2. Mar Vista
3. Palms - Rancho Park
4. Westwood
5. Robertson

Approx. Scale

N

0 2000 4000 FEET

A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

SOURCE: City of Los Angeles and TAHA, 2017

PUBLIC LIBRARIES

The LAPL System provides library services for the City of Los Angeles. The LAPL System includes the Central Library, 8 regional branch libraries, 67 community branches, and 4 bookmobiles. There are approximately six million books and other materials within the LAPL collection.

All branch libraries also provide free access to computer workstations, which allow patrons to fully access the Internet and the LAPL's electronic resources, including the online catalog, subscription databases, word processing, language learning, and collections of historic documents and photographs. The LAPL website is also specially designed to allow accessibility for children, teens, and Spanish-speakers.

The LAPL operates seven libraries that serve the Project Area. **Figure 4.11-3** shows the location of these libraries. **Table 4.11-14** lists the locations, service area boundaries, number of residents served, total staff, total volume of materials, and total public computers at each branch. Combined, these seven libraries serve a population of approximately 429,127 residents and provide approximately 346,337 total volumes of materials.

TABLE 4.11-14: LIBRARIES SERVING THE PROJECT AREA

Library	Residents Served	Service Area Boundaries	Total Staff	Total Volumes of Materials	Building Size (Square Feet)
Baldwin Hills Branch 2906 S. La Brea Ave. Los Angeles, CA 90016	79,510	Venice Blvd. – North Stocker St. – South Crenshaw Blvd. – East La Cienega Blvd. – West	7.5	45,090	12,000
Brentwood Branch 11820 San Vicente Blvd. Los Angeles, CA 90049	35,842	Muholland Dr. – North Santa Monica Blvd. – South Sepulveda Blvd. – East Mandeville Canyon Rd – West	7.5	45,507	10,500
Mar Vista Branch 12006 Venice Blvd. Los Angeles, CA 90066	57,748	National Blvd. – North Culver Dr. – South Sawtelle Blvd. – East Walgrove Ave. – West	9.5	51,304	12,500
Palms-Rancho Park Branch 2920 Overland Ave. Los Angeles, CA 90064	68,167	Olympic Blvd. – North Venice Blvd. – South Beverwil Dr. – East Sawtelle Blvd. – West	10	53,387	10,500
Robertson Branch 1719 S. Robertson Blvd. Los Angeles, CA 90035	47,069	Olympic Blvd. – North National Blvd. – South Fairfax Blvd. – East Beverwil Dr. – West	7.5	43,539	9,035
West Los Angeles Branch 11360 Santa Monica Blvd. Los Angeles, CA 90025	108,580	Santa Monica Blvd. – North National Blvd. – South Century Park East – East Centinela Ave. – West	10.5	45,608	14,500
Westwood Branch 1246 Glendon Ave. Los Angeles, CA 90024	32,211	Mulholland Dr. – North Santa Monica Blvd. – South Whittier Dr. – East Sepulveda Blvd. – West	9	61,902	12,500

SOURCE: City of Los Angeles Public Library written correspondence, 2013. City of Los Angeles Public Library, *Strategic Plan 2007-2010*.

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the CEQA Guidelines, the Proposed Project would have a significant impact related to parks and other public services if it would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios or other performance objectives for parks and/or other public services.

CITY OF LOS ANGELES CEQA THRESHOLDS GUIDELINES

In addition, based on the criteria set forth in the 2006 Los Angeles CEQA Thresholds Guide (Thresholds Guide), the determination of significance shall be made on a case-by-case basis, considering the following factors:

For impacts related to public parks:

- The net population increase resulting from the Proposed Project;
- The demand for recreation and park services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to recreation and park services (renovation, expansion, or addition) and the project's proportional contribution to the demand; and
- Whether the project includes features that would reduce the demand for recreation and park services (e.g., on-site recreation facilities, land dedication or direct financial support to the Department of Recreation and Parks).

For impacts related to library services:

- The net population increase resulting from the Proposed Project;
- The demand for library services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to library services (renovation, expansion, addition or relocation) and the project's proportional contribution to the demand; and
- Whether the project includes features that would reduce the demand for library services (e.g., on-site library facilities or direct support to the LAPL).

METHODOLOGY

The Thresholds Guide sets forth guidance for the determination of significance of impacts to public parks and library services. This guidance is based on CEQA Guidelines Appendix G and provides specific criteria to be considered when making a significance determination. For purposes of this analysis, the CEQA Guidelines Appendix G criteria are used, supplemented by the City's Guidelines, as necessary, since the thresholds identified in the City's Thresholds Guide are more development project-specific.

Potential impacts on public parks and libraries are evaluated based on the ability of existing and planned facilities to accommodate additional demand for their use caused by population growth due to the Proposed Project. Using facility information obtained from the DRP and from the LAPL, this analysis estimates the number of residents that would be generated by implementation of the ECTNP and assesses whether existing and planned public parks and libraries expected to serve the Project Area would have sufficient available capacity to accommodate additional users.

The Proposed Project with Alternative Compliance scenario is analyzed as it would add more residents, and thus result in greater impacts in terms of public services.

IMPACTS

IMPACT 4.11-4 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT CREATE ADDITIONAL DEMAND FOR PARKS AND RECREATION FACILITIES THAT COULD NOT BE ADEQUATELY ACCOMMODATED BY EXISTING FACILITIES SERVING THE PROJECT AREA AND LIKELY RESULT IN THE NEED FOR NEW OR PHYSICALLY ALTERED PARKS AND RECREATION FACILITIES? THIS IMPACT IS POTENTIALLY SIGNIFICANT AND UNAVOIDABLE.

As previously described, based on reasonable expected development levels for 2035, the Proposed Project with Alternative Compliance scenario is anticipated to result in approximately 62,810 residents in the Project Area, which represents an increase of 12,215 residents compared to the estimated 2013 population, or an increase of 10,363 residents compared to future conditions (2035) under the current plan.

The Proposed Project would rezone approximately 2.2 acres of land north and south of the Expo LRT Line between Westwood Boulevard and Overland Avenue to Open Space. The Proposed Project would allow individual projects to increase their allowable floor area ratio in exchange for providing public benefits, which could include public open space and recreational facilities. In addition, the Proposed Project includes a new requirement for individual projects to provide open space based non-residential square footage (in addition to the open space currently required in the LAMC for residential use).

Increased development in the Project Area would increase the demand for parks and recreational facilities. This increased demand would be met in part through compliance with City requirements and through the public benefits required by the ECTNP of commercial and mixed use projects, as well as the new open space around Westwood Station. However, it is anticipated that these requirements would be insufficient to meet the demand from new development and that the increased demand would exacerbate the existing park deficit in the Project Area.

Based on the Public Recreation Plan standards, with the reasonable anticipated development for the year 2035, the existing deficit of parks and recreational facilities serving the Project Area could grow to 102.88 acres of neighborhood parks for a total deficit of 97.46 acres of parks and recreational facilities, as shown in **Table 4.11-15**. Population growth associated with the proposed increase in capacity would create demand for 251.24 acres of recreational facilities, 48.86 acres of which would result from the Proposed Project. Of the anticipated deficit of 97.46 acres of open space in 2035, 48.86 of this is attributed to the Proposed Project.

TABLE 4.11-15: FUTURE (2035) DEMAND FOR RECREATIONAL FACILITIES

Recreational Facility Type	Population /a/	Demand per 1,000 residents	Demand for Recreational Facilities /b/	Acres of Recreational Space Available	Acres of Deficit /c/	Project-Generated Deficit /d/	Demand Met
EXISTING CONDITIONS (2013)							
Neighborhood Parks	50,595	2 acres	101.19	22.74	78.45	--	No
Community Parks	50,595	2 acres	101.19	128.53	(27.34)	--	Yes
TOTAL		**4 acres**	**202.38**	**153.78**	**48.60**	**--**	**No**
ALTERNATIVE COMPLIANCE SCENARIO (2035)							
Neighborhood Parks	62,810	2 acres	125.62	22.74	102.88	24.43	No
Community Parks	62,810	2 acres	125.62	128.53	(2.91)	24.43	Yes
TOTAL		**4 acres**	**251.24**	**153.78**	**97.46**	**48.86**	**No**

/a/ Existing and reasonable expected population based on capacity of the proposed ECTNP.
/b/ Recommended standard per the City of Los Angeles Public Recreation Plan.
/c/ Acres needed to meet Public Recreation Plan standards.
/d/ Project-generated deficit calculated by subtracting existing deficit from future (2035) deficit.
SOURCE: TAHA, 2017.

Future development under the Proposed Project would be subject to LAMC Sections 12.33 and 17.12, which are part of the City's implementation of the Quimby Act. These ordinances require developers of residential projects to dedicate land for park and recreation purposes, or pay a fee in lieu thereof, prior to obtaining a building permit. The dedication of land for park and recreation purposes or payment of fees and implementation of Proposed Project policies, programs, and development standards would slightly offset the demand created by future development under the Proposed Project. However, population growth associated with the proposed increase in housing capacity would create additional demand for parklands that cannot be accommodated in the Project Area. The following issues were identified as barriers to the provision of new parks: (1) existing citywide open space ratios are suburban in nature and do not reflect the constraints of a dense, urban environment; (2) acquisition of new public land for parks and open space is extremely expensive in the Project Area; and (3) vacant or underused land in the Project Area is scarce and purchasing land for the provision of open space would compete with other identified community priorities such as providing housing and non-residential, job-generating uses. Therefore, there are no feasible mitigation measures and the Proposed Project would result in a significant impact related to public parks.

MITIGATION MEASURES

Impacts related to public parks would be significant under the Proposed Project. No feasible mitigation measures exist.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

While payment of applicable fees, the potential provision of publicly accessible open space as part of the Proposed Project's public benefit requirements, and the rezoning of some residential land to open space would all help address demand for recreational facilities, it would not lower demand sufficiently to reduce impacts to a less than significant level. No feasible mitigation measures were identified to reduce the significant operational impact related to public parks to less than significant. Therefore, the Proposed Project would result in a significant and unavoidable impact related to public parks.

IMPACT 4.11-5 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT CREATE ADDITIONAL DEMAND FOR LIBRARY SERVICES THAT COULD NOT BE ADEQUATELY ACCOMMODATED BY EXISTING FACILITIES SERVING THE PROJECT AREA AND LIKELY RESULT IN THE NEED FOR NEW OR PHYSICALLY ALTERED LIBRARY FACILITIES? THIS IMPACT IS CONSIDERED LESS THAN SIGNIFICANT.

The Branch Facilities Plan developed for LAPLs establishes guidelines related to service. Branches serving a population above 45,000 people must have at least 14,500 square feet on a 40,000 square foot property. Branches serving a population below 45,000 people must have a facility of at least 12,500 square feet upon a property of at least 32,500 square feet. Branch expansions or special situations have special sizes. The size of regional branch facilities must not exceed 20,000 square feet upon a 52,000 square foot property. When a community reaches a population of 90,000 an additional branch should be considered for the area.

Implementation of the Proposed Project with Alternative Compliance scenario would guide development through 2035 and is anticipated to result in an additional 12,215 residents compared to existing conditions. The increased population is anticipated to increase the demand for library services and resources of the LAPL System. As addressed previously, the Branch Facilities Plan establishes criteria for the size and features of libraries in order to accommodate their corresponding populations served. Currently, the Westwood Branch and West Los Angeles Branch are the only libraries serving the Project Area that meet the minimum criteria established by the Branch Facilities Plan. However, the Branch Facilities Plan does identify the expansion of the West Los Angeles Branch from 14,000 square feet to 20,000 square feet. The Branch Facilities Plan will continue to forecast future demand for library facilities and ensure that adequate facilities and related improvements are available to serve the population of the Project Area. In addition, library requirements are changing with the advent of increasing resources being available on-line. While the

increase in population as a result of the Proposed Project may create a demand for library services, residential units within new buildings would have internet access to alleviate some of the need for library services and resources. Accordingly, the Proposed Project would not create substantial capacity or service level problems that would require the provision of new or physically altered library facilities in order to maintain an acceptable level of service for libraries. Impacts would be less than significant.

MITIGATION MEASURES

Impacts to libraries would be less than significant under the Proposed Project. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts to libraries would be less than significant without mitigation.

4.12 TRANSPORTATION AND TRAFFIC

This section provides an overview of transportation and traffic, and evaluates the construction and operational impacts associated with the Proposed Project. Topics addressed in this section include the circulation system; the congestion management plan; emergency access; and public transit, bicycle, and pedestrian facilities.

REGULATORY FRAMEWORK

FEDERAL

Americans with Disabilities (ADA) Act of 1990. Titles I, II, III, and V of the ADA have been codified in Title 42 of the United States Code, beginning at Section 12101. Title III prohibits discrimination based on disability in "places of public accommodation" (businesses and non-profit agencies that serve the public) and "commercial facilities" (other businesses). The regulation includes Appendix A through Part 36 (Standards for Accessible Design), establishing minimum standards for ensuring accessibility when designing and constructing a new facility or altering an existing facility. Examples of key guidelines include detectable warnings for pedestrians entering traffic where there is no curb, a clear zone of 48 inches for the pedestrian travelway, and a vibration-free zone for pedestrians.

STATE

Complete Streets Act. Assembly Bill 1358, the Complete Streets Act (Government Code Sections 65040.2 and 65302), was signed into law by Governor Arnold Schwarzenegger in September 2008. As of January 1, 2011, the law requires cities and counties, when updating the part of a local general plan that addresses roadways and traffic flows, to ensure that those plans account for the needs of all roadway users. Specifically, the legislation requires cities and counties to ensure that local roads and streets adequately accommodate the needs of bicyclists, pedestrians and transit riders, as well as motorists.

Complete Streets Directive. Caltrans enacted Complete Streets: Integrating the Transportation System (Complete Streets Directive; Deputy Directive 64) in October 2008, which required cities to plan for a "balanced, multimodal transportation network that meets the needs of all users of streets."[1] The directive also covers all phases of state highway projects, from planning to construction to maintenance and repair. A complete street is a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. Every complete street looks different, according to its context, community preferences, the types of road users, and their needs.

Statewide Transportation Improvement Program (STIP). Caltrans administers transportation programming for the state. Transportation programming is the public decision-making process that sets priorities and funds projects envisioned in long-range transportation plans. It commits expected revenues over a multi-year period to transportation projects. The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources.

[1]Caltrans, *Implementation Policy of Complete Streets: Integrating the Transportation System*, 2008, http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets.html, accessed on March 8, 2017.

Congestion Management Program (CMP). To address the increasing public concern that traffic congestion is impacting the quality of life and economic vitality of the state, the CMP was enacted by Proposition 111, passed by voters in 1990. The intent of the CMP is to provide the analytical basis for transportation decisions through the STIP process.

Senate Bill 743 (SB 743). SB 743 directs the Office of Planning and Research (OPR) to develop revisions to the CEQA Guidelines to establish new criteria for determining the significance of transportation impacts and define alternative metrics for traffic level of service (LOS). On September 27, 2013, Governor Jerry Brown signed SB 743 into law and started a process that could fundamentally change transportation impact analysis as part of CEQA compliance. The new methodologies to evaluate transportation impacts under CEQA would promote the State's goals of reducing GHG emissions and traffic-related air pollution, incentivize an appropriate mix of land uses, and facilitate the development of a multimodal transportation system. These changes will include elimination of auto delay, LOS, and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts in many parts of California (if not statewide). Further, parking impacts will not be considered significant impacts on the environment for select development projects within infill areas with nearby frequent transit service. According to the legislative intent contained in SB 743, these changes to current practice were necessary to "…more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions."

On January 20, 2016, the Governor's OPR released the *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA.* Of particular relevance to this project is the text of the proposed new Section 15064.3 that relates to the determination of the significance of transportations impacts, alternatives and mitigation measures. The following key text concerning the analysis of transportation impacts is taken directly from the document:

> *(b) Criteria for Analyzing Transportation Impacts.*
>
> *Lead agencies may use thresholds of significance for vehicle miles traveled recommended by other public agencies or experts provided the threshold is supported by substantial evidence.*
>
> *(1) Vehicle Miles Traveled and Land Use Projects. A development project that results in vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, development projects that locate within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor may be presumed to cause a less than significant transportation impact. Similarly, development projects that decrease vehicle miles traveled in the project area compared to existing conditions may be considered to have a less than significant transportation impact.*
>
> *(2) Induced Vehicle Travel and Transportation Projects. Additional lane miles may induce automobile travel, and vehicle miles traveled, compared to existing conditions. Transportation projects that reduce, or have no impact on, vehicle miles traveled may be presumed to cause a less than significant transportation impact. To the extent that the potential for induced travel has already been adequately analyzed at a programmatic level, a lead agency may incorporate that analysis by reference.*

Assembly Bill 32 (AB 32) and **Senate Bill 375 (SB 375)**. With the passage of AB 32, the Global Warming Solutions Act of 2006, the State of California committed itself to reducing statewide greenhouse gas (GHG) emissions to 1990 levels by 2020. The California Air Resources Board (CARB) is coordinating the response to comply with AB 32.

On December 11, 2008, CARB adopted its Proposed Scoping Plan for AB 32. This scoping plan included the approval of SB 375 as the means for achieving regional transportation-related GHG targets. SB 375 provides guidance on how curbing emissions from cars and light trucks can help the state comply with AB 32. The five major components to SB 375 are as follows:

(1) Regional GHG emissions targets. CARB's Regional Targets Advisory Committee guides the adoption of targets to be met by 2020 and 2035 for each Metropolitan Planning Organization (MPO) in the state. These targets, which MPOs may propose themselves, are updated every eight years in conjunction with the revision schedule of housing and transportation elements.

(2) MPOs are required to prepare a Sustainable Communities Strategy (SCS) that provides a plan for meeting regional targets. The SCS and the Regional Transportation Plan (RTP) must be consistent with each other, including action items and financing decisions. If the SCS does not meet the regional target, the MPO must produce an Alternative Planning Strategy that details an alternative plan to meet the target.

(3) SB 375 requires that regional housing elements and transportation plans be synchronized on 8-year schedules. In addition, Regional Housing Needs Assessment (RHNA) allocation numbers must conform to the SCS. If local jurisdictions are required to rezone land as a result of changes in the housing element, rezoning must take place within three years.

(4) SB 375 provides California Environmental Quality Act (CEQA) streamlining incentives for preferred development types. Certain residential or mixed-use projects qualify if they conform to the SCS. Transit-oriented developments (TODs) also qualify if they (1) are at least 50% residential, (2) meet density requirements, and (3) are within 0.5 mile of a transit stop. The degree of CEQA streamlining is based on the degree of compliance with these development preferences.

(5) MPOs must use transportation and air emissions modeling techniques consistent with guidelines prepared by the California Transportation Commission (CTC). Regional Transportation Planning Agencies, cities, and counties are encouraged, but not required, to use travel demand models consistent with the CTC guidelines.

REGIONAL

A number of regional improvement plans affect transportation in the City of Los Angeles. They include the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Regional Transportation Improvement Plan (RTIP), and Sustainability Planning Grant Program; Los Angeles County Metropolitan Transportation Authority's (Metro) CMP, Long-Range Transportation Plan (LRTP), Short-Range Transportation Plan (SRTP), and Complete Streets Policy; City of Los Angeles' Bicycle Plan, Mobility Plan 2035 (MP 2035), General Plan, and Muncipal Code; Los Angeles Department of Transportation's (LADOT) Great Streets for Los Angeles Strategic Plan; and the Los Angeles Fire Department (LAFD) Strategic Plan.

SCAG 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Regional Transportation Improvement Plan (RTIP). [2] SCAG adopted the 2012-2035 RTP/SCS in April 2012. The 2012-2035 RTP/SCS is a planning document required under state and federal statute that encompasses the SCAG region, including six counties: Los Angeles, Orange, San Bernardino, Riverside,

[2]During the preparation of this Draft EIR, the 2012-2035 RTP/SCS was the most recent adopted RTP/SCS available. The 2016-2040 RTP/SCS was adopted April 7, 2016, after the analysis in the ECTNP Draft EIR was completed. The 2016-2040 RTP/SCS has been reviewed to determine if there are any substantial differences in policy and/or growth trends associated with the socioeconomic data as compared to the 2012-2035 RTP/SCS. Based on this review it has been determined that the minor refinements in policy and associated updated socioeconomic data in the 2016-2040 RTP/SCS would not substantially affect the analyses or conclusions of this ECTNP EIR. The 2016-2040 RTP/SCS is provided for informational purposes. While the SCAG transportation model itself is still not available, SCAG staff indicates that changes to the network and associated calculations are minor. The 2016-2040 RTP/SCS is discussed for informational purposes.Please see **Appendix K** for a more detailed discussion.

Ventura, and Imperial. The 2012-2035 RTP/SCS forecasts long-term transportation demands and identifies policies, actions, and funding sources to accommodate these demands. The 2012-2035 RTP/SCS consists of the construction of new transportation facilities, transportation systems management strategies, transportation demand management and land use strategies. The RTIP, also prepared by SCAG based on the 2012-2035 RTP/SCS, lists all of the regional funded/programmed improvements over a six-year period.

2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).[3] The 2016-2040 RTP/SCS, adopted in April 2016, presents the transportation and overall land use vision for Los Angeles, Orange, San Bernardino, Imperial, Riverside, and Ventura Counties. The RTP portion of the 2016-2040 RTP/SCS identifies priorities for transportation planning within the Southern California region, sets goals and policies, and identifies performance measures for transportation improvements to ensure that future projects are consistent with other planning goals for the area. Transportation projects being constructed within the SCAG region must be listed in the 2016-2040 RTP/SCS. The SCS portion of the 2016-2040 RTP/SCS presents an overall land use concept for the region with increasing focus on long-term emission reduction strategies for rail and trucks; expanding the region's high-speed and commuter rail systems; expanding active transportation; leveraging technological advances for transportation; addressing further regional reductions in GHG emissions; and making the region more resilient to climate change. The RTP/SCS is intended to aid local jurisdictions in developing local plans and addressing local issues of regional significance.

Sustainability Planning Grant Program. The Sustainability Planning Grant Program, previously known as the Compass Blueprint Growth Grant Program, provides direct technical assistance to SCAG member jurisdictions to complete planning and policy efforts that enable implementation of the regional SCS. Since starting in 2005, 133 projects have been completed through the program, with another 69 projects to be completed by the end of 2016. Grants are available to SCAG member jurisdictions in through categories: integrated land use, active transportation, and green region. The Compass Blueprint Growth Vision was replaced by the RTP/SCS.[4]

Metro Congestion Management Plan (CMP). Metro, the local CMP agency, has established an approach to implement the statutory requirements of the CMP. The Metro Board adopted the 2010 CMP in October 2010. The approach includes designating a highway network that includes all State highways and principal arterials within the County and monitoring the network's congestion. The CMP identifies a system of highways and roadways, with minimum levels of service performance measurements designated at LOS E (unless exceeded in base year conditions) for highway segments and key roadway intersections on this system. For all CMP facilities within the Project Area, a traffic impact analysis (TIA) is required, though mixed-use developments that meet minimum density requirements and that are located within ¼ mile of a fixed rail station are exempt from CMP analysis. The analysis must investigate measures that will mitigate the significant CMP system impacts; develop cost estimates, including the fair share costs to mitigate impacts of the Proposed Project; and indicate the responsible agency. Selection of final mitigation measures is left at the discretion of the local jurisdiction. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the existing mitigation monitoring requirements of CEQA.

[3]During the preparation of this Draft EIR, the 2012-2035 RTP/SCS was the most recent adopted RTP/SCS available. The 2016-2040 RTP/SCS was adopted April 7, 2016, after the analysis in the ECTNP Draft EIR was completed. The 2016-2040 RTP/SCS has been reviewed to determine if there are any substantial differences in policy and/or growth trends associated with the socioeconomic data as compared to the 2012-2035 RTP/SCS. Based on this review it has been determined that the minor refinements in policy and associated updated socioeconomic data in the 2016-2040 RTP/SCS would not substantially affect the analyses or conclusions of this ECTNP EIR. The 2016-2040 RTP/SCS is provided for informational purposes. While the SCAG transportation model itself is still not available, SCAG staff indicates that changes to the network and associated calculations are minor. The 2016-2040 RTP/SCS is discussed for informational purposes.Please see **Appendix K** for a more detailed discussion.

[4]SCAG, *Sustainability Planning Grant*, http://sustain.scag.ca.gov/Pages/Grants%20and%20Local%20Assistance/GrantsLocalAssistance.aspx, accessed March 6, 2017.

Metro 2009 Long Range Transportation Plan (LRTP). The 2009 LRTP includes funding for general categories of improvements, such as Arterial Improvements, Non-motorized Transportation, Rideshare and Other Incentive Programs, Park-and-Ride Lot Expansion, and Intelligent Transportation System (ITS) improvements for which Call for Project Applications can be submitted for projects in Los Angeles County. Metro also has a Short Range Transportation Plan to define the near-term (through year 2024) transportation priorities in Los Angeles County. In addition to the regional transportation plans, Metro has recently adopted a Complete Streets Policy and a First Last Mile Strategic Plan.

Metro Short Range Transportation Plan (SRTP). The 2014 Metro SRTP is a 10-year action plan that guides future Metro programs and projects through 2024 and advances Metro towards the long-term goals identified in the 2009 Metro LRTP. The SRTP identifies the short-term challenges, provides an analysis of financial resources, proposes action plans for the public transportation and highway modes, and includes other project and program initiatives. In addition, it addresses sustainability, future funding strategies, and lastly, measures the Plan's performance.[5]

Metro Complete Streets Policy. Metro's recently adopted Complete Streets Policy reinforces the California Complete Streets Act (AB 1358). Effective January 1, 2017, Metro requires all local jurisdictions within Los Angeles County to adopt a Complete Streets Policy, an adopted city council resolution supporting Complete Streets, or an adopted general plan consistent with the California Complete Streets Act of 2008 in order to be eligible for Metro capital grant funding programs, starting with the 2017 grant cycles.

LOCAL

City of Los Angeles 2010 Bicycle Plan (incorporated into the Mobility Plan (MP) 2035, see below). The City of Los Angeles adopted the 2010 Bicycle Plan on March 1, 2011, as a component of the Transportation Element of the City's General Plan. The purpose of the Bicycle Plan is to increase, improve, and enhance bicycling in the City as a safe, healthy, and enjoyable means of transportation and recreation. It establishes policies and programs to increase the number and type of bicyclists in the City and to make every street in the City a safe place to ride a bicycle.

The City is implementing the bicycle plan in a series of Five-Year Implementation Strategies, monitored, advised, and assisted by the Bicycle Advisory Council and the Bicycle Plan Implementation Team. The First Five-Year Implementation Strategy, started in 2011, prioritizes the first 253 miles of new bikeways for implementation. As the City updates each of its 35 community plans, it can include localized recommendations that address community-specific conditions and are consistent with and complementary to the 2010 Bicycle Plan. As each community plan is updated, future bicycle lanes in that planning area will be analyzed for potential environmental impacts.

The 2010 Bicycle Plan has been incorporated into the MP 2035, in several sections through the document, , reflecting the City's commitment to a holistic and balanced complete street approach that acknowledges the role of multiple modes (pedestrians, bicycles, transit, and vehicles). The former Technical Design Handbook in the Bicycle Plan has been incorporated into the Mobility Plan's Complete Streets Design Guide, including sections on design needs, bicycle paths, bicycle lanes, bicycle routes and neighborhood friendly streets, network gaps, signalized intersections, bicycle parking, bikeway signage, non-standard treatments, and street sections.

City of Los Angeles Mobility Plan (MP 2035). MP 2035 (formerly the Transportation Element of the City of Los Angeles General Plan) is the transportation blueprint for the City of Los Angeles. Adopted in 2015 and amended in 2016, the MP 2035 has been updated to reflect the policies and programs that will give Angelenos a full range of options to meet their mobility needs, including bicycling, carpooling, driving, transit, and walking. MP 2035 lays the policy foundation for safe, accessible and enjoyable streets for pedestrians, bicyclists, transit users, and vehicles alike.

[5]Los Angeles Metropolitan Transportation Authority, *2014 Short Range Transportation Plan, 2014.*

Relevant goals identified in the plan include:

1. Safety First
2. World Class Infrastructure
3. Access for all Angelenos
4. Collaboration, Communication, and Informed Choices
5. Clean Environments for a Healthy Community
6. Smart Investments

MP 2035 was prepared in compliance with the Complete Streets Act (AB 1358), which mandates that the circulation element of the General Plan be modified to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the City's General Plan. Compliance with the Complete Streets Act is expected to result in increased options for mobility; less GHG emissions; more walkable communities; and fewer travel barriers for active transportation and those who cannot drive such as children or people with disabilities. Complete Streets play an important role for those who would choose not to drive if they had an alternative, as well as for those who do not have the option of driving.

City of Los Angeles General Plan Framework and Safety Elements. The Citywide General Plan Framework (Framework), an element of the City of Los Angeles General Plan, is a guide for Community Plans to implement growth and development policies by providing a comprehensive long-range view of the City as a whole. It provides a comprehensive strategy for accommodating long-term growth should it occur as predicted. Chapter 9 Infrastructure and Public Services of the Framework Element addresses fire prevention, fire protection and emergency medical services provided to the City. The Safety Element of the General Plan identifies existing police, fire, and emergency services and the service needs of the City of Los Angeles in the event of a natural disaster. The Safety Element goals, objectives, policies, and programs are broadly stated to reflect the comprehensive scope of the Emergency Operations Organization (EOO), which is the program that implements the Safety Element. The Framework and Safety Elements include goals, objectives, and policies that are applicable to emergency services, as identified in Table 4.11-1 in Section 4.11, Public Services.

Los Angeles City Municipal Code (LAMC). LAMC Section 12.26 contains required Transportation Demand Management (TDM) and Trip Reduction measures as described in the following paragraphs. TDM is defined as the alteration of travel behavior through programs of incentives, services, and policies, including encouraging the use of alternatives to single-occupant vehicles such as public transit, cycling, walking, carpooling/vanpooling and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks). Trip Reduction is defined as reduction in the number of work-related trips made by single-occupant vehicles. Specific requirements for developments of various sizes are summarized from the code below:

Development in excess of 25,000 square feet (sf) of gross floor area is required to provide a bulletin board, display case, or kiosk (displaying transportation information) where the greatest number of employees are likely to see it. The transportation information displayed includes, but is not limited to: (1) current routes and schedules for public transit serving the site; telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operations; (2) ridesharing promotion material supplied by commuter-oriented organizations; (3) regional/local bicycle route and facility information; a listing of on-site services or facilities that are available for carpoolers, vanpoolers, bicyclists, and transit riders.

- Development in excess of 50,000 sf of gross floor area is required to provide the above, plus: (1) a designated parking area for employee carpools and vanpools as close as practical to the main pedestrian

entrance(s) of the building(s); (2) one permanent, clearly identified (signed and striped) carpool/vanpool parking space for the first 50,000 to 100,000 sf of gross floor area and one additional permanent, clearly identified (signed and striped) carpool/vanpool parking space for any development over 100,000 sf of gross floor area; (3) parking spaces clearly identified (signed and striped) shall be provided in the designated carpool/vanpool parking area at any time during the building's occupancy sufficient to meet employee demand for such spaces; (4) no signed and striped parking spaces for carpool/vanpool parking shall displace any handicapped parking; (5) a statement that preferential carpool/vanpool spaces are available on-site and a description of the method for obtaining permission to use such spaces shall be included on the required transportation information board; (6) a minimum vertical clearance of 7 feet 2 inches shall be provided for all parking spaces and accessways used by vanpool vehicles when located within a parking structure; and (7) bicycle parking shall be provided in conformance with Section 12.21A16 of this Code. Absent such demand, parking spaces within the designated carpool/vanpool parking area may be used by other vehicles and other amenities.

- Development in excess of 100,000 sf of gross floor area is required to provide the above, plus (1) a safe and convenient area in which carpool/vanpool vehicles may load and unload passengers other than in their assigned parking area; (2) sidewalks or other designated pathways following direct and safe routes from the external pedestrian circulation system to each building in the development; (3) possible bus stop improvements; and (4) safe and convenient access from the external circulation system to bicycle parking facilities on site.

Great Streets for Los Angeles/Los Angeles Department of Transportation (LADOT) Strategic Plan. In September 2014, the Mayor's Office and LADOT released Great Streets for Los Angeles, LADOT's first strategic plan to turn the City's essential infrastructure -- its streets and sidewalks -- into safer, more livable 21st century public spaces that accommodate everyone who uses them. The plan builds upon Mayor Eric Garcetti's Great Streets Initiative, which looks at Los Angeles's streets as valuable assets that can help revitalize neighborhoods across the City and make it easier for Angelenos to get around whether they walk, bike, drive, or take transit. The plan also stresses the importance of working closely with other City and regional agencies, such as the Bureau of Street Services and Metro, to improve safe, accessible transportation services and infrastructure.

Los Angeles Department of Transportation (LADOT) Review. As part of project review, LADOT evaluates project site plans to ensure that they follow standard engineering practice and City guidelines for vehicular access design. The department's *Traffic Study Policies and Procedures Manual* (2013) includes the requirements related to elements such as driveway design, use of off-street parking, and loading facilities. These design-related requirements are often imposed through zone changes, conditional uses, or the traffic review process. In many cases it in necessary to clear these traffic requirements (i.e., certify that they have been carried out). This is done by LADOT's representative on the Subdivision Committee, who must approve any plans affected by such requirements.

Los Angeles Fire Department (LAFD) Strategic Plan. The Strategic Plan focuses on nine goals and corresponding strategic actions that would guide the LAFD for the next three years. The primary goals that are applicable to the Proposed Project include providing exceptional public safety and emergency service and implementing and capitalizing on advanced technologies. Some of the key priorities associated with these goals include the following:

- Improving response times by utilizing data and metrics to identify gaps in LAFD's response strategies and exploring response time improvements through dialogue, cognitive inquiry, innovation, and follow-up;
- Delivery of emergency medical services by expanding LAFD Emergency Medical Service (EMS) response capabilities for special events and addressing period of high vehicle traffic; and
- Implementing advanced technologies by developing performance metrics, tracking standards, data collection, analysis and reporting procedures (FireStatLA).

The Strategic Plan also focuses on the development of an even more professional workforce and promotion of a positive work environment to address risk management issues and strengthening community relationships to improve preparedness and enhance resiliency during emergency events.

EXISTING SETTING

A comprehensive data collection effort was undertaken to develop a detailed evaluation of existing transportation conditions surrounding the five Expo Line Phase 2 light rail transit (LRT) stations located in the City of Los Angeles that together comprise the ECTNP. The ECTNP Area includes 86 study intersections within West Los Angeles, eastern Santa Monica, and Downtown Culver City, as illustrated in **Figure 4.12-1**.

These study intersections were selected to characterize the flow of traffic through the Project Area and to analyze the Proposed Project's potential impacts. The assessment of existing conditions relevant to this study includes a description of the immediate station and neighborhood area, an inventory of the local street and highway system in the vicinity of the stations, an evaluation of traffic volumes on these facilities, an assessment of operating conditions at selected intersections and current public transit services, bicycle network, and pedestrian facilities.

SPECIFIC PLAN STUDY AREAS

Bundy Station. The Bundy Station is located at the Bundy Drive/Exposition Boulevard intersection in the City of Los Angeles, south of Olympic Boulevard and approximately ¼-mile east of the boundary with the City of Santa Monica, and is served by the second phase of the Expo LRT. The majority of properties within a ½-mile radius of the Bundy Station are largely within the West Los Angeles Community Plan. Some of the properties located to the southeast are within the Palms-Mar Vista-Del Rey Community Plan.

Current land uses adjacent to the Bundy Station are commercial, including a car dealership and several big box retail stores. There is also a strong cluster of creative office uses, such as the Westside Media Center. North of Olympic Boulevard, there are some single- and multi-family residential uses. Directly south of the station is a concentration of single-family homes and limited multi-family and manufacturing zoned parcels. Neighborhood-oriented uses, such as retail and restaurants, are primarily located on Pico Boulevard. Streets in the Bundy Station Area east of Centinela Avenue are under the jurisdiction of the City of Los Angeles, while streets west of Centinela Avenue are under the jurisdiction of the City of Santa Monica. The Santa Monica Freeway (I-10), which runs through the station area, is under the jurisdiction of Caltrans.

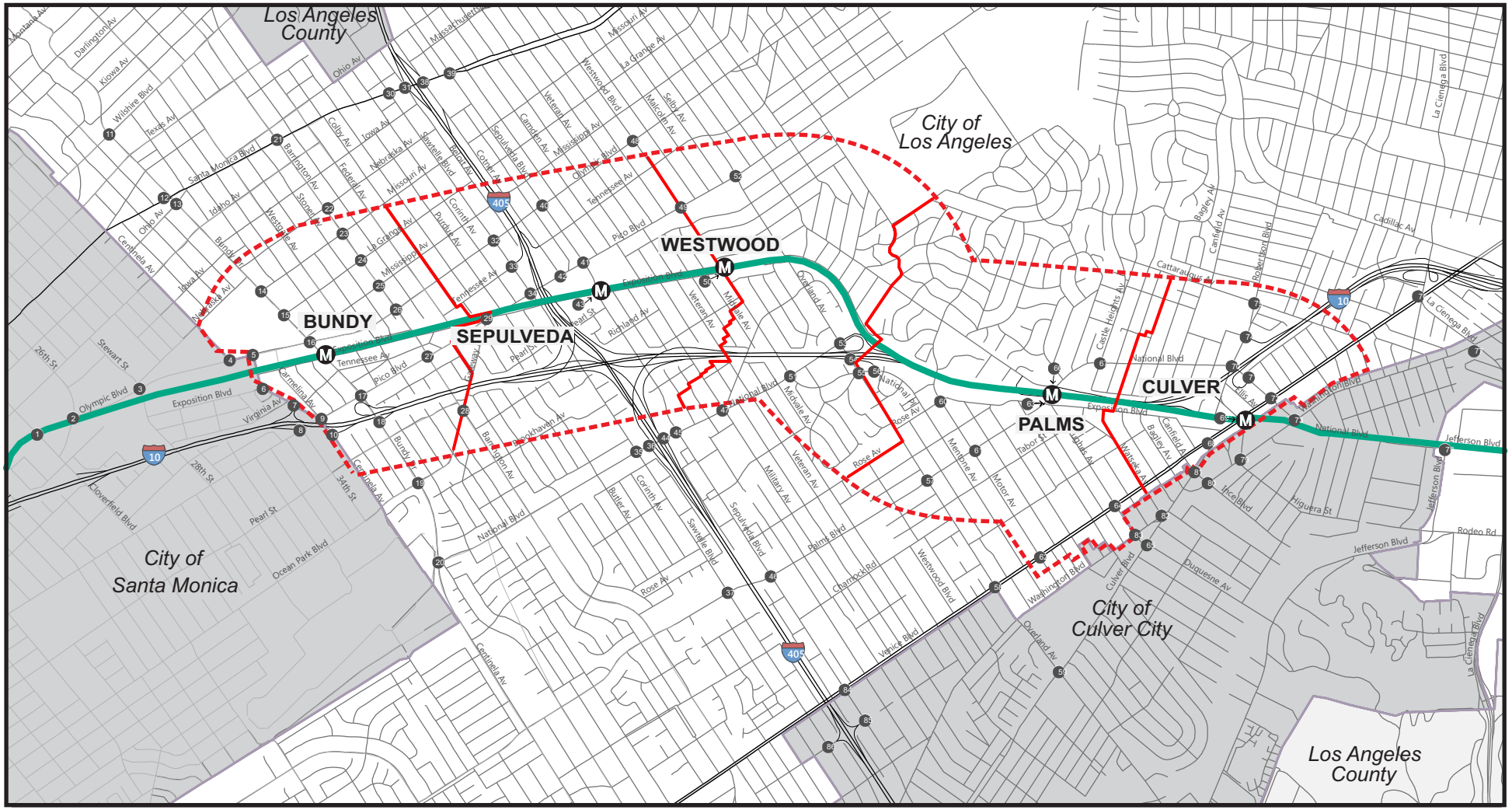
Sepulveda Station. The Sepulveda Station is located at the Sepulveda Boulevard/Exposition Boulevard intersection in the City of Los Angeles and is served by Expo LRT. The station study area is bounded by Santa Monica Boulevard to the north, National Boulevard to the south, Overland Avenue to the east, and Bundy Drive to the west. The properties within a ½-mile radius of the station are within the West Los Angeles Community Plan.

Current land uses adjacent to the Sepulveda Station are manufacturing and light industrial uses. There are some single- and multi-family residential uses north of Pico Boulevard, as well as east and west of Sepulveda Boulevard directly south of the station. Neighborhood-oriented uses, such as retail stores and restaurants, are primarily located along Pico Boulevard east of Sepulveda Boulevard. The streets in the Project Area are under the jurisdiction of the City of Los Angeles, while the nearby San Diego Freeway (I-405) and I-10 are under Caltrans' jurisdiction.

Exposition Corridor Transit Neighborhood Plan

Figure 4.12-1 Study Intersections

Los Angeles Department of City Planning


Los Angeles County
City of Los Angeles
WESTWOOD
BUNDY
SEPULVEDA
CULVER
PALMS
City of Santa Monica
City of Culver City
Los Angeles County
Olympic Blvd
Exposition Blvd
Santa Monica Blvd
Wilshire Blvd
Pico Blvd
National Blvd
Venice Blvd
Washington Blvd
Jefferson Blvd
Rodeo Rd
Higuera St
Ince Blvd
Overland Ave
Sepulveda Blvd
Westwood Blvd
Veteran Ave
Motor Ave
Palms Blvd
Centinela Ave
Lincoln Blvd
Cloverfield Blvd
Ocean Park Blvd
Pearl St
28th St
26th St
34th St
Stewart St
Virginia Ave
Tennessee Ave
Barrington Ave
Bundy Dr
Corinth Ave
Butler Ave
Sawtelle Blvd
Rose Ave
Duquesne Ave
Culver Blvd
Cattaraugus Ave
Cadillac Ave
Robertson Blvd
Bagley Ave
Canfield Ave
Castle Heights Ave
Motor Ave
Military Ave
Midvale Ave
Overland Ave
Veteran Ave
Richland Ave
Pearl St
Tennessee Ave
Pico Blvd
Barrington Ave
Bundy Dr
Centinela Ave
Sawtelle Blvd
Sepulveda Blvd
Palms Blvd
Rose Ave
Motor Ave
Military Ave
Veteran Ave
Overland Ave
Westwood Blvd
Venice Blvd
Washington Blvd
Culver Blvd
Duquesne Ave
Jefferson Blvd
Rodeo Rd
Higuera St
Ince Blvd
Jefferson Blvd
Washington Blvd
National Blvd
Exposition Blvd
Olympic Blvd
Pico Blvd
Tennessee Ave

Westwood Station. The Westwood Station is located at the Westwood Boulevard/Exposition Boulevard intersection in the City of Los Angeles and is served by Expo LRT. The station area is bounded by Tennessee Avenue to the north, National Boulevard to the south, Prosser Avenue to the east, and Sepulveda Boulevard to the west. The land uses within a ½-mile radius of the station are within the West Los Angeles Community Plan.

The current land uses adjacent to the Westwood Station are predominantly low-density residential. Community-oriented uses, such as a shopping mall and other retail stores, a cineplex, and restaurants, are primarily located along Pico Boulevard. Light industrial land uses are located in the western portion of the study area along Sepulveda Boulevard. There are also three schools in the station area, including a public elementary school, a private elementary, and a private senior high school. The streets in the station area are under the jurisdiction of the City of Los Angeles, while freeways are under the jurisdiction of Caltrans.

Palms Station. The Palms Station is located at the National Boulevard/Palms Boulevard intersection in the City of Los Angeles and is served by Expo LRT. The station study area covers the area bounded by National Boulevard to the north, Palms Boulevard to the south and the east, and Overland Boulevard to the west. The land uses within a ½-mile radius of the station are within the West Los Angeles Community Plan or the Palms-Mar Vista Del Rey Community Plan.

The current land uses that are adjacent to the Palms Station are predominantly residential uses, with Palms Station having the largest residential population of the five Project Area stations. The northern half of the study area is comprised of single-family homes and limited multi-family residences, while the area south of the station is a large multi-family residential neighborhood with commercial and light industrial businesses along National Boulevard. Along Motor Avenue, there are retail and office uses, as well as a large concentration of neighborhood-serving public facilities, such as Palms Elementary School and the U.S. Post Office. Streets in the station area are under the jurisdiction of the City of Los Angeles, while freeways are under the jurisdiction of Caltrans.

Culver City Station. The Culver City Station is served by Expo LRT. The station area is located on the edge of the City of Culver City and is directly adjacent to the city limits of Los Angeles, where a number of the neighborhoods surrounding the station fall. The City of Los Angeles land uses within a ½-mile radius of the station area are located in the Palms-Mar Vista-Del Rey Community Plan or the West Adams-Baldwin Hills-Leimert Community Plan.

Current land uses adjacent to the Culver City Station, particularly along the north and south sides of Venice Boulevard, are commercial and light industrial. The majority of commercial facilities, such as a shopping center located north of the station anchored by an grocery store, and the mixture of restaurants and creative office spaces in Downtown Culver City to the west of the station, are primarily oriented to serve the local population, as well as nearby film industry and office workers. East of the station is the historic Helms Bakery District, which also includes restaurants, offices, and home furnishing stores. Directly southeast of the station along Washington and La Cienega Boulevards is the Culver City Arts District, which is home to dozens of art galleries. Station Area neighborhoods also include multi-family homes between Washington Place and Venice Boulevard and along other major arterials, as well as single-family homes, which are largely concentrated north of I-10. Streets in the Station Area are under either the jurisdiction of the City of Los Angeles or the City of Culver City, while freeways are under the jurisdiction of Caltrans.

EXISTING HIGHWAY AND STREET SYSTEM

The street pattern in much of the ECTNP is a grid. In the Cheviot Hills neighborhood, located between the Westwood and Palms Station sites, the street pattern is curvilinear in nature due to area topography. The study area also includes portions of the street network in Culver City and Santa Monica that are proximate to the stations.

Roadway Descriptions. Below is a brief description of the types of facilities available in the ECTNP according to definitions included within planning documents for each of the three cities.

City of Los Angeles (MP 2035, Complete Streets Design Guide Manual)[6]

- Boulevard I (Major Highway Class I) – Class I Boulevards are generally defined as having three to four lanes in each direction along with a median turn lane. The width of a Class I Boulevard is usually 100 feet, with a typical sidewalk width of 18 feet and a target operating speed of 35 miles per hour (mph).
- Boulevard II (Major Highway Class II) – Class II Boulevards are generally defined as having two to three lanes in each direction along with a median turn lane. The width of a Class II Boulevard is usually 80 feet, with a typical sidewalk width of 15 feet and a target operating speed of 35 mph.
- Avenue I (Secondary Highway) – Class I Avenues typically have one to two lanes in each direction, a roadway width of 70 feet, and a typical sidewalk width of 15 feet and a target operating speed of 35 mph. An Avenue I typically includes streets with a high amount of retail uses and local destinations.
- Avenue II (Secondary Highway) – Avenue II streets usually have one to two lanes in each direction, with a typical roadway width of 56 feet, a typical sidewalk width of 15 feet and a target operating speed of 30 mph. Such streets are typically located in parts of the City with dense active uses, and a busy pedestrian environment.
- Avenue III (Secondary Highway) – Avenue III streets are defined to have one to two lanes in each direction, with a roadway width of 46 feet, a typical sidewalk width of 15 feet, and a target operating speed of 25 mph. This classification was developed to maintain roadway width in older, more historic parts of the City.
- Collector Street – Collector Streets generally have one travel lane in each direction, with a roadway width of 40 feet and a sidewalk width of 13 feet. The target operating speed for Collector Streets is 25 mph. Such streets are typically intended for vehicle trips that start or end in the immediate vicinity of the street.
- Industrial Collector Street – Industrial Collector Streets vary from normal collector streets in that larger curb returns are incorporated to allow for the wider turning radii of trucks.
- Local Street Standard – Local Street Standard roadways typically have one lane in each direction, a roadway width of 36 feet, sidewalk width of 12 feet, and a target operating speed of 20 mph. Such streets are not designed for through traffic; rather, their focus is to allow access to and from destination points. Unrestricted parking is typically available on both sides of the street.
- Local Street Limited – Local Street Limited roadways typically have one lane in each direction, a roadway width of 30 feet, sidewalk width of 10 feet, and a target operating speed of 15 mph.
- Industrial Local Street – Although similar to normal local streets, Industrial Local Streets differ primarily in width for the purpose of providing adequate space for trucks to maneuver. The typical roadway width for an Industrial Local Street is 44 feet, with 10-foot sidewalks and a target operating speed of 20 mph.

City of Santa Monica (Santa Monica's Land Use and Circulation Element [LUCE])[7]

- Boulevard – Boulevards are regional transportation corridors with continuous mixed uses and commercial land uses. Boulevards in the study area include Wilshire Boulevard, Santa Monica Boulevard and Pico Boulevard.

[6]Complete Streets Design Guide, https://losangeles2b.files.wordpress.com/2015/05/2015_csdg_web-4-22.pdf, adopted August 11, 2015.

[7]City of Santa Monica, *Santa Monica Land Use & Circulation Element*, adopted July 2010, revised July 2015, Page 4.0-18.

- Avenue: Major – These streets serve regional automobile trips and provide access for all modes of transportation. They are designed to discourage regional auto traffic from using Secondary or Minor Avenues. Examples of these Major Avenues include Centinela Avenue (south of Olympic Boulevard), Cloverfield Boulevard (between Santa Monica Boulevard and Pico Boulevard) and 26th Street (between Broadway and Cloverfield Boulevard).
- Avenue: Secondary – These streets distribute auto trips onto Minor Avenues and Neighborhood Streets, often serving regional bicycle trips. Examples of Secondary Avenues in the Project Area include Centinela Avenue (between Wilshire Boulevard and Olympic Boulevard) and 20th Street (between Wilshire Boulevard and Pico Boulevard).
- Avenue: Minor – These streets connect Neighborhood Streets with other avenues. Examples of Minor Avenues include Nebraska Avenue and Stewart Street/28th Street (north of Ocean Park Boulevard).
- Neighborhood Street – These streets primarily serve abutting buildings. An example a Neighborhood Streets is Pennsylvania Avenue (east of Stewart Street).
- Parkway – These streets serve as a linear park incorporating continuous landscaping, recreational bikeways and pedestrian paths. The Parkway in the study area is Olympic Boulevard (Lincoln Boulevard to eastern city limit).

City of Culver City (Culver City's General Plan Circulation Element)[8]

- Freeway – Freeways are specialized arterials with limited access and grade-separated intersections from the city's street system.
- Primary Artery – Primary arteries serve as major cross-town thoroughfares and it is desirable that they have right-of-way widths of 95 feet or more. Ideally, direct access onto primary arteries from private driveways should be limited or prohibited. The number of lanes on primary arteries varies between four and six lanes plus left-turn lanes, and may have raised median islands. Designated primary arteries within the study area include Culver Boulevard, Robertson Boulevard, Venice Boulevard, and Washington Boulevard.
- Secondary Artery – Secondary arteries serve as links between collector streets and primary arteries. They have between two and four travel lanes. Desirable right-of-way widths range from 80 to 94 feet. Designated secondary arteries within the study area include Duquesne Avenue, Higuera Street, and National Boulevard.
- Neighborhood Feeder – Neighborhood feeder streets are generally in residential neighborhoods and provide the commonly used direct route between local residential streets and the adjacent arteries.
- Local Street – Local streets are the bridge by which vehicles travel between private parking and driveways to the larger, non-local streets. Generally, local streets do not exceed 60 feet in right-of-way width and are found mostly in residential neighborhoods.

ROADWAY ACCESS IN ECTNP PROJECT AREA

Freeways. Regional north/south access to and from the ECTNP is provided by the I-405. Regional east/west access is provided by the I-10, which intersects the I-405 adjacent to the Sepulveda Station.

- The San Diego Freeway (I-405) is a major freeway that runs in a north/south direction and extends from the north San Fernando Valley to Orange County. The I-405 provides four to five lanes in each direction plus a High Occupancy Vehicle (HOV) lane in each direction in the vicinity of the ECTNP. The freeway ramps closest to the ECTNP are:
    - National Boulevard (northbound off-ramp, southbound on-ramp)

[8]City of Culver City, *Culver City General Plan: Circulation Element*, July 1996, Page C-10.

  - Cotner Avenue at Tennessee Avenue (northbound on-ramp)
  - Sawtelle Boulevard at Tennessee Avenue (southbound off-ramp)
  - Santa Monica Boulevard (northbound on-/off-ramps and southbound on-/off-ramps)

- The Santa Monica Freeway (I-10) is a major freeway that runs in an east/west direction and extends from the Pacific Ocean eastward through Downtown Los Angeles and beyond. In the vicinity of the ECTNP, the freeway provides three to five lanes in each direction plus parallel auxiliary lanes and/or collector distributor roadways at several sections usually near interchanges. The freeway ramps closest to the specific plan area are:

  - Bundy Drive (eastbound on-ramp and westbound off-ramp)
  - Centinela Avenue (westbound on-/off-ramps)
  - Manning Avenue (eastbound on-ramp)
  - National Boulevard (eastbound on-ramp)
  - National Boulevard (eastbound off-ramp)
  - Overland Avenue (eastbound on-ramp and westbound on-/off-ramps)
  - Pico Boulevard (eastbound off-ramp)
  - Robertson Boulevard (eastbound off-ramp and westbound on-/off-ramps)

Arterials. Key arterials serving the specific plan area include:

- Barrington Avenue is a north/south-oriented Avenue II roadway and is part of the Bicycle Enhanced Network in the MP 2035. Barrington Avenue is located west of the I-405 and provides service between Sunset Boulevard and Federal Avenue, where it becomes McLaughlin Avenue. In the study area, Barrington Avenue provides one travel lane per direction plus left-turn channelization at some intersections and widens to two travel lanes per direction south of Olympic Boulevard. In addition, south of Navy Street, the roadway is re-designated as a Collector Street and is reduced to one travel lane in each direction. On-street parking is generally permitted on both sides of the street. The posted speed limit is 35 mph. Barrington Avenue was a designated Secondary Highway in the previous version of the Transportation Element.

- Bundy Drive is a north/south-oriented Avenue I roadway and is part of the Bicycle Lane Network and the Transit Enhanced Network. The roadway is located directly east of the station and runs between San Vicente Boulevard and National Boulevard, where it becomes Centinela Avenue. Within the Project Area, the roadway generally provides two travel lanes in each direction plus left-turn channelization at key intersections. On-street parking is generally prohibited along the roadway; however, there are a few areas that do allow on-street parking during off-peak periods. The posted speed limit is 35 mph. Bundy Drive was a designated a Secondary Highway between Wilshire Boulevard and Pico Boulevard and a Major Highway South of Pico Boulevard in the previous version of the Transportation Element.

- Motor Avenue is a north/south-oriented Modified Avenue II roadway between Manning Avenue and National Boulevard and is part of the Bicycle Lane Network in the City of Los Angeles that was restriped in 2012. Between National Boulevard and Venice Boulevard, there is one travel lane in each direction, a center turn lane, and a bicycle lane in each direction. On-street parking is permitted on both sides of the street. The posted speed limit is 35 mph. Motor Avenue was a designated Secondary Highway in the previous version of the Transportation Element.

- Overland Avenue is a north/south-oriented roadway between the Westwood and Palms Station areas. The roadway provides connection between Santa Monica Boulevard in the City of Los Angeles and Jefferson Boulevard in the City of Culver City. Within the Project Area, there are typically two travel lanes in each direction and left-turn channelization at most key intersections. Throughout most of its length, Overland Avenue is designated a Boulevard II and is part of the Bicycle Lane Network, the Transit Enhanced Network, and the Bicycle Enhanced Network in the City of Los Angeles but is reduced to Modified Collector Street status between Santa Monica Boulevard and Pico Boulevard, where it has one lane of travel in each direction. In Culver City, Overland Avenue is designated as a Primary

Arterial. On-street parking is permitted on both sides of the street in most areas, except along segments near the I-10, which is accessible via eastbound and westbound on-/off-ramps at Overland Avenue and National Place. The posted speed limit is 35 mph, with a 25 mph school zone near Overland Elementary School. Overland Avenue was a designated Major Highway and Secondary Highway in the previous version of the Transportation Element.

- Robertson Boulevard is a north/south-oriented Modified Avenue II roadway in Los Angeles and a Collector Street in Culver City with two travel lanes in each direction. On-street parking is permitted on both sides of the street in most segments in the Project Area; however, portions of the segment between National Boulevard and Washington Boulevard have posted no-stopping-anytime restrictions. Robertson Boulevard provides westbound on-/off-ramps to the I-10. The posted speed limit is 35 mph except in the designated school zone for Alexander Hamilton High School and Everest College, between National Boulevard and Cattaraugus Avenue, where the posted limit drops to 25 mph. Robertson Boulevard was a designated a Secondary Highway in the previous version of the Transportation Element.

- Sawtelle Boulevard is a north/south-oriented Avenue I roadway located west of the Sepulveda Station between Olympic Boulevard and Overland Avenue. The roadway provides two travel lanes in each direction. The Culver City portion is designated a Collector Street. North of Olympic Boulevard, the roadway becomes a Collector Street and provides just one travel lane in each direction. A portion of the roadway is part of the Neighborhood Enhanced Network. In the Project Area, time-limited parking is available on both sides of the roadway between Tennessee Avenue and Olympic Boulevard, while no-stopping-anytime restrictions are posted on both sides of the roadway between Pico Boulevard and Tennessee Avenue. There is access to the roadway from the southbound I-405 via an off-ramp at Tennessee Avenue. The posted speed limit is 35 mph, except in the designated school zone near Daniel Webster Middle School, where the posted speed drops to a 25 mph. Sawtelle Boulevard was a designated a Secondary Highway in the previous version of the Transportation Element.

- Sepulveda Boulevard is a north/south-oriented Boulevard II located directly east of the Sepulveda Station and is part of the Transit Enhanced Network and the Bicycle Lane Network. The roadway runs parallel to the I-405 and serves as an important freeway alternative between Roscoe Boulevard in northern Los Angeles to the Terminal Island State Route 103 in Long Beach. In the Project Area, the facility typically provides two travel lanes in each direction with left-turn channelization at most intersections. On-street parking is generally permitted on both sides of the street except in the southbound direction between Santa Monica Boulevard and Exposition Boulevard. The posted speed limit is 35 mph. Sepulveda Boulevard was designated a Class II Major Highway in the previous version of the Transportation Element.

- Westwood Boulevard is a north/south-oriented roadway located east of the Westwood Station. The roadway begins in the north at Le Conte Avenue in Westwood Village and terminates at National Boulevard, where it becomes National Place. Through most of the Project Area, the roadway is designated a Boulevard II with one to two through travel lanes in each direction, left-turn channelization at most locations, and right-turn only lanes at major intersections. North of Santa Monica Boulevard, the roadway's designation changes to an Avenue II roadway. Portions of the roadway are part of the Transit Enhanced Network and the Bicycle Lane Network. On-street parking is generally permitted on both sides of the street. The posted speed limit is 30 mph. Westwood Boulevard was designated a Class II Secondary Highway and a Class II Major Highway in the previous version of the Transportation Element.

- Culver Boulevard is an east/west-oriented Primary Arterial in Culver City that provides two travel lanes in each direction with left-turn channelization at key intersections and a raised center median bicycle path. In the City of Los Angeles, between the Marina Freeway (State Route 90) and Lincoln Boulevard, Culver Boulevard is designated an Avenue I roadway and widens to provide three eastbound travel lanes and is part of the Bicycle Enhanced Network. On-street parking is generally prohibited west of Braddock Drive and permitted east of it, except adjacent to the I-405. Access to the I-405 is provided via

northbound and southbound ramps located along the roadway in the study area. The posted speed limit is 40 mph. Culver Boulevard was designated a Major Class Highway II in the previous version of the Transportation Element.

- Gateway Boulevard is an east/west-oriented Boulevard II roadway with two lanes in each direction, a raised median, and permitted on-street parking on both sides of the street. The posted speed limit is 35 mph and it is part of the Bicycle Lane Network and the Neighborhood Enhanced Network.

- National Boulevard is an east/west-oriented Avenue I and Avenue II roadway, which roughly parallels the I-10 and is part of the Bicycle Enhanced Network. Within the Project Area, except as noted below, National Boulevard provides two travel lanes per direction with left-turn channelization at key intersections and right-of-way widths ranging from 70 to 95 feet. Portions of the roadway between Overland Avenue and Palms Boulevard and between Castle Heights Avenue and Robertson Boulevard provide just one travel lane in each direction. On-street parking is permitted on both sides of the street between Overland Avenue and Robertson Boulevard, except along small neighborhood segments, such as the segment between the I-10 eastbound off-ramp and Overland Avenue. No parking is allowed along most sections of National Boulevard, except between Robertson Boulevard and Jefferson Boulevard where there are posted no-stopping-anytime restrictions. Freeway access is provided by eastbound and westbound on-/off-ramps at Overland Avenue and a westbound off-ramp at Manning Avenue. The posted speed limit ranges from 35 to 40 mph. National Boulevard was designated a Secondary Highway in the previous version of the Transportation Element.

- Ocean Park Boulevard is an east/west-oriented roadway that provides access between the City of Santa Monica and West Los Angeles. In the City of Santa Monica, Ocean Park Boulevard is designed as a Secondary Avenue in some portion and a Neighborhood Commercial roadway in others. East of Centinela Avenue in West Los Angeles, Ocean Park Boulevard is a Boulevard II roadway. Within the Project Area, the roadway provides two travel lanes and left-turn channelization at most intersections. On-street parking is generally permitted along the roadway, except within the Project Area, where parking is prohibited on the westbound side of the road. The posted speed limit is 35 mph.

- Olympic Boulevard is an east/west-oriented roadway located north of the stations. The roadway provides access between Santa Monica, West Los Angeles, Century City, and eventually downtown Los Angeles and beyond. The designation of the roadway varies from an Arterial Street in Santa Monica with two travel lanes in each direction and a raised median west of Centinela Avenue to a Boulevard II in Los Angeles with typically three travel lanes in each direction east of Centinela Avenue. In Los Angeles, Olympic Boulevard is part of the Vehicle Enhanced Network as well. Left-turn channelization is provided at most Olympic Boulevard intersections. In the Project Area, the roadway has three travel lanes in each direction with the exception of the segment between Cloverfield Boulevard and Centinela Avenue (west), where there are only two lanes in each direction. The segment between Cloverfield Boulevard and Sawtelle Boulevard has various areas that offer time-limited and metered parking, with the exception of the area between Cloverfield Boulevard and Centinela Avenue (east), where parking is prohibited. The posted speed limit is 35 mph. Olympic Boulevard was designated a Major Highway Class II Highway in the previous version of the Transportation Element.

- Palms Boulevard is an east/west-oriented Avenue II and Collector Street roadway with two travel lanes in each direction and is part of the Neighborhood Enhanced Network and the Bicycle Lane Network. On-street parking is permitted on both sides of the street. The posted speed limit is 35 mph. Palms Boulevard was designated a Secondary Highway in the previous version of the Transportation Element.

- Pico Boulevard is an east/west-oriented roadway that runs roughly parallel to the I-10, providing an alternate connection between Santa Monica and Downtown Los Angeles. Pico Boulevard is a designated Avenue I in Los Angeles and is part of the Transit Enhanced Network and the Bicycle Lane Network. The roadway is also an Arterial Street in Santa Monica with two travel lanes in each direction. Morning and evening peak hour parking restrictions provide a third eastbound travel lane between Gateway Boulevard and Sawtelle Boulevard and a third travel lane in each direction between Sawtelle Boulevard

and Sepulveda Boulevard. Left-turn channelization is provided at most intersections. Time-limited and metered parking is available on both sides of the street within the Project Area, except as noted. The posted speed limit is 35 mph. Pico Boulevard was designated a Major Highway Class II Highway in the previous version of the Transportation Element.

- Santa Monica Boulevard is an east/west-oriented Boulevard II roadway, which provides connectivity between Santa Monica, the West Los Angeles area, Beverly Hills, West Hollywood, and Hollywood. Portions of the roadway are part of the Transit Enhanced Network and the Bicycle Lane Network. West of the I-405, the roadway typically has two travel lanes in each direction with left-turn channelization at key intersections. On-street parking is permitted along both sides of the street during unrestricted periods. During critical commute periods, parking is prohibited in order to provide an additional travel lane. From the I-405 east to Beverly Hills, this roadway facility is configured with a raised median dividing three travel lanes in each direction with left-turn and/or right-turn channelization at key intersections. Santa Monica Boulevard was designated a Major Highway Class I Highway in the previous version of the Transportation Element.

- Venice Boulevard is an east/west-oriented Boulevard II roadway with portions designated as Modified and/or Scenic. The roadway is also known as State Route 187, with three travel lanes in each direction and is part of the Bicycle Enhanced Network and the Transit Enhanced Network. Within the Project Area, the roadway provides westbound and eastbound access to the I-405; rights-of-way range from 108 feet to 170 feet. A median of varying widths restricts left-turn access at many minor intersections. Restricted and unrestricted parking is available on both sides of the street. The posted speed limit is 35 mph. Venice Boulevard was designated a Scenic Major Highway Class II Highway in the previous version of the Transportation Element.

- Washington Boulevard is an east/west-oriented Boulevard I with two lanes in each direction, except for the approximately 1,000-foot segment where Washington Boulevard and Culver Boulevard overlap, where there are three travel lanes in each direction. Many Downtown Culver City segments of Washington Boulevard feature landscaped medians of variable widths. Time-limited and/or metered on-street parking is permitted on both sides of the street, except between Overland Avenue and Hughes Avenue on the south side of the street. The posted speed limit is 35 mph. A small portion of Washington Boulevard in the City of Los Angeles is designated a Bicycle Lane Network. Washington Boulevard was designated a Major Highway in the previous version of the Transportation Element.

Collector and Local Streets. The following streets are key collector and local streets serving the Project Area:

- 26th Street is a north/south-oriented roadway located west of the Bundy Station. It provides access between the City of Santa Monica, San Vicente Boulevard, and Cloverfield Boulevard. In the study area, the roadway is designated as a Major Avenue and a Secondary Avenue. The roadway typically provides two travel lanes in each direction and permitted on-street parking, except for the one-way northbound segment between Cloverfield Boulevard and Olympic Boulevard. The posted speed limit is 30 mph.

- Beloit Avenue is a short north/south-oriented Collector Street paralleling the I-405 to the west between Ohio Avenue and Olympic Boulevard. Although the street provides access to adjacent residential and commercial uses, it primarily serves as a frontage street with southbound ramp access to the I-405. Beloit Avenue provides one travel lane southbound, and on-street parking is prohibited adjacent to the I-405 ramps and permitted elsewhere along Beloit Avenue.

- Centinela Avenue is a north/south-oriented Collector Street roadway located west of the Bundy Station. It forms the boundary between the City of Santa Monica and the City of Los Angeles. South of Wilshire Boulevard, the roadway is designated as a local street in Santa Monica and as a collector street in Los Angeles. At the intersection with Olympic Boulevard, the north and south legs of Centinela Avenue are offset by about 500 feet. South of Olympic Boulevard, Centinela Avenue provides one travel lane in each direction, left-turn channelization at major intersections, and limited on-street parking. North of

Olympic Boulevard, Centinela Avenue widens to provide two travel lanes per direction, left-turn channelization, and permitted on-street parking. In the study area, Centinela Avenue provides one to two travel lanes, and parking is limited with time-limited and no-stopping-anytime restrictions posted. The posted speed limit is 30 mph.

- Cotner Avenue is a short north/south-oriented Collector Street paralleling the I-405 to the east between Ohio Avenue and Pico Boulevard. Although the street provides access to adjacent residential and commercial uses, it primarily serves as a frontage street with ramp access to the northbound I-405. North of Nebraska Avenue, Cotner Avenue is one-way and provides a northbound travel lane. Between Nebraska Avenue and Olympic Boulevard, there is one travel lane in each direction and permitted on-street parking. Between Olympic Boulevard and Pico Boulevard, a shared center left-turn lane is provided. Adjacent to the freeway ramp, left- and right-turn channelization is provided, and on-street parking is prohibited.
- Exposition Boulevard is an east/west-oriented Collector Street roadway directly south of the Sepulveda, Westwood,and Bundy stations. The roadway is designated as a Local Street from its western terminus at Stewart Street in Santa Monica to Sepulveda Boulevard, where it transitions to a Collector Street for most of its route in the study area. In the Project Area, the roadway runs parallel to the Union Pacific Rail Road right-of-way with one lane in each direction and permitted on-street parking.
- Ohio Avenue is an east/west-oriented Local Street roadway located north of the Bundy Station. It connects Centinela Avenue on the west with Thayer Street near Century City on the east. In the Project Area, Ohio Avenue is designated as a Local Street between Centinela Avenue and Barrington Avenue and as a Collector Street between Barrington Avenue and Manning Avenue. Typically, Ohio Avenue provides one travel lane in each direction with many intersections providing left- and/or right-turn channelization and permitted on-street parking.

EMERGENCY ACCESS

California state law requires that drivers yield the right-of-way to emergency vehicles and remain stopped until the emergency vehicles have passed. Generally, multi-lane arterial roadways allow the emergency vehicles to travel at higher speeds and permit other traffic to maneuver out of the path of the emergency vehicle. Within the Project Area, arterial roadways running north/south include Barrington Avenue, Bundy Drive, Motor Avenue, Overland Avenue, Robertson Boulevard, Sawtelle Boulevard, Sepulveda Boulevard, and Westwood Boulevard. Arterial roadways running east/west include Culver Boulevard, Gateway Boulevard, National Boulevard, Ocean Park Boulevard, Olympic Boulevard, Pico Boulevard, Santa Monica Boulevard, Palms Boulevard, Venice Boulevard, and Washington Boulevard. Additionally, the I-10 provides rapid emergency access to and from locations within the Project Area.

The LAFD in collaboration with LADOT has developed a Fire Preemption System (FPS), a system that automatically turns traffic lights to green for emergency vehicles travelling on designated streets in the City. Within the Project Area, portions of Sepulveda Boulevard, Santa Monica Boulevard, Olympic Boulevard, and Pico Boulevard currently have FPS.

The City requires that development plans be submitted to the City for review and approval to ensure that new development has adequate access, including driveway access and turning radius in compliance with existing City regulations. The adequacy of emergency service may be influenced by factors such as staffing levels, emergency response times, and technology improvements, management strategies, and mutual aid agreements. On a yearly basis, LAFD assesses its resources and reallocates them based demand and need citywide. The provision of new fire stations varies as a function of not only the geographic distribution of physical structures but access to trucks, ambulances, and other equipment as well as the location of the Project Area and access to reciprocal agreements with neighboring jurisdictions.

EXISTING PUBLIC TRANSIT SERVICE

Public transit service within the Project Area consists primarily of local bus services linking riders to localized businesses and destinations. However, some regional transit opportunities are available via transfers to and from other lines. Services are provided by multiple transit operators, including Metro, Santa Monica Big Blue Bus (BBB), Culver City Bus, and LADOT Commuter Express Bus; services headways can be as frequent as 15 minutes or less. **Figure 4.12-2** shows transit lines in the ECTNP Area at the time of preparation of the Draft EIR. With the opening of the Expo Rail Line, Metro and BBB are expected to modify service to and from the stations. Below are brief descriptions of the various transit operators and the fixed transit lines providing service within the study area.

Los Angeles County Metropolitan Transportation Authority (Metro). Metro is the primary transit operator in Los Angeles County, providing bus, light rail, and subway services. There are two Metro heavy rail lines (Red and Purple), four Metro light rail lines (Blue, Green, Gold, Expo Phase 1) and two bus rapid transit (BRT) lines (i.e., Orange and Silver) operating in exclusive rights-of-way. Bicycles are allowed in designated areas on Metro trains at no extra charge at all times. Metro also operates approximately 180 bus routes in mixed traffic. These bus services vary considerably in speed, frequency and capacity. Most buses are equipped with two bicycle racks at the front of the bus, and bicyclists are allowed to load their bicycles on the rack when there is space available at no extra charge. If the rack is full, bicyclists are asked to wait for the next bus. The following Metro lines currently provide transit service in the study area:

- Metro Line 33 – Line 33 provides local service from Santa Monica via Venice Boulevard to Downtown Los Angeles. This line operates with headways of approximately 15 minutes on weekday peak periods. Off-peak headways are about 20 minutes. The stops along Venice Boulevard at Robertson Boulevard and at National Boulevard are close to the Culver City Station. Connection to the Rapid 733 Line is available at most stops in the study area.
- Metro Line 220 – Line 220 provides local service from the Beverly Center to Culver City via Robertson Boulevard. This line operates with headways of 60 minutes on weekdays only.
- Metro Line 534 – Line 534 provides express service that runs from Malibu through Downtown Santa Monica to the West Los Angeles Transit Center via the Pacific Coast Highway and the I-10. In the study area, this line operates primarily on Venice and Robertson Boulevards. This line operates with headways of approximately 20 minutes during the AM peak hour and 30 minutes during the PM peak hour.
- Metro Line 733 – Line 733 offers rapid service on Venice Boulevard between Santa Monica and Downtown Los Angeles. This line operates with headways of 10 to 15 minutes on weekdays.
- Metro Exposition Line – The Expo Line connects the Westside by rail to Downtown Los Angeles and other rail lines in the Metro system. The Expo Line operates with headways of 6 minutes during weekday peak periods.

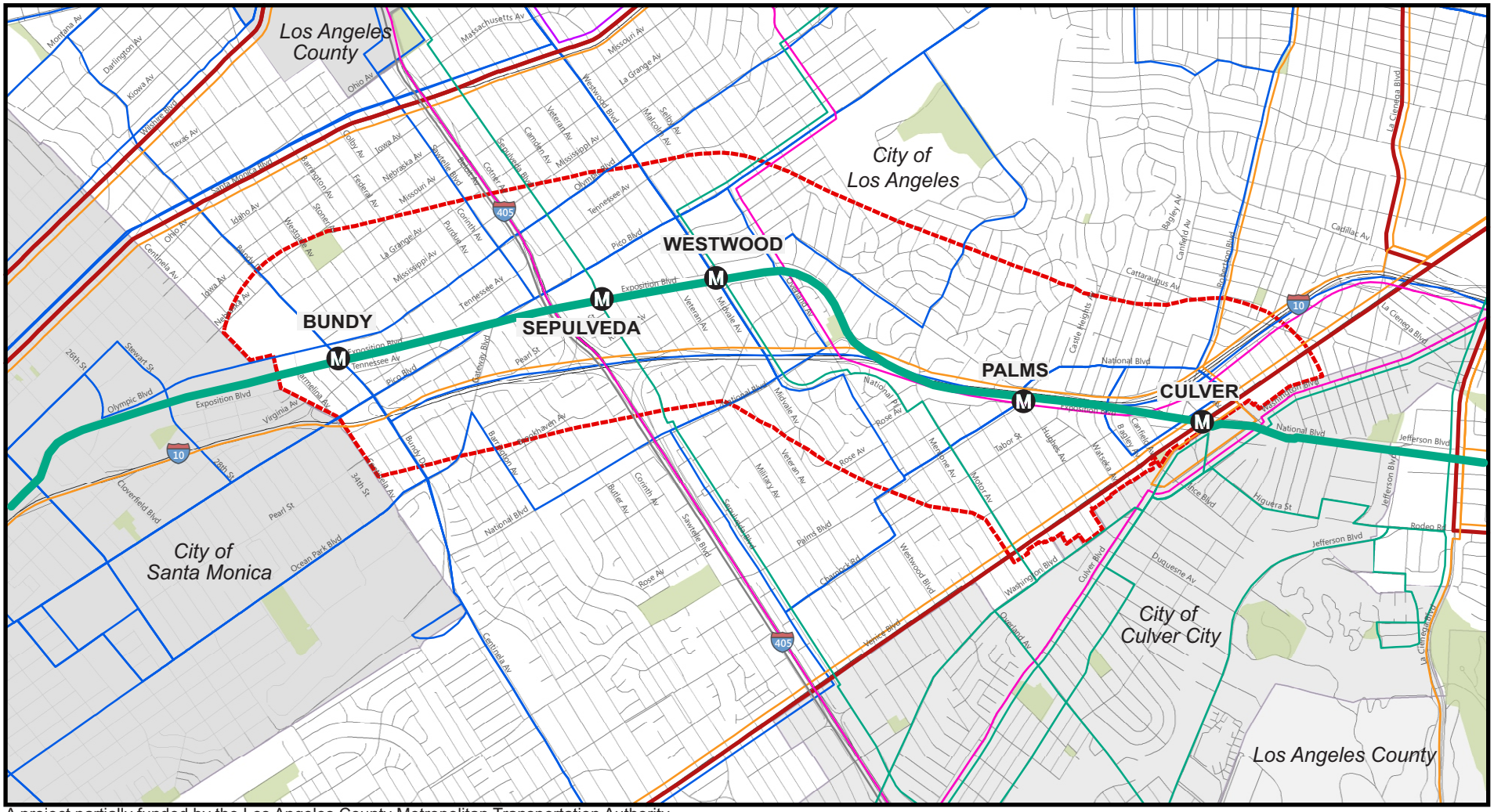
Santa Monica Big Blue Bus (BBB). BBB is the primary transit operator within the Project Area. BBB operates 14 local bus routes, five rapid routes, and two circulator routes. These bus services vary considerably in speed, frequency and capacity. Most buses are equipped with two bicycle racks at the front of the bus, and bicyclists are allowed to load their bicycles on the rack when there is space available at no extra charge. If the rack is full, bicyclists are asked to wait for the next bus. The following BBB lines provided transit service in the study area at the time of preparation of the Draft EIR:

- BBB Line 2 – Line 2 runs from 4th Street in Downtown Santa Monica to Westwood and the UCLA campus via Wilshire Boulevard. Headways are approximately 15 minutes during the weekday peak periods and about 20 minutes during the weekday off-peak periods and on weekends.

Exposition Corridor Transit Neighborhood Plan

Figure 4.12-2 Existing Transit Facilities

Los Angeles Department of City Planning



A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LEGEND:

- Metro Rapid
- Metro Local/Limited/Express/Circulator
- Culver City Bus
- Santa Monica Big Blue Bus
- LADOT Commuter Express/DASH
- Santa Clara/Torrance & MAX/Antelope/ Beach Cities Transit
- ECTNP Boundary
- Expo LRT
- Light Rail Station
- Jurisdictional Boundary

NOT TO SCALE

N

LOS ANGELES TRANSIT NEIGHBORHOOD PLAN

SOURCE: City of Los Angeles and Fehr & Peers, 2017.

2012-058

- BBB Line 4 – Line 4 runs from Downtown Santa Monica to Brentwood via 4th Street and San Vicente Boulevard via Sawtelle Boulevard, Olympic and Pico Boulevards. Line 4 provides service on Pico Boulevard in the study area with headways of 30 minutes during weekday peak hours and 60 minutes on weekends.
- BBB Line 5 – Line 5 runs from Downtown Santa Monica to Century City and the Culver City Station. Service headways of about 20 minutes are provided during weekday peak periods and about 30 minutes during weekday off-peak periods and on weekends.
- BBB Line 6 – Line 6 provides limited service and runs from the Santa Monica College (SMC) main campus to the SMC Bundy Campus to Palms and loops around National Boulevard and Venice Boulevard to travel back to the SMC campuses. Line 6 services are only available Monday through Thursday only.
- BBB Line 7 – Line 7 provides localized service between Downtown Santa Monica to Rimpau Transit Center and the Mid-City area of Los Angeles via Pico Boulevard. In the study area, Line 7 provides service with 10-minute headways during weekday peak hours and 15-minute headways on weekends.
- BBB Line Rapid 7 – During weekdays, the Rapid 7 line offers limited-stop, express service between Downtown Santa Monica and the Rimpau Transit Center and the Mid-City area of Los Angeles via Pico Boulevard. This line operates with headways of approximately 10 minutes during the peak hours. No service for this line is available on weekends.
- BBB Line 8 – Line 8 provides local service between Downtown Santa Monica in the west and UCLA in the east via Main Street, Ocean Park Boulevard, Barrington Avenue, National Boulevard, and Westwood Boulevard. This line travels through and stops in the Westwood Station area at a number of intersections along Westwood Boulevard. Service hours are from 6:00 a.m. to 11:30 p.m. seven days per week. Peak period headways range from 11 to 25 minutes in the morning and 15 to 20 minutes in the afternoon.
- BBB Line Rapid 10 – Line 10 is a freeway express line that provides service through Downtown Santa Monica via Santa Monica Boulevard west of Bundy Drive and on Bundy Drive between Santa Monica Boulevard and the I-10. This line eventually travels along the I-10 to Downtown Los Angeles and Union Station. Service headways of about 15 to 20 minutes are provided during weekday peak periods and about 30 minutes during weekday off-peak periods and on weekends.
- BBB Line 12 – Line 12 travels from UCLA Hilgard Terminal or UCLA Ackerman Terminal to the Westside Pavilion to the Culver City Station. This line serves the Palms, Culver City, and Westwood areas. Service headways of about 15 minutes are provided during the weekday peak periods and about 30 minutes during weekends. This line travels along National Boulevard, Palms Boulevard, and Venice Boulevard in the study area.
- BBB Line 13 – Line 13 provides weekday peak-hour commuter service between the Rimpau Transit Center (Rimpau) in the east and the Westside Pavilion in the west. Within the study area, this line travels along Pico Boulevard, Overland Avenue, Ashby Avenue, Manning Avenue, Motor Avenue, and Beverly Drive. The line's western terminus is the intersection of Westwood Boulevard and Pico Boulevard in the Westwood Station Area. Morning service from Rimpau to the Westside Pavilion begins at 7:00 a.m., with the last pick-up leaving at 8:30a.m. Headways are 30 to 35 minutes. Afternoon service hours from the Westside Pavilion to Rimpau begin at 2:30 p.m. and end with the last pick-up leaving at 6:00 p.m. Headways are 65 minutes.
- BBB Line Rapid 12 – Rapid 12 line travels from UCLA Hilgard Terminal or UCLA Ackerman Terminal to the Westside Pavilion to the Culver City Station. This line provides faster service to the Palms Station in addition to serving the Palms, Culver City, and Westwood areas. This line travels along National Boulevard, Palms Boulevard, Overland Avenue, and Venice Boulevard in the study area.

- BBB Line 14 – Line 14 provides service to Brentwood Village, Olympic-Bundy Commercial Area, Santa Monica Airport, and Marina del Rey Middle School via Bundy Drive and Centinela Avenue. Service headways of about 13 to 15 minutes are provided during weekday peak periods and about 20 to 30 minutes during weekday off-peak periods and on weekends. This line travels along Bundy Drive in the study area.
- BBB Line 20 – Line 20 provides express service from Downtown Santa Monica to the western terminus of the Expo Line in Culver City. Between Downtown Santa Monica and Culver City Station, the line travels along the I-10 and makes no stops. Weekday eastbound service hours are from 5:30 a.m. to 7:30 a.m., and again from noon to 4:30 p.m.; westbound service hours are from noon to 2:30 p.m. and again from 5:30 p.m. to 9:00 p.m. Eastbound morning peak hour headways range from seven to 33 minutes. Westbound afternoon peak hour headways range from 25 to 35 minutes.

Los Angeles Department of Transportation (LADOT). LADOT provides local and commuter express bus services in the City of Los Angeles. The Downtown Area Short Hop (DASH) operates 32 local routes covering Downtown Los Angeles and many outlying communities within the City. The Commuter Express operates 14 routes, making a limited number of stops and transporting passengers between downtown Los Angeles and other major centers within the City. All Commuter Express routes, except for one, operate during the peak hours only in the peak direction. Most buses are equipped with two bicycle racks at the front of the bus, and bicyclists are allowed to load their bicycles on the rack when there is space available at no extra charge. If the rack is full, bicyclists are asked to wait for the next bus. The following LADOT Commuter Express Lines currently provide transit service in the study area:

- LADOT Commuter Express Line 431 – Line 431 is a north/south commuter express line that travels from Downtown Los Angeles to Westwood. This line also serves Rancho Park and Palms. This line travels on the I-10 in the study area. Line 431 operates on weekdays only.
- LADOT Commuter Express Line 437 – Line 437 is a north/south commuter express line that travels from Downtown Los Angeles to Venice. This line also serves Culver City and Marina del Rey. This line travels along Robertson Boulevard and Culver Boulevard in the study area. Line 437 operates on weekdays only.

Culver City Bus. Culver City Bus operates seven local and one rapid bus service in the City of Culver City and the City of Los Angeles. Most buses are equipped with two bicycle racks at the front of the bus, and bicyclists are allowed to load their bicycles on the rack when there is space available at no extra charge. If the rack is full, bicyclists are asked to wait for the next bus. The following Culver City Bus lines currently provide transit service in the study area:

- Culver City Bus Line 1 – Line 1 is a local east/west line that runs along Washington Boulevard from Venice Beach in the west to Washington Boulevard and Fairfax Avenue in the east. Service headways of about 12 minutes are provided during the weekday peak periods. This line travels along Washington Boulevard in the study area.
- Culver City Bus Line 3 – Line 3 is a local north/south line that runs from Century City in the north to the Culver City Transit Center in the south. In the study area, the line travels along Westwood Boulevard, National Boulevard, and Motor Avenue. Service hours begin at 5:30 a.m. and end at 11:00 p.m. Weekday headways are 20 minutes all day until 8:00 p.m. After 8:00 p.m. and on weekends, headways are 30 minutes.
- Culver City Bus Line 5 – Line 5 is a local east/west line that runs from Blair Hills in the east to Washington and Inglewood Boulevards in the west. This line travels along Washington Boulevard, Culver Boulevard, and Higuera Street within the study area. Line service is available on school days only. In addition to limited service days, Line 5 operates only once in the morning westbound and once in the afternoon.

- Culver City Bus Line 6 – Line 6 provides localized service on Sepulveda Boulevard and Westwood Boulevard between the Metro Green Line Station in Inglewood and UCLA in Westwood. Buses run at 10- to 15-minute headways during the peak weekday hours and approximately 30-minute headways during off-peak periods and weekends.
- Culver City Bus Line Rapid 6 – Line 6 offers limited-stop, express service on Sepulveda Boulevard and Westwood Boulevard between the Metro Green Line Station in Inglewood and UCLA in Westwood. Buses run at 20- to 25-minute headways during the peak weekday hours.
- Culver City Bus Line 7 – Line 7 is a local east/west line that runs from Venice Boulevard and Culver Boulevard in the east to Marina del Rey in the west. Line 7 only operates during weekdays with 30-minute headways. This line travels primarily along Culver Boulevard in the study area.

EXISTING BICYCLE AND PEDESTRIAN FACILITES

Bicycle Facilities. Existing bicycle facilities in the ECTNP are classified based on the following standard typology:

- Bike Paths Class I Bikeways provide a completely separate right-of-way and are designated for the exclusive use of bicycles and pedestrians. Vehicle and pedestrian cross-flow is minimized.
- Bike Lanes Class II Bikeways provide a restricted right-of-way and are designated for bicyclist use through a striped lane on a street or highway. Bicycle lanes are generally five-foot wide, one-way facilities that carry bicyclist traffic in the same direction as the adjacent roadway traffic. Vehicle parking and vehicle/pedestrian cross-flow are permitted.
- Bike Routes Class III Bikeways provide for a right-of-way designated by signs or pavement markings for shared use with pedestrians or motor vehicles. Bike routes provide continuity to other bicycle facilities (usually Class II Bikeways) or designate preferred routes through high demand corridors.
- Separated Class IV Bikeways provide on-street facilities reserved for use by bicyclists, with physical separation between the bikeway and travel lanes.

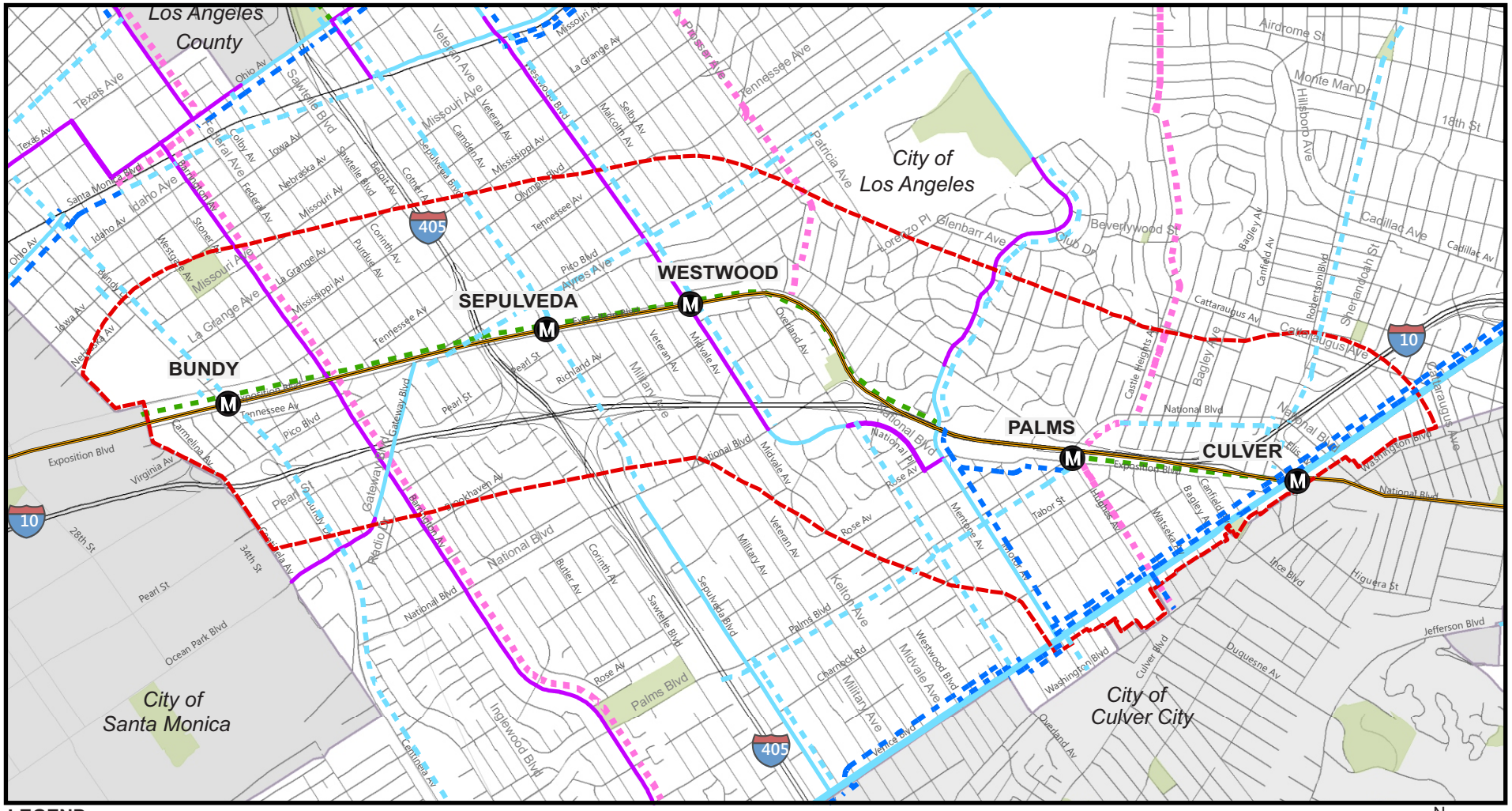
Figure 4.12-3 shows existing and planned bicycle facilities in the Project Area. As illustrated, there are existing bicycle lanes on Venice Boulevard and on portions of Sepulveda Boulevard, Motor Avenue, Ohio Avenue, Gateway Boulevard, National Place, and La Cienega Boulevard. There are existing bicycle routes on Barrington Avenue, Westwood Boulevard, and National Place.

Pedestrian Facilities. A pedestrian network provides safe and convenient access for all users with all abilities. The pedestrian network includes sidewalks, crosswalks, and curb ramps, as well as pedestrian amenities, such as street trees, benches, and buffer zones separating sidewalks from traffic and buildings. The ECTNP Area has an aging network of pedestrian facilities, including sidewalks of varying widths and wide crosswalks at most major intersections. Many areas have pedestrian-friendly features, such as curbside parking and traffic signal modifications, to ensure longer pedestrian crossing times, where warranted. Conditions surrounding each station vary widely in terms of sidewalk condition, pavement marking visibility, and obstructions in the sidewalk realm.

Exposition Corridor Transit Neighborhood Plan

Figure 4.12-3 Bicycle Facilities

Los Angeles Department of City Planning


Los Angeles County
City of Los Angeles
City of Santa Monica
City of Culver City
WESTWOOD
SEPULVEDA
BUNDY
PALMS
CULVER
405
10
Missouri Ave
La Grange Ave
Tennessee Ave
Pico Blvd
Pearl St
National Blvd
Rose Ave
Palms Blvd
Exposition Blvd
Venice Blvd
Washington Blvd
Overland Ave
Sepulveda Blvd
Westwood Blvd
Veteran Ave
Military Ave
Midvale Ave
Keystone Ave
Gateway Blvd
Inglewood Blvd
Ocean Park Blvd
Pico Blvd
Wilshire Blvd
Santa Monica Blvd
Beverlywood St
Cattaraugus Ave
Jefferson Blvd
Ince Blvd
Higuera St
Duquesne Ave
Culver Blvd
Bagley Ave
Canfield Ave
Hillsboro Ave
Monte Mar Dr
Airdrome St
18th St
Cadillac Ave
Sherandoah St
Robertson Blvd
Glenbarr Ave
Club Dr
Lorenzo Pl
Patricia Ave
Tennessee Ave
Veteran Ave
Selby Av
Malcolm Av
La Grange Av
Missouri Av
Camden Av
Mississippi Av
Olympic Blvd
Tennessee Av
Corinth Av
Purdue Av
Sawtelle Blvd
Federal Av
Colby Av
Iowa Av
Nebraska Av
Idaho Av
Texas Av
Ohio Av
Stoner Av
Westgate Av
Barrington Av
Bundy Dr
Gateway Blvd N
Gateway Blvd S
Centinela Av
Carmelina Av
Virginia Av
Bundy Dr
Barrington Av
Veteran Av
Midvale Av
Overland Av
Richland Av
Military Ave
Sepulveda Blvd
Butler Av
Corinth Av
Sawtelle Blvd
Inglewood Blvd
Centinela Av
Keystone Ave
Palms Blvd
Charnock Rd
Westwood Blvd
Midvale Ave
Military Ave
Venice Blvd
Overland Av
Rose Av
Membrino Av
Motor Av
Tabor St
Hughes Av
Bagley Av
Canfield Av
Matteson Av
Elvis
National Blvd
Washington Blvd
Cattaraugus Ave
Castle Heights Av
Bagley Ave
Canfield Av
Robertson Blvd
Sherandoah St
Cadillac Ave
Cattaraugus Ave
Ince Blvd
Higuera St
Jefferson Blvd
Duquesne Av
Culver Blvd
Washington Blvd
Overland Av
Venice Blvd
Military Ave
Midvale Ave
Westwood Blvd
Keystone Ave
Palms Blvd
Charnock Rd
Inglewood Blvd
Centinela Av
Rose Av
Sepulveda Blvd
Butler Av
Corinth Av
Sawtelle Blvd
National Blvd
Pearl St
Ocean Park Blvd
28th St
34th St
Exposition Blvd
Virginia Av
Carmelina Av
Pearl St
Gateway Blvd S
Radio St
Barrington Av
Old Haven Av
Pico Blvd
Tennessee Av
Pearl St
Richland Av
Veteran Av
Midvale Av
Overland Av
National Blvd
Rose Av
Membrino Av
Tabor St
Hughes Av
Bagley Av
Canfield Av
Matteson Av
Elvis
National Blvd
Washington Blvd
Cattaraugus Ave
Castle Heights Av
Bagley Ave
Canfield Av
Robertson Blvd
Sherandoah St
Cadillac Ave
Cattaraugus Ave
Glenbarr Ave
Club Dr
Lorenzo Pl
Beverlywood St

PLANNED TRANSPORTATION NETWORK IMPROVEMENTS

Several key improvements in the study area are funded and assumed to be part of the future baseline. These improvements, the result either of local or regional Capital Improvement Programs or as mitigation for ongoing or entitled projects, would result in capacity changes and/or traffic shifts at various locations throughout the study area. The improvements are reflected in the Future No Project and Future With Project traffic forecasts. Although some of these projects are now complete, they were not included in the existing operating conditions as they were under construction at the time of this analysis.

Following are key planned capital improvements in the study area (as of 2013):

- Extension of the Expo LRT from Culver City to Santa Monica via the Expo rail right-of-way, which includes several aerial grade separations. According to the Expo Corridor Transit Project Phase 2 Final EIR, this line is estimated to generate approximately 15,060 total daily passenger trips among the following four stations in the Project Area by 2030:
    - National/Palms – 1,860 daily passengers[9]
    - Expo/Westwood – 5,240 daily passengers[10]
    - Expo/Sepulveda – 5,100 daily passengers[11]
    - Expo/Bundy – 2,860 daily passengers[12]
- Construction of a Class I and Class II bikeway (3.85 miles) along the Expo Corridor between Venice/Robertson Boulevards and Santa Monica city limits at Centinela Avenue.
- Widen the I-405 between the I-10 and the US-101 in order to add a northbound carpool lane.
- Wilshire Bus Rapid Transit Project extends from Valencia Street to the Santa Monica city limit line and include peak period curbside bus lanes.

Future Bicycle Network (MP 2035). Implementation of future bicycle facilities along key arterials is anticipated to be part of a network providing access to major employment centers, transit stops, and retail, entertainment, and recreational resources. As discussed above in Regulatory Framework, the City of Los Angeles 2010 Bicycle Plan has been incorporated into the recently adopted MP 2035. The programs in the Bicycle Plan are integrated into the MP 2035 Bicycle Enhanced Network and Bicycle Lane Network, which together create a network of arterial streets and other rights-of-way prioritized for bicycle movement. The Bicycle Enhanced Network consists of bicycle paths, protected bicycle lanes, and bicycle facilities on neighborhood-serving streets that provide connections within the protected bicycle lane system. The Bicycle Lane Network consists of bicycle facilities on arterial roadways with striped separation. **Figure 4.12-3** illustrates the facilities that are on either the Bicycle Enhanced Network or the Bicycle Lane Network within the Project Area.

EXISTING TRAFFIC VOLUMES AND OPERATING CONDITIONS

This section presents existing base peak hour traffic volumes, describes the methodology used to assess the traffic conditions at each intersection, and analyzes the resulting operating conditions at each, indicating volume-to-capacity (V/C) ratios and LOS. See **Appendix H** for detailed existing traffic volume data.

It should be noted that since traffic volumes are a result of the aggregate travel choices of thousands of individual drivers, variation in the daily and peak period volumes on a ny given facility is both expected and observed. The Federal Highway Administration (FHWA) guidelines recommend traffic models are

[9]Exposition Line Construction Authority. *Exposition Corridor Transit Project Phase 2 FEIR*, December 2009, page 3.2-52.
[10]*Ibid*, p. 3.2-52.
[11]*Ibid*, p. 3.2-66.
[12]*Ibid*, p. 3.2-66.

calibrated to within 7 to 15 percent for freeway and arterial volumes to account for this regular variation.[13] This range is based on studies that show that this range represents the average daily fluctuation in traffic for major roadways.[14] Accordingly, while specific and detailed LOS calculations are provided throughout this document, these estimates of both existing and operating conditions are subject to regular variation due to fluctuations in travel demand.

Existing Traffic Volumes

Weekday AM and PM peak hour turning movement counts were collected at the study intersections listed below. For all analysis locations, AM (7:00 to 10:00 a.m.) and PM (3:00 to 6:00 p.m.) period traffic volumes were counted in 15-minute intervals in May 2013:

1. Cloverfield Boulevard & Olympic Boulevard
2. 26th Street & Olympic Boulevard
3. Stewart Street & Olympic Boulevard
4. Centinela Avenue (West) & Olympic Boulevard
5. Centinela Avenue (East) & Olympic Boulevard
6. Centinela Avenue & Exposition Boulevard
7. Centinela Avenue & I-10 Westbound On- and Off-Ramp
8. I-10 Eastbound Off-Ramp & Pico Boulevard
9. Centinela Avenue & Pico Boulevard
10. Centinela Avenue & I-10 Eastbound On-Ramp
11. Bundy Drive & Wilshire Boulevard
12. Bundy Drive & Santa Monica Boulevard
13. Bundy Drive & Ohio Avenue
14. Bundy Drive & Missouri Avenue
15. Bundy Drive & La Grange Avenue
16. Bundy Drive & Olympic Boulevard
17. Bundy Drive & Pico Boulevard
18. Bundy Drive & I-10 Eastbound On-Ramp
19. Bundy Drive & Ocean Park Boulevard
20. Bundy Drive & National Boulevard
21. Barrington Avenue & Santa Monica Boulevard
22. Barrington Avenue & Nebraska Avenue
23. Barrington Avenue & Missouri Avenue
24. Barrington Avenue & La Grange Avenue
25. Barrington Avenue & Mississippi Avenue
26. Barrington Avenue & Olympic Boulevard
27. Barrington Avenue & Pico Boulevard
28. Barrington Avenue & Gate Boulevard
29. Gateway Boulevard & Pico Boulevard
30. Sawtelle Boulevard & Santa Monica Boulevard
31. Beloit Avenue / I-405 Southbound On- and Off-Ramp & Santa Monica Boulevard
32. Sawtelle Boulevard & Olympic Boulevard
33. Sawtelle Boulevard & I-405 Southbound Off-Ramp
34. Sawtelle Boulevard & Pico Boulevard
35. Sawtelle Boulevard & National Boulevard
36. I-405 Southbound On-Ramp & National Boulevard
37. Sawtelle Boulevard & Palms Boulevard

[13] Per the *FHWA Calibration & Adjustment of System Planning Models* (FHWA, December 1990).
[14] *Variability in Traffic Monitoring Data: Final Summary Report* (US Department of Energy, August 1997).

38. Cotner Avenue / I-405 Northbound On- and Off-Ramp & Santa Monica Boulevard
39. Sepulveda Boulevard & Santa Monica Boulevard
40. Sepulveda Boulevard & Olympic Boulevard
41. Sepulveda Boulevard & Pico Boulevard
42. Cotner Avenue & Pico Boulevard
43. Sepulveda Boulevard & Exposition Boulevard
44. I-405 Northbound Off-Ramp & National Boulevard
45. Sepulveda Boulevard & National Boulevard
46. Sepulveda Boulevard & Palms Boulevard
47. Military Avenue & National Boulevard
48. Westwood Boulevard & Olympic Boulevard
49. Westwood Boulevard & Pico Boulevard
50. Westwood Boulevard & Exposition Boulevard
51. Westwood Boulevard & National Boulevard
52. Overland Avenue & Pico Boulevard
53. Overland Avenue & National Boulevard / I-10 Westbound On- and Off-Ramp
54. Overland Avenue & I-10 Eastbound On-Ramp
55. Overland Avenue & National Place
56. I-10 Westbound Off-Ramp & National Boulevard
57. Overland Avenue & Palms Boulevard
58. Overland Avenue & Venice Avenue
59. Overland Avenue & Culver Boulevard
60. Motor Avenue & National Boulevard
61. Motor Avenue & Palms Boulevard
62. Motor Avenue & Venice Avenue
63. Exposition Boulevard / National Boulevard & Palms Boulevard
64. Hughes Avenue & Venice Boulevard
65. Duquesne Avenue & Culver Boulevard
66. Manning Avenue & I-10 Westbound Off-Ramp
67. Castle Heights Avenue & National Boulevard
68. Culver Boulevard & Venice Boulevard
69. Robertson Boulevard & Venice Boulevard
70. Robertson Boulevard & National Boulevard
71. National Boulevard & I-10 Eastbound On-Ramp
72. National Boulevard & Venice Boulevard
73. National Boulevard & Washington Boulevard
74. Robertson Boulevard & I-10 Westbound Off-Ramp / Kincardine Avenue
75. Robertson Boulevard & Cattaraugus Avenue
76. La Cienega Boulevard & Venice Boulevard
77. La Cienega Boulevard & Washington Boulevard
78. Jefferson Boulevard & National Boulevard
79. Higuera Street & Washington Boulevard
80. Ince Boulevard & Washington Boulevard
81. Ince Boulevard & Culver Boulevard
82. Washington Boulevard / Irving Place / Watseka Avenue & Culver Boulevard
83. Duquesne Avenue & Washington Boulevard
84. Sepulveda Boulevard & Venice Boulevard
85. Sepulveda Boulevard & I-405 Northbound On- and Off-Ramp
86. Sawtelle Boulevard & I-405 Southbound On- and Off-Ramp

Two studied intersections located in the City of Los Angeles are currently unsignalized: Barrington Avenue & Missouri Avenue and Westwood Boulevard & Exposition Boulevard (South). These intersections have been analyzed to determine whether volumes warrant the installation of a traffic signal.

At the time when traffic counts were conducted for this study, the following six study intersections were under construction as part of the Expo LRT Line Phase 2 (Culver City to Santa Monica):

1. National Boulevard & Venice Boulevard
2. Robertson Boulevard & Venice Boulevard
3. National Boulevard / Exposition Boulevard & Palms Boulevard
4. Sepulveda Boulevard & Exposition Boulevard
5. Gateway Boulevard & Pico Boulevard
6. Cloverfield Boulevard & Olympic Boulevard

Manual peak period turning movement counts for the aforementioned study intersections are provided in **Appendix H**.

Existing Levels of Service. The existing year traffic volumes and lane configurations presented in **Appendix H** were analyzed using the required intersection capacity analysis methodology to realistically determine the existing operating conditions at the study intersections. **Table 4.12-1** summarizes the V/C and corresponding LOS results for the aforementioned analyzed periods during a weekday. As indicated, 53 (62 percent) of the 86 analyzed intersections are currently operating at an acceptable level of service (LOS D or better) during one or more analysis periods. The remaining 33 intersections are currently operating at or near capacity (LOS E or F) during one or more analysis periods.

TABLE 4.12-1: EXISTING (2013) INTERSECTION LEVEL OF SERVICE ANALYSIS

ID	N/S Street Name E/W Street Name	Jurisdiction	Analyzed Period	V/C or Delay	LOS
1	Cloverfield Blvd. /a/ Olympic Blvd.	Santa Monica	AM	39.6	D
			PM	38.1	D
2	26th St. Olympic Blvd.	Santa Monica	AM	31.1	C
			PM	32.9	C
3	Stewart St. Olympic Blvd.	Santa Monica	AM	43.1	D
			PM	27.0	C
4	Centinela Ave. (West) Olympic Blvd.	Santa Monica	AM	8.1	A
			PM	9.0	A
5	Centinela Ave. (East) Olympic Blvd.	Los Angeles	AM	0.567	A
			PM	0.488	A
		Santa Monica	AM	15.1	B
			PM	9.8	A
6	Centinela Ave. Exposition Blvd. /b/	Los Angeles	AM	26.4	C
			PM	35.9	D
7	Centinela Ave. I-10 WB On-/Off-Ramps	Los Angeles	AM	0.868	D
			PM	0.868	D
		Santa Monica	AM	48.5	D
			PM	52.5	D
8	I-10 EB Off-Ramp/34th St Pico Blvd.	Santa Monica	AM	18.5	B
			PM	10.2	B
9	Centinela Ave. Pico Blvd.	Los Angeles	AM	0.711	C
			PM	0.675	B
		Santa Monica	AM	17.9	B
			PM	14.0	B
10	Centinela Ave. I-10 EB On-Ramp	Los Angeles	AM	0.419	A
			PM	0.423	A
		Santa Monica	AM	9.7	A
			PM	7.2	A

TABLE 4.12-1: EXISTING (2013) INTERSECTION LEVEL OF SERVICE ANALYSIS

ID	N/S Street Name E/W Street Name	Jurisdiction	Analyzed Period	V/C or Delay	LOS
11	Bundy Dr. Wilshire Blvd.	Los Angeles	AM	0.682	B
			PM	0.657	B
12	Bundy Dr. Santa Monica Blvd.	Los Angeles	AM	0.568	A
			PM	0.628	B
13	Bundy Dr. Ohio Ave.	Los Angeles	AM	0.533	A
			PM	0.537	A
14	Bundy Dr. Missouri Ave.	Los Angeles	AM	0.437	A
			PM	0.435	A
15	Bundy Dr. La Grange Ave.	Los Angeles	AM	0.479	A
			PM	0.555	A
16	Bundy Dr. Olympic Blvd.	Los Angeles	AM	0.802	D
			PM	0.769	C
17	Bundy Dr. Pico Blvd.	Los Angeles	AM	0.874	D
			PM	0.935	E
18	Bundy Dr. I-10 EB On-Ramp	Los Angeles	AM	0.615	B
			PM	0.628	B
19	Bundy Dr. Ocean Park Blvd.	Los Angeles	AM	0.912	E
			PM	1.019	F
20	Bundy Dr. National Blvd.	Los Angeles	AM	0.835	D
			PM	0.659	B
21	Barrington Ave. Santa Monica Blvd.	Los Angeles	AM	1.048	F
			PM	1.166	F
22	Barrington Ave. Nebraska Ave.	Los Angeles	AM	0.544	A
			PM	0.582	A
24	Barrington Ave. La Grange Ave.	Los Angeles	AM	0.593	A
			PM	0.701	C
25	Barrington Ave. Mississippi Ave.	Los Angeles	AM	0.623	B
			PM	0.861	D
26	Barrington Ave. Olympic Blvd.	Los Angeles	AM	0.830	D
			PM	0.760	C
27	Barrington Ave. Pico Blvd.	Los Angeles	AM	0.989	E
			PM	1.121	F
28	Barrington Ave. Gateway Rd.	Los Angeles	AM	0.729	C
			PM	0.809	D
29	Gateway Blvd. /a/ Pico Blvd.	Los Angeles	AM	0.678	B
			PM	0.826	D
30	Sawtelle Blvd. Santa Monica Blvd.	Los Angeles	AM	0.790	C
			PM	0.748	C
31	Beloit Ave./I-405 SB Off-Ramp Santa Monica Blvd.	Los Angeles	AM	1.093	F
			PM	1.294	F
32	Sawtelle Blvd. Olympic Blvd.	Los Angeles	AM	1.015	F
			PM	1.299	F
33	Sawtelle Blvd. I-405 SB Off-Ramp	Los Angeles	AM	0.480	A
			PM	0.788	C
34	Sawtelle Blvd. Pico Blvd.	Los Angeles	AM	1.093	F
			PM	1.195	F
35	Sawtelle Blvd. National Blvd.	Los Angeles	AM	0.912	E
			PM	0.853	D
36	I-405 SB On-Ramp National Blvd.	Los Angeles	AM	0.380	A
			PM	0.592	A
37	Sawtelle Blvd. Palms Blvd.	Los Angeles	AM	0.703	C
			PM	0.755	C
38	Cotner Ave/I-405 NB On-/Off-Ramps Santa Monica Blvd.	Los Angeles	AM	1.030	F
			PM	1.099	F

TABLE 4.12-1: EXISTING (2013) INTERSECTION LEVEL OF SERVICE ANALYSIS

ID	N/S Street Name E/W Street Name	Jurisdiction	Analyzed Period	V/C or Delay	LOS
39	Sepulveda Blvd. Santa Monica Blvd.	Los Angeles	AM	1.085	F
			PM	1.195	F
40	Sepulveda Blvd. Olympic Blvd.	Los Angeles	AM	1.052	F
			PM	1.166	F
41	Sepulveda Blvd. Pico Blvd.	Los Angeles	AM	0.979	E
			PM	1.290	F
42	Cotner Ave. /a/ Pico Blvd.	Los Angeles	AM	0.713	C
			PM	0.544	A
43	Sepulveda Blvd. /a/ Exposition Blvd.	Los Angeles	AM	0.553	A
			PM	0.685	B
44	I-405 NB Off-Ramp National Blvd.	Los Angeles	AM	0.635	B
			PM	0.541	A
45	Sepulveda Blvd. National Blvd.	Los Angeles	AM	0.890	D
			PM	0.987	E
46	Sepulveda Blvd. Palms Blvd.	Los Angeles	AM	0.816	D
			PM	0.945	E
47	Military Ave. National Blvd.	Los Angeles	AM	0.557	A
			PM	0.733	C
48	Westwood Blvd. Olympic Blvd.	Los Angeles	AM	0.962	E
			PM	0.875	D
49	Westwood Blvd. Pico Blvd.	Los Angeles	AM	0.728	C
			PM	0.800	C
51	Westwood Blvd. National Blvd.	Los Angeles	AM	0.608	B
			PM	0.759	C
52	Overland Ave. Pico Blvd.	Los Angeles	AM	0.856	D
			PM	0.920	E
53	Overland Ave. National Blvd./I-10 WB On-/Off-Ramps	Los Angeles	AM	0.961	E
			PM	1.104	F
54	Overland Ave. I-10 EB On-Ramp	Los Angeles	AM	0.538	A
			PM	0.452	A
55	Overland Ave. National Pl.	Los Angeles	AM	0.717	C
			PM	0.817	D
56	I-10 WB Off-Ramp National Blvd.	Los Angeles	AM	0.577	A
			PM	0.371	A
57	Overland Ave. Palms Blvd.	Los Angeles	AM	0.887	D
			PM	1.001	F
58	Overland Ave. Venice Blvd.	Los Angeles	AM	0.819	D
			PM	0.795	C
59	Overland Ave. Culver Blvd.	Culver City	AM	0.971	E
			PM	0.935	E
60	Motor Ave. National Blvd.	Los Angeles	AM	0.579	A
			PM	0.641	B
61	Motor Ave. Palms Blvd.	Los Angeles	AM	0.734	C
			PM	0.853	D
62	Motor Ave. Venice Blvd.	Los Angeles	AM	0.616	B
			PM	0.595	A
63	National Blvd./ Exposition Blvd. /a/ Palms Blvd.	Los Angeles	AM	0.845	D
			PM	0.989	E
64	Hughes Ave. Venice Blvd.	Los Angeles	AM	0.556	A
			PM	0.547	A
65	Duquesne Ave. Culver Blvd.	Culver City	AM	0.724	C
			PM	0.725	C
66	Manning Ave./ I-10 EB Off-Ramp /a/ National Blvd.	Los Angeles	AM	0.901	E
			PM	0.781	C

TABLE 4.12-1: EXISTING (2013) INTERSECTION LEVEL OF SERVICE ANALYSIS

ID	N/S Street Name E/W Street Name	Jurisdiction	Analyzed Period	V/C or Delay	LOS
67	Castle Heights Ave. National Blvd.	Los Angeles	AM	0.927	E
			PM	0.769	C
68	Culver Blvd. Venice Blvd.	Los Angeles	AM	0.637	B
			PM	0.665	B
69	Robertson Blvd. /a/ Venice Blvd.	Los Angeles	AM	1.194	F
			PM	1.133	F
70	Robertson Blvd. National Blvd.	Los Angeles	AM	1.176	F
			PM	1.011	F
71	National Blvd. I-10 EB On-Ramp	Los Angeles	AM	0.427	A
			PM	0.476	A
72	National Blvd. /a/ Venice Blvd.	Los Angeles	AM	0.961	E
			PM	0.985	E
73	National Blvd. Washington Blvd.	Culver City	AM	0.729	C
			PM	0.901	E
74	Robertson Blvd. I-10 WB Off-Ramp/ Kincardine Ave.	Los Angeles	AM	0.593	A
			PM	0.784	C
75	Robertson Blvd. Cattaraugus Ave.	Los Angeles	AM	0.705	C
			PM	0.689	B
76	La Cienega Blvd. Venice Blvd.	Los Angeles	AM	0.801	D
			PM	0.817	D
77	La Cienega Blvd. Washington Blvd.	Culver City	AM	0.920	E
			PM	0.875	D
78	Jefferson Blvd. National Blvd.	Los Angeles	AM	0.904	E
			PM	0.745	C
79	Higuera St. Washington Blvd.	Culver City	AM	0.777	C
			PM	0.698	B
80	Ince Blvd. Washington Blvd.	Culver City	AM	0.640	B
			PM	0.662	B
81	Ince Blvd. Culver Blvd.	Culver City	AM	0.844	D
			PM	0.763	C
82	Washington Blvd./Irving Pl./Watseka Ave. Culver Blvd.	Culver City	AM	0.898	D
			PM	0.938	E
83	Duquesne Ave. Washington Blvd.	Culver City	AM	0.676	B
			PM	0.741	C
		Los Angeles	AM	0.514	A
			PM	0.583	A
84	Sepulveda Blvd. Venice Blvd.	Culver City	AM	0.907	E
			PM	0.933	E
		Los Angeles	AM	0.839	D
			PM	0.869	D
85	Sepulveda Blvd. I-405 NB On-/Off-Ramps	Culver City	AM	0.838	D
			PM	0.940	E
86	Sawtelle Blvd. I-405 SB On-/Off-Ramps	Culver City	AM	1.114	F
			PM	0.962	E

CMA/ICU methodology uses a V/C ratio, while Highway Capacity Manual methodology uses seconds of delay. The City of Santa Monica uses Highway Capacity Manual Methodology. City of Los Angeles uses CMA methodology. Culver City uses ICU methodology. Unsignalized intersections use Highway Capacity Manual methodology.
/a/ Intersection geometry altered due to construction.
/b/ Unsignalized intersection; City of Santa Monica uses Highway Capacity Manual methodology. (City of Los Angeles does not require impact analysis of unsignalized intersections.)
SOURCE: Fehr & Peers, 2015.

Existing Transit Ridership. This section presents the available data for bus transit boardings and alightings in the study area. In 2013, there were more than 28,000 average daily transit boardings and alightings on Metro and BBB routes within ½ mile of each of the five station areas. Data on Metro and BBB existing average daily transit boardings and alightings near each station site are presented in **Table 4.12-2**. Because the ½-mile buffers around some stations overlap, some boardings and alightings are counted in two station areas.

TABLE 4.12-2: AVERAGE DAILY BUS BOARDINGS AND ALIGHTINGS WITHIN ½ MILE OF THE EXPO STATIONS

Station Area	Boardings	Alightings	Total
Bundy	2,702	2,744	5,446
Sepulveda	2,394	2,644	5,058
Westwood	1,582	1,766	3,348
Palms	7,89	9,59	1,748
Culver City	6,419	6,124	12,543

SOURCE: Metro & Big Blue Bus, 2013.

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the CEQA Guidelines, the Proposed Project would have a significant impact related to transportation/traffic if it would:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;
- Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Result in inadequate emergency access; and/or
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

The above thresholds are general in nature and address a broad range of projects and are supplemented by the more specific thresholds adopted by each of the jurisdictions in which the study intersections are located. For purposes of this analysis, adopted LOS thresholds are used to determine the significance of impacts. As noted above, the Governor's OPR has circulated suggested (preliminary discussion draft) changes to these thresholds to remove automobile delay as a significant impact under CEQA and to focus on VMT and the potential to induce more traffic into an area. These changes are currently being circulated for comment and are, therefore, not used in this document as a threshold of significance. However, evaluation of VMT and other metrics is included in this chapter for informational purposes but VMT analysis is not relied upon for the purposes of determining impact.

CITY OF LOS ANGELES CEQA THRESHOLDS GUIDELINES

The 2006 Los Angeles CEQA Threshold Guidelines (Threshold Guidelines) provides thresholds of significance for intersection capacity, street segment capacity, freeway capacity, neighborhood intrusion, project access, transit system capacity, parking, and in-street construction impacts.

CITY OF LOS ANGELES CEQA THRESHOLDS AS APPLIED TO THE PROPOSED PROJECT

The Thresholds Guidelines were applied to specifically address the ECTNP as follows:

- The methodology and thresholds for intersection capacity are incorporated in the Circulation System threshold used in this EIR as described below.
- Thresholds for street segments are not used because the intersection capacity analysis incorporated in the Circulation System threshold is more refined than street segment analysis, and thus can characterize the flow of traffic and to analyze potential impacts in the Project Area.
- The methodology and thresholds for freeway capacity are incorporated in the Congestion Management Program – Freeway Segment Analysis threshold used in this EIR as described below.
- The methodology and thresholds for neighborhood intrusion impacts are included in the Neighborhood Intrusion Impacts threshold used in this EIR as described below.
- The methodology and thresholds for project access are incorporated in the Safety, Emergency Access, and Consistency with Plans thresholds used in this EIR as described below.
- The methodology and thresholds for transit system capacity are incorporated in the Congestion Management Program – Transit Impact Review threshold used in this EIR as described below.
- Parking has been removed as a threshold under CEQA as described below.
- This EIR evaluates the thresholds for in-street construction impacts qualitatively because the study represents a specific plan area relating to the build out of multiple parcels. There is currently no specific project or detailed information regarding a particular site.

CIRCULATION SYSTEM

The Proposed Project would have a significant impact to the circulation system if it would exceed the applicable thresholds established by each jurisdiction as identified below.

LADOT Threshold Guidelines for Intersections. Based on the criteria set forth in the City of Los Angeles Department of Transportation *Traffic Study Policies and Procedures*, June 2013, the Critical Movement Analysis (CMA) method is used to determine the LOS grade for signalized intersections within the City of Los Angeles. Changes in V/C are assessed by comparing conditions with and without the addition of the Proposed Project. Near term and future year analysis horizons are defined by LADOT staff in the Proposed Project scoping process.

The transportation analysis used the thresholds described below to determine the significance of the Proposed Project impacts.

***Signalized Intersections*.** In accordance with LADOT criteria defined in their *Traffic Study Policy and Procedures*, an impact is considered to be significant if one of the following V/C thresholds is exceeded:

- The LOS is C, its final V/C ratio is 0.701 to 0.80, and the Project-related increase in V/C is 0.040 or greater, or
- The LOS is D, its final V/C ratio is 0.801 to 0.90, and the Project-related increase in V/C is 0.020 or greater, or
- The LOS is E or F, its final V/C ratio is 0.901 or greater, and the Project-related increase in V/C is 0.010 or greater.

Intersections operating at LOS A or B after the addition of the Proposed Project traffic are not considered significantly impacted regardless of the increase in V/C ratio.

***Unsignalized Intersections*.** The City of Los Angeles traffic analysis methodology and significance criteria are for signalized intersections only. The City does not provide impact thresholds for unsignalized intersections. The LADOT *Traffic Study Policies and Procedures* states, "unsignalized intersections should

be evaluated solely to determine the need for the installation of a traffic signal or other traffic control device."

Traffic volumes and lane configurations, as presented in **Appendices H** were used to prepare signal warrant analyses at the unsignalized intersections under 2015 No Project, 2015 With Project, 2035 No Project, and 2035 With Project conditions. The warrant analyses were conducted in accordance with the procedures described in Chapter 4C of the *California Manual on Uniform Traffic Control Devices 2012* (MUTCD 2012). The warrant for a traffic signal is met if a plotted point representing the vehicles per hour on the major street (for both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for one hour lies above the applicable curve in Figure 4C-3 in the MUTCD 2012 for the combination of approach lanes. If the combined volume of the major approaches and the corresponding conflicting volumes are greater than the threshold determined by the intersection configuration, then a traffic signal could be warranted.

City of Santa Monica Significance Criteria for Intersections. The City of Santa Monica has established criteria for assessing whether project-related traffic increases result in significant impacts on intersection operating conditions. The adopted significance criteria, summarized below, depend on the classification of the streets at the intersection and the operating conditions of the intersection. The potential significance of a project's impact is measured either by the change in average vehicular delay or by a change in the intersection operating conditions to unacceptable conditions. If the projected LOS is F, however, significance is defined in terms of a change in V/C ratio (as calculated by the Highway Capacity Manual's Operational Analysis method), since the average vehicular delay cannot be calculated using the Highway Capacity Manual operational method if the intersection exhibits oversaturated traffic conditions.

In accordance with Santa Monica criteria, an impact is considered to be significant if one of the following thresholds is exceeded with the addition of the Proposed Project:

- If LOS equals A, B or C and is a collector street intersection and the average vehicle delay increase is greater than or equal to 15 seconds or LOS becomes D, E or F
- If LOS equals A, B or C and is an arterial street intersection and the average vehicle delay increase is greater than or equal to 15 seconds or LOS becomes E or F
- If LOS equals D and is a collector street intersection and there is any net increase in average seconds of delay per vehicle
- If LOS equals D and is an arterial street intersection and the average vehicle delay increase is greater than or equal to 15 seconds or LOS becomes E or F
- If LOS equals E and is a collector or arterial intersection and there is any net increase in average seconds of delay per vehicle
- If LOS equals F and is a collector or arterial intersection and the Highway Capacity Manual V/C ratio net increase is greater than or equal to 0.005

City of Culver City Significance Criteria for Intersections. The City of Culver City has established threshold criteria used to determine if a project has a significant traffic impact at a signalized intersection under the City of Culver City jurisdiction. According to the City of Culver City criteria, a Project impact would be considered significant if the following conditions are met:

Intersection Conditions with Project Traffic		Project-related Increase in V/C Ratio
LOS	V/C Ratio	
C	0.701 to 0.800	Equal to or greater than 0.050
D	0.801 to 0.900	Equal to or greater than 0.040
E, F	0.901 or more	Equal to or greater than 0.020

CONGESTION MANAGEMENT PROGRAM (CMP)

Freeway Segment Analysis. The Proposed Project would have a significant impact related to the CMP if it would exceed the established threshold. CMP mainline freeway monitoring locations where the Proposed Project could add 150 or more trips in either direction during either the AM or PM weekday peak hours are subject to CMP analysis. The CMP traffic impact analysis guidelines indicate that a significant Project impact occurs when the following threshold is exceeded:

- The Proposed Project increases traffic demand on a CMP facility by two percent of capacity (V/C ≥0.02), causing LOS F (V/C > 1.00)

If the facility is already at LOS F, a significant impact occurs when the Proposed Project increases traffic demand on a CMP facility by two percent of capacity (V/C ≥ 0.02).

The required CMP methodology compares the typical lane capacity for a freeway mainline segment to the number of vehicles traveling on the segment during the peak hour. Due to bottlenecks in the freeway network, vehicle demand can often exceed vehicle throughput resulting in significant reductions in travel speeds and extensive vehicle queuing. When this situation occurs, the number of vehicles passing a CMP monitoring location may be substantially lower than the actual vehicle demand for that location. This results in an artificially low traffic count at the CMP monitoring station, that when compared to the typical lane capacity, can show better operations (i.e., a lower V/C) than experienced by drivers.

Arterial Intersection Analysis. CMP arterial monitoring intersections, including monitored freeway on-ramps or off-ramps, where the Proposed Project will add 50 or more trips during either the AM or PM weekday peak hours are subject to CMP analysis. The CMP exempts from analysis residential and mixed use projects within ¼ mile of fixed rail passenger stations. Although some portions of the Project and study intersections would qualify for this exemption, all CMP intersections in the study area were evaluated.

The Proposed Project would have a significant impact related to the CMP if it would exceed the established threshold. The *Congestion Management Program for Los Angeles County* traffic impact analysis guidelines indicate that a significant Project impact occurs when the following threshold is exceeded:

- The Proposed Project increases traffic demand on a CMP facility by 2 percent of capacity (V/C ≥0.02), causing LOS F (V/C > 1.00)

If the facility is already at LOS F, a significant impact occurs when the Proposed Project increases traffic demand on a CMP facility by 2 percent of capacity (V/C ≥ 0.02).

Transit Impact Review. The Proposed Project would have a significant impact related to the CMP Transit system if it would substantially impact transit service.

NEIGHBORHOOD INTRUSION

The Proposed Project would have a significant impact related to neighborhood intrusion if it increase the average daily traffic (ADT) volume on a local residential street in an amount equal to or greater than the following:

- ADT increase ≥ 16% if final ADT < 1,000
- ADT increase ≥ 12% if final ADT ≥ 1,000 and < 2,000
- ADT increase ≥ 10% if final ADT ≥ 2,000 and < 3,000
- ADT increase ≥ 8% if final ADT ≥ 3,000

Final ADT is defined as total projected future daily volume including Proposed Project, ambient, and related project growth.

Because the routing of traffic to local residential streets depends on the locations of site access points for each development site and those access points cannot be known at this time, the Proposed Project is assessed qualitatively against these thresholds for purposes of this EIR.

SAFETY

The Proposed Project would have a significant impact if it would substantially change transportation safety. No specific methodologies or quantitative thresholds for safety have been defined by the three jurisdictions in the Study Area. CEQA Guidelines broadly define a safety impact threshold as "substantially increase hazards due to a design feature (sharp curves or dangerous intersections) or incompatible land uses (farm equipment)." The Threshold Guidelines include significance thresholds for Bicycle, Pedestrian, and Vehicular Safety. According to those guidelines, the determination of significance shall consider the following factors:

- The amount of pedestrian activity at project access points.
- Design features/physical configurations that affect visibility of cars to pedestrians and bicyclists.
- The type of bicycle facility that the project driveway(s) crosses and level of utilization.
- The physical conditions of the site and the surrounding area, such as curves, slopes, walls, landscaping or other barriers, that could result in vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle impacts.

The Proposed Project does not include specific design features at this time that would be known to increase hazards, so the Proposed Project is assessed qualitatively against these thresholds for purposes of this EIR.

EMERGENCY ACCESS

The CEQA Guidelines and the Thresholds Guide both state that the Proposed Project would have a significant impact if it would result in inadequate emergency access.[15,16] The Thresholds Guide provides screening criteria and thresholds of significance for evaluating emergency access in terms of two impacts: impacts to project access and impacts to emergency services.

The City's guidelines for analyzing project access impacts are best suited for evaluating *local* project access where design details are available and are not directly applicable to the evaluation of a Specific Plan. The City guidelines provide the following screening criteria for determining whether project access impacts, including emergency access, need to be studied in an EIR:

> *Would the Proposed Project generate 500 or more daily trips or 43 or more vehicle trips during either the a.m. or p.m. peak hours? If yes, would any of the following occur?*
>
> > *Is a project driveway proposed on a major or secondary highway within 150 feet of an intersection with another major or secondary highway? Would a project driveway intersect an on-street bicycle lane or cross a sidewalk in an area of high pedestrian activity? Can it be readily perceived that there are access risks or deficiencies associated with the adjoining street system due to curves, slopes, walls or other barriers to adequate lines of site?*
>
> *A "no" response to the first question and all of the following questions indicates that there would normally be no significant Project Access impacts from the proposed project.*

Since the Proposed Project does not include design-level details (such as driveway design and location) this criterion for evaluating project access is not used to evaluate emergency access of the ECTNP. As noted above the required City review of site plans addresses adequacy of access.

[15]CEQA Guidelines, Appendix G.
[16]City of L.A. Thresholds Guide, 2006, page 28.

The more suitable analysis for determining the emergency access impacts of the Proposed Project is provided in the *Threshold Guide's* discussion of impacts to fire and emergency medical services. The relevant CEQA threshold for significance for public services is as follows:

> *Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the above public services: i) Fire protection? ii) Police protection?*[17]

The City's screening criteria for whether fire service impacts need to be studied more, including whether there will be an increased number of intersections with LOS E or F (other screening criteria include: project distance to fire station, brush fire hazards, fire hydrant services, storage of combustible materials).[18] It is important to note that this is not the threshold of significance. This criteria simply informs whether further study is required, including possibly an EIR. The adopted threshold of significance in the City's threshold guidelines is that a project would normally have a significant impact on fire protection if it requires the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service.

This is the threshold used in this EIR for determining the Proposed Project's emergency access impact.[19]

PUBLIC TRANSIT, BICYCLE, OR PEDESTRIAN FACILITIES

The Proposed Project would have a significant impact if it would disrupt existing public transit, bicycle, or pedestrian facilities or interfere with planned facilities, or create conflicts or inconsistencies with adopted public transit, bicycle, or pedestrian system plans, guidelines, policies, or standards. No other specific LOS methodologies or quantitative thresholds for performance have been defined by the three jurisdictions in the Study Area.

CONSISTENCY WITH PUBLIC TRANSIT/BICYCLE/PEDESTRIAN POLICIES OR PLANS

The Proposed Project would have a significant impact related to transportation if it would conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

PARKING

Parking deficits are considered to be socioeconomic effects, rather than impacts on the physical environment as defined by CEQA, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, neighborhood intrusion, air quality impacts, safety impacts, noise impacts caused by congestion, or land use impacts. According to SB 743, parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area is not considered a significant impact. A transit priority area is defined as an area within ½ mile of a major transit stop that is existing or planned; the majority of the Project Area is within a transit priority area for the respective Expo Line stations. The Proposed Project would have a significant impact if secondary effects related to parking

[17] City of L.A. Thresholds Guide, 2006, page 26.

[18] *Ibid*, K.2-2.

[19] The City rejects the use of a threshold of significance for fire and emergency response services in this EIR that is directly tied to response times based on LOS as has been advocated by commentators on other City EIRs. The City is rejecting this threshold on the basis that, as discussed further in Impact 4.12-5, it is not supported by substantial evidence. There is no evidence, including substantial evidence, that has been provided to the City or that the City (including its traffic and environmental consultants) is aware of, or has found with reasonable diligence and inquiry, including searching the relevant academic and trade literature and other agency's EIRs prepared across the State, that can demonstrate to the City's satisfaction that there is a correlation between decreased LOS and decreased response times of fire and emergency response services, or that there is any method to connect LOS and response times for purposes of analyzing a plan adoption or update that covers an area the size of the Project Area.

contribute to impacts described by the other significance thresholds. These other significance thresholds are addressed in the relevant sections (noise, air quality, etc.).

CONSTRUCTION

The Proposed Project would have a significant impact if it would require construction activities to take place within a major or secondary highway right-of-way that would necessitate temporary lane, alley, or street closures for more than one day; require construction activities to take place within a collector or local street right-of-way that would necessitate temporary lane, alley, or street closures for more than seven days; result in the loss of regular vehicular or pedestrian access to an existing land use for more than one day; or result in the temporary loss for more than one day of an existing bus stop or rerouting of a bus route that serves the Proposed Project site.

OTHER METRICS FOR CUMULATIVE ANALYSIS

In addition to vehicular LOS and the other CEQA significance thresholds described above, the per-capita VMT, vehicle trips, and peak period mode split are also evaluated for informational purposes. Significance thresholds for these metrics have not been established by the City of Los Angeles so only the direction (i.e., increase or decrease) and magnitude of change is reported.

METHODOLOGY

INTERSECTION AND FREEWAY MAINLINE LEVEL OF SERVICE METHODOLOGY

A variety of standard methodologies are available to analyze LOS, and a lead agency retains discretion to decide how the existing physical conditions without the Proposed Project can most realistically be measured. As required by the *Traffic Study Policies and Procedures*, the CMA method is used to determine the LOS grade for signalized intersections within the City of Los Angeles (Transportation Research Board, 1980). The CMA methodology determines the intersection V/C ratio. The V/C ratio is then used to determine the corresponding LOS grade. The City of Culver City utilizes a similar but different method of intersection capacity calculation: Intersection Capacity Utilization (ICU). Under both the CMA and ICU methodology, a V/C ratio is generated for each study intersection based on factors such as the volume of traffic and the number of lanes providing for such vehicle movement and an LOS grade. The City of Santa Monica utilizes the Highway Capacity Manual's Operational Analysis delay-based method of intersection capacity calculation. **Table 4.12-3** provides LOS definitions for signalized intersections and freeway mainline segments according to jurisdictions in the area.

In consultation with LADOT and in accordance with precedent, the governing methodologies for each jurisdiction were utilized for the study of impacts in each separate jurisdiction. LOS worksheets are included in **Appendix H**.

Under the CMA methodology, a V/C ratio is generated for each study intersection based on factors, such as the volume of traffic and the number of travel lanes and theoretical lane capacity available to the traffic on each approach. Because the CMA methodology uses V/C as the means to determine LOS, the results of CMA methodology tend to inaccurately reflect the effects of congestion in areas with acute traffic congestion. During periods of acute congestion, fewer vehicles may travel through an intersection because of gridlock. Lower vehicle throughput translates into lower V/C, resulting in artificially better LOS measurements. For instance, the V/C may show a LOS of B, C, or D when there are instead gridlock conditions that should be categorized as LOS E or F. As a result, LOS results may not accurately reflect true, on-the-ground traffic conditions for intersections experiencing heavy congestion.

TABLE 4.12-3: LEVEL OF SERVICE DEFINITIONS SUMMARY TABLE

LOS ANGELES AND CULVER CITY SIGNALIZED INTERSECTIONS

Level of Service	Volume/Capacity Ratio	Definition
A	0.000 - 0.600	EXCELLENT. No Vehicle waits longer than one red light and no approach phase is fully used.
B	>0.600 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat what restricted within groups of vehicles.
C	>0.700 - 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	>0.800 - 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	>0.900 - 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

SOURCE: *Transportation Research Circular No. 212, Interim Materials on Highway Capacity,* Transportation Research Board, 1980.

SANTA MONICA SIGNALIZED INTERSECTIONS

Level of Service	Seconds of Delay	Definition
A	≤10	EXCELLENT. No Vehicle waits longer than one red light and no approach phase is fully used.
B	>10 and ≤20	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat what restricted within groups of vehicles.
C	>20 and ≤35	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	>35 and ≤55	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	>55 and ≤80	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	>80	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

SOURCE: *Highway Capacity Manual,* Transportation Research Board, 2010.

CMP FREEWAY MAINLINE SEGMENTS

Level of Service	Demand-to-Capacity Ratio
A	0.00-0.35
B	>0.35-0.54
C	>0.54-0.77
D	>0.77-0.93
E	>0.93-1.00
F(0)	>1.00-1.25
F(1)	>1.25-1.35
F(2)	>1.35-1.45
F(3)	>1.45

SOURCE: *Congestion Management Program*, Metro, 2010.

During field observations, intersections in the study area were observed to experience acute traffic congestion during the afternoon peak traffic period on certain approaches of the intersection, resulting in a reduced number of vehicles traveling through the intersection. This reduction in vehicle throughput was determined to inaccurately reflect the existing LOS experienced by motorists. The congestion was determined to be worsened by the temporary impacts of construction of the I-405 Sepulveda Pass Improvements Project and the construction of the Expo LRT Line Phase 2, resulting in uncharacteristically oversaturated conditions unreflective of generally existing conditions and longer than normal queuing and delays. In consultation with LADOT and in accordance with LADOT's traffic study guidelines, adjusted capacities were used to calculate V/C ratios to reflect conditions where congestion has led to suppressed volumes. The adjusted capacities were calculated based on field observations of saturation flow (traffic conditions during acute congestion) at the intersections listed below. LADOT allows for the adjustment (substitution of lower observed capacity for theoretical capacity) of intersection capacities at heavily congested locations to better reflect the operating conditions that are observed in the field and subsequently experienced by motorists.

The LOS worksheets included in **Appendix H** reflect the adjusted capacity values for these intersections as described in **Appendix H**. The following intersections were adjusted to reflect traffic bottlenecks and spillbacks, and the resulting LOS:

1. Barrington Avenue & Santa Monica Boulevard
2. Barrington Avenue & Pico Boulevard
3. Gateway Boulevard & Pico Boulevard
4. Beloit/I-405 SB Off-Ramp & Santa Monica Boulevard
5. Sawtelle Boulevard & Olympic Boulevard
6. Sawtelle Boulevard & Pico Boulevard
7. Cotner Avenue/I-405 NB On-Ramp & Santa Monica Boulevard
8. Sepulveda Boulevard & Santa Monica Boulevard
9. Sepulveda Boulevard & Olympic Boulevard
10. Sepulveda Boulevard & Pico Boulevard
11. Culver Boulevard & Venice Boulevard
12. Robertson Boulevard & Venice Boulevard
13. Robertson Boulevard & National Boulevard
14. National Boulevard & I-10 EB On-Ramp
15. National Boulevard & Venice Boulevard

The City of Los Angeles' Automated Traffic Surveillance and Control (ATSAC) system is a computer-based traffic signal control system that monitors traffic conditions and system performance to allow ATSAC operations to manage signal timing to improve traffic flow conditions. The Adaptive Traffic Control System (ATCS) is an enhancement to ATSAC and provides fully responsive traffic-adaptive signal control based on real-time traffic conditions. All of the signalized study intersections in the City of Los Angeles are currently operating under the City's ATSAC system and ATCS control. ATSAC and ATCS provide improved operating conditions. Therefore, in accordance with City of Los Angeles procedures, a credit of 0.07 V/C reduction was applied at all intersections where ATSAC is implemented, and an additional 0.03 V/C reduction was applied at the same intersections where ATCS is implemented.

Trip Generation and Vehicle Miles Traveled (VMT) Methodology. In order to analyze the effects of the Proposed Project on the transportation network, it was necessary to calculate vehicle trip generation for the change areas within each of the five light rail station areas. These estimates are based on a quantitative model that attempts to capture the vehicle traffic reduction effects of mixed-use developments and improve on current trip generation methods that rely on conventional travel demand models or rates and adjustments from the Institute of Transportation Engineers (ITE). ITE trip generation rates have been developed from data collected mainly at single land use sites that do not account for mixed-use (including accounting for reduced trip generation as a result of trips occurring internal to the Proposed Project between on-site uses) or transit-oriented development (where an increased shift from vehicles to transit can be expected), thus resulting in trip

characteristics that would not be applicable to this type of project. Further information on ITE guidance and recommended practice for analysis of mixed-use and transit-oriented developments (TODs) can be found in the American Planning Association (APA) Planning Advisory Service (PAS) report *Getting Trip Generation Right: Eliminating the Bias against Mixed-Use Development*, May 2013 (See **Appendix H**).

Due to the mix of land uses proposed in the Plan area and the state of the practice guidance noted above, a Mixed-Use Development Trip Generation (MXD) model was used to estimate the probabilities for a trip that would be captured internally among complementary uses, that would be a walking trip from/to employment within one mile of the site, or that would be a transit trip from/to employment within a 30-minute transit ride of the site. These trips would no longer be accounted for as vehicle trips that would leave the site, but would instead shift to walking, biking, transit, or trips by other modes that would remain internal or very close to the Project Area. Additional trip generation adjustments related to transportation demand management (TDM) measures were not included in this analysis. TDM requirements that exceed the current municipal code, such as transit system improvements, parking pricing, and commute trip reduction programs have been shown to further reduce both trip generation and VMT. The ECTNP requires most new development to implement several TDM strategies, such as unbundled parking, parking cash out programs, and subsidized transit passes. Additionally, in exchange for additional development rights, commercial projects are required to achieve a vehicle trip reduction using further TDM strategies. These elements are not explicitly analyzed within the ECTNP and, therefore, are not included in the MXD trip generation.

Table 4.12-4 and **Table 4.12-5** provide the future trip generation for the segments around each of the five Expo LRT stations. **Table 4.12-6** shows the trip generation attributable to the Proposed Project. The Gross Trips represent trip generation based on the traditional ITE rates, while the Net External Trips (MXD) represent the gross trips net of the internally captured trips described above. Also described in the tables are the vehicle trip adjustments that represent the share of gross trips that are captured internally or shifted to non-auto modes (e.g., walk, bike and transit). In general, the trip generation shows an increase in automobile trips due to the Proposed Project at all station areas. (See the "Cumulative Analysis and Other Metrics" discussion later in this section, which shows that despite an increase in trips due to the Project, an even greater increase in the growth of the service population due to the Project results in reduced Vehicle Miles Traveled per capita.)

TABLE 4.12-4: FUTURE (2035) NO PROJECT TRIP GENERATION

	Daily			AM Peak Hour			PM Peak Hour		
Station Segment	**Gross Trips (ITE)**	**Net External Trips (MXD)**	**Vehicle Trip Adjustment**	**Gross Trips**	**Net External Trips**	**Vehicle Trip Adjustment**	**Gross Trips**	**Net External Trips**	**Vehicle Trip Adjustment**
Bundy	78,418	**55,683**	29%	6,574	**4,546**	31%	8,830	**5,625**	36%
Sepulveda	103,197	**71,871**	30%	7,526	**5,077**	33%	11,024	**6,816**	38%
Westwood	53,825	**37,957**	29%	2,851	**1,853**	35%	5,291	**3,278**	38%
Palms	108,875	**75,160**	31%	7,842	**4,920**	37%	10,633	**6,684**	37%
Culver City	55,615	**38,238**	31%	3,764	**2,410**	36%	5,659	**3,489**	38%

SOURCE: Fehr & Peers, 2015.

TABLE 4.12-5: FUTURE (2035) WITH PROJECT TRIP GENERATION

	Daily			AM Peak Hour			PM Peak Hour		
Station Segment	**Gross Trips (ITE)**	**Net External Trips (MXD)**	**Vehicle Trip Adjustment**	**Gross Trips**	**Net External Trips**	**Vehicle Trip Adjustment**	**Gross Trips**	**Net External Trips**	**Vehicle Trip Adjustment**
Bundy	112,090	**78,602**	30%	10,839	**7,524**	31%	12,998	**8,213**	37%
Sepulveda	117,411	**81,944**	30%	9,544	**6,501**	32%	12,849	**8,003**	38%
Westwood	54,076	**38,101**	30%	2,897	**1,880**	35%	5,322	**3,298**	38%
Palms	124,433	**84,078**	32%	8,474	**5,168**	39%	12,021	**7,263**	40%
Culver City	67,021	**46,349**	31%	5,278	**3,434**	35%	7,038	**4,366**	38%

Source: Fehr & Peers, 2015.

TABLE 4.12-6: PROJECT ONLY TRIP GENERATION

Station Segment	Net External Trips		
	Daily	AM Peak Hour	PM Peak Hour
Bundy	22,919	2,978	2,588
Sepulveda	10,073	1,424	1,187
Westwood	144	27	20
Palms	8,918	248	579
Culver City	8,111	1,024	877

Source: Fehr & Peers, 2015.

These changes in land use result in mode split estimates that are considered conservative since they are based on experience with vehicular trip generation in mixed-use and transit-oriented developments. If recent changes in demographics, vehicle ownership patterns, and energy prices persist or increase in magnitude, this could lead to further increases in mode shift to lower-energy and lower-cost transportation modes.

The trip generation estimated by the MXD model was categorized according to the origin and destination of each trip. Internal-to-internal (II) trips remain within each station area. Internal-to-external (IX) trips originate within each station area and terminate at an outside destination. External-to-internal (XI) trips originate outside each station area and terminate within it. The VMT calculation accounts for 100 percent of internal-to-internal (II) trips and 50 percent of both internal-to-external (IX) and external-to-internal (XI) trips; trips that pass through a station area but both originate and terminate outside of it ("through trips") are excluded. Trips were further categorized by trip purpose, including home-based work, home-based other, and non-home based trips. Average trip lengths by purpose and origin-destination type (II, IX, or XI) were then applied to the trip generation estimates to calculate the VMT attributable to land uses in the five station areas.

Travel Demand Model Development. The potential impacts associated with implementation of the ECTNP are evaluated using the City of Los Angeles' Travel Demand Model. The model developed for the ECTNP utilizes the TransCAD Version 4.8 Build 500 modeling software and has been calibrated and validated for current conditions. The model has a future horizon year of 2035 and was designed to produce AM and PM peak period vehicle and transit flows on roadways within the study area based on comprehensive land use and socioeconomic data (SED) and uses a conventional 4-step process of trip generation, trip distribution, modal split and assignment. For modeling purposes, the City of Los Angeles is divided into 1,411 Transportation Analysis Zones (TAZs), each with corresponding SED and connections to the roadway and transit networks. The SED reflects a combination of the City of Los Angeles SED data and the SCAG 2012-2035 RTP/SCS Model data for existing and future conditions.

Changing Travel Behavior and VMT Trends. As discussed throughout this EIR, federal, state, regional and local regulations and policies are increasingly addressing reduction of GHG emissions. SB 375 requires Metropolitan Planning Organizations (SCAG in the Los Angeles area) to identify land use strategies to achieve specified GHG emission reductions from automobiles and light trucks. The 2012-2035 RTP/SCS contains the regional-scale Sustainable Communities Strategy to achieve per capita GHG reduction targets specified by the California Air Resources Board (CARB). However, the RTP presents only a regional strategy that local jurisdictions are required to interpret at the local level to ensure consistency with the 2012-2035 RTP/SCS and required reductions in VMT and therefore GHGs. At its heart, the regional strategy calls for increasing density around transit stations and increasing mixed-use land uses. Regional and City planning is based on total forecast growth, so if growth increases in areas adjacent to transit stations, it would decrease in areas further from transit. With more development closer to transit in the region and in the City, average VMT by car per capita would decrease.

The ECTNP is the City of Los Angeles response to the 2012-2035 RTP/SCS for the Exposition Corridor in the critical West Los Angeles area. West Los Angeles is already substantially congested and is, therefore, the focus of extensive transit and active transportation planning efforts on the part of Metro and other transit agencies. The City of Los Angeles aims to complement these transit planning efforts with land use planning in the ECTNP that encourages not only transit use but also active transportation (bicycling and walking).

However, the ECTNP does not stand alone; it is part of the synergistic group of plans, policies and regulations that are anticipated to foster a community that is less dominated by personal vehicles and more supportive of alternative modes of transportation. This shift in focus and changed behaviors, together with anticipated changes in energy pricing, would not occur overnight, and it may be several years before the results of this societal change are fully reflected in what we see on our streets and what the traffic models reflect.

As noted, traffic models are substantially based on past precedent. The model-estimated changes in circulation system conditions are conservative, vehicle-centric estimates based on historical travel behavior patterns and do not account for additional changes in demographics, vehicle ownership patterns, energy prices, and migration to walkable and transit-served locations that would lead to decreasing vehicular volumes. Transportation demand models are largely dependent on historical travel patterns and mode choices when forecasting future traffic projections. Recent research in this area suggests that factors correlated with annual VMT over the last 60 years include the economy, demographics, technology, and the urban form of the built environment. Specifically, this research shows both cyclical recession effects and a structural leveling of the economy and travel. Recent research shows significantly higher than expected transit ridership and lower than expected trip rates than typical ITE rates.[20]

The traffic model used for the ECTNP is primarily validated and calibrated to conservatively forecast vehicular travel. While it also includes forecasts of transit ridership and short trips that are likely to be walking or bicycling trips, the sensitivity of the model to shifts in demographics, vehicle ownership, walkability, and active transportation networks at a citywide scale is limited. Accordingly, expected increases in bicycling and pedestrian activity anticipated to result from changing land use policies, as well as increasing regulations and fuel pricing, have not been directly quantified and incorporated in to the traffic model. It is possible that current traffic studies (including the study in this EIR) that rely on the traffic model for vehicle trip generation may overstate future traffic congestion, possibly by a substantial amount.

In response to increased focus on reducing GHG emissions, the State is shifting the approach to the assessment of traffic impacts – away from the traditional metrics such as Level of Service (LOS) that measure levels of traffic congestion and towards metrics that address GHG emissions such as per capita VMT.[21] Also as noted above, it is anticipated the Governor's OPR will provide additional guidance on CEQA review of transportation impacts.

Analysis Scenarios. Two CEQA cases address analysis scenarios: 1) *Sunnyvale West Neighborhood Assoc. v. City of Sunnyvale City Council (6th Dist. 2010) 190 Cal.App.4th 1351* (Sunnyvale West) and 2) *Neighbors for Smart Rail v. Exposition Metro Line Construction Authority (2013) 57 Cal.4th 439* (Expo II). The first case indicated that Project impacts should be compared directly to existing conditions. However, this is not always an appropriate comparison, particularly for planning projects.

For a planning project that would be implemented over time, comparison of the Project to existing conditions would be misleading because the plan cannot be built out immediately. Impacts would not occur in the context of existing conditions, but rather in the future context once the plan has had time to be realized.

[20]Boarnet, Marlon J., Andy Hong, Jeongwoo Lee, Xize Wang, Weijie Wang. 2013. The Exposition Light Rail Line Study A Before-and-After Study of the Impact of New Light Rail Transit Service. *USC Sol Price School of Public Policy.* 59-61.

[21]Governor's OPR, *Updating Transportation Impacts Analysis in the CEQA Guidelines*, August 6, 2014.

The *Neighbors for Smart Rail* case clarified that comparison to an existing condition may *not* be appropriate if there is, "substantial evidence that an analysis based on existing conditions would tend to be misleading or without informational value to EIR users."

Thus for a planning project, significance of impacts is more appropriately assessed based on a comparison between Future (at the earliest time buildout could reasonably be expected) Project conditions and Future No Project conditions. The ECTNP is a plan that is anticipated to be fully realized only over time with all improvements anticipated to happen in 2035 or later. Therefore, an analysis of potential land use changes and associated traffic impacts compared to existing traffic conditions could be misleading since the land uses changes would not occur immediately.

Nonetheless, even though the Project could not be built out immediately, an analysis of the Proposed Project compared to existing conditions (2015 No Project compared to 2015 with Project) is provided for informational purposes. In this case, 2015, the anticipated opening year of the Expo LRT Phase 2, is used to represent existing conditions.[22] (Although in this EIR the year 2013 is considered the base year for analysis, 2015 is instead used as the base year for the transportation analysis since the Project assumes the Expo LRT Phase 2 to be operational.)

Finally, the City of Los Angeles has recently adopted MP 2035, formerly the Transportation Element of the City's General Plan, as the transportation blueprint for the City of Los Angeles. The City is also in the process of making amendments to the Coastal Transportation Corridor Specific Plan (CTCSP) and West LA Transportation Improvement and Mitigation Specific Plan (WLA TIMP), which will include an updated list of transportation improvements to be funded by impact fees on new development and an update to the Transportation Impact Assessment (TIA) fee program. Together these projects (MP 2035, CTCSP, and WLA TIMP) represent the future cumulative condition. An analysis of the cumulative scenario both with and without the Project is provided.

The following scenarios are analyzed:

1. Existing Conditions (2013)
2. 2015 No Project
3. 2015 with Project
4. Future No Project (2035)
5. Future with Project (2035)
6. Future Cumulative without Project (2035)
7. Future Cumulative with Project (2035)

The following comparisons between scenarios are described herein:

1. 2015 No Project vs. 2015 with Project
2. Future No Project (2035) vs. Future with Project (2035)
3. Future Cumulative without Project vs. Future Cumulative with Project (a comparison of data such as vehicle trips, vehicle miles traveled and mode share for the West Los Angeles Area Planning Commission geography)

Alternative Compliance Scenario. As discussed in Chapter 3.0, Project Description, the ECTNP includes an alternative compliance procedure that would allow designated sites (within the areas of change) to have a different mix of residential and non-residential uses than required per the zoning of the property. Projects utilizing this path would still be subject to the maximum floor area ratio (FAR) and other zoning and development standards, but would also be required to provide increased public benefits and affordable housing (within Chapter 3.0, Project Description, Table 3-13 compares the population, housing, and employment of the

[22]At the time of this study, the opening year for EXPO LRT Phase 2 was anticipated to be 2015. It instead opened in 2016. This does not have a measurable effect on the analysis.

Proposed Project incorporating the Alternative Compliance scenario to the results of the Proposed Project not accounting for the Alternative Compliance scenario; Figure 3-8 shows the parcels where the Alternative Compliance scenario would be permitted). Projects reviewed under the Alternative Compliance procedure of the Specific Plan would be required to obtain a "Director's Determination for an Alternative Compliance." Alternative Compliance scenario would result in increased residential land use on a given parcel but not increased FAR. Trip generation from increased residential development (but not increased total development) on any given site would result in fewer trips than assumed for the Project without Alternative Compliance, therefore a separate Alternative Compliance scenario is not analyzed herein.

IMPACTS

IMPACT 4.12-1 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT DISRUPT EXISTING PUBLIC TRANSIT, BICYCLE, OR PEDESTRIAN FACILITIES OR INTERFERE WITH PLANNED FACILITIES, OR CREATE CONFLICTS OR INCONSISTENCIES WITH ADOPTED PUBLIC TRANSIT, BICYCLE, OR PEDESTRIAN SYSTEM PLANS, GUIDELINES, POLICIES, OR STANDARDS OR OTHERWISE DECREASE THE PERFORMANCE OR SAFETY OF SUCH FACILITIES? THIS IS A LESS THAN SIGNIFICANT IMPACT.

The Proposed Project seeks to enhance access to transit stations and creates new zoning regulations to encourage appropriate mixes and scales of uses as well as site design supportive of transit use. These objectives are consistent with the SCAG 2012-2035 RTP/SCS and the MP 2035 goals and policies. The Proposed Project would not disrupt any existing or planned transit facilities or create conflicts or inconsistencies with adopted transit plans, guidelines, policies, or standards, but rather helps to implement them by encouraging development patterns that would foster transit ridership. Therefore, impacts related to the transit system would be less than significant.

The Proposed Project seeks to improve the configuration and condition of streets to better promote bicycle circulation. It anticipates the bicycle networks identified in the MP 2035 and allows these networks to be accommodated in the future. The Proposed Project would not disrupt any existing or planned bicycle facilities, or create conflicts or inconsistencies with adopted bicycle system plans, guidelines, policies, or standards. Therefore, impacts related to the bicycle circulation system would be less than significant.

The Proposed Project aims to support vibrant neighborhoods around transit stations, where people can live, work, shop and dine, all within a safe and pleasant walk to transit stations. The Proposed Project requires the design of new buildings to be pedestrian-oriented and seeks to improve the configuration and condition of streets to better promote pedestrian circulation. The Proposed Project would not disrupt existing pedestrian facilities or interfere with planned pedestrian facilities, or create conflicts or inconsistencies with adopted pedestrian system plans, guidelines, policies, or standards. Instead, the Project attempts to enhance pedestrian facilities through site planning requirements, public benefits requirements, streetscape improvements, etc. Therefore, impacts related to the pedestrian circulation system would be less than significant. See also the more detailed discussion of plans and policies in Section 4.8, Land Use and Planning.

MITIGATION MEASURES

Impacts related to public transit, bicycle or pedestrian facilities would be less than significant under the Proposed Project. No mitigation measures are necessary.

SIGNIFICANCE OF IMPACT AFTER MITIGATION

Impacts related to public transit, bicycle or pedestrian facilities under the Proposed Project would be less than significant without mitigation.

IMPACT 4.12-2 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT IMPACT THE CIRCULATION SYSTEM BY EXCEEDING THE APPLICABLE THRESHOLDS ESTABLISHED BY EACH JURISDICTION? THIS IMPACT IS SIGNIFICANT AND UNAVOIDABLE.

Consistent with existing requirements of each affected jurisdiction in the Study Area, V/C ratios and LOS calculations were prepared for the 86 study intersections under (1) 2015 No Project, (2) 2015 With Project, (3) Future (2035) No Project, and (4) Future (2035) With Project conditions. Each intersection was analyzed using the methodology of the jurisdiction in which the intersection is located. In addition, Signal Warrant Analysis was performed for the two unsignalized study intersections.

2015 and 2035 No Project. 2015 No Project traffic volumes were analyzed to determine V/C ratios or seconds of delay and a corresponding LOS for each of the study intersections. As indicated in **Table 4.12-7A**, 31 intersections are projected to operate at LOS E or F in either the AM or PM peak hour under 2015 conditions without the Project. 2035 No Project traffic volumes were also analyzed. Under 2035 conditions, 38 intersections are projected to operate at LOS E or F in either the AM or PM peak hour without the Proposed Project. The number of intersections operating at E or F in 2015 without the project is anticipated to be slightly less than in 2013 (31 in 2015 compared to 33 in 2013) because of the immediate benefits of the Expo LRT, which would be operational in 2015.

TABLE 4.12-7A: INTERSECTIONS OPERATING AT LOS E OR F UNDER NO PROJECT CONDITIONS

ID	N/S Street Name E/W Street Name	Jurisdiction	Analyzed Period	2015 No Project		2035 No Project	
				V/C or Delay	LOS	V/C or Delay	LOS
3	Stewart St. Olympic Blvd.	Santa Monica	AM	*	*	66.0	E
			PM	*	*	28.2	C
6	Centinela Ave. Exposition Blvd. /b/	Santa Monica	AM	27.5	D	63.8	F
			PM	39.0	E	110.8	F
7	Centinela Ave. I-10 WB On-/Off-Ramps	Los Angeles	AM	0.887	D	0.953	E
			PM	0.887	D	1.079	F
		Santa Monica	AM	52.4	D	69.4	E
			PM	56.9	E	120.3	F
11	Bundy Dr. Wilshire Blvd.	Los Angeles	AM	*	*	1.003	F
			PM	*	*	1.015	F
17	Bundy Dr. Pico Blvd.	Los Angeles	AM	0.893	D	0.904	E
			PM	0.955	E	1.075	F
19	Bundy Dr. Ocean Park Blvd.	Los Angeles	AM	0.931	E	0.980	E
			PM	1.042	F	1.049	F
21	Barrington Ave. Santa Monica Blvd.	Los Angeles	AM	1.071	F	1.293	F
			PM	1.190	F	1.356	F
25	Barrington Ave. Mississippi Ave.	Los Angeles	AM	*	*	0.687	B
			PM	*	*	0.920	E
27	Barrington Ave. Pico Blvd.	Los Angeles	AM	1.011	F	1.133	F
			PM	1.145	F	1.232	F
31	Beloit Ave./I-405 SB Off-Ramp Santa Monica Blvd.	Los Angeles	AM	1.117	F	1.250	F
			PM	1.320	F	1.361	F
32	Sawtelle Blvd. Olympic Blvd.	Los Angeles	AM	1.041	F	1.150	F
			PM	1.327	F	1.460	F
34	Sawtelle Blvd. Pico Blvd.	Los Angeles	AM	1.117	F	1.100	F
			PM	1.221	F	1.285	F
35	Sawtelle Blvd. National Blvd.	Los Angeles	AM	0.931	E	1.054	F
			PM	0.870	D	1.152	F
36	I-405 SB On-Ramp National Blvd.	Los Angeles	AM	*	*	0.566	A
			PM	*	*	0.955	E
38	Cotner Ave./ I-405 NB On-/Off-Ramps Santa Monica Blvd.	Los Angeles	AM	1.053	F	1.240	F
			PM	1.121	F	1.363	F

TABLE 4.12-7A: INTERSECTIONS OPERATING AT LOS E OR F UNDER NO PROJECT CONDITIONS

ID	N/S Street Name E/W Street Name	Jurisdiction	Analyzed Period	2015 No Project		2035 No Project	
				V/C or Delay	LOS	V/C or Delay	LOS
39	Sepulveda Blvd. Santa Monica Blvd.	Los Angeles	AM	1.108	F	1.189	F
			PM	1.221	F	1.458	F
40	Sepulveda Blvd. Olympic Blvd.	Los Angeles	AM	1.075	F	1.202	F
			PM	1.192	F	1.293	F
41	Sepulveda Blvd. Pico Blvd.	Los Angeles	AM	1.000	E	1.014	F
			PM	1.317	F	1.334	F
45	Sepulveda Blvd. National Blvd.	Los Angeles	AM	0.909	E	0.973	E
			PM	1.009	F	1.144	F
46	Sepulveda Blvd. Palms Blvd.	Los Angeles	AM	0.835	D	0.880	D
			PM	0.967	E	1.013	F
48	Westwood Blvd. Olympic Blvd.	Los Angeles	AM	0.982	E	0.971	E
			PM	0.895	D	1.019	F
52	Overland Ave. Pico Blvd.	Los Angeles	AM	0.876	D	0.896	D
			PM	0.940	E	0.971	E
53	Overland Ave. National Blvd./ I-10 WB On-/Off-Ramps	Los Angeles	AM	0.997	E	1.125	F
			PM	1.148	F	1.381	F
57	Overland Ave. Palms Blvd.	Los Angeles	AM	0.906	E	0.963	E
			PM	1.023	F	1.061	F
59	Overland Ave. Culver Blvd.	Culver City	AM	0.990	E	1.160	F
			PM	0.951	E	1.036	F
67	Castle Heights Ave. National Blvd.	Los Angeles	AM	0.947	E	1.120	F
			PM	0.787	C	0.880	D
69	Robertson Blvd. /a/ Venice Blvd.	Los Angeles	AM	*	*	1.279	F
			PM	*	*	1.077	F
70	Robertson Blvd. National Blvd.	Los Angeles	AM	1.202	F	1.259	F
			PM	1.034	F	1.085	F
72	National Blvd. /a/ Venice Blvd.	Los Angeles	AM	0.982	E	1.007	F
			PM	1.007	F	1.114	F
73	National Blvd. Washington Blvd.	Culver City	AM	0.742	C	0.789	C
			PM	0.917	E	1.029	F
76	La Cienega Blvd. Venice Blvd.	Los Angeles	AM	*	*	0.933	E
			PM	*	*	0.933	E
77	La Cienega Blvd. Washington Blvd.	Culver City	AM	0.936	E	0.984	E
			PM	0.891	D	1.025	F
78	Jefferson Blvd. National Blvd.	Los Angeles	AM	0.924	E	1.071	F
			PM	0.763	C	0.907	E
81	Ince Blvd. Culver Blvd.	Culver City	AM	*	*	0.945	E
			PM	*	*	0.931	E
82	Washington Blvd./Irving Pl./ Watseka Ave. Culver Blvd.	Culver City	AM	0.914	E	1.007	F
			PM	0.954	E	1.096	F
84	Sepulveda Blvd. Venice Blvd.	Culver City	AM	0.922	E	0.999	E
			PM	0.949	E	1.019	F
		Los Angeles	AM	0.858	D	0.945	E
			PM	0.888	D	0.969	E
85	Sepulveda Blvd. 405 NB On-/Off-Ramps	Culver City	AM	0.854	D	0.867	D
			PM	0.956	E	0.974	E
86	Sawtelle Blvd. 405 SB On-/Off-Ramps	Culver City	AM	1.133	F	1.163	F
			PM	0.980	E	1.019	F

CMA/ICU methodology uses a V/C ratio, while Highway Capacity Manual methodology uses seconds of delay. The City of Santa Monica uses Highway Capacity Manual Methodology. City of LA uses CMA methodology. Culver City uses ICU methodology. Unsignalized intersections use Highway Capacity Manual unsignalized methodology.
*Intersection operates at LOS D or better in both AM and PM peak hour
/a/ Intersection geometry altered due to construction.
/b/ Unsignalized intersection. City of Santa Monica uses Highway Capacity Manual unsignalized methodology. (City of Los Angeles does not require impact analysis for unsignalized intersections.)
SOURCE: Fehr & Peers, 2015.

2015 and 2035 With Project. As indicated in **Table 4.12-7B**, there would be 34 and 45 intersections in 2015 and 2035, respectively, operating at LOS E or F in either the AM or PM peak hour with the Proposed Project. In 2015 the Project would increase the number of intersections operating at LOS E or F to 34, as compared to 33 (in the pre-light rail 2013 conditions) and 31 (in 2015 with light rail but without the Project). In 2035 the Project would increase the number of intersections operating at LOS E of F from 38 (in 2035 without Project) to 45 (in 2035 With Project).

TABLE 4.12-7B: INTERSECTIONS OPERATING AT LOS E OR F UNDER PROJECT CONDITIONS

ID	N/S Street Name E/W Street Name	Jurisdiction	Analyzed Period	2015 With Project		2035 With Project	
				V/C or Delay	LOS	V/C or Delay	LOS
3	Stewart St. Olympic Blvd.	Santa Monica	AM	*	*	69.9	E
			PM	*	*	28.7	C
6	Centinela Ave. Exposition Blvd. /b/	Santa Monica	AM	31.9	D	83	F
			PM	52.4	F	159.7	F
7	Centinela Ave. I-10 WB On-/Off-Ramps	Los Angeles	AM	0.908	E	0.974	E
			PM	0.971	E	1.163	F
		Santa Monica	AM	53.8	D	70.8	E
			PM	78.8	E	148.3	F
11	Bundy Dr. Wilshire Blvd.	Los Angeles	AM	*	*	1.007	F
			PM	*	*	1.037	F
16	Bundy Dr. Olympic Blvd.	Los Angeles	AM	*	*	0.920	E
			PM	*	*	0.877	D
17	Bundy Dr. Pico Blvd.	Los Angeles	AM	0.994	E	0.940	E
			PM	1.111	F	1.147	F
19	Bundy Dr Ocean Park Blvd.	Los Angeles	AM	0.994	E	1.060	F
			PM	1.111	F	1.115	F
20	Bundy Dr. National Blvd.	Los Angeles	AM	0.913	E	0.918	E
			PM	0.711	C	0.817	D
21	Barrington Ave. Santa Monica Blvd.	Los Angeles	AM	1.101	F	1.313	F
			PM	1.209	F	1.374	F
25	Barrington Ave. Mississippi Ave.	Los Angeles	AM	*	*	0.700	B
			PM	*	*	0.933	E
27	Barrington Ave. Pico Blvd.	Los Angeles	AM	1.086	F	1.208	F
			PM	1.223	F	1.309	F
31	Beloit Ave./I-405 SB Off-Ramp Santa Monica Blvd.	Los Angeles	AM	1.124	F	1.257	F
			PM	1.358	F	1.399	F
32	Sawtelle Blvd. Olympic Blvd.	Los Angeles	AM	1.153	F	1.178	F
			PM	1.337	F	1.470	F
33	Sawtelle Blvd. I-405 SB Off-Ramp	Los Angeles	AM	0.607	B	0.739	C
			PM	0.922	E	0.970	E
34	Sawtelle Blvd. Pico Blvd.	Los Angeles	AM	1.206	F	1.189	F
			PM	1.275	F	1.339	F
35	Sawtelle Blvd. National Blvd.	Los Angeles	AM	0.971	E	1.084	F
			PM	0.932	E	1.213	F
36	I-405 SB On-Ramp National Blvd.	Los Angeles	AM	*	*	0.569	A
			PM	*	*	0.988	E
38	Cotner Ave./ I-405 NB On-/Off-Ramps Santa Monica Blvd.	Los Angeles	AM	1.089	F	1.250	F
			PM	1.180	F	1.374	F
39	Sepulveda Blvd. Santa Monica Blvd.	Los Angeles	AM	1.110	F	1.191	F
			PM	1.230	F	1.462	F
40	Sepulveda Blvd. Olympic Blvd.	Los Angeles	AM	1.126	F	1.253	F
			PM	1.217	F	1.318	F
41	Sepulveda Blvd. Pico Blvd.	Los Angeles	AM	1.013	F	1.083	F
			PM	1.358	F	1.375	F
45	Sepulveda Blvd. National Blvd.	Los Angeles	AM	0.952	E	1.016	F
			PM	1.060	F	1.195	F
46	Sepulveda Blvd. Palms Blvd.	Los Angeles	AM	0.895	D	0.923	E
			PM	1.010	F	1.057	F
48	Westwood Blvd. Olympic Blvd.	Los Angeles	AM	0.984	E	0.973	E
			PM	0.899	D	1.020	F
49	Westwood Blvd. Pico Blvd.	Los Angeles	AM	*	*	0.804	D
			PM	*	*	0.922	E

TABLE 4.12-7B: INTERSECTIONS OPERATING AT LOS E OR F UNDER PROJECT CONDITIONS

ID	N/S Street Name E/W Street Name	Jurisdiction	Analyzed Period	2015 With Project		2035 With Project	
				V/C or Delay	LOS	V/C or Delay	LOS
52	Overland Ave. Pico Blvd.	Los Angeles	AM	0.880	D	0.904	E
			PM	0.989	E	1.019	F
53	Overland Ave. National Blvd./ I-10 WB On-/Off-Ramps	Los Angeles	AM	1.001	F	1.177	F
			PM	1.197	F	1.420	F
57	Overland Ave. Palms Blvd.	Los Angeles	AM	0.927	E	0.984	E
			PM	1.072	F	1.111	F
58	Overland Ave. Venice Blvd.	Los Angeles	AM	*	*	0.874	D
			PM	*	*	0.908	E
59	Overland Ave. Culver Blvd.	Culver City	AM	1.015	F	1.184	F
			PM	0.969	E	1.055	F
61	Motor Ave. Palms Blvd.	Los Angeles	AM	0.760	C	0.760	C
			PM	0.932	E	0.960	E
67	Castle Heights Ave. National Blvd.	Los Angeles	AM	0.974	E	1.147	F
			PM	0.813	D	0.907	E
69	Robertson Blvd. /a/ Venice Blvd.	Los Angeles	AM	*	*	1.329	F
			PM	*	*	1.078	F
70	Robertson Blvd. National Blvd.	Los Angeles	AM	1.238	F	1.295	F
			PM	1.056	F	1.108	F
72	National Blvd. /a/ Venice Blvd.	Los Angeles	AM	1.012	F	1.038	F
			PM	1.065	F	1.157	F
73	National Blvd. Washington Blvd.	Culver City	AM	0.754	C	0.813	D
			PM	0.942	E	1.055	F
75	Robertson Blvd. Cattaraugus Ave.	Los Angeles	AM	*	*	0.907	E
			PM	*	*	0.877	D
76	La Cienega Blvd. Venice Blvd.	Los Angeles	AM	*	*	0.943	E
			PM	*	*	0.962	E
77	La Cienega Blvd. Washington Blvd.	Culver City	AM	0.956	E	1.012	F
			PM	0.918	E	1.052	F
78	Jefferson Blvd. National Blvd.	Los Angeles	AM	0.928	E	1.075	F
			PM	0.770	C	0.915	E
81	Ince Blvd. Culver Blvd.	Culver City	AM	*	*	0.959	E
			PM	*	*	0.938	E
82	Washington Blvd./Irving Pl./ Watseka Ave. Culver Blvd.	Culver City	AM	0.936	E	1.030	F
			PM	0.967	E	1.103	F
84	Sepulveda Blvd. Venice Blvd.	Culver City	AM	0.939	E	1.001	F
			PM	0.985	E	1.043	F
		Los Angeles	AM	0.877	D	0.949	E
			PM	0.930	E	0.997	E
85	Sepulveda Blvd. 405 NB On-/Off-Ramps	Culver City	AM	0.857	D	0.870	D
			PM	0.969	E	0.987	E
86	Sawtelle Blvd. 405 SB On-/Off-Ramps	Culver City	AM	1.155	F	1.185	F
			PM	0.998	E	1.024	F

CMA/ICU methodology uses a V/C ratio, while Highway Capacity Manual methodology uses seconds of delay. The City of Santa Monica uses Highway Capacity Manual Methodology. City of LA uses CMA methodology. Culver City uses ICU methodology. Unsignalized intersections use Highway Capacity Manual unsignalized methodology.
*Intersection operates at LOS D or better in both AM and PM peak hour
/a/ Intersection geometry altered due to construction.
/b/ Unsignalized intersection. City of Santa Monica uses Highway Capacity Manual unsignalized methodology. (City of Los Angeles does not require impact analysis for unsignalized intersections.)
SOURCE: Fehr & Peers, 2015.

Table 4.12-8 identifies Proposed Project impacts by comparing what would happen if the Proposed Project were fully completed by 2015 to 2015 Without Project conditions (as discussed above, the Proposed Project is a long-term planning project that is anticipated to build out over time and could not be completed by 2015, so this is a theoretical scenario only). The table also compares 2035 With Project conditions to 2035 No Project conditions. Without mitigation, 47 of the 86 intersections would be significantly impacted by the Project during one or more peak hours under 2015 conditions, and 56 of the 86 intersections would be significantly impacted during one or more peak hours under 2035 conditions. Therefore, without mitigation, the Proposed Project would result in a significant impact related to the circulation system.

TABLE 4.12-8: 2015 AND 2035 INTERSECTION LEVEL OF SERVICE ANALYSIS

ID	N/S Street Name E/W Street Name	Jurisdiction	Analyzed Period	2015 No Project		2015 With Project		2015 Diff.	2015 Impact	2035 No Project		2035 With Project		2035 Diff.	2035 Impact
				V/C or Delay	LOS	V/C or Delay	LOS			V/C or Delay	LOS	V/C or Delay	LOS		
1	Cloverfield Blvd. /a/ Olympic Blvd.	Santa Monica	AM	37.7	D	38.4	D	0.7	NO	38.1	D	38.4	D	0.3	NO
			PM	37.9	D	38.5	D	0.6	NO	37.0	D	37.7	D	0.7	NO
2	26th St. Olympic Blvd.	Santa Monica	AM	31.6	C	32.7	C	1.1	NO	31.3	C	32.6	C	1.3	NO
			PM	33.3	C	33	C	14.9	NO	36.3	D	36.1	D	14.9	NO
3	Stewart St. Olympic Blvd.	Santa Monica	AM	45.1	D	47.7	D	2.6	NO	66.0	E	69.9	E	3.9	YES
			PM	27.3	C	27.7	C	0.4	NO	28.2	C	28.7	C	0.5	NO
4	Centinela Ave. (West) Olympic Blvd.	Santa Monica	AM	8.2	A	8.3	A	0.1	NO	9.8	A	10.2	B	0.4	NO
			PM	9.1	A	9.3	A	0.2	NO	9.3	A	9.5	A	0.2	NO
5	Centinela Ave. (East) Olympic Blvd.	Los Angeles	AM	0.580	A	0.613	B	0.033	NO	0.665	B	0.698	B	0.033	NO
			PM	0.501	A	0.511	A	0.01	NO	0.561	A	0.574	A	0.013	NO
		Santa Monica	AM	15.7	B	18.1	B	2.4	NO	18.1	B	19.1	B	1	NO
			PM	10.1	B	10.6	B	0.5	NO	12.3	B	13.1	B	0.8	NO
6	Centinela Ave. Exposition Blvd. /b/	Santa Monica	AM	27.5	D	31.9	D	4.4	NO	63.8	F	83	F	19.2	YES
			PM	39.0	E	52.4	F	13.4	YES	110.8	F	159.7	F	48.9	YES
7	Centinela Ave. I-10 WB On-/Off-Ramps	Los Angeles	AM	0.887	D	0.908	E	0.021	YES	0.953	E	0.974	E	0.021	YES
			PM	0.887	D	0.971	E	0.084	YES	1.079	F	1.163	F	0.084	YES
		Santa Monica	AM	52.4	D	53.8	D	1.4	NO	69.4	E	70.8	E	1.4	YES
			PM	56.9	E	78.8	E	21.9	YES	120.3	F	148.3	F	28	YES
8	I-10 EB Off-Ramp/34th St. Pico Blvd.	Santa Monica	AM	18.7	B	20.9	C	2.2	NO	22.2	C	24.5	C	2.3	NO
			PM	10.5	B	11.8	B	1.3	NO	11.3	B	12.9	B	1.6	NO
9	Centinela Ave. Pico Blvd.	Los Angeles	AM	0.727	C	0.764	C	0.037	NO	0.717	C	0.753	C	0.036	NO
			PM	0.691	B	0.721	C	0.030	NO	0.720	C	0.750	C	0.030	NO
		Santa Monica	AM	19.9	B	27.1	C	7.2	NO	26.1	C	40.1	D	14	YES
			PM	14.4	B	17.4	B	3	NO	17.0	B	20.1	C	3.1	NO
10	Centinela Ave. I-10 EB On-Ramp	Los Angeles	AM	0.429	A	0.462	A	0.033	NO	0.537	A	0.570	A	0.033	NO
			PM	0.434	A	0.511	A	0.077	NO	0.520	A	0.597	A	0.077	NO
		Santa Monica	AM	9.7	A	9.8	A	0.1	NO	11.8	B	12.1	B	0.3	NO
			PM	7.3	A	7.4	A	0.1	NO	9.0	A	9.5	A	0.5	NO
11	Bundy Dr. Wilshire Blvd	Los Angeles	AM	0.698	B	0.701	C	0.003	NO	1.003	F	1.007	F	0.004	NO
			PM	0.672	B	0.694	B	0.022	NO	1.015	F	1.037	F	0.022	YES
12	Bundy Dr. Santa Monica Blvd.	Los Angeles	AM	0.582	A	0.593	A	0.011	NO	0.862	D	0.867	D	0.005	NO
			PM	0.643	B	0.656	B	0.013	NO	0.823	D	0.837	D	0.014	NO
13	Bundy Dr. Ohio Ave.	Los Angeles	AM	0.547	A	0.573	A	0.026	NO	0.603	B	0.630	B	0.027	NO
			PM	0.550	A	0.560	A	0.010	NO	0.600	A	0.610	B	0.010	NO
14	Bundy Dr. Missouri Ave.	Los Angeles	AM	0.447	A	0.447	A	0.000	NO	0.480	A	0.480	A	0.000	NO
			PM	0.445	A	0.465	A	0.020	NO	0.493	A	0.513	A	0.020	NO
15	Bundy Dr. La Grange Ave.	Los Angeles	AM	0.491	A	0.491	A	0.000	NO	0.520	A	0.520	A	0.000	NO
			PM	0.567	A	0.577	A	0.010	NO	0.613	B	0.623	B	0.010	NO

TABLE 4.12-8: 2015 AND 2035 INTERSECTION LEVEL OF SERVICE ANALYSIS

ID	N/S Street Name E/W Street Name	Jurisdiction	Analyzed Period	2015 No Project		2015 With Project		2015 Diff.	2015 Impact	2035 No Project		2035 With Project		2035 Diff.	2035 Impact
				V/C or Delay	LOS	V/C or Delay	LOS			V/C or Delay	LOS	V/C or Delay	LOS		
16	Bundy Dr. Olympic Blvd.	Los Angeles	AM	0.821	D	0.868	D	0.047	YES	0.872	D	0.920	E	0.048	YES
			PM	0.787	C	0.828	D	0.041	YES	0.836	D	0.877	D	0.041	YES
17	Bundy Dr. Pico Blvd.	Los Angeles	AM	0.893	D	0.919	E	0.026	YES	0.904	E	0.940	E	0.036	YES
			PM	0.955	E	1.028	F	0.073	YES	1.075	F	1.147	F	0.072	YES
18	Bundy Dr. I-10 EB On-Ramp	Los Angeles	AM	0.630	B	0.663	B	0.033	NO	0.627	B	0.660	B	0.033	NO
			PM	0.642	B	0.749	C	0.107	YES	0.687	B	0.793	C	0.106	YES
19	Bundy Dr. Ocean Park Blvd.	Los Angeles	AM	0.931	E	0.994	E	0.063	YES	0.980	E	1.060	F	0.080	YES
			PM	1.042	F	1.111	F	0.069	YES	1.049	F	1.115	F	0.066	YES
20	Bundy Dr. National Blvd.	Los Angeles	AM	0.853	D	0.913	E	0.060	YES	0.858	D	0.918	E	0.060	YES
			PM	0.675	B	0.711	C	0.036	NO	0.816	D	0.817	D	0.001	NO
21	Barrington Ave. Santa Monica Blvd.	Los Angeles	AM	1.071	F	1.101	F	0.030	YES	1.293	F	1.313	F	0.020	YES
			PM	1.190	F	1.209	F	0.019	YES	1.356	F	1.374	F	0.018	YES
22	Barrington Ave. Nebraska Ave.	Los Angeles	AM	0.557	A	0.571	A	0.014	NO	0.593	A	0.593	A	0.000	NO
			PM	0.595	A	0.615	B	0.020	NO	0.633	B	0.660	B	0.027	NO
24	Barrington Ave. La Grange Ave.	Los Angeles	AM	0.607	B	0.640	B	0.033	NO	0.660	B	0.693	B	0.033	NO
			PM	0.718	C	0.758	C	0.040	YES	0.767	C	0.807	D	0.040	YES
25	Barrington Ave. Mississippi Ave.	Los Angeles	AM	0.637	B	0.655	B	0.018	NO	0.687	B	0.700	B	0.013	NO
			PM	0.880	D	0.893	D	0.013	NO	0.920	E	0.933	E	0.013	YES
26	Barrington Ave. Olympic Blvd.	Los Angeles	AM	0.816	D	0.853	D	0.037	YES	0.851	D	0.879	D	0.028	YES
			PM	0.746	C	0.780	C	0.034	NO	0.847	D	0.881	D	0.034	YES
27	Barrington Ave. Pico Blvd.	Los Angeles	AM	1.011	F	1.086	F	0.075	YES	1.133	F	1.208	F	0.075	YES
			PM	1.145	F	1.223	F	0.078	YES	1.232	F	1.309	F	0.077	YES
28	Barrington Ave. Gateway Rd.	Los Angeles	AM	0.745	C	0.789	C	0.044	YES	0.773	C	0.823	D	0.050	YES
			PM	0.827	D	0.840	D	0.013	NO	0.860	D	0.873	D	0.013	NO
29	Gateway Blvd. /a/ Pico Blvd.	Los Angeles	AM	0.694	B	0.716	C	0.022	NO	0.703	C	0.725	C	0.022	NO
			PM	0.697	B	0.726	C	0.029	NO	0.748	C	0.793	C	0.045	YES
30	Sawtelle Blvd. Santa Monica Blvd.	Los Angeles	AM	0.807	D	0.842	D	0.035	YES	0.859	D	0.894	D	0.035	YES
			PM	0.765	C	0.807	D	0.042	YES	0.812	D	0.854	D	0.042	YES
31	Beloit Ave./ I-405 SB Off-Ramp Santa Monica Blvd.	Los Angeles	AM	1.117	F	1.124	F	0.007	NO	1.250	F	1.257	F	0.007	NO
			PM	1.320	F	1.358	F	0.038	YES	1.361	F	1.399	F	0.038	YES
32	Sawtelle Blvd. Olympic Blvd.	Los Angeles	AM	1.041	F	1.153	F	0.112	YES	1.150	F	1.178	F	0.028	YES
			PM	1.327	F	1.337	F	0.010	YES	1.460	F	1.470	F	0.010	YES
33	Sawtelle Blvd. I-405 SB Off-Ramp	Los Angeles	AM	0.492	A	0.607	B	0.115	NO	0.598	A	0.739	C	0.141	YES
			PM	0.806	D	0.922	E	0.116	YES	0.854	D	0.970	E	0.116	YES
34	Sawtelle Blvd. Pico Blvd.	Los Angeles	AM	1.117	F	1.206	F	0.089	YES	1.100	F	1.189	F	0.089	YES
			PM	1.221	F	1.275	F	0.054	YES	1.285	F	1.339	F	0.054	YES
35	Sawtelle Blvd. National Blvd.	Los Angeles	AM	0.931	E	0.971	E	0.040	YES	1.054	F	1.084	F	0.030	YES
			PM	0.870	D	0.932	E	0.062	YES	1.152	F	1.213	F	0.061	YES

TABLE 4.12-8: 2015 AND 2035 INTERSECTION LEVEL OF SERVICE ANALYSIS

ID	N/S Street Name E/W Street Name	Jurisdiction	Analyzed Period	2015 No Project		2015 With Project		2015 Diff.	2015 Impact	2035 No Project		2035 With Project		2035 Diff.	2035 Impact
				V/C or Delay	LOS	V/C or Delay	LOS			V/C or Delay	LOS	V/C or Delay	LOS		
36	I-405 SB On-Ramp National Blvd.	Los Angeles	AM	0.390	A	0.404	A	0.014	NO	0.566	A	0.569	A	0.003	NO
			PM	0.606	B	0.639	B	0.033	NO	0.955	E	0.988	E	0.033	YES
37	Sawtelle Blvd. Palms Blvd.	Los Angeles	AM	0.719	C	0.735	C	0.016	NO	0.747	C	0.763	C	0.016	NO
			PM	0.773	C	0.809	D	0.036	YES	0.833	D	0.870	D	0.037	YES
38	Cotner Ave./ I-405 NB On-/Off-Ramps Santa Monica Blvd.	Los Angeles	AM	1.053	F	1.089	F	0.036	YES	1.240	F	1.250	F	0.010	YES
			PM	1.121	F	1.180	F	0.059	YES	1.363	F	1.374	F	0.011	YES
39	Sepulveda Blvd. Santa Monica Blvd.	Los Angeles	AM	1.108	F	1.110	F	0.002	NO	1.189	F	1.191	F	0.002	NO
			PM	1.221	F	1.230	F	0.009	NO	1.458	F	1.462	F	0.004	NO
40	Sepulveda Blvd. Olympic Blvd.	Los Angeles	AM	1.075	F	1.126	F	0.051	YES	1.202	F	1.253	F	0.051	YES
			PM	1.192	F	1.217	F	0.025	YES	1.293	F	1.318	F	0.025	YES
41	Sepulveda Blvd. Pico Blvd.	Los Angeles	AM	1.000	E	1.013	F	0.013	YES	1.014	F	1.083	F	0.069	YES
			PM	1.317	F	1.358	F	0.041	YES	1.334	F	1.375	F	0.041	YES
42	Cotner Ave. /a/ Pico Blvd.	Los Angeles	AM	0.682	B	0.716	C	0.034	NO	0.672	B	0.705	C	0.033	NO
			PM	0.479	A	0.512	A	0.033	NO	0.485	A	0.518	A	0.033	NO
43	Sepulveda Blvd. /a/ Exposition Blvd.	Los Angeles	AM	0.566	A	0.640	B	0.074	NO	0.711	C	0.777	C	0.066	YES
			PM	0.683	B	0.725	C	0.042	YES	0.735	C	0.777	C	0.042	YES
44	I-405 NB Off-Ramp National Blvd.	Los Angeles	AM	0.649	B	0.659	B	0.010	NO	0.770	C	0.810	D	0.040	YES
			PM	0.553	A	0.560	A	0.007	NO	0.657	B	0.677	B	0.020	NO
45	Sepulveda Blvd. National Blvd.	Los Angeles	AM	0.909	E	0.952	E	0.043	YES	0.973	E	1.016	F	0.043	YES
			PM	1.009	F	1.060	F	0.051	YES	1.144	F	1.195	F	0.051	YES
46	Sepulveda Blvd. Palms Blvd.	Los Angeles	AM	0.835	D	0.895	D	0.060	YES	0.880	D	0.923	E	0.043	YES
			PM	0.967	E	1.010	F	0.043	YES	1.013	F	1.057	F	0.044	YES
47	Military Ave. National Blvd.	Los Angeles	AM	0.571	A	0.591	A	0.020	NO	0.560	A	0.583	A	0.023	NO
			PM	0.749	C	0.796	C	0.047	YES	0.763	C	0.810	D	0.047	YES
48	Westwood Blvd. Olympic Blvd.	Los Angeles	AM	0.982	E	0.984	E	0.002	NO	0.971	E	0.973	E	0.002	NO
			PM	0.895	D	0.899	D	0.004	NO	1.019	F	1.020	F	0.001	NO
49	Westwood Blvd. Pico Blvd.	Los Angeles	AM	0.745	C	0.769	C	0.024	NO	0.780	C	0.804	D	0.024	YES
			PM	0.818	D	0.845	D	0.027	YES	0.895	D	0.922	E	0.027	YES
51	Westwood Blvd. National Blvd.	Los Angeles	AM	0.623	B	0.663	B	0.040	NO	0.680	B	0.707	C	0.027	NO
			PM	0.777	C	0.803	D	0.026	YES	0.850	D	0.880	D	0.030	YES
52	Overland Ave. Pico Blvd.	Los Angeles	AM	0.876	D	0.880	D	0.004	NO	0.896	D	0.904	E	0.008	NO
			PM	0.940	E	0.989	E	0.049	YES	0.971	E	1.019	F	0.048	YES
53	Overland Ave. National Blvd./I-10 WB On-/Off-Ramps	Los Angeles	AM	0.997	E	1.001	F	0.004	NO	1.125	F	1.177	F	0.052	YES
			PM	1.148	F	1.197	F	0.049	YES	1.381	F	1.420	F	0.039	YES
54	Overland Ave. I-10 EB On-Ramp	Los Angeles	AM	0.551	A	0.574	A	0.023	NO	0.633	B	0.656	B	0.023	NO
			PM	0.463	A	0.468	A	0.005	NO	0.523	A	0.530	A	0.007	NO
55	Overland Ave. National Pl.	Los Angeles	AM	0.733	C	0.738	C	0.005	NO	0.837	D	0.880	D	0.043	YES
			PM	0.835	D	0.885	D	0.050	YES	0.849	D	0.900	D	0.051	YES

TABLE 4.12-8: 2015 AND 2035 INTERSECTION LEVEL OF SERVICE ANALYSIS

ID	N/S Street Name E/W Street Name	Jurisdiction	Analyzed Period	2015 No Project		2015 With Project		2015 Diff.	2015 Impact	2035 No Project		2035 With Project		2035 Diff.	2035 Impact
				V/C or Delay	LOS	V/C or Delay	LOS			V/C or Delay	LOS	V/C or Delay	LOS		
56	I-10 WB Off-Ramp National Blvd.	Los Angeles	AM	0.591	A	0.625	B	0.034	NO	0.683	B	0.717	C	0.034	NO
			PM	0.381	A	0.404	A	0.023	NO	0.443	A	0.453	A	0.010	NO
57	Overland Ave. Palms Blvd.	Los Angeles	AM	0.906	E	0.927	E	0.021	YES	0.963	E	0.984	E	0.021	YES
			PM	1.023	F	1.072	F	0.049	YES	1.061	F	1.111	F	0.050	YES
58	Overland Ave. Venice Blvd.	Los Angeles	AM	0.837	D	0.859	D	0.022	YES	0.852	D	0.874	D	0.022	YES
			PM	0.813	D	0.829	D	0.016	NO	0.888	D	0.908	E	0.020	YES
59	Overland Ave. Culver Blvd.	Culver City	AM	0.990	E	1.015	F	0.025	YES	1.160	F	1.184	F	0.024	YES
			PM	0.951	E	0.969	E	0.018	YES	1.036	F	1.055	F	0.019	YES
60	Motor Ave. National Blvd.	Los Angeles	AM	0.593	A	0.607	B	0.014	NO	0.598	A	0.612	B	0.014	NO
			PM	0.655	B	0.704	C	0.049	YES	0.735	C	0.784	C	0.049	YES
61	Motor Ave. Palms Blvd.	Los Angeles	AM	0.750	C	0.760	C	0.010	NO	0.749	C	0.760	C	0.011	NO
			PM	0.872	D	0.932	E	0.060	YES	0.900	D	0.960	E	0.060	YES
62	Motor Ave. Venice Blvd.	Los Angeles	AM	0.631	B	0.657	B	0.026	NO	0.665	B	0.685	B	0.020	NO
			PM	0.609	B	0.674	B	0.065	NO	0.720	C	0.751	C	0.031	NO
63	National Blvd./ Exposition Blvd. /a/ Palms Blvd.	Los Angeles	AM	0.586	A	0.593	A	0.007	NO	0.630	B	0.640	B	0.010	NO
			PM	0.646	B	0.656	B	0.010	NO	0.787	C	0.817	D	0.030	YES
64	Hughes Ave. Venice Blvd.	Los Angeles	AM	0.569	A	0.593	A	0.024	NO	0.611	B	0.615	B	0.004	NO
			PM	0.559	A	0.593	A	0.034	NO	0.649	B	0.682	B	0.033	NO
65	Duquesne Ave. Culver Blvd.	Culver City	AM	0.736	C	0.746	C	0.010	NO	0.757	C	0.765	C	0.008	NO
			PM	0.737	C	0.765	C	0.028	NO	0.789	C	0.817	D	0.028	NO
66	Manning Ave./ I-10 EB Off-Ramp /a/ National Blvd.	Los Angeles	AM	0.800	C	0.829	D	0.029	YES	0.867	D	0.896	D	0.029	YES
			PM	0.752	C	0.784	C	0.032	NO	0.776	C	0.802	D	0.026	YES
67	Castle Heights Ave. National Blvd.	Los Angeles	AM	0.947	E	0.974	E	0.027	YES	1.120	F	1.147	F	0.027	YES
			PM	0.787	C	0.813	D	0.026	YES	0.880	D	0.907	E	0.027	YES
68	Culver Blvd. Venice Blvd.	Los Angeles	AM	0.653	B	0.655	B	0.002	NO	0.690	B	0.697	B	0.007	NO
			PM	0.681	B	0.699	B	0.018	NO	0.852	D	0.870	D	0.018	NO
69	Robertson Blvd. /a/ Venice Blvd.	Los Angeles	AM	0.831	D	0.881	D	0.050	YES	1.279	F	1.329	F	0.050	YES
			PM	0.769	C	0.771	C	0.002	NO	1.077	F	1.078	F	0.001	NO
70	Robertson Blvd. National Blvd.	Los Angeles	AM	1.202	F	1.238	F	0.036	YES	1.259	F	1.295	F	0.036	YES
			PM	1.034	F	1.056	F	0.022	YES	1.085	F	1.108	F	0.023	YES
71	National Blvd. I-10 EB On-Ramp	Los Angeles	AM	0.438	A	0.447	A	0.009	NO	0.473	A	0.482	A	0.009	NO
			PM	0.488	A	0.515	A	0.027	NO	0.555	A	0.555	A	0.000	NO
72	National Blvd. /a/ Venice Blvd.	Los Angeles	AM	0.982	E	1.012	F	0.030	YES	1.007	F	1.038	F	0.031	YES
			PM	1.007	F	1.065	F	0.058	YES	1.114	F	1.157	F	0.043	YES
73	National Blvd. Washington Blvd.	Culver City	AM	0.742	C	0.754	C	0.012	NO	0.789	C	0.813	D	0.024	NO
			PM	0.917	E	0.942	E	0.025	YES	1.029	F	1.055	F	0.026	YES

TABLE 4.12-8: 2015 AND 2035 INTERSECTION LEVEL OF SERVICE ANALYSIS

ID	N/S Street Name E/W Street Name	Jurisdiction	Analyzed Period	2015 No Project		2015 With Project		2015 Diff.	2015 Impact	2035 No Project		2035 With Project		2035 Diff.	2035 Impact
				V/C or Delay	LOS	V/C or Delay	LOS			V/C or Delay	LOS	V/C or Delay	LOS		
74	Robertson Blvd. I-10 WB Off-Ramp/ Kincardine Ave.	Los Angeles	AM	0.607	B	0.621	B	0.014	NO	0.657	B	0.670	B	0.013	NO
			PM	0.802	D	0.815	D	0.013	NO	0.860	D	0.873	D	0.013	NO
75	Robertson Blvd. Cattaraugus Ave.	Los Angeles	AM	0.721	C	0.700	C	0.010	NO	0.897	D	0.907	E	0.010	YES
			PM	0.705	C	0.715	C	0.010	NO	0.867	D	0.877	D	0.010	NO
76	La Cienega Blvd. Venice Blvd.	Los Angeles	AM	0.820	D	0.830	D	0.010	NO	0.933	E	0.943	E	0.010	YES
			PM	0.835	D	0.864	D	0.029	YES	0.933	E	0.962	E	0.029	YES
77	La Cienega Blvd. Washington Blvd.	Culver City	AM	0.936	E	0.956	E	0.020	YES	0.984	E	1.012	F	0.028	YES
			PM	0.891	D	0.918	E	0.027	YES	1.025	F	1.052	F	0.027	YES
78	Jefferson Blvd. National Blvd.	Los Angeles	AM	0.924	E	0.928	E	0.004	NO	1.071	F	1.075	F	0.004	NO
			PM	0.763	C	0.770	C	0.007	NO	0.907	E	0.915	E	0.008	NO
79	Higuera St. Washington Blvd.	Culver City	AM	0.791	C	0.794	C	0.003	NO	0.875	D	0.879	D	0.004	NO
			PM	0.709	C	0.724	C	0.015	NO	0.821	D	0.838	D	0.017	NO
80	Ince Blvd. Washington Blvd.	Culver City	AM	0.650	B	0.650	B	0.000	NO	0.710	C	0.722	C	0.012	NO
			PM	0.673	B	0.686	B	0.013	NO	0.811	D	0.824	D	0.013	NO
81	Ince Blvd. Culver Blvd.	Culver City	AM	0.860	D	0.874	D	0.014	NO	0.945	E	0.959	E	0.014	NO
			PM	0.775	C	0.782	C	0.007	NO	0.931	E	0.938	E	0.007	NO
82	Washington Blvd./ Irving Pl./Watseka Ave. Culver Blvd.	Culver City	AM	0.914	E	0.936	E	0.022	YES	1.007	F	1.030	F	0.023	YES
			PM	0.954	E	0.967	E	0.013	NO	1.096	F	1.103	F	0.007	NO
83	Duquesne Ave. Washington Blvd.	Culver City	AM	0.687	B	0.704	C	0.017	NO	0.820	D	0.850	D	0.030	NO
			PM	0.753	C	0.784	C	0.031	NO	0.844	D	0.875	D	0.031	NO
		Los Angeles	AM	0.526	A	0.545	A	0.019	NO	0.667	B	0.700	B	0.033	NO
			PM	0.597	A	0.630	B	0.033	NO	0.693	B	0.727	C	0.034	NO
84	Sepulveda Blvd. Venice Blvd.	Culver City	AM	0.922	E	0.939	E	0.017	NO	0.999	E	1.001	F	0.002	NO
			PM	0.949	E	0.985	E	0.036	YES	1.019	F	1.043	F	0.024	YES
		Los Angeles	AM	0.858	D	0.877	D	0.019	NO	0.945	E	0.949	E	0.004	NO
			PM	0.888	D	0.930	E	0.042	YES	0.969	E	0.997	E	0.028	YES
85	Sepulveda Blvd. I-405 NB On-/Off-Ramps	Culver City	AM	0.854	D	0.857	D	0.003	NO	0.867	D	0.870	D	0.003	NO
			PM	0.956	E	0.969	E	0.013	NO	0.974	E	0.987	E	0.013	NO
86	Sawtelle Blvd. I-405 SB On-/Off-Ramps	Culver City	AM	1.133	F	1.155	F	0.022	YES	1.163	F	1.185	F	0.022	YES
			PM	0.980	E	0.998	E	0.018	NO	1.019	F	1.024	F	0.005	NO

CMA/ICU methodology uses a V/C ratio, while Highway Capacity Manual methodology uses seconds of delay. The City of Santa Monica uses Highway Capacity Manual Methodology. City of Los Angeles uses CMA methodology. Culver City uses ICU methodology. Unsignalized intersections use Highway Capacity Manual unsignalized methodology.
/a/ Intersection geometry altered due to construction.
/b/ Unsignalized intersection. City of Santa Monica uses Highway Capacity Manual unsignalized methodology. (City of Los Angeles does not require impact analysis for unsignalized intersections.)
SOURCE: Fehr & Peers, 2015.

As shown in **Table 4.12-7A** and **Table 4.12-7B**, even without the Proposed Project, traffic congestion and intersection delays for motorists in the project area are expected to increase considerably compared to today. This increase in traffic is related to development occurring in downtown Los Angeles and in Santa Monica and the Westside (as well as elsewhere in the region) and trips both passing through and generated in the Project Area. As shown in **Table 4.12-8**, the Proposed Project is expected to further increase intersection delays for motorists in the vicinity of the change areas.

As discussed in the subsection "Changing Travel Behavior and VMT Trends," this traffic analysis includes conservative assumptions with respect to trip generation and expected delays for people driving.

Traffic patterns in the future on the Westside are expected to be more heavily influenced by demographics shifts (for example changing patterns of car ownership and use in younger people), expansion of transit service and the characteristics of development (both new and redeveloped land) than roadway expansion and vehicular capacity increases. Since few widening projects are currently programmed and since these would likely induce additional demand on the system, the majority of programmed Westside transportation projects and the policies of the MP 2035 are focused on increasing mobility via transit, active transportation modes, and increasing accessibility through land use intensification.

Under these conditions, intensification of land use in locations that are well served by transit and have characteristics that support shorter trip lengths and active modes is likely to result in lower VMT per capita and relatively less severe congestion and vehicular delay related outcomes than uncoordinated development patterns.

The 2035 With Project scenario includes land use intensification and an organized and coordinated development pattern to increase accessibility of destinations while minimizing the related growth in vehicle trips and VMT per capita. While not part of the CEQA analysis, it should be noted that future conditions without the Project could be worse than with Project conditions. While the 2035 No Project scenario evaluated in this traffic section considers a reasonably foreseeable and less intense amount of development with less vehicle trip generation and fewer delay related impacts, as discussed in Chapter 5.0, Alternatives, it is reasonable to expect continued market demand for housing and jobs in the area, which could result in unpredictable, uncoordinated and more intense development patterns on individual parcels that could produce much greater congestion impacts at specific locations within the study area.

Unsignalized Intersections (City of Los Angeles) - Signal Warrant Analysis.[23] Details of the of the signal warrant analysis are presented in **Appendix H**. As shown on **Table 4.12-9**, both unsignalized study intersections meet the signal warrant thresholds under the PM peak hour. The results of the signal warrant analysis do not result in any impacts but are provided for informational purposes.

[23]This analysis is intended to examine the general correlation between the planned level of future development and the need to install new traffic signals. It estimates future development-generated traffic compared against a sub-set of the standard traffic signal warrants recommended in the Federal Highway Administration *Manual on Uniform Traffic Control Devices* and associated State guidelines. This analysis should not serve as the only basis for deciding whether and when to install a signal. To reach such a decision, the full set of warrants should be investigated based on field-measured, rather than forecast, traffic data and a thorough study of traffic and roadway conditions by an experienced engineer. Furthermore, the decision to install a signal should not be based solely upon the warrants, since the installation of signals can lead to certain types of collisions. The responsible state or local agency should undertake regular monitoring of actual traffic conditions and accident data, and timely re-evaluation of the full set of warrants in order to prioritize and program intersections for signalization.

TABLE 4.12-9: SIGNAL WARRANT ANALYSIS

ID	N/S Street Name	E/W Street Name	Analyzed Periods	Existing (2013)	2015 No Project	2015 With Project	2035 No Project	2035 With Project
23	Barrington Ave.	Missouri Ave.	AM PM	NO YES	NO YES	NO YES	NO YES	NO YES
50	Westwood Blvd.	Exposition Blvd. (South)	AM PM	NO NO	NO NO	NO YES	NO NO	NO YES

SOURCE: Fehr & Peers, 2015.

STATE HIGHWAYS

This section summarizes the intersection operations analysis for study intersections along State Route 187 (SR 187), Venice Boulevard, in the vicinity of the Proposed Project. Within the Project Area, the roadway provides westbound and eastbound access to the I-405 and adjacent land uses in the study area.

Specific intersections studied along SR 187 include:

- Intersection 58: Overland Avenue & Venice Boulevard
- Intersection 62: Motor Avenue & Venice Boulevard
- Intersection 64: Hughes Avenue & Venice Boulevard
- Intersection 68: Culver Boulevard & Venice Boulevard
- Intersection 69: Robertson Boulevard & Venice Boulevard
- Intersection 72: National Boulevard & Venice Boulevard
- Intersection 76: La Cienega Boulevard & Venice Boulevard
- Intersection 84: Sepulveda Boulevard & Venice Boulevard

2015 and 2035 No Project. 2015 No Project traffic volumes were analyzed to determine V/C ratios or seconds of delay and a corresponding LOS for each of the study intersections. As indicated in **Table 4.12-7A**, one intersection (National Boulevard) along SR 187 is projected to operate at LOS E or F under 2015 conditions without the Project. 2035 No Project traffic volumes were also analyzed. Under 2035 conditions, four intersections on SR 187 are projected to operate at LOS E or F in either the AM or PM peak hour without the Project. These include Robertson Boulevard, National Boulevard, La Cienega Boulevard, and Sepulveda Boulevard.

2015 and 2035 with Project. As indicated in **Table 4.12-7B**, there are two intersections (National Boulevard and Sepulveda Boulevard) in 2015 and five intersections in 2035 operating at LOS E or F in either the AM or PM peak hour with the Project. The five intersections operating at LOS E of F in 2035 with Project include Overland Boulevard, Robertson Boulevard, National Boulevard, La Cienega Boulevard, and Sepulveda Boulevard.

As shown in **Table 4.12-7A** and **Table 4.12-7B**, even without the Proposed Project, traffic congestion and intersection delays for motorists in the Project Area are expected to increase considerably compared to today. This increase in traffic is related to development occurring in Downtown Los Angeles and in Santa Monica and the Westside (as well as elsewhere in the region) and trips both passing through and generated in the Project area. As shown in **Table 4.12-8**, the Proposed Project is expected to further increase intersection delays for motorists in the vicinity of the change areas. However, as discussed in the subsection "Changing Travel Behavior and VMT Trends," this traffic analysis includes conservative assumptions with respect to trip generation and expected delays for people driving.

FREEWAYS

The following section details the freeway off-ramp queue analysis that was performed at 13 intersections within the ECTNP AREA, the methodology that was used to perform the analysis and summarizes the estimated queue lengths for both the 50th and 95th percentile volumes in the Existing (2013), Future (2035) without Project, and Future (2035) with Project scenarios.

Methodology. Queue lengths were estimated for both the 50th and 95th percentile volumes using the Synchro traffic analysis software and the Highway Capacity Manual methodology. The Highway Capacity Manual methodology uses a static approach to predicting traffic performance at signalized intersections, estimating the average vehicular delay and queue lengths for a typical signal cycle during the peak hour. The Highway Capacity Manual methodology uses the V/C ratio to determine queues. When V/C is greater than 1 for a specific movement, the queue would theoretically not dissipate until the volume decreases. As such, Highway Capacity Manual methodology does not provide the average queue length and instead reports the estimated queue length after two cycles. The following subset of intersections was studied:

- Intersection 7: Centinela Avenue & I-10 W B ramps
- Intersection 8: Pico Boulevard & 34th Street (I-10 EB off-ramps)
- Intersection 31: Santa Monica Boulevard & I-405 SB ramps
- Intersection 33 Tennessee Avenue & Sawtelle Boulevard (I-405 SB off-ramp)
- Intersection 38: Santa Monica Boulevard & I-405 NB ramps
- Intersection 44: National Boulevard & I-405 NB off-ramp
- Intersection 53: National Boulevard & Overland Avenue (I-10 WB off-ramp)
- Intersection 56: National Boulevard & I-10 EB off-ramp
- Intersection 66: National Boulevard & Manning Avenue (I-10 WB off-ramp)
- Intersection 69: Venice Boulevard & Robertson Boulevard (I-10 EB off-ramp)
- Intersection 74: Kincardine Avenue & Robertson Boulevard (I-10 WB off-ramp)
- Intersection 85: Sepulveda Boulevard & I-405 NB ramps
- Intersection 86: Sawtelle Boulevard & I-405 SB ramps

Each intersection is configured according to its existing conditions, including signal timing and physical geometry. Under the Future Year (2035) with Project scenario, the eastbound shared through/left-turn lane at Intersection 53 is restriped to a shared left/through/right lane. Existing signal timing charts were acquired from the City of Los Angeles, except for Intersection 8 (City of Santa Monica) and Intersections 85 and 86 (City of Culver City).

In addition to queue analysis in Synchro, data from Caltrans' Performance Measurement System (PeMS) were obtained in order to compare the speeds of mainline freeway lanes and auxiliary lanes near the analyzed off-ramps. Data were collected from Vehicle Detector Stations (VDS) along the I-10 and I-405 within the study area. The data include speeds by lane, which can be used to compare the speed differential between freeway auxiliary lanes and mainline lanes near off-ramps. However, only three of the 13 study off-ramps had VDSs in close enough proximity to provide useful data on the difference in lane speeds caused by queueing on the off-ramps. PeMS data were collected for the month of May 2013 for these off-ramps, but was inconsistent with field observations and did not provide a useful comparison between the travel lanes and so is not shown in the analysis results.

Queue Results. Ramp queues for the 50th percentile volumes are shown in **Table 4.12-10** and ramp queues for the 95th percentile volumes are shown in **Table 4.12-11**. Each table shows the ramp storage length from the intersection to the gore point between the off-ramp and the mainline. The estimated ramp queues do not exceed the storage capacity at any of the study intersections for either the 50th or 95th percentile volumes for any of scenarios analyzed. In most cases, the difference in queue length does not change by more than +/- 75 feet, which would equate to approximately three vehicles. See also the discussion of impacts to CMP facilities for further discussion of impacts to freeways.

TABLE 4.12-10: 50TH PERCENTILE OFF-RAMP TERMINI INTERSECTION RAMP QUEUES

ID	Intersection	Ramp Length (ft)	Analysis Period	Existing (2013) Queue Length (ft)	Future (2035) without Project Queue Length (ft)	Future (2035) with Project Queue Length (ft)
7	Centinela Ave. & I-10 WB On/Off Ramp	770	AM	375 /a/	450 /a/	400 /a/
			PM	225 /a/	325 /a/	325 /a/
8	I-10 EB Off Ramp & Pico Blvd.	830	AM	250 /a/	300 /a/	325 /a/
			PM	50	50	50
31	Beloit Ave./I-405 SB On/Off Ramps & Santa Monica Blvd.	980	AM	550 /a/	725 /a/	625 /a/
			PM	350	350	325
33	Sawtelle Blvd. & I-405 SB Off Ramp	785	AM	175	200	225
			PM	225	225	225
38	Cotner Ave./I-405 NB On/Off Ramps & Santa Monica Blvd.	1300	AM	350	500 /a/	475 /a/
			PM	225	225	250
44	I-405 NB Off Ramp & National Blvd.	900	AM	275	300	325
			PM	200	175	200
53	Overland Ave. & National Blvd./I-10 WB On/Off Ramps	1185	AM	125	200	200
			PM	225	250	250
56	I-10 EB Off Ramp & National Blvd.	1030	AM	300	450 /a/	500 /a/
			PM	225	200	200
66	Manning Ave./I-10 WB Off Ramp & National Blvd.	840	AM	100	125	125
			PM	250	200	200
69	Robertson Blvd. & Venice Blvd.	1600	AM	300	350	350
			PM	500 /a/	625 /a/	650 /a/
74	Robertson Blvd. & I-10 WB Off Ramp/ Kincardine Ave.	980	AM	100	125	125 /a/
			PM	175 /a/	200 /a/	200 /a/
85	Sepulveda Blvd. & I-405 NB On/Off-Ramps	810	AM	150	175	175
			PM	375 /a/	425 /a/	425 /a/
86	Sawtelle Blvd. & I-405 SB On/Off-Ramps	770	AM	125	150	150
			PM	200	150	175

/a/ Volume exceeds capacity, queue may be longer. Queue shown after two cycles.
SOURCE: Fehr & Peers, 2015.

TABLE 4.12-11: 95TH PERCENTILE OFF-RAMP TERMINI INTERSECTION RAMP QUEUES

ID	Intersection	Ramp Length (ft)	Analysis Period	2013 Existing Queue Length (ft)	2035 Future Queue Length (ft)	2035 Project Queue Length (ft)
7	Centinela Ave. & I-10 WB On/Off Ramp	770	AM	575 /a/	650 /a/	625 /a/
			PM	375 /a/	500 /a/	500 /a/
8	I-10 EB Off Ramp & Pico Blvd.	830	AM	400 /a/	475 /a/	500 /a/
			PM	100	100	100
31	Beloit Ave./I-405 SB On/Off Ramps & Santa Monica Blvd.	980	AM	775 /a/	950 /a/	875 /a/
			PM	525 /a/	525 /a/	475 /a/
33	Sawtelle Blvd. & I-405 SB Off Ramp	785	AM	250	325	400 /a/
			PM	325	325	300
38	Cotner Ave./I-405 NB On/Off Ramps & Santa Monica Blvd.	1300	AM	550 /a/	650 /a/	625 /a/
			PM	275	300	325
44	I-405 NB Off Ramp & National Blvd.	900	AM	375	450	550 /a/
			PM	275	250	250
53	Overland Ave. & National Blvd./I-10 WB On/Off Ramps	1185	AM	150	275	275
			PM	425 /a/	350 /a/	350 /a/
56	I-10 EB Off Ramp & National Blvd.	1030	AM	525 /a/	675 /a/	725 /a/
			PM	275	250	275
66	Manning Ave./I-10 WB Off Ramp & National Blvd.	840	AM	150	175	200
			PM	375 /a/	300	300
69	Robertson Blvd. & Venice Blvd.	1600	AM	400	400	425
			PM	575 /a/	725 /a/	750 /a/
74	Robertson Blvd. & I-10 WB Off Ramp/ Kincardine Ave.	980	AM	175 /a/	175 /a/	175 /a/
			PM	325 /a/	350 /a/	350 /a/
85	Sepulveda Blvd. & I-405 NB On/Off-Ramps	810	AM	225	250	250
			PM	575 /a/	625 /a/	625 /a/
86	Sawtelle Blvd. & I-405 SB On/Off-Ramps	770	AM	200	200	225 /a/
			PM	350 /a/	275 /a/	275 /a/

/a/ Volume exceeds capacity, queue may be longer. Queue shown after two cycles.
SOURCE: Fehr & Peers, 2015.

MITIGATION MEASURES

The following mitigation measures identify physical improvements and procedures that are designed to reduce project impacts and are feasible. Physical intersection improvements that would conflict with Project objectives were considered to be infeasible. Feasible mitigation measures are also limited due to the constraints of the existing conditions. Beyond conflicting with Project Objectives, mitigation measures involving street widening were deemed infeasible since it was not considered practical or desirable to widen streets at the expense of reduced sidewalk widths or lost on-street parking spaces.

TR1 A trip generation analysis, as well as an access and circulation study per LADOT guidelines, will be required as part of the development application for projects within the Specific Plan boundary that result in net new square footage, for purposes of determining consistency of the project with the transportation assumptions in the EIR. The Specific Plan area is divided into five ECTNP station segments, as shown in Figure 3-2 in the Project Description. To be consistent, a project cannot cause the total estimated 2035 trip forecasts (for the station segment in which it is located) to exceed the number of either AM or PM peak hour net new external trips analyzed in the EIR (see **Table 4.12-5**). If a project is determined to be consistent, no further traffic analysis will be required. However, if a project causes the number of either AM or PM peak hour net external trips to exceed the cumulative total number of trips in the corresponding station segment analyzed in the EIR, then a project-specific traffic analysis per current LADOT Guidelines will be required.

The City will revise this traffic impact consistency determination methodology, if appropriate, to reflect new traffic impact guidance mandated by the State of California, Office of Planning and Research in response to SB 743.

Potential intersection improvements were identified and evaluated for all intersections identified as being significantly impacted in either 2015 or 2035. However, the focus of the Proposed Project is establishing new development regulations that better support transit ridership, with particular emphasis on vibrant neighborhoods around transit stations, where people can live, work, and shop or eat out, all in a safe and pleasant walk to transit stations. Physical intersection improvement mitigations that require widening travel lanes, adding turn lanes, and increasing pedestrian crossing distances would be in conflict with multiple Project Objectives such as: improving circulation, increasing mobility choices, promoting alternative transit modes (Primary Project Objective 6); ensuring new development is pedestrian oriented (Secondary Objective 1); and stimulating vibrancy and activity and creating a unique sense of place through the design of buildings, streets, and the public realm(Secondary Objective 2). Physical intersection improvement mitigations that would conflict with Proposed Project Objectives were considered to be infeasible. See **Appendix H-9** for detailed evaluation of the feasibility of mitigation measures identified for each significantly impacted intersection.

The feasible intersection mitigations include improvements, such as restriping, signalization, and traffic signal modifications, that would be consistent with Proposed Project goals. The following discussions identify study intersections with no feasible mitigations and propose mitigation measures that would either partially or fully mitigate the remaining significant impacts identified in the impacts analysis above.

2015 Intersection Improvement Mitigation Measures. The following mitigation measures would partially or fully mitigate the significant impacts for 10 of the intersections identified in the 2015 impact analysis above:

TR2 **Centinela Avenue & Exposition Boulevard (Intersection 6)**. Signalize the intersection.

TR3 **Bundy Drive & Olympic Boulevard (Intersection 16)**. Restripe the northbound and southbound approaches. The northbound restriping would add one northbound left-turn lane. This would result in a northbound approach of one right-turn lane, two through lanes, and two left-turn lanes. The southbound restriping would add one southbound left-turn lane and change one through lane

and the right-turn lane into a shared through/right lane. This would result in a southbound approach of one shared through/right lane, one through lane, and two left-turn lanes.

TR4 **Barrington Avenue & Pico Boulevard (Intersection 27)**. Restripe the existing northbound curb lane to provide one through lane and one right-turn lane. This improvement would require the removal of one on-street parking space.

TR5 **Barrington Avenue & Gateway Boulevard (Intersection 28)**. Restripe the existing northbound shared through/right-turn lane to provide one through lane and one right-turn lane. This improvement would require the removal of four on-street parking spaces.

TR6 **Sepulveda Boulevard & Exposition Boulevard (Intersection 43)**. Restripe the existing eastbound shared left/through/right lane to provide one shared through/left-turn lane and one right-turn lane.

TR7 **Sepulveda Boulevard & Palms Boulevard (Intersection 46)**. Restripe one existing northbound shared through/right-turn lane to provide one through lane and one right-turn lane. This improvement would require the removal of two on-street parking spaces.

TR8 **Military Avenue & National Boulevard (Intersection 47)**. Restripe one existing southbound shared through/right-turn lane to provide one shared through/left-turn lane and one right-turn lane. This improvement would require the removal of four on-street parking spaces.

TR9 **Overland Avenue & National Boulevard / I-10 Westbound On- and Off-Ramp (Intersection 53)**. Restripe the existing eastbound shared through/left-turn lane to a shared left-/through/right-turn lane.

TR10 **La Cienega Boulevard & Venice Boulevard (Intersection 76)**. Remove the median to provide a second westbound left-turn lane.

TR11 **Sepulveda Boulevard & Venice Boulevard (Intersection 84)**. Remove the medians on Venice Boulevard and restripe both the eastbound and westbound approaches to add one left-turn lane to each approach.

2035 Intersection Improvement Mitigation Measures. The following mitigation measures would partially or fully mitigate the significant impacts for 12 of the intersections identified in the 2035 impact analysis above:

TR12 **Stewart Street & Olympic Boulevard (Intersection 3)**. Modify the existing signal phasing to change eastbound left-turn signal phasing from permitted to protected and change westbound left-turn signal phasing from protected/permitted to protected.

Centinela Avenue & Exposition Boulevard (Intersection 6). Mitigation Measure **TR2** would also mitigate impacts in 2035.

Bundy Drive & Olympic Boulevard (Intersection 16). Mitigation Measure **TR3** would also mitigate impacts in 2035.

TR13 **Barrington Avenue & Mississippi Avenue (Intersection 25)**. Restripe the existing eastbound shared left/through/right lane to provide one shared through/left-turn lane and one right-turn lane. This improvement would require the removal of two on-street parking spaces.

Barrington Avenue & Pico Boulevard (Intersection 27). Mitigation Measure **TR4** would also mitigate impacts in 2035.

Barrington Avenue & Gateway Boulevard (Intersection 28). Mitigation Measure **TR5** would also mitigate impacts in 2035.

Sepulveda Boulevard & Exposition Boulevard (Intersection 43). Mitigation Measure **TR6** would also mitigate impacts in 2035.

Sepulveda Boulevard & Palms Boulevard (Intersection 46). Mitigation Measure **TR7** would also mitigate impacts in 2035.

Military Avenue & National Boulevard (Intersection 47). Mitigation Measure **TR8** would also mitigate impacts in 2035.

Overland Avenue & National Boulevard/I-10 Westbound On- and Off-Ramp (Intersection 53). Mitigation Measure **TR9** would also mitigate impacts in 2035.

La Cienega Boulevard & Venice Boulevard (Intersection 76). Mitigation Measure **TR10** would also mitigate impacts in 2035.

Sepulveda Boulevard & Venice Boulevard (Intersection 84). Mitigation Measure **TR11** would also mitigate impacts in 2035.

The above mitigation measures may be constructed either by development projects, as a condition of project approval, or by the City through a capital improvement program.

SIGNIFICANCE OF IMPACT AFTER MITIGATION

Table 4.12-12 presents the significance of impacts after mitigation under both 2015 and 2035 conditions.Without mitigation, the Proposed Project would result in a significant impact related to the circulation system at 47 of the 86 intersections during one or more peak hours under 2015 With Project conditions; 37 impacted study intersections mitigation measures were found to be infeasible. Feasible mitigation measures that fully mitigate the significant impact are identified for eight impacted study intersections and feasible mitigation measures that partially mitigate the significant impact are identified for two impacted study intersections.

Without mitigation, the Proposed Project would result in a significant impact related to the circulation system at 56 of the 86 intersections during one or more peak hours under 2035 With Project conditions; 44 impacted study intersections mitigation measures were found infeasible. Feasible mitigation measures that fully mitigate the significant impact are identified for nine impacted study intersections and feasible mitigation measures that partially mitigate the significant impacts are identified for three impacted study intersections.

No Feasible Mitigation. Mitigation measures that would result in physical intersection improvements would conflict with Proposed Project goals and were considered to be infeasible. Under both 2015 and 2035 conditions, no feasible mitigation measures were identified for the following 37 study intersections:

7. Centinela Avenue & I-10 Westbound On-/Off-Ramps
17. Bundy Drive & Pico Boulevard
18. Bundy Drive & I-10 Eastbound On-Ramp
19. Bundy Drive & Ocean Park Boulevard
20. Bundy Drive & National Boulevard
21. Barrington Avenue & Santa Monica Boulevard
24. Barrington Avenue & La Grange Avenue
26. Barrington Avenue & Olympic Boulevard
30. Sawtelle Boulevard & Santa Monica Boulevard
31. Beloit Avenue / I-405 Southbound On- and Off-Ramp & Santa Monica Boulevard
32. Sawtelle Boulevard & Olympic Boulevard
33. Sawtelle Boulevard & I-405 Southbound Off-Ramp
34. Sawtelle Boulevard & Pico Boulevard
35. Sawtelle Boulevard & National Boulevard
37. Sawtelle Boulevard & Palms Boulevard
38. Cotner Avenue / I-405 Northbound On- and Off-Ramp & Santa Monica Boulevard
40. Sepulveda Boulevard & Olympic Boulevard
41. Sepulveda Boulevard & Pico Boulevard

TABLE 4.12-12: 2015 AND 2035 INTERSECTION WITH MITIGATION LEVEL OF SERVICE ANALYSIS

ID	N/S Street Name E/W Street Name	Jurisdiction	Analyzed Period	2015 No Project		2015 With Project Plus Mit		2015 Diff.	2015 Impact	2035 No Project		2035 With Project Plus Mit		2035 Diff.	2035 Impact
				V/C or Delay	LOS	V/C or Delay	LOS			V/C or Delay	LOS	V/C or Delay	LOS		
1	Cloverfield Blvd. /a/ Olympic Blvd.	Santa Monica	AM	37.7	D	38.4	D	0.7	NO	38.1	D	38.4	D	0.3	NO
			PM	37.9	D	38.5	D	0.6	NO	37.0	D	37.7	D	0.7	NO
2	26th St. Olympic Blvd.	Santa Monica	AM	31.6	C	32.7	C	1.1	NO	31.3	C	32.6	C	1.3	NO
			PM	33.3	C	33.0	C	14.9	NO	36.3	D	36.1	D	14.9	NO
3	Stewart St. Olympic Blvd.	Santa Monica	AM	45.1	D	47.7	D	2.6	NO	66.0	E	35.3	D	-30.7	NO
			PM	27.3	C	27.7	C	0.4	NO	28.2	C	32.0	C	3.8	NO
4	Centinela Ave. (West) Olympic Blvd.	Santa Monica	AM	8.2	A	8.3	A	0.1	NO	9.8	A	10.2	B	0.4	NO
			PM	9.1	A	9.3	A	0.2	NO	9.3	A	9.5	A	0.2	NO
5	Centinela Ave. (East) Olympic Blvd.	Los Angeles	AM	0.580	A	0.613	B	0.033	NO	0.665	B	0.698	B	0.033	NO
			PM	0.501	A	0.511	A	0.010	NO	0.561	A	0.574	A	0.013	NO
		Santa Monica	AM	15.7	B	18.1	B	2.4	NO	18.1	B	19.1	B	1.0	NO
			PM	10.1	B	10.6	B	0.5	NO	12.3	B	13.1	B	0.8	NO
6	Centinela Ave. Exposition Blvd. /b/	Santa Monica	AM	27.5	D	9.6	A	-17.9	NO	63.8	F	20.8	C	-43.0	NO
			PM	39.0	E	7.8	A	-31.2	NO	110.8	F	9.2	A	-101.6	NO
7	Centinela Ave. I-10 WB On-/Off-Ramps	Los Angeles	AM	0.887	D	0.908	E	0.021	YES	0.953	E	0.974	E	0.021	YES
			PM	0.887	D	0.971	E	0.084	YES	1.079	F	1.163	F	0.084	YES
		Santa Monica	AM	52.4	D	53.8	D	1.4	NO	69.4	E	70.8	E	1.4	YES
			PM	56.9	E	78.8	E	21.9	YES	120.3	F	148.3	F	28	YES
8	I-10 EB Off-Ramp/34th St. Pico Blvd.	Santa Monica	AM	18.7	B	20.9	C	2.2	NO	22.2	C	24.5	C	2.3	NO
			PM	10.5	B	11.8	B	1.3	NO	11.3	B	12.9	B	1.6	NO
9	Centinela Ave. Pico Blvd.	Los Angeles	AM	0.727	C	0.764	C	0.037	NO	0.717	C	0.753	C	0.036	NO
			PM	0.691	B	0.721	C	0.030	NO	0.720	C	0.750	C	0.030	NO
		Santa Monica	AM	19.9	B	27.1	C	7.2	NO	26.1	C	40.1	D	14.0	YES
			PM	14.4	B	17.4	B	3.0	NO	17.0	B	20.1	C	3.1	NO
10	Centinela Ave. I-10 EB On-Ramp	Los Angeles	AM	0.429	A	0.462	A	0.033	NO	0.537	A	0.570	A	0.033	NO
			PM	0.434	A	0.511	A	0.077	NO	0.520	A	0.597	A	0.077	NO
		Santa Monica	AM	9.7	A	9.8	A	0.1	NO	11.8	B	12.1	B	0.3	NO
			PM	7.3	A	7.4	A	0.1	NO	9.0	A	9.5	A	0.5	NO
11	Bundy Dr. Wilshire Blvd.	Los Angeles	AM	0.698	B	0.701	C	0.003	NO	1.003	F	1.007	F	0.004	NO
			PM	0.672	B	0.694	B	0.022	NO	1.015	F	1.037	F	0.022	YES
12	Bundy Dr. Santa Monica Blvd.	Los Angeles	AM	0.582	A	0.593	A	0.011	NO	0.862	D	0.867	D	0.005	NO
			PM	0.643	B	0.656	B	0.013	NO	0.823	D	0.837	D	0.014	NO
13	Bundy Dr. Ohio Ave.	Los Angeles	AM	0.547	A	0.573	A	0.026	NO	0.603	B	0.630	B	0.027	NO
			PM	0.550	A	0.560	A	0.010	NO	0.600	A	0.610	B	0.010	NO

TABLE 4.12-12: 2015 AND 2035 INTERSECTION WITH MITIGATION LEVEL OF SERVICE ANALYSIS

ID	N/S Street Name E/W Street Name	Jurisdiction	Analyzed Period	2015 No Project		2015 With Project Plus Mit		2015 Diff.	2015 Impact	2035 No Project		2035 With Project Plus Mit		2035 Diff.	2035 Impact
				V/C or Delay	LOS	V/C or Delay	LOS			V/C or Delay	LOS	V/C or Delay	LOS		
14	Bundy Dr. Missouri Ave.	Los Angeles	AM	0.447	A	0.447	A	0.000	NO	0.480	A	0.480	A	0.000	NO
			PM	0.445	A	0.465	A	0.020	NO	0.493	A	0.513	A	0.020	NO
15	Bundy Dr. La Grange Ave.	Los Angeles	AM	0.491	A	0.491	A	0.000	NO	0.520	A	0.520	A	0.000	NO
			PM	0.567	A	0.577	A	0.010	NO	0.613	B	0.623	B	0.010	NO
16	Bundy Dr. Olympic Blvd.	Los Angeles	AM	0.821	D	0.784	C	-0.037	NO	0.872	D	0.835	D	-0.037	NO
			PM	0.787	C	0.781	C	-0.006	NO	0.836	D	0.849	D	0.013	NO
17	Bundy Dr. Pico Blvd.	Los Angeles	AM	0.893	D	0.919	E	0.026	YES	0.904	E	0.940	E	0.036	YES
			PM	0.955	E	1.028	F	0.073	YES	1.075	F	1.147	F	0.072	YES
18	Bundy Dr. I-10 EB On-Ramp	Los Angeles	AM	0.630	B	0.663	B	0.033	NO	0.627	B	0.660	B	0.033	NO
			PM	0.642	B	0.749	C	0.107	YES	0.687	B	0.793	C	0.106	YES
19	Bundy Dr. Ocean Park Blvd.	Los Angeles	AM	0.931	E	0.994	E	0.063	YES	0.980	E	1.060	F	0.080	YES
			PM	1.042	F	1.111	F	0.069	YES	1.049	F	1.115	F	0.066	YES
20	Bundy Dr. National Blvd.	Los Angeles	AM	0.853	D	0.913	E	0.060	YES	0.858	D	0.918	E	0.060	YES
			PM	0.675	B	0.711	C	0.036	NO	0.816	D	0.817	D	0.001	NO
21	Barrington Ave. Santa Monica Blvd.	Los Angeles	AM	1.071	F	1.101	F	0.030	YES	1.293	F	1.313	F	0.020	YES
			PM	1.190	F	1.209	F	0.019	YES	1.356	F	1.374	F	0.018	YES
22	Barrington Ave. Nebraska Ave.	Los Angeles	AM	0.557	A	0.571	A	0.014	NO	0.593	A	0.593	A	0.000	NO
			PM	0.595	A	0.615	B	0.020	NO	0.633	B	0.660	B	0.027	NO
24	Barrington Ave. La Grange Ave.	Los Angeles	AM	0.607	B	0.640	B	0.033	NO	0.660	B	0.693	B	0.033	NO
			PM	0.718	C	0.758	C	0.040	YES	0.767	C	0.807	D	0.040	YES
25	Barrington Ave. Mississippi Ave.	Los Angeles	AM	0.637	B	0.655	B	0.018	NO	0.687	B	0.647	B	-0.040	NO
			PM	0.880	D	0.893	D	0.013	NO	0.920	E	0.780	C	-0.140	NO
26	Barrington Ave. Olympic Blvd.	Los Angeles	AM	0.816	D	0.853	D	0.037	YES	0.851	D	0.879	D	0.028	YES
			PM	0.746	C	0.780	C	0.034	NO	0.847	D	0.881	D	0.034	YES
27	Barrington Ave. Pico Blvd.	Los Angeles	AM	1.011	F	1.072	F	0.061	YES	1.133	F	1.192	F	0.059	YES
			PM	1.145	F	1.223	F	0.078	YES	1.232	F	1.309	F	0.077	YES
28	Barrington Ave. Gateway Rd.	Los Angeles	AM	0.745	C	0.722	C	-0.023	NO	0.773	C	0.763	C	-0.010	NO
			PM	0.827	D	0.840	D	0.013	NO	0.860	D	0.873	D	0.013	NO
29	Gateway Blvd. /a/ Pico Blvd.	Los Angeles	AM	0.694	B	0.716	C	0.022	NO	0.703	C	0.725	C	0.022	NO
			PM	0.697	B	0.726	C	0.029	NO	0.748	C	0.793	C	0.045	YES
30	Sawtelle Blvd. Santa Monica Blvd.	Los Angeles	AM	0.807	D	0.842	D	0.035	YES	0.859	D	0.894	D	0.035	YES
			PM	0.765	C	0.807	D	0.042	YES	0.812	D	0.854	D	0.042	YES
31	Beloit Ave./ I-405 SB Off-Ramp Santa Monica Blvd.	Los Angeles	AM	1.117	F	1.124	F	0.007	NO	1.250	F	1.257	F	0.007	NO
			PM	1.320	F	1.358	F	0.038	YES	1.361	F	1.399	F	0.038	YES

TABLE 4.12-12: 2015 AND 2035 INTERSECTION WITH MITIGATION LEVEL OF SERVICE ANALYSIS

ID	N/S Street Name E/W Street Name	Jurisdiction	Analyzed Period	2015 No Project		2015 With Project Plus Mit		2015 Diff.	2015 Impact	2035 No Project		2035 With Project Plus Mit		2035 Diff.	2035 Impact
				V/C or Delay	LOS	V/C or Delay	LOS			V/C or Delay	LOS	V/C or Delay	LOS		
32	Sawtelle Blvd. Olympic Blvd.	Los Angeles	AM	1.041	F	1.153	F	0.112	YES	1.150	F	1.178	F	0.028	YES
			PM	1.327	F	1.337	F	0.010	YES	1.460	F	1.470	F	0.010	YES
33	Sawtelle Blvd. I-405 SB Off-Ramp	Los Angeles	AM	0.492	A	0.607	B	0.115	NO	0.598	A	0.739	C	0.141	YES
			PM	0.806	D	0.922	E	0.116	YES	0.854	D	0.970	E	0.116	YES
34	Sawtelle Blvd. Pico Blvd.	Los Angeles	AM	1.117	F	1.206	F	0.089	YES	1.100	F	1.189	F	0.089	YES
			PM	1.221	F	1.275	F	0.054	YES	1.285	F	1.339	F	0.054	YES
35	Sawtelle Blvd. National Blvd.	Los Angeles	AM	0.931	E	0.971	E	0.040	YES	1.054	F	1.084	F	0.030	YES
			PM	0.870	D	0.932	E	0.062	YES	1.152	F	1.213	F	0.061	YES
36	I-405 SB On-Ramp National Blvd.	Los Angeles	AM	0.390	A	0.404	A	0.014	NO	0.566	A	0.569	A	0.003	NO
			PM	0.606	B	0.639	B	0.033	NO	0.955	E	0.988	E	0.033	YES
37	Sawtelle Blvd. Palms Blvd.	Los Angeles	AM	0.719	C	0.735	C	0.016	NO	0.747	C	0.763	C	0.016	NO
			PM	0.773	C	0.809	D	0.036	YES	0.833	D	0.870	D	0.037	YES
38	Cotner Ave./ I-405 NB On-/Off-Ramps Santa Monica Blvd.	Los Angeles	AM	1.053	F	1.089	F	0.036	YES	1.240	F	1.250	F	0.010	YES
			PM	1.121	F	1.180	F	0.059	YES	1.363	F	1.374	F	0.011	YES
39	Sepulveda Blvd. Santa Monica Blvd.	Los Angeles	AM	1.108	F	1.110	F	0.002	NO	1.189	F	1.191	F	0.002	NO
			PM	1.221	F	1.230	F	0.009	NO	1.458	F	1.462	F	0.004	NO
40	Sepulveda Blvd. Olympic Blvd.	Los Angeles	AM	1.075	F	1.126	F	0.051	YES	1.202	F	1.253	F	0.051	YES
			PM	1.192	F	1.217	F	0.025	YES	1.293	F	1.318	F	0.025	YES
41	Sepulveda Blvd. Pico Blvd.	Los Angeles	AM	1.000	E	1.013	F	0.013	YES	1.014	F	1.083	F	0.069	YES
			PM	1.317	F	1.358	F	0.041	YES	1.334	F	1.375	F	0.041	YES
42	Cotner Ave. /a/ Pico Blvd.	Los Angeles	AM	0.682	B	0.716	C	0.034	NO	0.672	B	0.705	C	0.033	NO
			PM	0.479	A	0.512	A	0.033	NO	0.485	A	0.518	A	0.033	NO
43	Sepulveda Blvd. /a/ Exposition Blvd.	Los Angeles	AM	0.566	A	0.640	B	0.074	NO	0.711	C	0.777	C	0.066	YES
			PM	0.683	B	0.647	B	-0.036	NO	0.735	C	0.749	C	0.014	NO
44	I-405 NB Off-Ramp National Blvd.	Los Angeles	AM	0.649	B	0.659	B	0.010	NO	0.770	C	0.810	D	0.040	YES
			PM	0.553	A	0.560	A	0.007	NO	0.657	B	0.677	B	0.020	NO
45	Sepulveda Blvd. National Blvd.	Los Angeles	AM	0.909	E	0.952	E	0.043	YES	0.973	E	1.016	F	0.043	YES
			PM	1.009	F	1.060	F	0.051	YES	1.144	F	1.195	F	0.051	YES
46	Sepulveda Blvd. Palms Blvd.	Los Angeles	AM	0.835	D	0.842	D	0.007	NO	0.880	D	0.860	D	-0.020	NO
			PM	0.967	E	0.984	E	0.017	YES	1.013	F	1.003	F	-0.010	NO
47	Military Ave. National Blvd.	Los Angeles	AM	0.571	A	0.591	A	0.020	NO	0.560	A	0.583	A	0.023	NO
			PM	0.749	C	0.660	B	-0.089	NO	0.763	C	0.677	B	-0.086	NO
48	Westwood Blvd. Olympic Blvd.	Los Angeles	AM	0.982	E	0.984	E	0.002	NO	0.971	E	0.973	E	0.002	NO
			PM	0.895	D	0.899	D	0.004	NO	1.019	F	1.020	F	0.001	NO

TABLE 4.12-12: 2015 AND 2035 INTERSECTION WITH MITIGATION LEVEL OF SERVICE ANALYSIS

ID	N/S Street Name E/W Street Name	Jurisdiction	Analyzed Period	2015 No Project		2015 With Project Plus Mit		2015 Diff.	2015 Impact	2035 No Project		2035 With Project Plus Mit		2035 Diff.	2035 Impact
				V/C or Delay	LOS	V/C or Delay	LOS			V/C or Delay	LOS	V/C or Delay	LOS		
49	Westwood Blvd. Pico Blvd.	Los Angeles	AM	0.745	C	0.769	C	0.024	NO	0.780	C	0.804	D	0.024	YES
			PM	0.818	D	0.845	D	0.027	YES	0.895	D	0.922	E	0.027	YES
51	Westwood Blvd. National Blvd.	Los Angeles	AM	0.623	B	0.663	B	0.040	NO	0.680	B	0.707	C	0.027	NO
			PM	0.777	C	0.803	D	0.026	YES	0.850	D	0.880	D	0.030	YES
52	Overland Ave. Pico Blvd.	Los Angeles	AM	0.876	D	0.880	D	0.004	NO	0.896	D	0.904	E	0.008	NO
			PM	0.940	E	0.989	E	0.049	YES	0.971	E	1.019	F	0.048	YES
53	Overland Ave. National Blvd./I-10 WB On-/Off-Ramps	Los Angeles	AM	0.997	E	0.923	E	-0.074	NO	1.125	F	1.063	F	-0.062	NO
			PM	1.148	F	1.052	F	-0.096	NO	1.381	F	1.209	F	-0.172	NO
54	Overland Ave. I-10 EB On-Ramp	Los Angeles	AM	0.551	A	0.574	A	0.023	NO	0.633	B	0.656	B	0.023	NO
			PM	0.463	A	0.468	A	0.005	NO	0.523	A	0.530	A	0.007	NO
55	Overland Ave. National Pl.	Los Angeles	AM	0.733	C	0.738	C	0.005	NO	0.837	D	0.880	D	0.043	YES
			PM	0.835	D	0.885	D	0.050	YES	0.849	D	0.900	D	0.051	YES
56	I-10 WB Off-Ramp National Blvd.	Los Angeles	AM	0.591	A	0.625	B	0.034	NO	0.683	B	0.717	C	0.034	NO
			PM	0.381	A	0.404	A	0.023	NO	0.443	A	0.453	A	0.010	NO
57	Overland Ave. Palms Blvd.	Los Angeles	AM	0.906	E	0.927	E	0.021	YES	0.963	E	0.984	E	0.021	YES
			PM	1.023	F	1.072	F	0.049	YES	1.061	F	1.111	F	0.050	YES
58	Overland Ave. Venice Blvd.	Los Angeles	AM	0.837	D	0.859	D	0.022	YES	0.852	D	0.874	D	0.022	YES
			PM	0.813	D	0.829	D	0.016	NO	0.888	D	0.908	E	0.020	YES
59	Overland Ave. Culver Blvd.	Culver City	AM	0.990	E	1.015	F	0.025	YES	1.160	F	1.184	F	0.024	YES
			PM	0.951	E	0.969	E	0.018	NO	1.036	F	1.055	F	0.019	NO
60	Motor Ave. National Blvd.	Los Angeles	AM	0.593	A	0.607	B	0.014	NO	0.598	A	0.612	B	0.014	NO
			PM	0.655	B	0.704	C	0.049	YES	0.735	C	0.784	C	0.049	YES
61	Motor Ave. Palms Blvd.	Los Angeles	AM	0.750	C	0.760	C	0.010	NO	0.749	C	0.760	C	0.011	NO
			PM	0.872	D	0.932	E	0.060	YES	0.900	D	0.960	E	0.060	YES
62	Motor Ave. Venice Blvd.	Los Angeles	AM	0.631	B	0.657	B	0.026	NO	0.665	B	0.685	B	0.020	NO
			PM	0.609	B	0.674	B	0.065	NO	0.720	C	0.751	C	0.031	NO
63	National Blvd./ Exposition Blvd. /a/ Palms Blvd.	Los Angeles	AM	0.586	A	0.593	A	0.007	NO	0.630	B	0.640	B	0.010	NO
			PM	0.646	B	0.656	B	0.010	NO	0.787	C	0.817	D	0.030	YES
64	Hughes Ave. Venice Blvd.	Los Angeles	AM	0.569	A	0.593	A	0.024	NO	0.611	B	0.615	B	0.004	NO
			PM	0.559	A	0.593	A	0.034	NO	0.649	B	0.682	B	0.033	NO
65	Duquesne Ave. Culver Blvd.	Culver City	AM	0.736	C	0.746	C	0.010	NO	0.757	C	0.765	C	0.008	NO
			PM	0.737	C	0.765	C	0.028	NO	0.789	C	0.817	D	0.028	NO
66	Manning Ave./ I-10 EB Off-Ramp /a/ National Blvd.	Los Angeles	AM	0.800	C	0.829	D	0.029	YES	0.867	D	0.896	D	0.029	YES
			PM	0.752	C	0.784	C	0.032	NO	0.776	C	0.802	D	0.026	YES

TABLE 4.12-12: 2015 AND 2035 INTERSECTION WITH MITIGATION LEVEL OF SERVICE ANALYSIS

ID	N/S Street Name E/W Street Name	Jurisdiction	Analyzed Period	2015 No Project		2015 With Project Plus Mit		2015 Diff.	2015 Impact	2035 No Project		2035 With Project Plus Mit		2035 Diff.	2035 Impact
				V/C or Delay	LOS	V/C or Delay	LOS			V/C or Delay	LOS	V/C or Delay	LOS		
67	Castle Heights Ave. National Blvd.	Los Angeles	AM	0.947	E	0.974	E	0.027	YES	1.120	F	1.147	F	0.027	YES
			PM	0.787	C	0.813	D	0.026	YES	0.880	D	0.907	E	0.027	YES
68	Culver Blvd. Venice Blvd.	Los Angeles	AM	0.653	B	0.655	B	0.002	NO	0.690	B	0.697	B	0.007	NO
			PM	0.681	B	0.699	B	0.018	NO	0.852	D	0.870	D	0.018	NO
69	Robertson Blvd. /a/ Venice Blvd.	Los Angeles	AM	0.831	D	0.881	D	0.050	YES	1.279	F	1.329	F	0.050	YES
			PM	0.769	C	0.771	C	0.002	NO	1.077	F	1.078	F	0.001	NO
70	Robertson Blvd. National Blvd.	Los Angeles	AM	1.202	F	1.238	F	0.036	YES	1.259	F	1.295	F	0.036	YES
			PM	1.034	F	1.056	F	0.022	YES	1.085	F	1.108	F	0.023	YES
71	National Blvd. I-10 EB On-Ramp	Los Angeles	AM	0.438	A	0.447	A	0.009	NO	0.473	A	0.482	A	0.009	NO
			PM	0.488	A	0.515	A	0.027	NO	0.555	A	0.555	A	0.000	NO
72	National Blvd. /a/ Venice Blvd.	Los Angeles	AM	0.982	E	1.012	F	0.030	YES	1.007	F	1.038	F	0.031	YES
			PM	1.007	F	1.065	F	0.058	YES	1.114	F	1.157	F	0.043	YES
73	National Blvd. Washington Blvd.	Culver City	AM	0.742	C	0.754	C	0.012	NO	0.789	C	0.813	D	0.024	NO
			PM	0.917	E	0.942	E	0.025	YES	1.029	F	1.055	F	0.026	YES
74	Robertson Blvd. I-10 WB Off-Ramp/ Kincardine Ave.	Los Angeles	AM	0.607	B	0.621	B	0.014	NO	0.657	B	0.670	B	0.013	NO
			PM	0.802	D	0.815	D	0.013	NO	0.860	D	0.873	D	0.013	NO
75	Robertson Blvd. Cattaraugus Ave.	Los Angeles	AM	0.721	C	0.731	C	0.010	NO	0.897	D	0.907	E	0.010	YES
			PM	0.705	C	0.715	C	0.010	NO	0.867	D	0.877	D	0.010	NO
76	La Cienega Blvd. Venice Blvd.	Los Angeles	AM	0.820	D	0.830	D	0.010	NO	0.933	E	0.943	E	0.010	YES
			PM	0.835	D	0.789	C	-0.046	NO	0.933	E	0.874	D	-0.059	NO
77	La Cienega Blvd. Washington Blvd.	Culver City	AM	0.936	E	0.956	E	0.020	YES	0.984	E	1.012	F	0.028	YES
			PM	0.891	D	0.918	E	0.027	YES	1.025	F	1.052	F	0.027	YES
78	Jefferson Blvd. National Blvd.	Los Angeles	AM	0.924	E	0.928	E	0.004	NO	1.071	F	1.075	F	0.004	NO
			PM	0.763	C	0.770	C	0.007	NO	0.907	E	0.915	E	0.008	NO
79	Higuera St. Washington Blvd.	Culver City	AM	0.791	C	0.794	C	0.003	NO	0.875	D	0.879	D	0.004	NO
			PM	0.709	C	0.724	C	0.015	NO	0.821	D	0.838	D	0.017	NO
80	Ince Blvd. Washington Blvd.	Culver City	AM	0.650	B	0.650	B	0.000	NO	0.710	C	0.722	C	0.012	NO
			PM	0.673	B	0.686	B	0.013	NO	0.811	D	0.824	D	0.013	NO
81	Ince Blvd. Culver Blvd.	Culver City	AM	0.860	D	0.874	D	0.014	NO	0.945	E	0.959	E	0.014	NO
			PM	0.775	C	0.782	C	0.007	NO	0.931	E	0.938	E	0.007	NO
82	Washington Blvd./ Irving Pl./Watseka Ave. Culver Blvd.	Culver City	AM	0.914	E	0.936	E	0.022	YES	1.007	F	1.030	F	0.023	YES
			PM	0.954	E	0.967	E	0.013	NO	1.096	F	1.103	F	0.007	NO
83	Duquesne Ave. Washington Blvd.	Culver City	AM	0.687	B	0.704	C	0.017	NO	0.820	D	0.850	D	0.030	NO
			PM	0.753	C	0.784	C	0.031	NO	0.844	D	0.875	D	0.031	NO

TABLE 4.12-12: 2015 AND 2035 INTERSECTION WITH MITIGATION LEVEL OF SERVICE ANALYSIS

ID	N/S Street Name E/W Street Name	Jurisdiction	Analyzed Period	2015 No Project		2015 With Project Plus Mit		2015 Diff.	2015 Impact	2035 No Project		2035 With Project Plus Mit		2035 Diff.	2035 Impact
				V/C or Delay	LOS	V/C or Delay	LOS			V/C or Delay	LOS	V/C or Delay	LOS		
		Los Angeles	AM	0.526	A	0.545	A	0.019	NO	0.667	B	0.700	B	0.033	NO
			PM	0.597	A	0.630	B	0.033	NO	0.693	B	0.727	C	0.034	NO
84	Sepulveda Blvd. Venice Blvd.	Culver City	AM	0.922	E	0.883	D	-0.039	NO	0.999	E	0.932	E	-0.067	NO
			PM	0.949	E	0.934	E	-0.015	NO	1.019	F	0.976	E	-0.043	NO
		Los Angeles	AM	0.858	D	0.811	D	-0.047	NO	0.945	E	0.867	D	-0.78	NO
			PM	0.888	D	0.869	D	-0.019	NO	0.969	E	0.918	E	-0.051	NO
85	Sepulveda Blvd. I-405 NB On-/Off-Ramps	Culver City	AM	0.854	D	0.857	D	0.003	NO	0.867	D	0.870	D	0.003	NO
			PM	0.956	E	0.969	E	0.013	NO	0.974	E	0.987	E	0.013	NO
86	Sawtelle Blvd. I-405 SB On-/Off-Ramps	Culver City	AM	1.133	F	1.155	F	0.022	YES	1.163	F	1.185	F	0.022	YES
			PM	0.980	E	0.998	E	0.018	NO	1.019	F	1.024	F	0.005	NO

CMA/ICU methodology uses a V/C ratio, while Highway Capacity Manual methodology uses seconds of delay. The City of Santa Monica uses Highway Capacity Manual Methodology. City of Los Angeles uses CMA methodology. Culver City uses ICU methodology. Unsignalized intersections use Highway Capacity Manual unsignalized methodology.
/a/ Intersection geometry altered due to construction.
/b/ Unsignalized intersection. City of Santa Monica uses Highway Capacity Manual unsignalized methodology. (City of Los Angeles does not require impact analysis for unsignalized intersections.)
SOURCE: Fehr & Peers, 2015.

45. Sepulveda Boulevard & National Boulevard
49. Westwood Boulevard & Pico Boulevard
51. Westwood Boulevard & National Boulevard
52. Overland Avenue & Pico Boulevard
55. Overland Avenue & Palms Boulevard
57. Overland Avenue & Palms Boulevard
58. Overland Avenue & Venice Avenue
59. Overland Avenue & Culver Boulevard
60. Motor Avenue & National Boulevard
61. Motor Avenue & Palms Boulevard
66. Manning Avenue / I-10 Westbound Off-Ramp & National Boulevard
67. Castle Heights Avenue & National Boulevard
69. Robertson Boulevard & Venice Boulevard
70. Robertson Boulevard & National Boulevard
72. National Boulevard & Venice Boulevard
73. National Boulevard & Washington Boulevard
77. La Cienega Boulevard & Washington Boulevard
82. Washington Boulevard / Irving Place / Watseka Avenue & Culver Boulevard
86. Sawtelle Boulevard & I-405 Northbound On- and Off- Ramp

In addition, under 2035 conditions, no feasible mitigation measures were identified for the following seven study intersections:

9. Centinela Avenue & Pico Boulevard
11. Bundy Drive & Wilshire Boulevard
29. Gateway Boulevard & Pico Boulevard
36. I-405 Southbound On-Ramp & National Boulevard
44. I-405 Northbound Off-Ramp & National Boulevard
63. Exposition Boulevard / National Boulevard & Palms Boulevard
75. Robertson Boulevard & Cattaraugus Avenue

Partial Mitigation. There is one intersection where the identified mitigation measure does not fully mitigate the identified impact under both 2015 and 2035 conditions:

27. Barrington Avenue & Pico Boulevard – Mitigation Measure **TR4** would partially mitigate the identified Project impact in the AM peak period and would not mitigate the identified Project impact in the PM peak period. No other feasible mitigations were identified. Therefore, this impact would remain significant and unavoidable.

Under 2015 conditions only, there is one intersection where the identified mitigation measure does not fully mitigate the identified impact:

46. Sepulveda Boulevard & Palms Boulevard – Mitigation Measure **TR7** would fully mitigate the identified Project impact in the AM peak period but would only partially mitigate the identified Project impact in the PM peak period. No other feasible mitigations were identified. Therefore, this impact would remain significant and unavoidable.

Under 2035 conditions only, there are two intersections where mitigation measures do not fully mitigate the identified impacts:

43. Sepulveda Boulevard & Exposition Boulevard – Mitigation Measure **TR6** would fully mitigate the identified Project impact in the PM peak period but would not mitigate the identified Project impact in the AM peak period. No other feasible mitigations were identified. Therefore, this impact would remain significant and unavoidable.

76. La Cienega Boulevard & Venice Boulevard – Mitigation Measure **TR10** would fully mitigate the identified Project impact in the PM peak period but would not mitigate the identified Project impact in the AM peak period. No other feasible mitigations were identified. Therefore, this impact would remain significant and unavoidable.

Intersections with Dual Jurisdiction. There are two intersections where the City of Los Angeles does not have full control of the intersection to implement the identified feasible mitigations for impacts under both 2015 and 2035 conditions:

6. Centinela Avenue & Exposition Boulevard – Mitigation Measure **TR2** would fully mitigate the identified Project impact. However, because this intersection is under dual control by the City of Los Angeles and the City of Santa Monica, the City of Los Angeles does not have full control over modifications to the intersection. Therefore, this impact would remain significant and unavoidable.

84. Sepulveda Boulevard & Venice Boulevard – Mitigation Measure **TR11** would fully mitigate the identified Project impact. However, because this intersection is under dual control by the City of Los Angeles and Culver City, the City of Los Angeles does not have full control over modifications to the intersection. Therefore, this impact would remain significant and unavoidable.

Under 2015 conditions only, there is one intersection where the City of Los Angeles does not have full control of the intersection to implement the identified mitigation:

76. La Cienega Boulevard & Venice Boulevard – Mitigation Measure **TR10** would fully mitigate the identified Project impact. However, because this intersection is under dual control by the City of Los Angeles and Caltrans, the City of Los Angeles does not have full control over modifications to the intersection. Therefore, this impact would remain significant and unavoidable.

Under 2035 conditions only, there is one intersection where the City of Los Angeles does not have full control of the intersection to implement the identified mitigation:

3. Stewart Street & Olympic Boulevard – Mitigation Measure **TR12** would fully mitigate the identified Project impact. However, because this intersection is under dual control by the City of Los Angeles and the City of Santa Monica, the City of Los Angeles does not have full control over modifications to the intersection. Therefore, this impact would remain significant and unavoidable.

Therefore, of the 47 total study intersections identified with potential impacts under 2015 conditions without mitigation, significant impacts would remain at 42 study intersections with mitigation. Of the 56 total study intersections identified with potential impacts under 2035 conditions without mitigation, significant impacts would remain at 50 study intersections after mitigation.

Fully Mitigated. The identified mitigation measures would fully mitigate significant impacts under both 2015 and 2035 conditions at the following four study intersections within the City of Los Angeles:

16. Bundy Drive & Olympic Boulevard
28. Barrington Avenue & Gateway Boulevard
47. Military Avenue & National Boulevard
53. Overland Avenue & National Boulevard

Under 2015 conditions, the identified mitigation measure would fully mitigate the significant impact at the following intersection:

43. Sepulveda Boulevard & Exposition Boulevard

Under 2035 conditions, the identified mitigation measures would fully mitigate the significant impacts at the following two study intersections:

25. Barrington Avenue & Mississippi Avenue
46. Sepulveda Boulevard & Palms Boulevard

A summary of the total number of significantly impacted intersections before and after feasible mitigation measures for 2015 and 2035 is provided below in **Table 4.12-13**. As noted, since the City of Los Angeles has no ability to implement mitigation measures in other jurisdictions, all intersections that are not fully controlled by the City of Los Angeles are considered significantly impacted after mitigation for purposes of this EIR.

TABLE 4.12-13: SUMMARY OF NUMBER OF INTERSECTIONS SIGNIFICANTLY IMPACTED

Future Year	Number of Significantly Impacted Intersections Before Mitigation	Number of Significantly Impacted Intersections With No Feasible Mitigation	Number of Significantly Impacted Intersections With Partial Mitigation	Intersections with Dual Jurisdiction (No Feasible Mitigation)	Number of Significantly Impacted Intersections Fully Mitigated	Number of Significantly Impacted Intersections After Mitigations
2015	47	37	2	3	5	42
2035	56	44	3	3	6	50

Note: Table includes intersections that are shared with and outside of the City of Los Angeles.

Transportation Demand Management (TDM) strategies, which are requirements of the Proposed Specific Plan, could mitigate some of the intersection-level impacts identified above. However, at this time it is not possible to estimate the effectiveness of these TDMs without additional detail on the selected TDM strategies and their application to individual development projects. Therefore, the impacts identified in this section would remain significant and unavoidable.

These impacts result from a conservative analysis, based on past experience with vehicular trip generation in mixed-use and transit-oriented developments. If recent changes in demographics, vehicle ownership patterns, and energy prices persist or increase in magnitude, this could lead to further increases in mode shift to lower-energy and lower-cost transportation modes that would reduce the volume of vehicular travel and potentially reduce the number of impacted intersections.

IMPACT 4.12-3 WOULD THE IMPLEMENTATION OF THE PROPOSED PROJECT HAVE A SIGNIFICANT IMPACT RELATED TO NEIGHBORHOOD INTRUSION BY EXCEEDING THE ESTABLISHED THRESHOLDS? THIS IMPACT IS SIGNIFICANT AND UNAVOIDABLE.

The EIR modeling analysis accounts for potential redistribution of vehicular traffic from highly congested links to links that have more available capacity. While not every local street is included in the model, the cumulative effect of cut-through traffic is accounted for on the modeled links. Along roadways where the Proposed Project would cause significant traffic congestion, diversion of trips could occur onto adjacent parallel routes. It is anticipated that diversion would not occur on streets that operate at LOS D or better during peak periods because the average delay is not substantial. However, for the street segments where the LOS would degrade from D to E or F, some trips could divert to adjacent streets to avoid longer travel times through congested locations. Travel route changes on the City's arterial and collector roadways have been captured through the travel model's peak hour forecasts and LOS results. The extent to which trips would divert to adjacent local residential roadways is not reasonably foreseeable given the broad scope of the Project and the uncertainty around the specific location of individual development project driveways, and, therefore, impacts cannot be precisely determined. However, it is anticipated that increased traffic could

occur on these roadways. Therefore, the Proposed Project would result in a significant impact related to neighborhood intrusion.

MITIGATION MEASURE

TR14 In areas where implementation of the Proposed Project could result in diversion of traffic to adjacent residential streets, LADOT shall monitor traffic on identified residential streets, upon request submitted through the Council Office, to determine if traffic diversion occurs. If traffic on residential streets is found to be significantly impacted in accordance with current LADOT guidelines, LADOT will work with the project applicant and neighborhood residents to survey and monitor the residential street segment/s before and after project occupancy to assess the need for appropriate traffic calming measures. These measures could include the following (but are not limited to):

- Traffic circles
- Speed humps
- Roadway narrowing effects (e.g. raised medians, traffic chokers etc.)
- Landscaping features
- Roadway striping changes
- Stop signs

In addition to the aforementioned traffic calming measures, neighborhood improvements can offset the effect of adding traffic. These could include (but are not limited to) measures such as street trees, sidewalks, landscaping, neighborhood identification features, and pedestrian amenities. It would be the project applicant's responsibility to implement any of the approved measures through the Bureau of Engineering's permit process.

SIGNIFICANCE OF IMPACT AFTER MITIGATION

The implementation of Mitigation Measure **TR14** would reduce the level of impact related to neighborhood intrusion but impacts would remain significant and unavoidable.

IMPACT 4.12-4 WOULD THE IMPLEMENTATION OF THE PROPOSED PROJECT HAVE A SIGNIFICANT IMPACT RELATED TO THE CMP FREEWAY ANALYSIS BY EXCEEDING THE ESTABLISHED THRESHOLD? THIS IMPACT IS LESS THAN SIGNIFICANT.

The CMP is a state-mandated program administered by Metro (*2010 Congestion Management Program for Los Angeles County*, Metro, 2010) that provides a mechanism for coordinating land use and development decisions. CMP requires establishment of LOS standards to measure congestion at specific monitoring locations on the freeway and arterial systems. LOS ranges from LOS A to LOS F, with LOS A representing free-flow conditions and LOS F representing a high level of congestion.

Freeway segment volumes based on model data were used to compare Future with Project (2035) to Future No Project (2035) conditions and 2015 with Project to 2015 No Project conditions for six mainline CMP freeway monitoring locations identified within the sphere of influence of the Project along the I-10 and I-405. These six mainline locations are identified as CMP Freeway Monitoring Stations in the 2010 CMP:

- Route 10, at postmile R2.17, Lincoln Boulevard
- Route 10, at postmile R6.75, east of Overland Avenue
- Route 10, at postmile R10.71, east of La Brea Avenue
- Route 405, at postmile 24.27, north of La Tijera Boulevard
- Route 405, at postmile 28.30, north of Venice Boulevard
- Route 405, at postmile 35.81, south of Mulholland Drive

In accordance with the CMP guidelines, freeway (mainline) operating conditions during peak periods were evaluated using the general procedures established by the CMP. Freeway mainline LOS is estimated with calculation of the V/C ratio. Calculation of LOS based on V/C ratios is a surrogate for the speed-based LOS used by Caltrans for traffic operational analysis. The LOS criteria for freeway segments using V/C ratios as the performance measure can be found in the *2010 Congestion Management Program for Los Angeles County* and **Table 4.12-4**. Capacity was determined based on the existing capacities reported in the *2010 Congestion Management Program for Los Angeles County* and modified for future 2035 conditions to account for the addition of lanes on the I-405 freeway. Highways and roadways designated in the CMP network are required to operate at LOS E, except where Future No Project LOS is worse than LOS E. In such cases, the Future No Project LOS is the standard.

Freeway segment volumes based on the most recently reported CMP data were used to establish the CMP LOS conditions during the AM and PM peak hours for 2015 No Project conditions. Although PeMS data on existing freeway volumes was also collected, these volumes were not deemed to be representative of local conditions due to the heavily congested conditions on the I-405 and I-10. The use of PeMS data would have resulted in an underestimate of current and future vehicle throughput for these freeway facilities.

The analysis was then performed to evaluate 2015 With Project, 2035 No Project, and 2035 With Project conditions for the six CMP Freeway Monitoring Stations identified above based on AM and PM peak hour traffic volume per direction data from the City of Los Angeles' Travel Demand Model:

- 2015 With Project volumes were calculated by adding the difference between model 2035 with Project volumes and model 2035 No Project volumes to 2015 No Project volumes.
- 2035 No Project volumes were calculated as the difference between the model 2035 No Project volumes and the model 2015 volumes added to the 2015 freeway segment volumes.
- 2035 With Project volumes were calculated as the difference between the model 2035 with Project volumes and the model 2035 No Project volumes added to the 2035 No Project volumes calculated above.

The required CMP methodology compares the typical lane capacity for a freeway mainline segment to the number of vehicles traveling on the segment during the peak hour. Due to bottlenecks in the freeway network, vehicle demand can often exceed vehicle throughput resulting in significant reductions in travel speeds and extensive vehicle queuing. When this situation occurs, the number of vehicles passing a CMP monitoring location may be substantially lower than the actual vehicle demand for that location. This results in an artificially low traffic count at the CMP monitoring station, that when compared to the typical lane capacity, can show better operations (i.e., a lower V/C) than experienced by drivers.

As defined by the CMP, a significant impact occurs when a project increases traffic demand on a CMP facility by two percent of capacity ($V/C \geq 0.02$), causing LOS F ($V/C > 1.00$); if the facility is already at LOS F, a significant impact occurs when a project increases traffic demand on a CMP facility by two percent of capacity ($V/C \geq 0.02$). Since bottlenecks in the freeway network are resulting in artificially low vehicle counts at some CMP monitoring stations and vehicle LOS experienced by drivers is worse than reported based on the CMP methodology, increases in $V/C \geq 0.02$ for facilities shown to be operating at LOS E or better may also experience a significant impact resulting from the proposed project.

Freeway CMP Impact Analysis

Table 4.12-14 presents the freeway segment LOS for each of the six identified CMP Freeway Monitoring Stations for AM and PM peak hours under 2015 No Project, 2015 With Project, 2035 No Project, and 2035 With Project conditions.

Multiple CMP freeway monitoring locations during both the AM and PM peak hours are operating at LOS F under 2015 conditions or are projected to operate at LOS F in the future. The incremental change in the V/C ratio between Project conditions and No Project conditions for both 2015 and 2035 scenarios is less than 0.02 in each case. Other CMP freeway monitoring locations are expected to operate at LOS E or better based on the CMP methodology. Therefore, no impact related to the freeway system would occur.

TABLE 4.12-14: CMP FREEWAY ANALYSIS

CMP Station		Dir.	2015 Capacity	2015 No Project			2015 With Project			2015 Change in V/C	2035 Capacity	2035 No Project			2035 With Project			2035 Change in V/C
				Vol.	V/C	CMP LOS	Vol.	V/C	CMP LOS			Vol.	V/C	CMP LOS	Vol.	V/C	CMP LOS	
1010 Santa Monica Fwy (I-10) Lincoln Blvd. Postmile R2.17	AM	EB	6,000	5,084	0.847	D	5,116	0.853	D	0.006	6,000	5,301	0.883	D	5,332	0.889	D	0.006
		WB	6,000	4,677	0.780	D	4,694	0.782	D	0.002	6,000	4,881	0.813	D	4,898	0.816	D	0.003
	PM	EB	6,000	5,897	0.983	E	5,939	0.990	E	0.007	6,000	6,053	1.009	F(0)	6,095	1.016	F(0)	0.007
		WB	6,000	3,966	0.661	C	3,999	0.667	C	0.006	6,000	4,332	0.722	C	4,365	0.728	C	0.006
1011 Santa Monica Fwy (I-10) e/o Overland Ave. Postmile R6.75	AM	EB	10,000	12,101	1.210	F(0)	12,101	1.210	F(0)	0.000	10,000	12,161	1.216	F(0)	12,161	1.216	F(0)	0.000
		WB	8,000	10,185	1.273	F(1)	10,288	1.286	F(1)	0.013	8,000	10,253	1.282	F(1)	10,356	1.295	F(1)	0.013
	PM	EB	10,000	13,714	1.371	F(2)	13,814	1.381	F(2)	0.010	10,000	14,059	1.406	F(2)	14,159	1.416	F(2)	0.010
		WB	8,000	8,571	1.071	F(0)	8,572	1.071	F(0)	0.000	8,000	8,622	1.078	F(0)	8,623	1.078	F(0)	0.000
1012 Santa Monica Fwy (I-10) e/o La Brea Ave. UC Postmile R10.71	AM	EB	10,000	13,008	1.301	F(1)	13,008	1.301	F(1)	0.000	10,000	12,842	1.284	F(1)	12,842	1.284	F(1)	0.000
		WB	10,000	12,807	1.281	F(1)	12,886	1.289	F(1)	0.008	10,000	13,400	1.340	F(1)	13,479	1.348	F(1)	0.008
	PM	EB	10,000	14,118	1.412	F(2)	14,203	1.420	F(2)	0.008	10,000	14,463	1.446	F(2)	14,547	1.455	F(3)	0.009
		WB	10,000	11,899	1.190	F(0)	11,899	1.190	F(0)	0.000	10,000	12,171	1.217	F(0)	12,171	1.217	F(0)	0.000
1069 San Diego Fwy (I-405) n/o La Tijera Blvd. Postmile 24.27	AM	NB	10,000	14,319	1.432	F(2)	14,427	1.443	F(2)	0.011	10,000	15,309	1.531	F(3)	15,417	1.542	F(3)	0.011
		SB	10,000	10,185	1.019	F(0)	10,185	1.019	F(0)	0.000	10,000	10,785	1.079	F(0)	10,785	1.079	F(0)	0.000
	PM	NB	10,000	14,521	1.452	F(3)	14,521	1.452	F(3)	0.000	10,000	15,143	1.514	F(3)	15,143	1.514	F(3)	0.000
		SB	10,000	11,597	1.160	F(0)	11,682	1.168	F(0)	0.008	10,000	12,852	1.285	F(1)	12,937	1.294	F(1)	0.009
1070 San Diego Fwy (I-405) n/o Venice Blvd Postmile 28.3	AM	NB	10,000	13,828	1.383	F(2)	13,909	1.391	F(2)	0.008	10,000	14,868	1.487	F(3)	14,949	1.495	F(3)	0.008
		SB	10,000	9,456	0.946	E	9,456	0.946	E	0.000	10,000	10,084	1.008	F(0)	10,084	1.008	F(0)	0.000
	PM	NB	10,000	15,150	1.515	F(3)	15,150	1.515	F(3)	0.000	10,000	16,820	1.682	F(3)	16,820	1.682	F(3)	0.000
		SB	10,000	14,845	1.485	F(3)	14,930	1.493	F(3)	0.008	10,000	15,630	1.563	F(3)	15,715	1.571	F(3)	0.008
1071 San Diego Fwy (I-405) s/o Mulholland Dr. Postmile 35.81	AM	NB	10,000	8,948	0.895	D	8,948	0.895	D	0.000	10,000	9,640	0.964	E	9,640	0.964	E	0.000
		SB	10,000	14,845	1.485	F(3)	14,961	1.496	F(3)	0.011	10,000	15,282	1.528	F(3)	15,398	1.540	F(3)	0.012
	PM	NB	10,000	14,845	1.485	F(3)	14,962	1.496	F(3)	0.011	10,000	16,602	1.660	F(3)	16,719	1.672	F(3)	0.012
		SB	10,000	10,168	1.017	F(0)	10,168	1.017	F(0)	0.000	10,000	10,695	1.069	F(0)	10,695	1.069	F(0)	0.000

SOURCE: Fehr & Peers, 2015.

MITIGATION MEASURES

Impacts related to the freeway CMP analysis would be less than significant under the Proposed Project. No mitigation measures are necessary.

SIGNIFICANCE OF IMPACT AFTER MITIGATION

Impacts related to the freeway CMP analysis under the Proposed Project would be less than significant without mitigation.

IMPACT 4.12-5 WOULD THE IMPLEMENTATION OF THE PROPOSED PROJECT HAVE A SIGNIFICANT IMPACT RELATED TO THE CMP ARTERIAL INTERSECTION ANALYSIS BY EXCEEDING THE ESTABLISHED THRESHOLD? THIS IMPACT IS SIGNIFICANT AND UNAVOIDABLE.

The CMP Guidelines require analysis of all CMP arterial monitoring intersections where the proposed Project will add 50 or more peak hour trips (total of both directions). The CMP exempts from analysis residential and mixed use projects within ¼ mile of fixed rail passenger stations. While some portion of the project and study intersections would be exempt under the criteria, all CMP intersections in the study area were evaluated, including the following seven CMP arterial monitoring stations (i.e., intersections). The CMP arterial monitoring stations identified for analysis were analyzed using the CMA/Circular 212 method to estimate LOS (see **Table 4.12-4**).

- Venice Boulevard and Overland Avenue (CMP Arterial Monitoring Station #15)
- La Cienega Boulevard and Jefferson Boulevard (CMP Arterial Monitoring Station #46)
- Santa Monica Boulevard and Bundy Drive (CMP Arterial Monitoring Station #59)
- Santa Monica Boulevard and Westwood Boulevard (CMP Arterial Monitoring Station #62)
- Venice Boulevard and Centinela Avenue (CMP Arterial Monitoring Station #70)
- Venice Boulevard and La Cienega Boulevard (CMP Arterial Monitoring Station #71)
- Wilshire Boulevard and Sepulveda Boulevard (CMP Arterial Monitoring Station #88)

Table 4.12-15 presents the arterial intersection LOS for each of the seven identified CMP Arterial Monitoring Stations for AM and PM peak hours under 2015 No Project, 2015 With Project, 2035 No Project, and 2035 With Project conditions.

This analysis concluded that the identified CMP arterial intersections are expected to operate at LOS E or better during the AM and PM peak hours at six of the seven analyzed locations under 2015 No Project and 2015 With Project conditions. One location would not operate at LOS E or better:

- CMP Arterial Monitoring Station #46 – La Cienega Boulevard at Jefferson Boulevard, where the LOS would be F during both peak hours under 2015 With Project conditions and during the AM peak hour under 2015 No Project conditions.

The Proposed Project does not result in a V/C ratio increase greater than 0.02 with LOS F at any of the analyzed CMP Arterial Monitoring Stations under 2015 conditions. Therefore, there would be no significant impact related to the arterial circulation system under 2015 conditions.

TABLE 4.12-15: CMP ARTERIAL MONITORING STATIONS

Intersection	Jurisdiction	Peak Hour	2015 No Project		2015 with Project				2035 No Project		2035 with Project			
			V/C	LOS	V/C	LOS	Increase in V/C	Project Impact?	V/C	LOS	V/C	LOS	Increase in V/C	Project Impact?
Venice Blvd. Overland Ave. CMP #15 Study Intersection #58	Culver City	AM	0.837	D	0.859	D	0.022	NO	0.852	D	0.874	D	0.022	NO
		PM	0.813	D	0.829	D	0.016	NO	0.888	D	0.908	E	0.020	NO
La Cienega Blvd. Jefferson Blvd. CMP #46	Los Angeles City	AM	1.036	F	1.050	F	0.014	NO	1.096	F	1.111	F	0.015	NO
		PM	0.983	E	1.001	F	0.018	NO	1.113	F	1.131	F	0.018	NO
Santa Monica Blvd. Bundy Dr. CMP #59 Study Intersection #12	Los Angeles City	AM	0.582	A	0.593	A	0.011	NO	0.862	D	0.867	D	0.005	NO
		PM	0.643	B	0.656	B	0.013	NO	0.823	D	0.837	D	0.014	NO
Santa Monica Blvd. Westwood Blvd. CMP #62	Los Angeles City	AM	0.931	E	0.938	E	0.007	NO	1.064	F	1.080	F	0.016	NO
		PM	0.981	E	0.983	E	0.002	NO	1.150	F	1.182	F	0.032	YES
Venice Blvd. Centinela Ave. CMP #70	Los Angeles City	AM	0.910	E	0.976	E	0.066	NO	1.027	F	1.093	F	0.066	YES
		PM	0.867	D	0.888	D	0.021	NO	0.958	E	0.963	E	0.005	NO
Venice Blvd. La Cienega Blvd. CMP #71 Study Intersection #76	Los Angeles City	AM	0.820	D	0.830	D	0.010	NO	0.933	E	0.943	E	0.010	NO
		PM	0.835	D	0.864	D	0.029	NO	0.933	E	0.962	E	0.029	NO
Wilshire Blvd. Sepulveda Blvd. CMP #88	Los Angeles City	AM	0.910	E	0.976	E	0.032	NO	0.926	E	0.930	E	0.004	NO
		PM	0.705	C	0.732	C	0.027	NO	0.893	D	0.920	E	0.027	NO

SOURCE: Fehr & Peers, 2015.

The identified CMP arterial intersections are expected to operate at LOS E or better during the AM and PM peak hours at four of the seven analyzed locations under both 2035 No Project and 2035 With Project conditions. Three locations would not operate at LOS E or better:

- CMP Arterial Monitoring Station #46 – La Cienega Boulevard at Jefferson Boulevard, where the LOS would be F during both peak hours under both 2035 No Project and 2035 With Project conditions.
- CMP Arterial Monitoring Station #62 – Santa Monica Boulevard at Westwood Boulevard, where the LOS would be F during both peak hours under both 2035 No Project and 2035 With Project conditions.
- CMP Arterial Monitoring Station #70 – Venice Boulevard at Centinela Avenue, where the LOS would be F during the AM peak hour under both 2035 No Project and 2035 With Project conditions.

The Proposed Project results in a V/C ratio increase greater than 0.02 with LOS F at CMP Arterial Monitoring Stations #62 Santa Monica Boulevard at Westwood Boulevard and #70 Venice Boulevard and Centinela Avenue. Therefore, without mitigation, the Proposed Project would result in a significant impact related to the arterial circulation system under 2035 conditions.

MITIGATION MEASURE

Under 2015 conditions, no intersections were identified as having a significant Project impact. Potential intersection improvements were identified and evaluated for all intersections presented in **Table 4.12-15** as being significantly impacted under 2035 conditions.

Two locations were identified to have Project impacts under the 2035 with Project conditions, CMP Arterial Monitoring Station #62 (Santa Monica Boulevard and Westwood Boulevard) and CMP Arterial Monitoring Station #70 (Venice Boulevard and Centinela Avenue). At CMP Arterial Monitoring Station #62, the only mitigation measures involve physical intersection improvements which would conflict with Project goals.

TR15 **Arterial Monitoring Station #70 (Venice Boulevard and Centinela Avenue)**. Restripe one existing northbound shared through/right-turn lane to provide one through lane and one right-turn lane and restripe one existing shared through/right-turn lane to provide one through lane and one right-turn lane. This improvement would require the removal of four on-street parking spaces on Venice Boulevard and the relocation of the bus stop on Centinela Avenue from the south side to the north side of the intersection.

SIGNIFICANCE OF IMPACT AFTER MITIGATION

At Arterial Monitoring Station #62 (Santa Monica Boulevard at Westwood Boulevard), the only mitigation measures involve physical intersection improvements (such as widening the intersection) which would conflict with Project goals and are considered to be infeasible, and, therefore, this impact would remain significant and unavoidable.

Because Arterial Monitoring Station #70 (Venice Boulevard and Centinela Avenue) is under dual control by the City of Los Angeles and Caltrans, the City of Los Angeles does not have full control over modifications to the intersection. Therefore, impacts related to CMP arterial intersection analysis would remain significant and unavoidable.

IMPACT 4.12-6 WOULD THE IMPLEMENTATION OF THE PROPOSED PROJECT HAVE A SIGNIFICANT IMPACT RELATED TO THE CMP TRANSIT IMPACT REVIEW BY SUBSTANTIALLY IMPACTING TRANSIT SERVICE? THIS IMPACT IS LESS THAN SIGNIFICANT.

Potential increases in transit person trips generated by the Proposed Project were estimated. Appendix D of the 2010 CMP provides guidelines on a methodology for estimating the number of transit trips expected to result from a proposed project based on the projected number of vehicle trips. This methodology assumes an average vehicle ridership (AVR) factor of 1.4 to estimate the number of person trips to and from the

Proposed Project and then provides guidance on the percentage of person trips assigned to public transit depending on the type of use (commercial/other versus residential) and the proximity to transit services. The CMP Guidelines suggest that 3.5 percent of total person trips generated should be assigned to transit in most cases. In the case of portions of the Project Area, primarily commercial development within ¼ mile of a CMP transit center, 15 percent of total person trips generated are assigned to transit. As a conservative assumption, this transit analysis uses vehicle trip estimates derived from ITE trip rates (shown as "Gross Trips" in **Tables 4.12-4** and **4.12-5**) as opposed to the number of Net External Trips, which account for reductions in the number of vehicle trips anticipated in a mixed-use development proximate to high-frequency transit service and would result in a smaller number of person trips assigned to transit.

This analysis estimates the capacity of future transit services in the Project Area by identifying the bus and rail services with stops within the Project Area, described under the "Existing Public Transit Service" section, above. In addition to the capacity of the Expo LRT, the analysis assumes that, although existing bus services would likely be reconfigured, the overall bus capacity serving the Project Area in the future would be similar to the existing capacity. Although precise reconfiguration plans are not presently known, it is assumed that buses that are redirected from routes that would duplicate Expo service could be used to create better connections to Expo stations and provide additional connectivity to destinations not directly served by Expo. For reference, forecast boardings for the Expo LRT for the year 2030 by station are shown in **Table 4.12-16**.

TABLE 4.12-16: EXPO LRT 2030 STATION BOARDINGS

Station Area	Boardings
Bundy	2,811
Sepulveda	5,097
Westwood	5,213
Palms	1,856
Culver City	4,196

SOURCE: Expo FEIR, 2009.

The Proposed Project would have an estimated increase in vehicle trip generation of approximately 8,475 vehicle trips during the AM peak hour, 8,791 net vehicle trips during the PM peak hour, and 75,101 daily net vehicle trips. Applying the AVR factor of 1.4 to the estimated net vehicle trips would result in an estimated increase of approximately 11,865 AM net person trips, 12,307 PM net person trips and 105,141 daily net person trips. Following the CMP guidelines for assigning trips to transit described above, the Proposed Project would generate an estimated increase of approximately 1,220 AM peak hour transit trips, 1,123 PM peak hour transit trips, and 12,306 daily transit trips.

The bus and rail transit services in the Project Area are estimated to have a combined capacity of approximately 18,700 AM peak hour passenger trips, 18,600 PM peak hour passenger trips, and 287,000 daily passenger trips. The project would use seven percent of total AM peak hour capacity, six percent of total PM peak hour capacity, and four percent of total daily capacity. No significant impacts to the transit system would be anticipated.

MITIGATION MEASURES

Impacts related to the CMP transit analysis would be less than significant under the Proposed Project. No mitigation measures are required.

SIGNIFICANCE OF IMPACT AFTER MITIGATION

Impacts related to the CMP transit analysis under the Proposed Project would be less than significant without mitigation.

IMPACT 4.12-7 WOULD THE IMPLEMENTATION OF THE PROPOSED PROJECT RESULT IN INADEQUATE EMERGENCY VEHICLE ACCESS SUCH THAT THERE WOULD BE NEED FOR CONSTRUCTION OF NEW OR PHYSICALLY ALTERED EMERGENCY SERVICE FACILITIES (POLICE AND/OR FIRE)? THIS IMPACT IS LESS THAN SIGNIFICANT.

Where segment-level LOS would be significantly impacted, emergency vehicles may also be significantly impacted due to the project's location in a congested area of West Los Angeles. Since the Proposed Project could contribute to increased delay for drivers, it would have a potentially significant impact related to inadequate emergency vehicle access resulting in the potential need for construction of new or physically altered emergency service facilities.

In the case of this Proposed Project, if roadway capacity were added (as a mitigation measure), it would be counter to the goals and objectives set forth in the ECTNP designed to encourage mobility using a variety of modes, including vehicles, transit, bicycle, and walking. The addition of significant roadway capacity in this area could also result in induced travel and, thus, not provide mitigation for decreasing emergency response times. However, increasing congestion could impede emergency access. While the Proposed Project could impact segment-level LOS, there is not a direct relationship between predicted travel delay and response times as California State law does require drivers to yield the right-of-way to emergency vehicles and even permits emergency vehicles to use opposing lane of travel, the center turn lanes, or bus-only lanes. People traveling by bicycle are also required to pull to the side of the road to yield access to emergency providers. Emergency responders also routinely use the center left-turn lanes, or even travel in opposing travel lanes if needed. Generally, multi-lane roadways allow the emergency vehicles to travel at higher speeds and permit other traffic to maneuver out of the path of the emergency vehicle.

Parallel with the ECTNP effort (see cumulative discussion below), the City is evaluating and proposing to implement the Citywide Mobility Plan, Coastal Transportation Corridor Specific Plan (CTCSP), and the West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP) Amendments. These projects, together with proposed project mitigation, could alter roadway configurations in the study area. These revised roadway configurations could improve emergency access. For example, a roadway reconfiguration could improve emergency access where a bus-only lane or a contiguous center left-turn lane is introduced where it previously did not exist. Emergency vehicles are permitted to use bus only lanes for local access to emergency destinations, though it is more likely that when in route to an emergency incident, general traffic would merge into a bus only lane permitting the emergency vehicle to pass in the through lane to the left.

Knowing exactly how fire and emergency service response times will be affected calls for a great deal of speculation.

The interrelationship between emergency access and traffic is complex and involves factors such as the following:

- Los Angeles Fire Department (LAFD) in collaboration with LADOT has developed a FPS, a system that automatically turns traffic lights to green for emergency vehicles traveling on designated streets in the City. The City of Los Angeles has over 205 miles of routes equipped with FPS.[24]
- The proximity of LAFD (and other) facilities to those they serve.
- The opportunity for LAFD and emergency responders to use alternative routes in an area.
- LAFD, in cooperation with LADOT and the City's Department of City Planning, actively participates in the design of specific roadway changes in order to ensure adequate fire/emergency access is maintained.

[24]Training Bulletin: Traffic Signal Preemption System for Emergency Vehicles, Los Angeles Fire Department, Bulletin No. 133, October 2008.

LAFD, in reviewing street and right-of-way projects, comments on particular street configuration designs, and will raise concerns if roadways present particular access challenges, and can recommend no changes be done at all or alternative changes be undertaken if fire and emergency access are particularly impacted.

- LAFD is responsible for identifying and implementing capital improvements (such as new Fire Stations) as may be needed to respond to anticipated increased demand. LAFD does not have a capital improvement plan that identifies construction of new fire stations in specific locations, and, therefore, it is not possible to forecast or identify any specific impacts associated with any potential new or expanded fire stations. Any impacts from building or expanding fire stations and facilities would be speculative at this point in time.
- As identified in the Thresholds Guide, on any given project review, LAFD can implement project specific mitigation requirements, such as requiring fire retardant landscaping, prohibiting construction in fire hazard areas, requiring design features that reduce fire potential and developing emergency response plans.
- The changing demand for service is complex. For example, with increasing populations, there may be more density and more construction, though new buildings are constructed in accordance with increasingly stringent building and fire codes making them safer and more resistant to fires, such as requiring fire sprinklers. The population is aging, which may increase demand for service. However, the population may be becoming healthier with increased and improved healthcare.
- Future factors that could increase efficiencies in response, including improvements in technology and management, such as changes in deployment of equipment and staff and mutual aid agreements.

LAFD is responsible for maintaining adequate response times. LAFD published a Strategic Plan in April 2015. The LAFD Strategic Plan[25] focuses on nine goals and corresponding strategic actions that would guide the LAFD for the next three years. The primary goals that are applicable to the Project include providing exceptional public safety and emergency service and implementing and capitalizing on advanced technologies. Some of the key priorities associated with these goals include the following:

- Improving response times by utilizing data and metrics to identify gaps in LAFD's response strategies and exploring response time improvements through dialogue, cognitive inquiry, innovation, and follow-up;
- Delivery of emergency medical services by expanding LAFD EMS response capabilities for special events and addressing periods of high vehicle traffic; and
- Identifying and implementing advanced technologies to support and improve performance metrics, tracking standards, data collection, analysis and reporting procedures (FireStatLA).

The LAFD Strategic Plan also focuses on the development of an even more professional workforce and promotion of a positive work environment to address risk management issues and strengthening community relationships to improve preparedness and enhance resiliency during emergency events.

Planning Department Staff have discussed the LAFD Strategic Plan and its relationship to growth and traffic with LAFD Staff in order to understand how LAFD responds to growth and changes in traffic. LAFD advised that while increasing congestion is a factor in how they address emergency response, their ongoing planning efforts, including the LAFD Strategic Plan take in to account such increases in congestion and LAFD continues to plan for and maintain public safety and emergency service as required. LAFD will continue to monitor any impact on-the-ground implementation of the the Proposed Project may have on response times and make adjustments as necessary. These adjustments may or may not include redeploying resources, adding staff or building new fire stations.

[25]Los Angeles Fire Department, *LAFD Strategic Plan 2015-2017*, May 2015.

It is not reasonably foreseeable that the Proposed Project would cause the addition of a new fire station or police facilities or the expansion, consolidation or relocation of an existing facility to maintain service. LAFD has a mandate to protect public safety and must respond to changing circumstances and therefore would act to maintain response times. The steps that LAFD would have to take to maintain public safety are not reasonably foreseeable at this time. Options available to LAFD include expanding the FPS, increasing staffing levels and adding new fire stations(s) to underserved areas. The potential for new fire station construction is speculative at the present time and is, therefore, not analyzed in this document. Depending on the location of new fire protection facilities, operational impacts (primarily noise) could occur; however, such impacts are unforeseeable at this time. Therefore, the Proposed Project would have a less-than-significant impact on emergency access.

MITIGATION MEASURE

Impacts on emergency vehicle access that would trigger the need for new emergency service facilities were found to be less than significant. No mitigation measures are required.

SIGNIFICANCE OF IMPACT AFTER MITIGATION

The Proposed Project would increase congestion, which could impede emergency access; however, it is not anticipated that congestion would result in the need for construction of new or physically altered emergency service facilities (police and/or fire). LAFD has a mandate to protect public safety and must respond to changing circumstances and therefore would act to maintain response times. The steps that LAFD would have to take to maintain public safety are not reasonably foreseeable at this time. Options available to LAFD include increased staffing levels and new fire stations(s) in underserved areas. Any construction impacts associated with new fire protection facilities would be within the impacts discussed in this document. Depending on the location of new fire protection facilities, operational impacts (primarily noise) could occur; however, such impacts are unforeseeable at this time. Therefore, the Proposed Project was found to have less-than-significant impacts on emergency vehicle access without mitigation.

IMPACT 4.12-8 WOULD THE IMPLEMENTATION OF THE PROPOSED PROJECT INCREASE HAZARDS DUE TO A DESIGN FEATURE OR INCOMPATIBLE USES? THIS IMPACT IS LESS THAN SIGNIFICANT.

None of the transportation system improvements proposed in the Proposed Project would introduce new safety hazards or incompatible uses at intersections or along roadway segments, as most would be designed to improve safe circulation and access to the transit stations for all users. No new roadways are introduced or removed; streetscape plans are designed to help minimize conflicts between pedestrians and vehicles, and design standards in the Proposed Project are designed to limit the number, width, and location of new driveways along major streets and in areas of high pedestrian activity. Therefore, from a programmatic perspective, impacts related to safety would be less than significant.

MITIGATION MEASURES

Impacts related to design features or incompatible uses would be less than significant under the Proposed Project. No mitigation measures are necessary.

SIGNIFICANCE OF IMPACT AFTER MITIGATION

Impacts related to design features or incompatible uses under the Proposed Project would be less than significant without mitigation.

IMPACT 4.12-9 WOULD THE IMPLEMENTATION OF THE PROPOSED PROJECT REQUIRE CONSTRUCTION ACTIVITIES TO TAKE PLACE WITHIN A MAJOR OR SECONDARY HIGHWAY ROW WHICH WOULD NECESSITATE TEMPORARY LANE, ALLEY, OR STREET CLOSURES FOR MORE THAN ONE DAY; REQUIRE CONSTRUCTION ACTIVITIES TO TAKE PLACE WITHIN A COLLECTOR OR LOCAL STREET ROW WHICH WOULD NECESSITATE TEMPORARY LANE, ALLEY, OR STREET CLOSURES FOR MORE THAN SEVEN DAYS; RESULT IN THE LOSS OF REGULAR VEHICULAR OR PEDESTRIAN ACCESS TO AN EXISTING LAND USE FOR MORE THAN ONE DAY; OR RESULT IN THE TEMPORARY LOSS FOR MORE THAN ONE DAY OF AN EXISTING BUS STOP OR REROUTING OF A BUS ROUTE THAT SERVES THE PROJECT SITE? THIS IMPACT IS LESS THEN SIGNIFICANT WITH MITIGATION.

Construction-related impacts would generally be temporary. Because the study area represents a specific plan area relating to the build out of multiple parcels, construction-related impacts would depend on the approach to development of each parcel or development site. Although specific impacts related to construction cannot be known at this time, it is likely that construction activities could necessitate temporary lane, alley, or street closures or result in bus stop relocation or bus rerouting. Therefore, without mitigation, the Proposed Project would result in a significant impact related to construction.

MITIGATION MEASURE

TR16 Projects that require a worksite traffic control plan per current LADOT guidelines shall submit to LADOT for review and approval a plan that mitigates the impact of traffic disruption and ensures the safety of all users of the affected roadway. The plan shall address construction duration and activities and include measures, such as operating a temporary traffic signal, using flagmen adjacent to construction activities, or providing a dedicated pedestrian walkway, as appropriate.

SIGNIFICANCE OF IMPACT AFTER MITIGATION

The implementation of Mitigation Measure **TR16** would reduce the level of impact related to construction to a less-than-significant level.

PARKING

The Proposed Project includes the addition of landscaped bulb-outs that would result in some minor reductions in on-street parking. On Palms Boulevard between Motor Avenue and National Boulevard, the installation of landscaped bulb-outs would result in the removal of approximately five on-street parking spaces.

The reduction in parking spaces related to the Proposed Project could increase VMT if people drive farther to find parking or seek an alternate destination with more convenient parking. However, this increased VMT could typically be offset by a reduction in vehicle trips from others who are aware of constrained parking conditions in a given area. In addition, the Project's strategies to increase proximity to neighborhood services and increase alternative transportation use including transit, bicycling and walking would reduce VMT. As discussed above under Thresholds of Significance, loss of parking is not considered an impact, but can trigger secondary impacts (such as noise, air emissions etc.). In the case of the ECTNP, the loss of parking in the Project Area is not anticipated to result in secondary impacts because the reduction is relatively small and the anticipated number of vehicle trips to the area may decrease as result of parking constraints. Therefore, the Proposed Project would result in less-than-significant impacts related to parking.

CUMULATIVE ANALYSIS AND OTHER METRICS

The analysis of future conditions with and without the project above takes into account forecast population for the year 2035 prepared by SCAG and found in the 2012-2035 RTP/SCS. The RTP also includes a SCS that provides guidance on land use planning and transportation to ensure that the region meets CARBs region-specific GHG reduction goals (see Section 4.5, Greenhouse Gas Emissions). The SCAG population projections are provided at TAZ levels of detail for purposes of analysis in the RTP. However, in order to provide individual jurisdictions flexibility in distribution of populations within their jurisdiction, the population assumptions are only adopted at the jurisdictional level. Individual jurisdictions have the flexibility to distribute population as long as they continue to comply with SCS policies and do not affect regional compliance with CARB GHG targets. The RTP also includes large-scale transportation improvements (such as the Expo Line Phase 2 LRT) to show how linking transportation and land use planning can reduce automobile trips and GHG emissions. The 2012-2035 RTP/SCS identifies transportation corridors and transit routes, High Quality Transit Areas (HQTAs), and a variety of strategies to be employed across the region; to the extent information is available about these strategies/improvements they are included in the analysis of project impacts above.

CEQA requires an analysis of cumulative impacts resulting from the implementation of the Proposed Project along with other related projects anticipated to occur in the same geography and timeframe. In addition to the RTP there are two (City of Los Angeles) plans that could have overlapping impacts with the Proposed Project: the recently adopted MP 2035 and the proposed CTCSP/WLA TIMP. (These plans are discussed in more detail below.) Roadway network changes that could result from MP 2035 and CTCSP/WLA TIMP have not been designed, and, therefore, detailed evaluation of potential traffic impacts at the intersection level of detail was not possible and was not included in the intersection analysis of project impacts above.

The purpose of this cumulative/other metrics analysis is to document potential transportation impacts of the Proposed Project with related transportation projects and roadway network improvement projects that are not designed to the level of detail that they can be included in the intersection-level Project analysis above. Since some of the projects considered are outside of the ECTNP Area boundaries, the cumulative transportation analysis focused on the area defined as the West Los Angeles APC. In addition to the 2012-2035 RTP/SCS included in the analysis of project impacts above, the following projects are included in the cumulative analysis:

- MP 2035: In August 2015, the City of Los Angeles adopted MP 2035. MP 2035 (formerly the Transportation Element of the City's General Plan) is the transportation blueprint for the City of Los Angeles, subsequent amendments have been made to the Mobility Plan. MP 2035 includes a number of changes to the City's circulation system, including policies, an Enhanced Complete Street System, an Action Plan, a Complete Streets Design Guide, and a revised Bicycle Plan, all of which will influence the network conditions in the study area and adjacent areas in the City of Los Angeles.

  MP 2035 provides the framework for future community plans and specific plans, which take a closer look at the transportation system in specific areas of the City and recommend more detailed implementation strategies to realize MP 2035. MP 2035 was prepared in compliance with the 2008 Complete Streets Act, which mandates that the circulation element of a city's General Plan be modified to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan.

  For purposes of analysis in this cumulative/other metrics evaluation, the multi-modal improvements included in the MP 2035 enhanced networks (Transit, Bicycle, Neighborhood, Pedestrian and Vehicle) were assumed to be implemented citywide (both within the ECTNP boundaries and in the rest of the City of Los Angeles). While MP 2035 was recently adopted, the timing of implementation and funding sources have not yet been identified, nor have detailed design plans been developed. Therefore the

specific multi-modal improvements could not be included in the detailed 2035 Project analysis. Individual transportation improvements will be designed and implemented as part of subsequent City projects.

- CTCSP and WLA TIMP Amendments: These amendments include an update to the list of transportation improvements to be funded, in part, by the impact fees collected from new development; an update to the Transportation Impact Assessment (TIA) fee program, including revisions to the fees, trip generation rates, exemptions, in-lieu credits, and affordable housing credits; and a new TOD credit. The updated project lists reflect the vision of MP 2035; however, they do not reflect full buildout of MP 2035. Many of the projects contained in the updated project lists provide a first-step in implementing MP 2035 within the specific plan areas. These amendments are currently under review by the City, and therefore, full implementation was not included in the 2035 Project analysis. In addition, project design at the intersection level of detail is not yet available. Individual transportation improvements will be designed and implemented as part of subsequent City projects.

Over the course of the development of the EIR, new methods for evaluating transportation impacts have emerged that are appropriate for evaluating both project and cumulative impacts. The City recently adopted MP 2035, which includes new VMT-related metrics in response to new technical guidance for transportation metrics under SB743 developed by OPR . Although the new draft CEQA guidance from OPR focuses on per-capita VMT, other potential metrics that could be considered include total VMT, vehicle trips (VT), and peak period mode split. This section addresses VT, VMT, VMT per capita, and mode split metrics in the context of cumulative conditions (including the regionally adopted RTP, MP 2035 and CTCSP/WLA TIMP) with and without the ECTNP. Note that these metrics are not adopted thresholds, and are presented below for informational purposes only.

Modeling of cumulative conditions was completed utilizing the City's MP 2035 TDF Model. As part of the MP 2035, the socioeconomic data for the City's TDF Model were updated to reflect the most recent growth forecasts in 2012-2035 RTP/SCS. In addition, the roadway and transit networks have been updated to reflect the assumptions contained in the 2012-2035 RTP/SCS.

Table 4.12-17 presents the number of vehicle trips with an origin and/or destination in the West Los Angeles APC. The number of vehicle trips are reported for both the AM and PM peak periods as well as the two peak periods combined. As shown, with the addition of the Project vehicle trips would increase by 1.1 percent during the AM peak period and 1.3 percent during the PM peak period.

TABLE 4.12-17: VEHICLE TRIPS WITH ORIGINS AND/OR DESTINATIONS WITHIN THE WEST LOS ANGELES APC AREA – COMPARISON OF FUTURE CUMULATIVE CONDITIONS WITH AND WITHOUT PROJECT

West Los Angeles APC	Future Cumulative Vehicle Trips Without ECTNP	Future Cumulative Vehicle Trips With ECTNP	Vehicle Trip Difference	Percent Difference
AM Peak Period (3-hour)	305,303	308,808	+3,506	+1.1%
PM Peak Period (4-hour)	466,448	472,573	+6,126	+1.3%
Peak Period (7-hour)	771,750	781,382	+9,632	+1.2%

SOURCE: Fehr & Peers, 2014.

Table 4.12-18 presents the amount of VMT on roadways contained within the West Los Angeles APC. VMT results are reported for the AM and PM peak periods as well as the two peak periods combined. In comparison to future conditions with implementation of the Proposed Project, VMT would increase by 0.6 percent during both the AM and PM peak periods. Although peak period vehicle trips increase by 1.2 percent, peak period VMT would increase by only 0.6 percent, indicating that, although more trips are made when the the Proposed Project is included, those trips tend to be shorter distances.

TABLE 4.12-18: VEHICLE MILES TRAVELED – ORIGINS AND/OR DESTINATIONS WITHIN THE WEST LOS ANGELES APC AREA – COMPARISON OF FUTURE CUMULATIVE CONDITIONS WITH AND WITHOUT PROJECT

West Los Angeles APC	Future Cumulative VMT Without ECTNP	Future Cumulative VMT With ECTNP	VMT Difference	Percent Difference
AM Peak Period (3-hour)	2,643,475	2,658,975	+15,500	+0.6%
PM Peak Period (4-hour)	3,991,705	4,017,069	+25,364	+0.6%
Total Peak Period (7-hour)	6,635,180	6,676,043	+40,864	+0.6%

SOURCE: Fehr & Peers, 2014.

Table 4.12-19 presents the VMT per capita results for the West Los Angeles APC. In order to capture the effect of increased travel due to additional jobs and housing with the Proposed Project, per-capita VMT is calculated on a service population basis. Service population is defined as the total number of jobs plus the total population of a given area. Although peak period VMT increases approximately 0.6 percent with the addition of the Proposed Project, service population increases by 1.4 percent. As a result, peak period VMT per capita is 0.8 percent lower with the addition of the Proposed Project when compared to future cumulative conditions without the Project.

TABLE 4.12-19: PEAK PERIOD VMT PER CAPITA COMPARISON – WEST LOS ANGELES AREA PLANNING COMMISSION AREA – FUTURE CUMULATIVE CONDITIONS WITH AND WITHOUT PROJECT

West Los Angeles APC	Population	Employment	Service Population (Population + Employment)	Peak Period VMT	VMT per Capita
Future Cumulative Conditions without ECTNP	459,500	362,900	822,400	6,635,180	8.1
Future Cumulative Conditions with ECTNP	466,900	366,900	833,800	6,676,043	8.0
Difference	+7,400	+4,000	+11,400	+40,864	-0.1
Percent Difference	+1.6%	+1.1%	+1.4%	+0.6%	-0.8%

SOURCE: Fehr & Peers, 2014.

Table 4.12-20 presents the types of trips made (i.e., mode split) within the West Los Angeles APC. In comparison to future conditions without the Proposed Project, auto mode share would be approximately 1.1 percent lower, while transit, bike, and walk mode shares would increase by 0.7 percent, 0.3 percent, and 0.2 percent, respectively, with the addition of the Proposed Project. The increase in transit mode share represents a 16.7 percent increase over future cumulative conditions without the Proposed Project, suggesting that proximity of new development to transit services would result in an increase in transit ridership.

TABLE 4.12-20: PEAK PERIOD MODE SPLIT COMPARISON – WEST LOS ANGELES AREA PLANNING COMMISSION AREA - FUTURE CUMULATIVE CONDITIONS WITH AND WITHOUT PROJECT

West Los Angeles APC	Auto	Transit	Bike	Walk
Future Cumulative Conditions Without ECTNP	74.6%	4.2%	2.8%	18.4%
Future Cumulative Conditions with ECTNP	73.5%	4.9%	3.1%	18.6%
Difference	-1.1%	+0.7%	+0.3%	+0.2%
Percent Difference	-1.5%	+16.7%	+10.7%	+1.1%

SOURCE: Fehr & Peers, 2014.

Overview. The cumulative projects considered in the transportation analysis, in combination with the Proposed Project, would improve access to transit and concentrate more growth in compact, mixed-use developments in close proximity to transit services. This would result in a similar number of VMT compared to cumulative conditions without the Project. However, each additional resident and job resulting

fro the Project is expected to contribute fewer VMT than current residents and employees, thereby decreasing the VMT per capita ratio and increasing the mode share for transit, biking and walking.

Cumulative Summary

The cumulative impact analysis below considers related projects that are currently not approved or do not have full funding. For the purposes of this analysis, the cumulative scenario considers the 2012-2035 RTP/SCS and both the MP 2035 and the CTCSP/WLA TIMP Amendments.

Circulation System. As described, potential impacts to the circulation system were evaluated. V/C ratios and LOS calculations were prepared for Existing conditions (2015), Existing conditions With Project (2015), Future Without Project (2035), and Future With Project (2035) conditions. The addition of the Proposed Project would result in significant impacts at 47 intersections in 2015, of which 42 would remain significant after mitigation, and 56 intersections in 2035, of which 50 would remain significant after mitigation measures are applied. Under current CEQA Guidelines and City thresholds, this is considered a significant adverse impact. Roadway network changes that could result from MP 2035 and CTCSP/WLA TIMP have not been designed, and, therefore, detailed evaluation of potential traffic impacts with these projects at the intersection level of detail is not possible. As explained in the respective EIRs for these two projects, each would individually result in traffic impacts at the areawide level. The combination of the Proposed Project together with MP 2035 and CTCSP/WLA TIMP would result in traffic impacts worse than those identified for the year 2035 With Project in the intersection analysis above. All three projects together would result in significant traffic impacts. The Proposed Project would result in a cumulatively considerable contribution to circulation system impacts in the Project Area.

Neighborhood Intrusion. The EIR modeling analysis accounts for potential redistribution of vehicular traffic from highly congested roadway segments to roadway segments that have more available capacity. Along roadways where the Proposed Project would cause significant traffic congestion, diversion of trips could occur onto adjacent parallel routes. While the TDM plans required by LADOT can alleviate neighborhood traffic intrusion from individual developments within the ECTNP Area, regional growth and associated increases in activity levels may still result in vehicles diverting to residential roadways. As noted, while both the MP 2035 and CTCSP/WLA TIMP include proposed roadway network changes, they do not provide detailed intersection level designs in the study area. Therefore, as noted above, detailed evaluation of traffic and associated impacts from these projects is not possible. On a regional level, traffic in the study area is anticipated to increase in conjunction with regional population, housing, and employment growth projected to occur in the future by SCAG. This growth would occur with or without implementation of the Proposed Project. The background growth influences the transportation analysis by accounting for the increased activity levels under Future With Project conditions, although those increases would occur with or without the project. The combination of the Proposed Project together with the anticipated roadway network changes in MP 2035 and the CTCSP/WLA TIMP would further increase traffic and associated impacts, such as neighborhood intrusion, as compared to the 2035 With Project scenario analyzed for the Proposed Project in Impact 4-12-3. Therefore, there is a significant impact to neighborhood intrusion from cumulative projects. The Proposed Project would result in a cumulatively considerable contribution to neighborhood intrusion impacts.

Congestion Management Plan (CMP). As defined by the CMP, a significant impact occurs when a project increases traffic demand on a CMP facility by two percent of capacity ($V/C \geq 0.02$), causing LOS F ($V/C > 1.00$); if the facility is already at LOS F, a significant impact occurs when a project increases traffic demand on a CMP facility by two percent of capacity ($V/C \geq 0.02$). On a regional level, traffic in the Project Area is anticipated to increase in conjunction with regional population, housing, and employment growth projected to occur in the future by SCAG. This growth would occur with or without implementation of the Proposed Project. The background growth influences the transportation analysis by accounting for the increased activity levels under Future With Project conditions, although those increases would occur with or without the project. Consequently, when comparing traffic operations on the CMP network under Future With

Project conditions to Future No Project conditions, peak period congestion continues to increase as a result of background and project growth. The combination of the Proposed Project together with the anticipated roadway network changes in MP 2035 and the CTCSP/WLA TIMP would further increase traffic and associated roadway impacts, such as impacts on CMP arterial facilities, as compared to the 2035 With Project scenario analyzed for the Proposed Project in Impact 4.12-5. The Proposed Project would result in a cumulatively considerable contribution to CMP arterial impacts. The Proposed Project would not meet CMP criteria for a significant impact to freeways or transit service (Impacts 4.12-4 and 4.12-6). The thresholds used to determine significant project-level impacts to freeways and transit service are also used to determine the potential for cumulatively considerable contributions to these impacts. Therefore, the Propsed Project would not make a cumulatively considerable contribution to freeway or transit service impacts using CMP criteria.

Emergency Access. As discussed above, the Proposed Project would increase traffic in the area resulting in potential delays for emergency vehicles. As noted above, while both the MP 2035 and CTCSP/WLA TIMP include proposed roadway network changes, they do not provide detail ed intersection level concepts in the study area. It is possible that some of these roadway improvements would provide a benefit to emergency access. As discussed above, Department of City Planning Staff have discussed the LAFD Strategic Plan and its relationship to growth and traffic with LAFD Staff in order to understand how LAFD responds to growth and changes in traffic from cululative development and changes to the roadway network. LAFD advised that while increasing congestion is a factor in how they address emergency response, their ongoing planning efforts, including the LAFD Strategic Plan, take in to account such increases in congestion and LAFD continues to plan for and maintain public safety and emergency service as required. LAFD will continue to monitor any impact of growth and changes to the roadway network may have on response times and make adjustments as necessary. These adjustments may or may not include redeploying resources, adding staff or building new fire stations. Based on conversations with LAFD regarding this project and the two other related plans in the area, cumulative impacts are considered less than significant.

Construction of new emergency service facilities as a result of increased traffic delays is not reasonably foreseeable at the present time given the number of factors that affect emergency response. Even if new facilities were needed and constructed impacts would generally fall within those discussed in this document, except for potential operational noise impacts associated with new emergency response facilities. However, it is too speculative to determine even if new facilities would be needed, let alone where noise impacts could occur.

4.13 UTILITIES AND SERVICE SYSTEMS

This section provides an overview of the utilities and service systems and evaluates the construction and operational impacts associated with the Proposed Project. Topics addressed include water, wastewater, solid waste, and energy.

The Proposed Project is evaluated with respect to the demand that could be placed on water, wastewater, solid waste, and energy service providers, whether this demand can be met without the need for additional infrastructure, and whether the Proposed Project would be in compliance with regulations governing the provision of this utility. Assessment of impacts on water, wastewater, solid waste, and energy conveyance infrastructure and supply includes the comparison of estimated project-generated demand against existing and anticipated resource supplies and/or conveyance/treatment capacity.

For the purposes of this evaluation, data for both the Proposed Project and Proposed Project with the Alternative Compliance scenario was used to generate demand estimates. With the Alternative Compliance scenario, there would be a greater residential population and fewer employees when compared to the Proposed Project without Alternative Compliance scenario.

WATER SUPPLY

REGULATORY FRAMEWORK

FEDERAL

The Clean Water Act (CWA) is discussed below under wastewater.

Safe Drinking Water Act (SDWA). The SDWA ensures the quality of Americans' drinking water. The law requires actions to protect drinking water and its sources (e.g., rivers, lakes, reservoirs, springs and groundwater wells) and applies to public water systems serving 25 or more people. It authorizes the U.S. Environmental Protection Agency (USEPA) to set national health-based standards for drinking water to protect against both naturally occurring and manmade contaminants. In addition, it oversees the states, municipalities and water suppliers that implement the standards. USEPA standards are developed as a Maximum Contaminant Level (MCL) for each chemical or microbe. The MCL is the concentration that is not anticipated to produce adverse health effects after a lifetime of exposure, based upon toxicity data and risk assessment principles. USEPA's goal in setting MCLs is to assure that even small violations for a period of time do not pose significant risk to the public's health over the long run. National Primary Drinking Water Regulations (NPDWRs) are legally enforceable standards that limit the levels of contaminants in drinking water supplied by public water systems. Secondary standards are non-enforceable guidelines regulating contaminants that may cause cosmetic effects (such as skin or tooth discoloration) or aesthetic effects (such as taste, odor, or color) in drinking water. USEPA recommends secondary standards to water systems but does not require systems to comply. However, states may choose to adopt them as enforceable standards.

STATE

Governor's Declaration of a State of Emergency. On January 17, 2014, California Governor Jerry Brown proclaimed a state of emergency due to drought conditions. This proclamation directs all local urban water suppliers and municipalities immediately implement their local water shortage contingency plans. In response to

the proclamation, the City and the Los Angeles Department of Water and Power (LADWP) activated Water Conservation Response Unit to implement the Emergency Water Conservation Plan (EWCP).

On May 9, 2016, Governor Jerry Brown signed Executive Order B-37-16 that established a new water use efficiency framework for California. The order bolstered the state's drought resilience and preparedness by establishing longer-term water conservation measures that include permanent monthly water use reporting, new urban water use targets, reducing system leaks and eliminating clearly wasteful practices, strengthening urban drought contingency plans and improving agricultural water management and drought plans. Based on monthly water use reporting, the majority of urban water suppliers reported sufficient supplies to meet demand in three additional dry years and are not subject to state conservation mandates. On February 8, 2017, the State Water Resources Control Board (SWRCB) adopted an emergency water conservation regulation to amend and extend the May 2016 regulation. The amended regulation allows certain suppliers the opportunity to submit or resubmit their water supply reliability assessments by March 15, 2017 and does not require mandatory conservation unless water suppliers determine that they have a shortfall. Prohibitions against homeowner's associations penalizing homeowners for certain outdoor conservation practices during a declared drought remain and similar requirements are extended to cities and counties. The extension maintains urban water supplier monthly reporting and basic water conservation measures. Accordingly, the SWRCB will separately take action to make reporting and wasteful water practices permanent.[1]

Urban Water Management Planning Act. In 1983, the California Legislature enacted the Urban Water Management Planning Act (Water Code Section 10610 *et seq*.), which requires urban water suppliers to develop water management plans to actively pursue the efficient use of available supplies. Every five years, water suppliers are required to develop Urban Water Management Plans (UWMPs) to identify short-term and long-term water demand management measures to meet growing water demands. The LADWP, as a water supplier, has prepared and adopted an UWMP, the latest of which was completed in the year 2015.

In addition to the UWMP, there are several state regulations which govern water consumption within the City:

- Title 20, California Code of Regulations (CCR) Section 1605.1 - Mandates water conservation by establishing efficiency standards that give the maximum flow rate of all new shower heads, lavatory, sink faucets, and tub spout diverters.
- Health and Safety Code Section 17921.3 - Requires all buildings to have low-flush toilets and urinals.
- Health and Safety Code Section 116785 - Prohibits the installation of residential water softening or conditioning appliances unless certain conditions are met, and requires the installation of water conservation devices on fixtures using softened or conditioned water.
- Water Code Section 10910 - Requires the identification of any public water system that may supply water for proposed projects that are subject to CEQA and provides guidelines to include in a water supply assessment, as further described below.

Water Conservation Act. In 2009, the Water Conservation Act was enacted by the California Legislature, which required water agencies to reduce per capita water use by 20 percent by 2020 (known as 20x2020). This includes increasing recycled water use to offset potable water use. Water suppliers are required to set a water use target for 2020 and an interim target for 2015 using one of four methods stipulated in the Act. Failure to meet adopted targets will result in the ineligibility of a water supplier to receive water grants or loans administered by the State. In compliance with this Act, LADWP has calculated its baseline per capita water use, its urban use target for 2020, and its interim water use target for 2015. **Table 4.13-1** details the results of LADWP's calculations.

[1]State Water Resources Control Board, *Water Conservation Portal – Emergency Conservation Regulation*, http://www.waterboards.ca.gov/water_issues/programs/conservation_portal/emergency_regulation.shtml, accessed March 7, 2017.

TABLE 4.13-1: 20X2020 BASE AND TARGET DATA	
20x2020 Required Data	**Gallons Per Capita per Day (gpcd)**
BASE PER CAPITA DAILY WATER USE	
10-Year Average /a/	154
5-Year Average /b/	152
2020 TARGET USING METHOD 3 /c/	
95% of Hydrologic Region Target (149 gpcd)	142
95% of Base Daily Capita Water Use 5-Year Average (152 gpcd)	144
Actual 2020 Target	142
2015 Interim Target	**148**
2015 Actual Use	**114**

/a/ Ten-year average based on fiscal year 1995/96 to 2004/05.
/b/ Five-year average based on fiscal year 2003/04 to 2007/08.
/c/ Methodology requires smaller of two results to be actual water use target to satisfy minimum water use target.
SOURCE: Los Angeles Department of Water and Power, *2015 Urban Water Management Plan, Executive Summary, Exhibit ES-L*, page ES-15.

Water Supply Assessments (WSA). In 2001, the California State Legislature approved SB 610, which amended Public Resources Code Section 21151.9 and Water Code Sections 10910 *et seq.* requiring the preparation of a "water supply assessment" for large developments. A WSA would be required under the following circumstances:

- A proposed residential development of more than 500 dwelling units;
- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- A proposed hotel or motel, or both, having more than 500 rooms;
- A mixed-use project that includes one or more of the projects specified in this subdivision; and/or
- A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500-dwelling unit project.

These assessments, prepared by "public water systems" responsible for service, address whether adequate existing or projected water supplies are available to serve future development occurring under Proposed Project. State regulations do not specifically require the preparation of a WSA for a general plan. Section 10910(c)(2) states that if the projected water demand associated with a proposed plan was accounted for in the most recently adopted UWMP, the public water system may incorporate the requested information from the UWMP into the analysis.

Water Conservation in Landscaping Act. In 2006, this Act was enacted by the California Legislature to resolve outdoor water waste through improvements in irrigation efficiency and selection of plants requiring less water. This Act required an update to the existing local Model Water Efficiency Landscape Ordinance.

2010 California Green Building Standard Code. The California Green Building Standards Code is Part 11 of twelve parts of the official compilation and publication of the adoption, amendment and repeal of building regulations to the CCR Title 24, also referred to as the California Building Standards Code. The purpose of this code is to improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. The provisions of this code shall apply to the planning, design, operation, construction, use and occupancy of every newly constructed building or structure, unless otherwise indicated in this code, throughout the State of California.

LOCAL

City of Los Angeles General Plan (Framework). The Framework was adopted in 1996 and amended in August 2001. The Framework is a general, long-term, programmatic document that has goals and policies that are implemented by the various individual elements of the City of Los Angeles General Plan. The goals, objectives, and policies of the Framework that are related to water supply, storage, and delivery infrastructure are listed in **Table 4.13-2**.

TABLE 4.13-2: RELEVANT GENERAL PLAN WATER SUPPLY GOALS, OBJECTIVES, AND POLICIES

Goal/Objective/Policy	Goal/Objective/Policy Descriptions
Goal 9C	Adequate water supply, storage facilities, and delivery system to serve the needs of existing and future residents and businesses.
Objective 9.8	Monitor and forecast water demand based upon actual and predicted growth.
Policy 9.8.1	Monitor water usage and population and job forecast to project future water needs.
Objective 9.9	Manage and expand the City's water resources, storage facilities, and water lines to accommodate projected population increases and new or expanded industries and businesses.
Policy 9.9.1	Pursue all economically efficient water conservation measures at the local and statewide level.
Policy 9.9.2	Develop reliable and cost-effective sources of alternative water supplies, including water reclamation and exchanges and transfers.
Policy 9.9.3	Protect existing water supplies from contamination, and clean up groundwater supplies so those resources can be more fully utilized.
Policy 9.9.4	Work to improve water quality and reliability of supply from the State Water Project and other sources.
Policy 9.9.5	Maintain existing rights to groundwater and ensure continued groundwater pumping availability.
Policy 9.9.6	Identify the needs for land and facilities necessary to provide an adequate and reliable water supply and develop those facilities in an environmentally and socially sensitive way.
Policy 9.9.7	Incorporate water conservation practices in the design of new projects so as not to impede the City's ability to supply water to its other users or overdraft its groundwater basins.
Policy 9.9.9	Clean or replace where necessary, deficient water distribution lines in the City.
Objective 9.10	Ensure that water supply, storage, and delivery systems are adequate to support planned development.
Policy 9.10.1	Evaluate the water system's capability to meet water demand resulting from the Framework Element's land use patterns.
Policy 9.10.2	Solicit public involvement, when appropriate, in evaluating options for the construction of new and/or expansion of existing water facilities.
Objective 9.11	Ensure, to the extent possible, the continued provision of water capacity, quality and delivery after an earthquake or other emergency.
Policy 9.11.1	Provide for the prompt resumption of water service with adequate quantity and quality of water after an emergency.

SOURCE: City of Los Angeles, *The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan*, re-adopted 2001.

Emergency Water Conservation Plan (EWCP). The EWCP is found in Los Angeles Municipal Code (LAMC) Chapter XII, Article I. The purpose of the EWCP is to provide a mandatory water conservation plan to minimize the effect of a water shortage to City water users. The provisions outlined within the EWCP are intended to significantly reduce the consumption of water over an extended period of time, thereby extending the available water required for the City water users while reducing the hardship of the City and the general public to the greatest extent possible. The EWCP contains five water conservation phases, which correspond with the severity of water shortage. Each increase in phase corresponds with more stringent water conservation measures.[2] Phase I of the EWCP requires a number of water-saving measures, including prohibiting hose watering of driveways and associated walkways; requiring decorative fountains to use recycled water, and repairing water leaks in a timely manner. The City imposes additional mandatory

[2]City of Los Angeles Department of Water and Power, *Fact Sheet: Revised Water Conservation Ordinance*, 2010.

water use restrictions as a result of drought conditions. As of April 2016, Mayor Eric Garcetti approved an amendment to the EWCP that would increase fines for water wasters during periods of severe drought and will encourage conservation by the City's largest residential users.[3]

Model Water Efficient Landscape Ordinance. In 2009, the City adopted the Model Water Efficient Landscape Ordinance in compliance with the State Water Conservation in Landscaping Act. This Ordinance requires development of water budgets for landscaping, reduction of erosion and irrigation related runoff, utilization of recycled water if available, irrigation audits, development of requirements for landscape and irrigation design, and scheduling of irrigation based on localized climate for new construction and redevelopment projects. The City requires automatic sprinkler systems to be installed to irrigate landscaping during morning hours or during the evening to reduce water losses from evaporation. Sprinklers are required to water less often in cooler months and during the rainfall season, so that water is not wasted in excessive landscape irrigation.

Landscape Ordinance No. 170,978. In 1996, the City's Landscape Ordinance became effective with an overarching goal to improve the efficient use of outdoor water. This Ordinance was amended in 2009 to comply with the Water Conservation in Landscaping Act of 2006 and the Model Water Efficient Landscape Ordinance.

Water Efficiency Requirements Ordinance. In 2009, the City further increased its water efficiency mandates with the adoption of the Water Efficiency Requirements Ordinance. This Ordinance establishes water efficiency requirements for new developments and renovations of existing buildings by requiring installation of high efficiency plumbing fixtures in all residential and commercial buildings.

Retrofit on Resale Ordinance. In 1988, the City adopted a plumbing retrofit ordinance to mandate the installation of conservation devices in all properties and to require water-efficient landscaping in all new construction. This Ordinance requires the installation of ultra-low-flush toilets and water saving showerheads in single- and multi-family residences prior to resale. LADWP has explored the expansion of the City's Retrofit on Resale Ordinance to include non-residential properties.

Ordinance No. 165,004. Adopted in 1989, this Ordinance effectively reduces Citywide water consumption by requiring new buildings to install water conservation fixtures, such as ultra-low-flush toilets, urinals, taps, and showerheads, and plumbing fixtures which reduce water loss from leakage in order to obtain building permits in the City of Los Angeles. In addition, there are provisions requiring xeriscaping – the use of low-maintenance, drought-resistant plants.

Ordinance No. 166,080. Adopted in 1991, this Ordinance prohibits the use of hoses to wash sidewalks, walkways, driveways, or paved parking areas.

Low Impact Development (LID) Ordinance. On January 15, 2010, the City of Los Angeles approved the LID Ordinance requiring a variety of best management practices (BMPs) to manage stormwater and urban runoff and reduce runoff pollution. The LID Ordinance builds on the City's Standard Urban Stormwater Mitigation Plan process incorporating environmental practices including infiltration, capture and use, groundwater recharge, and biofiltration.

[3] Los Angeles Department of Water and Power, *LADWP Newsroom Mayor Garcetti Signs New Water Saving Measures*, April 27, 2016, http://www.ladwpnews.com/go/doc/1475/2814194/Mayor-Garcetti-Signs-New-Water-Saving-Measures, accessed March 7, 2017.

2014 Los Angeles Amendment Green Building Code, No. 182849. The purpose of the Green Building Program is to reduce the use of natural resources, create healthier living environments and minimize the negative impacts of development on local, regional, and global ecosystems. The program consists of a Standard of Sustainability and Standard of Sustainable Excellence. The program addresses five key areas: (1) Site: location, site planning, landscaping, storm water management, construction and demolition recycling; (2) Water Efficiency: efficient fixtures, wastewater reuse, and efficient irrigation; (3) Energy & Atmosphere: energy efficiency, and clean/renewable energy; (4) Materials & Resources: materials reuse, efficient building systems, and use of recycled and rapidly renewable materials; and (5) Indoor Environmental Quality: improved indoor air quality, increased natural lighting, and improved thermal comfort/control. As of April 2016, Mayor Eric Garcetti approved an amendment to the Green Building Code will require that water conservation measures be incorporated into the construction and design of new buildings, additions, and alterations valued at over $200,000.[4]

Los Angeles Department of Water and Power (LADWP) Policies. The City requires that each applicant coordinate with the LADWP in order to ensure that existing and/or planned water conveyance facilities are capable of meeting water demand/pressure requirements. In coordination with the LADWP, each applicant/contractor shall identify specific on- and off-site improvements needed to ensure that impacts related to water supply and conveyance demand/pressure requirements are addressed at the time that a water connection permit application is submitted. Water supply and conveyance demand/pressure clearance from LADWP shall be required during this time as well.

Los Angeles Fire Department (LAFD) and Building and Safety Department Policies. The City requires each applicant to coordinate with the LAFD and Building and Safety Department in order to ensure that existing and/or planned fire hydrants are capable of meeting fire flow demand/pressure requirements. The issuance of building permits shall be dependent upon submission, review, approval, and testing of fire flow demand and pressure requirements, as established by the LAFD and Building and Safety Department prior to occupancy. In addition, prior to issuance of building permits, applicants are required to pay any appropriate fees imposed by the Building and Safety Department. A percentage of building permit fees is contributed to the fire hydrant fund, which provides for Citywide fire protection improvements.

Los Angeles Department of Water and Power (LADWP) 2015 Urban Water Management Plan (UWMP). The 2015 UWMP, the water supply planning document for the City prepared by LADWP, presents the basic policy principles that guide LADWP's decision-making process to secure a sustainable water supply for Los Angeles. The 2015 UWMP forecasts future water demands and water supplies under average and dry year conditions; identifies future water supply projects such as recycled water; provides a summary of water conservation BMPs; and provides a single and multi-dry year management strategy. The 2015 UWMP serves as a master plan for water supply and resources management consistent with the City's goals and policy objectives; and (2) provides full compliance with the requirements of the Urban Water Management Planning Act. Faced with increasing demands for additional water supplies and drought conditions, several sustainability initiatives continue to be implemented to decrease water use by up to 25 percent per capita over the next 20 years, reduce dependence on imported water supplies, and accelerate the development of local supplies.[5]

[4]Los Angeles Department of Water and Power, *LADWP Newsroom Mayor Garcetti Signs New Water Saving Measures*, April 27, 2016, http://www.ladwpnews.com/go/doc/1475/2814194/Mayor-Garcetti-Signs-New-Water-Saving-Measures, accessed March 7, 2017.

[5]Los Angeles Department of Water and Power, *2015 Urban Water Management Plan*, 2015, adopted April 2016.

EXISTING SETTING

WATER SUPPLY

LADWP manages the water supply for the City of Los Angeles. The LADWP provides about 168 billion gallons of water to 3.9 million residents and businesses and 675,000 customers each year. Primary sources of water for the LADWP service area include the Los Angeles Aqueduct (LAA) (29 percent of the City's water supply), local groundwater (12 percent of the City's water supply), State Water Project (SWP), and the Colorado River Aqueduct (supplied by Metropolitan Water District of Southern California (MWD) and makes up 57 percent of the City's water supply), and recycled water (2 percent of the City's water supply). Recycled water is beginning to become a larger part of the overall supply portfolio. Water supplies from the LAA, SWP, and Colorado River Aqueduct are considered imported sources because they are obtained outside of LADWP's service area. **Table 4.13-3** shows the LADWP water supplies.[6] In 2015, LADWP supplied approximately 513,540 acre-feet (af) of water to the City.[7]

TABLE 4.13-3: LADWP WATER SUPPLY SERVING THE CITY OF LOS ANGELES (IN ACRE FEET)

Fiscal Year	LAA	Local Groundwater	MWD	Recycled Water	Transfer, Spread, Sills, and Storage /a/	Total
2003	251,340	56,341	317,015	1,759	2,528	653,928
2004	203,190	75,696	391,678	1,774	-2,958	675,296
2005	376,394	57,623	184,605	1,401	3,140	616,883
2006	380,235	67,299	188,598	3,893	-1,336	641,361
2007	127,392	88,041	435,278	3,595	1,044	653,261
2008	148,407	64,604	429,170	7,048	1,664	647,565
2009	137,261	66,998	350,918	7,570	3,052	559,695
2010	199,739	76,982	260,774	6,703	-58	544,256
2011	307,692	49,354	166,452	7,894	-1,082	532,473
2012	266,634	61,060	210,437	6,850	751	544,230
2013	113,411	58,811	388,460	7,513	-1,743	569,938
2014	61,024	79,403	441,986	10,054	871	591,594
2015	53,546	87,046	362,606	10,437	96	513,540

/a/ A negative number does not represent a loss. Rather, the negative number indicates the amount of water that has been taken or stored into the reservoir system. A positive number indicates spills from the reservoir system. For example, in 2003, approximately 2,528 acre-feet of water were spilled from the reservoir system, while in 2004, approximately -2,958 acre-feet of water were taken or stored into the reservoir system.

SOURCE: Los Angeles Department of Water and Power, *2010 Urban Water Management Plan, 2011 (for years 2003 through 2009); 2015 Urban Water Management Plan, Exhibit 12P: LADWP Water System Energy Intensity for FYs 2010-2015, 2016.*

Local Groundwater. The LADWP traditionally extracts groundwater from nine well fields on City-owned property in Owens Valley, and three local groundwater basins: San Fernando, Sylmar, and Central. Groundwater pumped from Owens Valley is used in Owens Valley and in the City. **Table 4.13-4** lists the quantities of water that LADWP extracted from the Owens Valley, San Fernando, Sylmar, and Central groundwater basins. A remediation of an environmental condition occurred in the Owens Valley River and Mono Lake as a result of water diversion for the LAA, in which 182,000 acre feet (af) was used to raise the lake water level and mitigate dust issues. The water supply was reduced from 2003 to 2015 for

[6]Los Angeles Department of Water and Power, *LADWP Newsroom Mayor Garcetti Signs New Water Saving Measures*, April 27, 2016, http://www.ladwpnews.com/go/doc/1475/2814194/Mayor-Garcetti-Signs-New-Water-Saving-Measures, accessed March 7, 2017.

[7]An acre-foot of water is equivalent to 325,851 gallons of water.

environmental mitigation for the court ordered program.[8] A detailed discussion of these groundwater basins is found in Section 4.7, Hydrology and Water Quality, of this Draft EIR.

As detailed in **Table 4.13-4**, over the course of the 2014-2015 water year, LADWP pumped 87,097 af of water from the San Fernando Groundwater Basin, 16,546 af of water from the Central Basin, 3,570 af of water from the Sylmar Groundwater Basin, 1,503 af of water from the West Coast Basin and 500 af of water from the Eagle Rock Groundwater Basin. In accordance with the City's long range water management plan, LADWP plans to continue production from its groundwater basins in the coming years to offset reductions in imported supplies. However, extraction from groundwater basins is limited by the water quality and overdraft protection. Both the LADWP and the California Department of Water Resources have programs in place to monitor wells to prevent overdraft. LADWP's groundwater pumping practice is based on a "safe-yield" operation. The objective of which is to extract an amount of groundwater equal to the native and imported water that recharges the groundwater basins.

TABLE 4.13-4: LADWP GROUNDWATER EXTRACTIONS (IN ACRE FEET)

Water Year (October-September)	Groundwater Basin				Total
	Owens Valley	San Fernando	Sylmar	Central	
2004-2005	85,820	49,085	1,110	13,401	149,416
2005-2006	57,412	38,042	2,175	13,725	111,354
2006-2007	58,621	76,251	3,919	13,609	152,400
2007-2008	60,337	50,009	2,997	10,754	124,097
2008-2009	68,149	52,846	868	11,817	133,680
2010-2011	offline	44,029	225	5,099	49,353
2011-2012	offline	50,244	1,330	9,486	61,060
2012-2013	offline	50,550	1,952	6,310	58,812
2013-2014	offline	68,784	891	9,727	79,402
GROUNDWATER BASIN CHANGE DUE TO ENVIRONMENTAL MITIGATION PROGRAM FOR OWENS VALLEY					
Water Year (October-September)	**San Fernando**	**Central**	**Sylmar**	**West Coast**	**Eagle Rock**
2014-2015	87,097	16,546	3,570	1,503	500
				Total	**109,216**

SOURCE: Los Angeles Department of Water and Power, *2010 Urban Water Management Plan,* 2011; *2015 Urban Water Management Plan*, 2016.

Los Angeles Aqueduct (LAA). Snowmelt runoff from the Eastern Sierra Nevada Mountains and groundwater from the Owens Valley Groundwater Basin are collected and conveyed to the City via the LAA. LAA supplies can fluctuate yearly due to varying hydrologic conditions. In recent years, the LAA supplies have been less than the historical average because of LADWP's obligations to perform environmental restoration in Mono and Inyo Counties. The Runoff Forecast Model and the Los Angeles Aqueduct Simulation Model (LAASM) was used jointly to predict water available from the LAA. Average long-term LAA delivery over the next 25 years is expected to be 278,000 acre-feet per year (afy) with a decline to 267,000 due to climate change impacts. However, by 2024, with the completion of the Master Project, LAA delivery will increase to 286,000 due to conserved water at Owens Lake.[9]

Metropolitan Water District of Southern California (MWD). The MWD is a consortium of 26 member agencies, which includes LADWP. The MWD service area encompasses the service areas of its 26 member agencies, approximately 5,200 square miles, and includes portions of Los Angeles, Orange, Riverside, San Bernardino, San Diego, and Ventura Counties. LADWP purchases water from MWD to supplement its water

[8]An acre-foot of water is equivalent to 325,851 gallons of water.
[9]Los Angeles Department of Water and Power, *2015 Urban Water Management Plan*, adopted April 2016.

supplies from the LAA and local groundwater basins. MWD is the largest water wholesaler for domestic and municipal uses in Southern California. MWD imports its water supplies from Northern California through the SWP via the California Aqueduct, and the Colorado River through the MWD-owned Colorado River Aqueduct. Per MWD Act Section 135, each of MWD's 26 member agencies has a preferential right to purchase water from the MWD.[10] Between 2010/2011 to 2014/2015, the City purchased a five-year average of 57 percent of its water from MWD.

Due to effects from dry weather conditions and environmental restrictions on water pumping operations within San Francisco Bay/Sacramento-San Joaquin River Delta (Delta), the MWD service area may not meet the future water demand of its member agencies. To address the possibility that MWD water supplies may not meet member water demand, the MWD and its 26 member agencies have prepared a Water Supply Allocation Plan (WSAP). If the MWD cannot meet member water demand for any given year, it uses a formula within the WSAP to allocate water to member agencies in a fair and efficient manner.

MWD has undertaken efforts to provide additional supply reliability for the entire southern California region. MWD has worked closely with LADWP to ensure the implementation of water resource development plans. To meet member agencies' growing supply and reliability needs, MWD is planning improvements to the WSAP. To date, the MWD Board of Directors voted to not implement a WSAP for 2016/2017 as water supply conditions have improved and storage levels in SWP reservoirs have increased.[11]

Recycled Water. Recycled water is produced by the Hyperion Treatment Plant (HTP), Terminal Island Water Reclamation Plant (TIWRP), Donald C. Tillman Water Reclamation Plant (DCTWRP), and the Los Angeles-Glendale Water Reclamation Plant (LAGWRP). Currently, recycled water is provided for landscape irrigation and commercial uses. **Table 4.13-5** provides details on these treatment plants services, capacity, and average daily flows. There is no recycled water infrastructure within the Project Area.

TABLE 4.13-5: WASTEWATER TREATMENT PLANTS SUMMARY

Wastewater Treatment Plants	Treatment Level	Capacity (mgd)	Average Flows (mgd)
Donald C. Tillman	Tertiary to Title 22 Standards with Nitrification/Dentrification	80	34
Los Angeles-Glendale	Tertiary to Title 22 Standards with Nitrification/Dentrification	20	14
Terminal Island	Tertiary; Advanced treatment (MF/RO) of 5 mgd	30	16
Hyperion	Full secondary	450	263

Note: mgd = million gallons per day
SOURCE: Los Angeles Department of Water and Power, *2015 Urban Water Management Plan; Exhibit 4C: Sources of Recycled Water Summary*, 2016.

WATER CONSERVATION

Los Angeles consistently ranks among the lowest in per person water consumption when compared to California's largest cities.[12] This is accomplished through water metering, water rationing, public awareness and incentives, industrial process water use efficiency, and other policies, programs and ordinances. As a result of water conservation measures, the City has reduced its water usage by 31 percent during Fiscal Year (FY) 2014/2015 compared to FY 2006/2007.[13] Furthermore, state legislation, which postdates several City water conservation ordinances, has only strengthened the City's commitment to water conservation and provides added assurance that the City will continue its leadership role in managing demand for water in the near and distant future.

[10]The MWD Act was passed in 1928 to form the MWD and governs how the MWD operates within the state.
[11]Metropolitan Water District of Southern California, *5/10/2016 Board Meeting, Board of Directors Water Planning and Stewardship Committee*, March 10, 2016.
[12]Los Angeles Department of Water and Power, *2015 Urban Water Management Plan, Chapter Three: Water Conservation*, adopted April 2016.
[13]*Ibid*.

WATER SUPPLY TREATMENT PROCESS

LADWP supplies water that meets or exceeds all health-related State and federal standards.[14] LADWP accomplishes such standards by: (1) filtration of the LAA supply; (2) security measures safeguarding access to water supply and storage areas; (3) control of algae growth in groundwater and reservoirs; (4) continuous disinfection of water entering mains; and (5) regular water quality testing, inspection, and cross-control prevention.

All water coming from the LAA, the California Aqueduct, and the Colorado River Aqueduct is filtered and treated at the LAA Filtration Plant to ensure a safe drinking water supply. Once at the filtration plant, all water travels through screens that remove environmental debris such as twigs and dead leaves. Bacteria and other impurities that can affect taste, odor, and color are eliminated by ozone injections, a super-charged oxygen molecule with powerful disinfecting properties. Treatment chemicals are then quickly dispersed into the water to make fine particles called "floc", which are subsequently removed via a 6-foot-deep coal filter. The final step is the addition of chlorine and fluoride, which ensure lasting disinfection and strengthen tooth enamel. The LAA Filtration Plant has a water treatment capacity of up to 600 million gallons per day (mgd). In the mid-2000's, LADWP began a comprehensive modernization of the filtration plant to upgrade and replace equipment. The upgrade program is on-going process and will continue to deliver dependable supply of safe, quality water to its customers in an efficient and responsible manner. Furthermore, LADWP continues to invest in improving drinking water quality through its Capital Improvement Program, in which water quality capital expenditures are approximately $1.4 billion, and 40 percent of the total capital budget.[15]

The City's groundwater supply in the San Fernando and Central Basins is generally clean. LADWP pumps from the clean parts of the basins and disinfects this groundwater with chlorine as a safeguard against microorganisms. Additionally, LADWP continuously monitors and ensures that all water meets water quality standards and results are far below the maximum contaminant levels permitted by federal or state regulations.

Existing Water Demand. The estimated water usage of existing uses within the entire Project Area is shown in **Table 4.13-6**. Each type of use demands water at a different rate. For example, single-family dwelling units demand approximately 180-230 gallons per day (gpd), whereas multi-family dwelling units demand approximately 80-200 gpd (depending on number of bedrooms). The total water usage within the Project Area is estimated to be approximately 10 million gpd or 11,226 afy.[16] Water usage within the Project Area represents approximately 2 percent of water supplied by LADWP to the City in 2012 (552,660 afy).

TABLE 4.13-6: ESTIMATED EXISTING WATER USAGE WITHIN THE PROJECT AREA

	Water Usage (gpd)	Water Usage (afy)
Change Areas /a/	**1,313,968**	**1,472**
Non-Change Areas /b/	**8,710,645**	**9,754**
Single Family Residential	987,690	1,106
Multi-Family Residential	2,852,307	3,194
Non-Residential	654,361	733
Landscaping /c/	2,482,451	2,780
Cooling Tower /d/	1,733,836	1,942
Total Existing Water Usage of the Entire Project Area	**10,024,613**	**11,226**

/a/ Water usage for the change areas is based on the estimates in the WSA prepared by LADWP for the change areas, and incorporates residential use, non-residential use, landscaping, and cooling towers.
/b/ Water usage for the non-change areas is based on factors identified in the WSA and weighted to establish the usage presented above.
/c/Quantity of landscaping for the non-change areas was derived using parcel data for the non-change areas.
/d/Water usage for cooling towers is based on factors identified in the WSA prepared by LADWP for the change areas and excludes single-family residential units (see **Appendix J**).
SOURCE: City of Los Angeles, Department of City Planning, February 2014; TAHA, 2017.

[14]Los Angeles Department of Water and Power, *2010 Drinking Water Quality Report*, 2011.

[15]Los Angeles Department of Water and Power, *Water Quality Improvement,* https://www.ladwp.com/ladwp/faces/wcnav_externalId/a-w-rsrvoir-imprv?_afrLoop=1006245986409116#%40%3F_afrLoop%3D1006245986409116%26_adf.ctrl-state%3Duq2zhs1ee_25, accessed September 20, 2016.

[16]One acre-foot is equivalent to 325,851 gallons; therefore, the annual usage in acre-feet (afy) was derived by multiplying the daily usage by 365 days and dividing by 325,851 gallons.

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the CEQA Guidelines, the Proposed Project would have a significant impact related to water demand and/or conveyance infrastructure if it would:

- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; and/or
- Have insufficient water supplies available to serve the project from existing entitlements and resources, or result in new or expanded entitlements needed.

CITY OF LOS ANGELES CEQA THRESHOLDS GUIDELINES

Based on the criteria set forth in the (2006) Los Angeles CEQA Thresholds Guide (Thresholds Guide), the determination of significance shall be made on a case-by-case basis, considering the following factors:

- The total estimated water demand for the project as compared to existing water demand;
- Whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout; and
- The degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

METHODOLOGY

The Thresholds Guide sets forth guidance for the determination of significance for impacts on water supply. This guidance is generally based on Appendix G of the CEQA Guidelines, and provides specific criteria to be considered when making a significance determination. For this analysis, Appendix G criteria are used, supplemented by the thresholds identified in the City's Thresholds Guide, where appropriate.

In order to evaluate the effects of the Proposed Project on water supplies, it is necessary to evaluate the expected demand for water supplies as a result of the reasonably foreseeable implementation of the Proposed Project and the Proposed Project with Alternative Compliance scenario. The primary factors affecting demand for water supplies are: total population, housing unit growth, total employment, and landscaping. By considering these factors, water demand forecasts were made by land use water usage factors and a corresponding unit base (i.e., total number of units for residential uses, and total square footage for non-residential uses and landscaping).[17] **Tables 4.13-7** and **4.13-8** show the estimated water usage for the entire ECTNP Area, in both the change and non-change areas, with the Proposed Project and the Proposed Project with the Alternative Compliance scenario.

A WSA was prepared for the Proposed Project and approved on February 6, 2014.[18] The requirements for a WSA include the identification of existing water supply entitlements, water rights, or water service contracts held by LADWP's public water system, and prior years' water deliveries received by LADWP's public water system. LADWP determined that the future development in the change areas with the Proposed Project would result in a maximum increase in water demand of 2,793 acre-feet per year over existing conditions, as shown in **Table 4.13-7**, and that this additional demand can be met.

[17]City of Los Angeles, *CEQA Thresholds Guide*, 2006, page M.1-4.

[18]Los Angeles Department of Water and Power, *Water Supply Assessment for the Exposition Corridor Transit Neighborhood Plans (Proposed Project)*, February 6, 2014.

TABLE 4.13-7: ESTIMATED WATER USAGE OF THE PROJECT AREA WITH PROPOSED PROJECT (2035)

	Water Use (gpd)	Water Use (afy)
Change Areas /a/		
Estimated Total Water Usage of the Change Areas /b/	**3,807,070**	**4,265**
Less Existing Water Usage of the Change Areas	*1,313,968*	*1,472*
Net Water Usage of the Change Areas	**2,493,102**	**2,793**
Non-Change Areas /c/		
Single-Family Residential	987,690	1,106
Multi-Family Residential	2,574,848	2,883
Non-Residential	624,322	699
Landscaping /d/	2,415,486	2,705
Cooling Tower /e/	3,359,620	3,762
Estimated Total Water Usage of the Non-Change Areas	**9,961,966**	**11,156**
Less Existing Water Usage of the Non-Change Areas	*8,710,645*	*9,754*
Net Water Usage of the Non-Change Areas	**1,251,321**	**1,401**
Total Net Water Use of Entire Project Area	**3,744,423**	**4,194**

/a/ Water usage for the change areas is based on the estimates in the WSA prepared by LADWP for the change areas, and assumes conservation measures are implemented for new development.
/b/ Estimated future water usage in the change areas represents the sum of the existing water usage and the net water usage, both of which are identified in the WSA.
/c/ Water usage for the non-change areas is based on factors identified in the WSA and weighted to establish the usage presented above.
/d/ Quantity of landscaping for the non-change areas were derived using parcel data for the non-change areas (see **Appendix J**).
/e/ Water usage for cooling towers is based on factors identified in the WSA prepared by LADWP for the change areas and excludes single-family residential units (see **Appendix J**).
SOURCE: City of Los Angeles, Department of City Planning, February 2014; TAHA, 2017.

TABLE 4.13-8: ESTIMATED WATER USAGE OF THE PROJECT AREA WITH PROPOSED PROJECT – ALTERNATIVE COMPLIANCE (2035)

	Water Usage (gpd)	Water Use (afy)
Change Areas /a/		
Estimated Total Water Usage of the Change Areas /b/	**3,606,636**	**4,042**
Less Existing Water Usage of the Change Areas	*1,313,968*	*1,472*
Net Water Usage of the Change Areas	**2,292,668**	**2,570**
Non-Change Areas /c/	9,643,648	10,799
Single-Family Residential	987,690	1,106
Multi-Family Residential	2,574,848	2,883
Non-Residential	624,322	699
Landscaping /d/	2,415,486	2,705
Cooling Tower /e/	3,359,620	3,762
Estimated Total Water Usage of the Non-Change Areas	**9,961,966**	**11,156**
Less Existing Water Usage of the Non-Change Areas	*8,710,645*	*9,754*
Net Water Usage of the Non-Change Areas	**1,251,321**	**1,401**
Total Net Water Usage of the Entire Project Area	**3,543,989**	**3,972**

/a/ Water usage for the change areas is based on the estimates in the WSA prepared by LADWP for the change areas, and assumes conservation measures are implemented for new development.
/b/ Estimated future water usage in the change areas represents the sum of the existing water usage and the net water usage, both of which are identified in the WSA.
/c/ Water usage for the non-change areas is based on factors identified in the WSA and weighted to establish the usage presented above.
/d/ Quantity of landscaping for the non-change areas were derived using parcel data for the non-change areas (see **Appendix J**).
/e/ Water usage for cooling towers is based on factors identified in the WSA prepared by LADWP for the change areas and excludes single-family residential units (see **Appendix J**).
SOURCE: City of Los Angeles, Department of City Planning, February 2014; TAHA, 2017.

This estimate assumes the implementation of conservation measures, which would be required of all new development in the change areas. Since the preparation of the WSA, minor refinements to the ECTNP have been made that resulted in slight changes to the land use assumptions[19]; however, these refinements are not anticipated to measurably affect the results of the WSA. For planning purposes, the increase in water usage identified in the WSA is considered the reasonably anticipated increase in water demand for the change areas. Outside the change areas water demand would continue to increase as anticipated in the UWMP.

IMPACTS

IMPACT 4.13-1 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT CAUSE THE CONSTRUCTION OF NEW WATER TREATMENT FACILITIES OR EXPANSION OF EXISTING TREATMENT FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS? COMPLIANCE WITH EXISTING WATER CONSERVATION REGULATIONS WOULD ENSURE THAT THIS IMPACT REMAINS LESS THAN SIGNIFICANT.

CHANGE AREAS

Implementation of the Proposed Project would increase the amount of water supplied by LADWP to the change areas. As shown in **Table 4.13-7**, the Proposed Project would increase water demand *in the change areas* by approximately 2.5 mgd or approximately 2,793 afy over existing uses, as estimated in the WSA.

Water conservation measures would apply to new development, but existing uses are also increasingly implementing water conservation measures (in response to increased regulations, community pressure and pricing controls). Any water usage increases resulting from the Proposed Project are anticipated to occur incrementally through the year 2035.

As described below in Impact 4.13-3, sufficient water supply exists to accommodate the full implementation of the Proposed Project (with all reasonably foreseeable development constructed and occupied). As such, it is not anticipated that the Proposed Project would require additional water treatment facilities. Therefore, the Proposed Project would result in a less than significant impact related to water treatment infrastructure.

ALTERNATIVE COMPLIANCE SCENARIO

Table 4.13-8 shows that the Alternative Compliance scenario would increase water demand *in the change areas* by approximately 2.3 mgd or approximately 2,570 afy over existing uses, as estimated in the WSA. As described below in Impact 4.13-3, sufficient water supply exists to accommodate full implementation of the Proposed Project under the Alternative Compliance scenario. As such, it is not anticipated that the Proposed Project would require additional water treatment facilities. Therefore, the Proposed Project under the Alternative Compliance scenario would not result in a potentially significant impact related to water treatment infrastructure.

NON-CHANGE AREAS

Tables 4.13-7 and **4.13-8** show the estimated future water demand in the non-change areas. This demand would occur regardless of the Proposed Project, as no changes in zoning or land use designation are proposed in these areas, and thus has already been accounted for in the City's UWMP. In addition, water demand in these areas may not be as high as estimated, as water conservation in both existing and new development is anticipated to increase in the future in response to new regulations, community pressure, and pricing controls. Therefore, impacts to water treatment facilities resulting from any development in the non-change areas that is consistent with the current plan would be less than significant.

[19]Compared to the land use assumptions used in the WSA, the revised land use assumptions had an increase of 113 dwelling units and a decrease of 107,537 square feet of non-residential use.

MITIGATION MEASURES

Impacts related to the construction of new water treatment facilities would be less than significant. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts related to the construction of new water treatment facilities were determined to be less than significant without mitigation.

IMPACT 4.13-2 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT RESULT IN THE CONSTRUCTION OF NEW WATER LINES? COMPLIANCE WITH EXISTING CITY OF LOS ANGELES POLICIES WOULD ENSURE THAT THIS IMPACT WOULD REMAIN LESS THAN SIGNIFICANT.

CHANGE AREAS

Implementation of the Proposed Project would increase the amount of water supplied by LADWP to the change areas. As shown in **Table 4.13-7**, the Proposed Project would increase water demand *in the change areas* by approximately 2.5 mgd or approximately 2,793 afy over existing uses, as estimated in the WSA. Local water delivery lines may need to be augmented in certain locations within the change areas depending on specific uses, locations, and the capacity and conditions of the existing infrastructure. Consequently, this impact is found to be potentially significant due to the likelihood of construction of new water lines in the change areas. However, each applicant would be required to coordinate with LADWP in order to ensure that existing and/or planned water conveyance facilities are capable of meeting water demand/pressure requirements. In coordination with the LADWP, each Applicant/Contractor would be required to identify specific on- and off-site improvements needed to ensure that impacts related to water conveyance and demand/pressure requirements are addressed prior to issuance of a certificate of occupancy. Therefore, the Proposed Project would result in a less than significant impact related to water conveyance.

ALTERNATIVE COMPLIANCE SCENARIO

Table 4.13-8 shows that the Alternative Compliance scenario would increase water demand *in the change areas* by approximately 2.3 mgd or approximately 2,570 afy over existing uses, as estimated in the WSA. Similar to the Proposed Project, under the Alternative Compliance scenario, local water delivery lines may need to be augmented in certain locations within the change areas depending on specific uses, locations, and the capacity and conditions of the existing infrastructure. Therefore, this impact is found to be potentially significant due to the likelihood of construction of new water lines in the change areas. However, each applicant would be required to coordinate with LADWP in order to ensure that existing and/or planned water conveyance facilities are capable of meeting water demand/pressure requirements. In coordination with the LADWP, each Applicant/Contractor would be required to identify specific on- and off-site improvements needed to ensure that impacts related to water conveyance and demand/pressure requirements are addressed prior to issuance of a certificate of occupancy. Therefore, the Project under the Alternative Compliance scenario would result in a less than significant impact related to water conveyance.

NON-CHANGE AREAS

Tables 4.13-7 and **4.13-8** show the water demand in the non-change areas. This demand would occur regardless of the Proposed Project as no changes in zoning or land use designation are proposed in these areas. Similar to development in the change areas, each applicant for projects in the non-change areas will be required to coordinate with LADWP in order to ensure that existing and/or planned water conveyance facilities are capable of meeting water demand/pressure requirements. In coordination with the LADWP, each Applicant/Contractor would be required to identify specific on- and off-site improvements needed to ensure that impacts related to water conveyance and demand/pressure requirements are addressed prior to

issuance of a certificate of occupancy. Therefore, the projects in the non-change areas would result in a less than significant impact related to water conveyance.

MITIGATION MEASURES

Impacts related to the construction of new water conveyance systems would be less than significant. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts related to the construction of new water conveyance systems were determined to be less than significant without mitigation.

IMPACT 4.13-3 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT RESULT IN LADWP MAKING A DETERMINATION THAT THEY HAVE INSUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROPOSED PROJECT FROM EXISTING ENTITLEMENTS AND RESOURCES, OR WOULD THE PROPOSED PROJECT RESULT IN LADWP NEEDING NEW OR EXPANDED ENTITLEMENTS? THIS IMPACT IS LESS THAN SIGNIFICANT.

Construction

Implementation of the proposed plan would not occur immediately, but instead would occur over time. Temporary increases in water use associated with construction activities (such as dust suppression) would occur. Such use would not be substantial in relation to overall water use in the area. In addition, the increase in water use associated with construction activities in the Project Area relative to the operation of the individual project would be temporary and nominal. Therefore, construction activities associated with the Proposed Project would have a less-than-significant impact on water supply.

Operation

The Proposed Project (which, as illustrated above, generates greater water demand than the Alternative Compliance scenario) could potentially allow for an approximately 18 percent increase in the population, 18 percent increase in the number of housing units, and a 42 percent increase in the number of jobs in the Project Area by year 2035 when compared to existing 2013 conditions. The Proposed Project's expected population, housing, and employment growth would be 1.95 percent, 1.73 percent, and 6.7 percent, respectively, of SCAG's projected growth for the City as a whole by the year 2035.[20]

CHANGE AREAS

Table 4.13-7 details the estimated water use within the Project Area when built out to reasonably expected levels under the Proposed Project. Implementation of the Proposed Project in the change areas in year 2035 would result in an increase of water usage of approximately 2.5 mgd or approximately 2,793 afy over existing conditions. This increase in demand for water would occur incrementally over the lifespan of the Proposed Project. The LADWP forecasts that Citywide water demand with passive water conservation efforts would be 710,760 af in 2035.[21] Based on the estimated amount of water demanded by the Proposed Project in the

[20]During the preparation of the ECTNP Draft EIR, the 2012-2035 RTP/SCS was the most recent adopted RTP/SCS available. The 2016-2040 RTP/SCS was adopted April 7, 2016, after the analysis in the ECTNP Draft EIR was completed. The 2016-2040 RTP/SCS has been reviewed to determine if there are any substantial differences in policy and/or growth trends associated with the socioeconomic data as compared to the 2012-2035 RTP/SCS. Based on this review it has been determined that the minor refinements in policy and associated updated socioeconomic data in the 2016-2040 RTP/SCS would not substantially affect the analyses or conclusions of this ECTNP EIR. While the SCAG transportation model itself is still not available, SCAG staff indicates that changes to the network and associated calculations are minor. Please see **Appendix K** for a more detailed discussion.

[21]LADWP, *2010 Urban Water Management Plan, Exhibit 2J (Water Demand Forecast and Conservation Savings Under Average Weather Fiscal Year Ending June 30 [Acres Feet])*, January 2011.

change areas (2,793 afy), the Proposed Project would represent less than one percent (0.40 percent) of Citywide water demand in 2035.

Given the long lifespan of the Proposed Project, it is important to consider the City's commitment to water conservation in conjunction with supply and demand forecasts to fully evaluate the impacts of the Proposed Project on water supply resources. Water use in FY 2009/2010 was nearly 20 percent lower than water use in FY 2006/2007 with single-family residential water use 25 percent lower, multi-family water use 11 percent lower, commercial water use 15 percent lower and governmental water use 33 percent lower.[22] State legislation, which postdates several City water conservation ordinances, has only strengthened the City's commitment to water conservation and provides added assurance that the City will continue its leadership role in managing demand for water in the near and distant future. **Table 4.13-9** details LADWP's projected future water conservation savings by major customer classification through 2035. Total anticipated water savings from conservation is projected to be 64,367 af in FY 2034/2035, which is 20.9 billion gallons of water.

TABLE 4.13-9: ACTIVE CONSERVATION PROJECTIONS BY SECTOR

	Acre-feet per Fiscal Year				
Sector	**2014/2015**	**2019/2020**	**2024/2025**	**2029/2030**	**2034/2035**
Single-Family Residential	3,416	5,882	8,349	10,815	12,249
Multi-Family Residential	871	1,504	2,137	2,770	3,150
Commercial/Government	7,969	16,000	24,030	32,061	39,629
Industrial	1,924	3,847	5,824	7,774	9,339
Total Active Conservation Projections	**14,180**	**27,233**	**40,340**	**53,420**	**64,367**

SOURCE: Los Angeles Department of Water and Power, *2010 Urban Water Management Plan*, Chapter 3: Water Conservation, Exhibit 3I, page 76.

The City of Los Angeles' policy is that future water needs shall be met by expanding water recycling and conservation. The Proposed Project would require implementation of the following water conservation measures for all new development within the change areas in the ECTNP:

- Installation of high-efficiency toilets with flush volume of 1.0 gallons of water per flush
- Indoor faucet (other than City Ordinance No. 181480 requirements) flow rate of 1.5 gallons per minute or less
- Waterless urinals
- No more than one showerhead per stall
- Public restroom faucet flow rate of 0.5 gallons per minute or less
- Showerhead flow rate of 2.0 gallons per minute or less
- High efficiency clothes washers (commercial/residential)
- Individual metering and billing for water use
- Domestic water heating system located in close proximity to point(s) of use, as feasible; use of tankless and on-demand water heaters as feasible
- Cooling tower conductivity controllers or cooling tower pH conductivity controllers
- Water-saving pool filter system
- Leak detection system for swimming pools and jacuzzis
- Use of recycled water (if available) for appropriate end uses (irrigation, cooling towers, sanitary)
- Single pass cooling shall be prohibited (e.g., any vacuum pumps or ice machines)
- Drought tolerant plants to comprise 100 percent of total landscaping in the public-right-of-way and 70 percent of landscaping on private property
- Rainwater harvesting

[22]LADWP, *2010 Urban Water Management Plan, Exhibit 2J (Water Demand Forecast and Conservation Savings Under Average Weather Fiscal Year Ending June 30 [Acres Feet])*, January 2011.

- Irrigation shall include:
  - Weather-based irrigation controller with rain shutoff
  - Rotating sprinkler nozzles with a flow rate of 0.5 gallons per minute or less
  - Flow sensor and master valve shutoff (for large landscaped areas)
  - Matched precipitation (flow) rates for sprinkler heads
  - Drip/microspray/subsurface irrigation where appropriate
  - Minimum irrigation system distribution uniformity of 75 percent
  - Proper hydro-zoning, turf minimization and use of native/drought tolerant plant materials
  - Water conserving turf
  - Use of landscape contouring to minimize precipitation runoff

Note that any existing development within the ECTNP Area that is not redeveloped would not be required to conform to these measures although community pressure and pricing controls are anticipated to continue to reduce water demand from existing uses. New development within the Project Area would also be required to comply with the Water Efficiency Requirements Ordinance - City Ordinance No. 180822, Los Angeles Green Building Code Ordinance - City Ordinance No. 181480, and the 2010 California Green Building Standard Code.

The ECTNP would require that applicants for new development projects within the change areas that meet the SB 610 criteria (California Water Code Sections 10910 to 10915) coordinate with LADWP to determine if the net increase in water demand (not including demand for recycled water) from the individual project falls within the calculated demand as established in the WSA for the ECTNP. If an individual project is determined not to be within the water demand as identified in the WSA, then a project-specific WSA shall be required.

Water conservation efforts, a cornerstone of the City's water policy agenda, can be relied on to effectively attenuate some of the added demand for water resources as the Proposed Project is implemented. Moreover, the impacts to water demand for future water resources are minimized as implementation of the Proposed Project would occur incrementally over the lifespan of the ECTNP. In addition, the Proposed Project responds to regional growth policies to concentrate growth around transit, resulting in more efficient water use in the region (as a result of more multi-family dwellings being developed as compared to single-family dwellings). Therefore, the impacts of the Proposed Project related to available water supplies and resources would be less than significant.

ALTERNATIVE COMPLIANCE SCENARIO

Table 4.13-7 details the estimated water use within the Project Area by land use when built out to reasonably expected levels under the Alternative Compliance scenario. Implementation of the Proposed Project under the Alternative Compliance scenario in the change areas in year 2035 would result in an increase of water usage of approximately 2.3 mgd or 2,570 afy over existing conditions. According to LADWP, this anticipated water demand can be met, as it falls within the maximum water demand from the Project noted in the WSA for the change areas.

The LADWP forecasts that Citywide water demand with passive water conservation efforts would be 710,760 acre feet in 2035.[23] Based on the estimated amount of water demanded by the Project Area under the Alternative Compliance scenario in the change areas (2,570 afy), the ECTNP Area would represent less than one percent (0.36 percent) of Citywide water demand in 2035. Water conservation measures listed above for the change areas would also be applicable in the Alternative Compliance scenario.

Therefore, the impacts of the Proposed Project under the Alternative Compliance scenario related to available water supplies and resources would be less than significant.

[23]Los Angeles Department of Water and Power, *2010 Urban Water Management Plan, Exhibit 2J (Water Demand Forecast and Conservation Savings Under Average Weather Fiscal Year Ending June 30 [Acres Feet])*, January 2011.

NON-CHANGE AREAS

Tables 4.13-7 and **4.13-8** show the estimated future water demand in the non-change areas. This demand would occur regardless of the Proposed Project as no changes in zoning or land use designation are proposed in these areas, and thus has already been accounted for in the City's UWMP. In addition, water demand in these areas may not be as high as estimated, as water conservation in both existing and new development is anticipated to increase in the future in response to new regulations, community pressure, and pricing controls. Therefore, impacts to water supply resulting from any development in the non-change areas that is consistent with the current plan would be less than significant.

MITIGATION MEASURES

Impacts to water supply would be less than significant. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts related to water supply were determined to be less than significant without mitigation.

WASTEWATER

REGULATORY FRAMEWORK

FEDERAL

Federal Water Pollution Control Act (Clean Water Act [CWA]). In 1972, the CWA was amended to provide that the discharge of pollutants to waters of the United States from any point (such as discharge from an industrial facility) or non-point (surface and farmland water runoff) source is unlawful unless the discharge is in compliance with a National Pollution Discharge Elimination System (NPDES) permit.

The CWA was enacted with the primary purpose of restoring and maintaining the chemical, physical, and biological integrity of the Nation's waters. The CWA also directs states to establish water quality standards for all "waters of the United States" and to review and update such standards on a triennial basis. Section 319 of the CWA mandates specific actions for the control of pollution from non-point sources. The USEPA has delegated responsibility for implementation of portions of the CWA to the State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Board (RWQCB) and water quality control planning and control programs, such as the NPDES Program. Section 303(c)(2)(b) of the CWA requires states to adopt water quality standards for all surface waters of the United States based on the water body's designated beneficial use. Where multiple uses exist, water quality standards must protect the most sensitive use. Water quality standards are typically numeric, although narrative criteria based upon biomonitoring methods may be employed where numerical standards cannot be established or where they are needed to supplement numerical standards. Water quality standards applicable to the Proposed Project are listed in the California RWQCB's Basin Plan.

National Pollutant Discharge Elimination System (NPDES). The NPDES permit system was established in the CWA to regulate point source discharges into waters within the United States. Point sources are discrete conveyances such as pipes or manmade ditches. Individual homes connected to a municipal system are not required to obtain a permit under the NPDES, however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters.

REGIONAL

Los Angeles Regional Water Quality Control Board (LARWQCB). The LARWQCB is one of the nine State RWQCBs that are under the purview of the SWRCB. The SWRCB sets statewide policy and, together with the nine State RWQCBs, implements State and federal laws and regulations that pertain to water quality. The LARWQCB implements State and federal laws and regulations within its jurisdiction and continuously maintains its Water Quality Control Plan (WQCP).

The LARWQCB enforces the CFR Part 40, Section 122.41(m), which prohibits the bypassing of treatment facilities and sanitary sewer overflows. In addition to the CFR, the sewer conveyance system is subject to regulation by the South Coast Air Quality Management District (SCAQMD), which responds to complaints regarding nuisance odors. The 10-year Los Angeles Sewers Program also regulates maintenance and construction project schedules and is currently managing approximately 150 sewer infrastructure improvement projects.

The 10-year Los Angeles Sewers Program was put into place in order to carry out the mandates of the Collection System Settlement Agreement (CSSA), which has a compliance term of 10 years. The CSSA is a settlement agreement that was reached in 2004 to resolve a lawsuit brought against the City by the Santa Monica Baykeeper and other community organizations after a number of sanitary sewer overflows occurred in the City in February 1998. The CSSA requires the City to enhance, repair, and update the sewer system and sets specific timelines for the City to complete the upgrades. It also mandates that the City spend $8.5 million in supplemental environmental enhancement projects. Pursuant to the CSSA, the City prepares annual progress reports detailing its success at meeting the terms of the agreement. The sixth progress report, published in August 2010, indicates that the City is currently in full compliance with the CSSA and that the number of sanitary sewer overflows is declining.

LOCAL

City of Los Angeles General Plan Framework. The General Plan Framework was adopted in 1996 and amended in August 2001. The Framework is a general, long-term, programmatic document that has goals and policies that are implemented by the various individual elements of the General Plan. The goals, policies, and objectives of the Framework that are related to the City wastewater collection infrastructure and treatment capacity are listed on **Table 4.13-10**.

City of Los Angeles Integrated Resources Plan (IRP). The City's IRP incorporates a future vision of water, wastewater, and runoff management in the City, recognizing the relationships among all of the City's water resources activities and functions. The IRP addresses and integrates the water, wastewater, and runoff need of the City to the year 2020 and utilized comprehensive basin-wide water resources planning. The IRP consists of a Facilities Plan, a Financial Plan, and an EIR for the program. Objectives of the IRP include, but are not limited to, meeting the projected wastewater system needs of the City; complying with all regulations protecting public health and the environment; conforming to the sustainability guidelines of the City; providing for safe use of recycled water; and providing cost-effective services. In developing the alternatives, the City also allowed for application of various criteria to accommodate changes and unanticipated conditions that could be encountered during implementation of the selected alternative.

Wastewater Capital Improvement Program. Every 10 years, the Bureau of Sanitation updates the City's 10-Year Capital Improvement Program, which identifies the wastewater system upgrades, equipment, and modifications to be funded by the City within a 10-year period. Many of these improvements are necessary in order to comply with state and CWA regulations. The most recent update, the Wastewater Capital Improvement Program FY 2013/2014 through FY 2022/2023, identifies improvements scheduled through 2016 for the four treatment plants, collection system, pumping plants, and system-wide operations.

TABLE 4.13-10: RELEVANT GENERAL PLAN WASTEWATER TREATMENT AND CONVEYANCE GOALS, OBJECTIVES, AND POLICIES

Goal/Policy/Objective	Goal/Policy/Objective Description
Goal 9A	Adequate wastewater collection and treatment capacity for the City and in basins tributary to City-owned wastewater treatment facilities.
Objective 9.1	Monitor and forecast demand based upon actual and predicted growth.
Policy 9.1.1	Monitor wastewater generation.
Policy 9.1.2	Monitor wastewater flow quantities in the collection system and conveyed to the treatment plants.
Policy 9.1.3	Monitor wastewater effluent discharged into the Los Angeles River, Santa Monica Bay, and San Pedro Harbor to ensure compliance with water quality requirements.
Objective 9.2	Maintain the wastewater collection and treatment system, upgrade it to mitigate current deficiencies, and improve it to keep pace with growth as measured by the City's monitoring and forecasting efforts.
Policy 9.2.1	Collect and treat wastewater as required by law and Federal, State, and regional regulatory agencies.
Policy 9.2.2	Maintain wastewater treatment capacity commensurate with population and industrial needs.
Policy 9.2.3	Provide for additional wastewater treatment capacity in the Hyperion Service Area, as it becomes necessary.
Policy 9.2.4	Continue to implement programs to upgrade the wastewater collection system to mitigate existing deficiencies and accommodate the needs of growth and development.
Policy 9.2.5	Review other means of expanding the wastewater system's capacity.
Objective 9.3	Increase the utilization of Demand Side Management (DSM) strategies to reduce system demand and increase recycling and reclamation.
Policy 9.3.1	Reduce the amount of hazardous substances and the total amount of flow entering the wastewater system.
Policy 9.3.2	Consider the use of treated wastewater for irrigation, groundwater recharge, and other beneficial purposes.
Objective 9.4	Ensure continued provision of wastewater collection and treatment after an earthquake or other emergency.
Policy 9.4.1	Restore minimal operations as soon as possible after an emergency, and full operations as soon as feasible.
Policy 9.4.2	Establish joint cooperation agreements with other jurisdictions for mutual assistance during emergencies.

SOURCE: City of Los Angeles, *The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan*, re-adopted 2001.

Los Angeles Municipal Code (LAMC). LAMC Chapter V (Public Safety and Protection) describes different categories of wastewater discharge and peak flow (the maximum 5-minute rate of wastewater flow). In addition, the LAMC identifies permitted regulations related to industrial wastewater. LAMC Chapter XII (The Water Conservation Plan of the City of Los Angeles) also defines recycled water as treated wastewater suitable for direct beneficial use, or controlled use, as approved by the California Department of Public Health.

LAMC Sections 64.11 and 64.12 require approval of a sewer permit, also called an "S" Permit, prior to connection to the wastewater system. Each new connection is assessed a Sewerage Facilities Charge, which is deposited in the City's Sewer Construction and Maintenance Fund for wastewater-related purposes, including but not limited to industrial waste control and water reclamation purposes. LAMC Section 64.15 requires that a Sewer Capacity Availability Request (SCAR) be performed by the Department of Building and Safety when a sewer permit is sought for a new connection to the City's wastewater system, or in the event that a proposed increase in discharge to a public wastewater line or proposed future development is anticipated to generate 10,000 gallons or more of wastewater per day. A SCAR evaluates the existing wastewater collection system to determine whether adequate capacity exists to convey project-related wastewater to the appropriate treatment plant. If capacity is available, the Department of Building and Safety accepts project plans and specifications for plan check; otherwise, projects are placed on a waiting list to receive an allocation of forthcoming capacity, or applicants are required to construct a connection to the

nearest wastewater line with available capacity. The Department of Building and Safety accepts project plans and specification for plan check if the project is on the waiting list, although the project may not connect to the City's wastewater system until capacity is available and a sewer permit is available.

EXISTING SETTING

Wastewater generated within the ECTNP Area is collected and treated by the City Los Angeles Department of Public Works, Bureau of Sanitation (LASAN) wastewater conveyance and treatment infrastructure, which operates and maintains the wastewater collection and treatment for the City and 29 contract cities and agencies. The City's sewage system is comprised of the HTP Service Area, the TIWRP Service Area. The City's public sewers are managed within 26 primary sewer basins and 220 secondary basins, or sewer sheds. The City operates and maintains the largest sewer network within the nation, with more than 6,700 miles of sewer lines and conveys about 400 mgd.[24] The City's primary sewer basin boundaries are based solely on sewer drainage and configuration and are independent of political boundaries. The Project Area is within the following five secondary sewer basins: U04, U09, U14, U16, and U23.[25]

WASTEWATER TREATMENT

City wastewater is treated at the following wastewater treatment facilities: the HTP, located in Playa del Rey; the TIWRP, located in San Pedro; the DCTWRP, located in Van Nuys; and the LAGWRP, located in Los Angeles, adjacent to the City of Glendale. Each of these treatment plants can treat a maximum of approximately 450, 30, 80, and 20 mgd of wastewater, respectively, but experience average daily flows of 362, 17.5, 67, and 20 mgd, respectively.[26] With the exception of the Harbor area, the majority of the City's wastewater conveyance and treatment, including the Project Area is served by the Hyperion Sanitary Sewer System. Wastewater in the Hyperion Sanitary Sewer System is treated at the HTP.

As stated previously, the HTP is located in the community of Playa del Rey, which is approximately 10 miles southwest of the Project Area. The HTP has a treatment capacity of 450 mgd and its solids handling facilities can process approximately 468 dry tons of solids per day.[27] The HTP performs primary treatment of wastewater (i.e., the removal of large objects) and secondary treatment of wastewater (i.e., degradation of biological content).[28,29]

Treated wastewater from the HTP, also known as effluent, is discharged into the Santa Monica Bay through a five-mile outfall. All effluent discharges into the Santa Monica Bay are regulated by the NPDES Permit Number CA0109991. The HTP outfall discharges primary and secondary treated effluent at a depth of 187 feet. The HTP also has a one-mile outfall which is in standby condition in case of an emergency. A small remaining portion of effluent is reused to recharge barrier walls. Treated sewer sludge, or biosolids are not discharged into the Santa Monica Bay. Biosolids are either reused in agriculture or used by landfills for daily cover.[30]

[24]Los Angeles Department of Public Works, LA Sanitation, *Sewer System Management Plan*, February 2015.

[25]Los Angeles Department of Public Works Bureau of Sanitation, *LA Sewers*, http://www.lasewers.org/cssa/PDFs/2014-CSSA_REPORT-rs.pdf, accessed October 29, 2015.

[26]Los Angeles Department of Water and Power, *2015 Urban Water Management Plan, Table 4C, Sources of Recycled Water Summary*, adopted April 2016.

[27]City of Los Angeles, CEQA *Thresholds Guide*, 2006.

[28]*Ibid.*

[29]City of Los Angeles Department of Public Works, Bureau of Sanitation, *City of Los Angeles Integrated Resources Plan*, December 2006.

[30]*Ibid.*

WASTEWATER CONVEYANCE INFRASTRUCTURE

The City owns, operates, and maintains an extensive collection and conveyance system that collects sewage over a 470-square-mile area from over four million residential customers, as well as commercial, institutional, and industrial enterprises. The City conveys the sewage to one of the four treatment facilities.[31] The collection system pipelines range in diameter from 6 inches to 150 inches and consist of approximately 6,700 miles of primary and secondary sewers. To assess and maintain the condition of this expansive system, the City actively conducts an ongoing dry- and wet-weather flow monitoring program. There are 30 automatic "real time" flow monitors and 74 additional "near time" monitors located in the primary sewer system. The monitors use either telephone lines to send data to a central location or staff will download data in the field. Additionally, flow gauging is performed at over 600 strategic locations throughout the City's secondary sewer system on either a quarterly, semi-annual, or annual cycle to monitor flow depth.

The sewer system consists of primary sewers (16-inches and larger in diameter) and secondary sewers (less than 16-inches in diameter). The secondary sewers provide service to property laterals and feed into the primary sewer lines. Primary sewers discharge into trunk, interceptor, and outfall pipes. All sewer lines in the Project Area convey wastewater to the HTP.

The sewer infrastructure in the vicinity of the Project Area includes mostly existing 8-inch, 10-inch, 12-inch, and 15-inch lines. These lines feed into larger outfall primary lines (18-inch and 24-inch) along Pico Boulevard, Granville Avenue, Exposition Boulevard, Manning Avenue, and Venice Boulevard.[32] Based on current gauging and monitoring, the existing sewer infrastructure has no conveyance capacity constraints and is in good to very good structural condition.[33]

Sewer capacity planning is prioritized based on two ratios of sewer flow to sewer capacity (d/D): a Trigger ratio and a Relief ratio. Trigger flow is the quantity of flow, that once reached, would initiate planning for a relief or a replacement sewer. Trigger flow is determined by subtracting a buffer capacity from the capacity of the existing sewer at the flow depth when additional capacity is needed. The buffer capacity is defined as the product of the estimated years to complete the new sewer project and the rate of recent flow increases in the sewer being evaluated. The Relief d/D is currently 0.75 across the City (i.e. when a sewer is at 75 percent of capacity) for all existing sewers, the Trigger d/D varies on a project by project basis because each project's tributary area has its own unique characteristics such as population growth projection, commercial and industrial discharge forecast, and other contributing factors that determine how quickly flows are projected to increase over time. The Sewer Design Manual requires all new sewers to meet a d/D of 0.5 for the projected design year (i.e. that they be at no more than 50 percent of capacity in their design year).[34] **Table 4.13-11** lists the sewer structural condition ranking used by LASAN.

New and rehabilitated sewers and pump stations are planned, designed, and constructed to meet the highest performance standards in the industry in accordance with the City's Sewer Design Manual. The Sewer Design Manual is a comprehensive set of criteria for planning and designing of new sewers, pump stations, force mains, and appurtenances, and for the rehabilitation of existing sewers. In conjunction with the Sewer Design Manual, the City also maintains Standard Plans, which are used to provide consistency and quality in design. All system components are designed to meet permit requirements of the various federal, State, and local agencies thereby ensuring that projects benefit from the input of all affected and interested parties, including the communities.

[31]California Regional Water Quality Control Board, *Waste Discharge Requirements and Authorization to Discharge Under the National Pollutant Discharge Elimination System for the City of Los Angeles (Hyperion Treatment Plant)*, April 7, 2005.
[32]City of Los Angeles Bureau of Sanitation, Ali Poosti, Written Correspondence, September 30, 2013.
[33]*Ibid.*
[34]City of Los Angeles Department of Public Works, *Sewer System Management Plan: Hyperion Sanitary Sewer System*, 2011.

TABLE 4.13-11: SEWER CONDITION RANKS

Ranking	Description	Action
A	Very Good • Condition is almost like-new sewer reach.	No Repairs Future routine inspection
B	Good • Light Cracks localized • Light Corrosion localized • Light Roots localized	No Immediate Repairs Routine Maintenance Program. Schedule next inspection in the order of sewer system priority.
C	Fair • Moderate Cracks/Fractures • Moderate Corrosion continuous • Moderate Infiltration continuous • Moderate Roots continuous	Routine Repairs as Needed Includes planning, environmental documentation, technical investigations, design, reviews, bid and award following established priorities.
D	Poor • Severe Cracks/Fractures • Broken Reach with Holes • Severe Corrosion • Severe Infiltration/Roots	Repairs Includes regular bid and award, fast track construction, accelerate planning/design, and monitoring.
E	Emergency • Collapsed Pipe (PX) • Dirt Pipe (CPD) • Crown of Pipe Gone (CPC, CG) • Void in Backfill around pipe • Full Flow Obstruction/Blockage	Emergency Repair Initiate Special Order Procedure " Urgent Necessity"

SOURCE: Los Angeles Department of Public Works, Bureau of Sanitation, W*astewater Collection System Rehabilitation and Replacement Report and Plan*, June 2006.

The Sewer Design Manual and Standard Plans are updated, maintained, and administered by LASAN. For all projects, LASAN is responsible for determining the sewer capacity availability for new sewer connections for residential, commercial, and industrial developments. This function is part of an overall sewer connection permitting process that involves a combined effort by LASAN and Bureau of Engineering (BOE) personnel. In issuing a sewer connection permit, the BOE Development Services Division determines if further investigation is needed to evaluate the capacity of an existing sewer line to handle the additional flow from the proposed development or project and take appropriate preemptive action to attenuate potential emergency sewer overflow incidences in the future.

In addition to preemptive sewer monitoring and permitting activities, the LASAN Wastewater Collection Systems Division also maintains up-to-date Sanitary Sewer Overflow Response and Reporting Procedures. The procedures outline the necessary actions to provide immediate response to sewage overflows. It is City policy that, "[e]very reported sewage spill affecting public or private property within the City of Los Angeles shall be acted upon by the Division." Crew leaders are immediately notified upon receipt of a reported potential sewer overflow and are instructed to respond immediately.[35]

The effect of stringent monitoring practices and sewer design standards are apparent in that the City has not experienced any wet-weather overflows since major relief sewers were completed in 2006. However, some dry-weather overflows still occur occasionally due to tree roots, grease blockages, landslides, and vandalism. Despite these irregular overflow occurrences, the system currently has sufficient capacity to handle peak dry-weather flows.[36]

[35]Los Angeles Department of Public Works, *Sewer System Management Plan: Terminal Island Water Reclamation Plant Sanitary Sewer System,* 2011.

[36]Los Angeles Department of Public Works, *Sewer System Management Plan: Hyperion Sanitary Sewer System,* 2011.

WATER QUALITY MONITORING

Los Angeles is constantly monitoring the infrastructure to ensure reliable service. The Flow Monitoring Expansion Program helps operations and maintenance to manage the conveyance system. Flow data is gathered to support resource allocation. There are 120 permanent monitors and 50 temporary monitors which continually measure flow quantities at major sewers.[37]

EXISTING WASTEWATER GENERATION

The estimated wastewater generation of existing uses within the entire ECTNP Area is shown in **Table 4.13-12**. The total wastewater generation within the Project Area is approximately 6.0 mgd. Wastewater generated by the Project Area represents approximately 1.3 percent of the HTP's current wastewater treatment capacity of 450 mgd.

TABLE 4.13-12: ESTIMATED EXISTING WASTEWATER GENERATION WITHIN THE PROJECT AREA

Use	Wastewater Generation (gpd) /a/
Change Areas /a/,/b/,/c/	1,149,934
Non-Change Areas	4,884,471
Single-Family Residential	987,690
Multi-Family Residential	2,852,307
Non-Residential	654,361
Landscaping /b/	0
Cooling Tower /c/	390,113
Total Existing Wastewater Generation of the Change Areas	**1,149,934**
Total Existing Wastewater Generation of the Non-Change Areas	**4,884,471**
Total Existing Wastewater Generation of the Entire Project Area	**6,034,405**

/a/ Based on the water usage rates used in the WSA and the sewage generation factors for residential and commercial categories established by the City of Los Angeles Bureau of Sanitation (April 6, 2012) (see **Appendix J**), residential and non-residential uses generate the same amount of wastewater as their water usage/ consumption.
/b/ Landscaping assumes that all water usage either percolates into the ground or enters the storm drain system.
/c/ Wastewater generation by cooling towers were assumed to be 22.5 percent of total water usage by the cooling towers based on a case example calculation developed by the Global Environmental Management Initiative (http://waterplanner.gemi.org/module1.htm).
SOURCE: City of Los Angeles, Department of City Planning, February 2014; TAHA, 2017.

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the CEQA Guidelines, the Proposed Project would have a significant impact related to wastewater if it would:

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; and/or
- Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

[37]Los Angeles Department of Public Works, Bureau of Sanitation, *Sewer System Management Plan,* February 2015.

CITY OF LOS ANGELES CEQA THRESHOLDS GUIDELINES

Based on the criteria set forth in the 2006 Los Angeles CEQA Thresholds Guide (Thresholds Guide), the determination of significance shall be made on a case-by-case basis, considering the following factors:

- Cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or;
- The additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General Plan and its elements.

METHODOLOGY

The Thresholds Guide sets forth guidance for the determination of significance of wastewater impacts. This guidance is generally based on Appendix G of the CEQA Guidelines and provides specific criteria to be considered when making a significance determination. For this analysis, Appendix G criteria are used, supplemented by the thresholds identified in the City's Thresholds Guide, where appropriate.

The analysis of project impacts on wastewater conveyance and treatment capacity is based on the analysis of the existing sewer conveyance system in the Project Area and calculation of the anticipated wastewater flows to be generated by the Project Area using wastewater generation factors provided by the Bureau of Sanitation (BOS). The evaluation of impacts is based on a constraints analysis that assesses how much project-generated wastewater could be accommodated by the existing sewer lines. The analysis also evaluates whether adequate treatment capacity within the HTP would be available to accommodate the Project Area based on data from the BOS.

IMPACTS

IMPACT 4.13-4 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT EXCEED WASTEWATER TREATMENT REQUIREMENTS OF LARWQCB? THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

As described in the discussion of Impact 4.13-5 below, the Proposed Project would increase wastewater generation by approximately 2.1 mgd over existing conditions. However, all wastewater from the project will be treated according to requirements of the NPDES permit authorized by the LARWQCB. Therefore, the proposed project would result in a less-than-significant impact related to wastewater treatment requirements of LARWQCB.

MITIGATION MEASURES

Impacts related to the Proposed Project exceeding wastewater treatment requirements of LARWQCB would be less than significant. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts related to Proposed Project exceeding wastewater treatment requirements of LARWQCB were determined to be less than significant without mitigation.

IMPACT 4.13-5 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT RESULT IN THE CONSTRUCTION OF NEW WASTEWATER TREATMENT FACILITIES OR EXPANSION OF EXISTING WASTEWATER TREATMENT FACILITIES? THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

The Proposed Project would result in approximately 29,441 dwelling units and 16,957,415 square feet of non-residential land-uses within the entire Project Area. Currently, the HTP has a maximum capacity of 450 mgd. The average daily wastewater flow that the HTP handles is 362 mgd, which leaves an additional capacity of approximately 20 percent or 88 mgd.[38]

It is important to consider the existing and anticipated wastewater generation of the Project Area in relation to current average daily flows experienced at HTP, and the remaining capacity of the system. As shown in **Table 4.13-12**, the ECTNP Area currently generates approximately 6.0 mgd of wastewater. As noted above, the HTP experiences an average daily flow of 362 mgd. As a proportion of total average daily flow experienced by the HTP, the existing wastewater generation of the Project Area accounts for approximately 1.7 percent of average daily wastewater flow. When compared to the maximum capacity of the plant, existing wastewater generation of the Project Area represents approximately 1.3 percent of HTP's total wastewater capacity.

CHANGE AREAS

As shown in **Table 4.13-13**, implementation of the Proposed Project and its associated land use changes would increase the amount of wastewater generated within the change areas by approximately 2.05 mgd over existing conditions.

TABLE 4.13-13: ESTIMATED WASTEWATER GENERATION OF THE PROJECT AREA WITH PROPOSED PROJECT (2035)

Use	Wastewater Generation (gpd) /a/
Net Wastewater Generation of the Change Areas /b/,/c/,/d/	**2,047,198**
Non-Change Areas	4,942,774
Single-Family Residential	987,690
Multi-Family Residential	2,574,848
Non-Residential	624,322
Landscaping /c/	0
Cooling Towers /d/	755,914
Estimated Total Wastewater Generation of the Non-Change Areas	**4,942,774**
Less Existing Wastewater Generation of the Non-Change Areas	*4,884,471*
Net Wastewater Generation of the Non-Change Areas	**58,303**
Total Net Wastewater Generation of Entire Project Area	**2,105,501**

/a/ Based on the water usage rates used in the WSA and the sewage generation factors for residential and commercial categories established by the City of Los Angeles Bureau of Sanitation (April 6, 2012) (see **Appendix J**), residential and non-residential uses generate the same amount of wastewater as their water usage/ consumption.
/b/ Represents net additional wastewater generation (i.e., minus the wastewater demand from existing to be redeveloped and additional water conservation).
/c /Landscaping assumes that all water usage either percolates into the ground or enters the storm drain system.
/d/ Wastewater generation by cooling towers were assumed to be 22.5 percent of total water usage by the cooling towers based on a case example calculation developed by the Global Environmental Management Initiative (http://waterplanner.gemi.org/module1.htm).
SOURCE: City of Los Angeles, Department of City Planning, February 2014; TAHA, 2017.

[38]Los Angeles Department of Public Works, Bureau of Sanitation, *City of Los Angeles Integrated Resources Plan,* December 2006, Table 2-5, page 2-9.

As discussed above, under Water Supply, it is anticipated that water conservation would reduce anticipated water demand. With the exception of water conservation related to landscape irrigation, water conservation would also decrease wastewater flows. The Project Area would use approximately 2.1 mgd of the remaining capacity of the 88 mgd at the HTP and would account for 2.4 percent.

The anticipated wastewater generation within the Project Area would represent a minimal proportion of total average daily flows, and would be well within the planned capacity of the HTP. Therefore, the increased wastewater generation due to the Proposed Project would be less than significant.

ALTERNATIVE COMPLIANCE SCENARIO

As shown in **Table 4.13-14**, implementation of the Proposed Project with the Alternative Compliance scenario would increase wastewater generation by approximately 1.88 mgd in the change areas over existing conditions. The Project Area would use approximately 1.94 mgd of the remaining capacity of the 88 mgd at the HTP, which would account for 2.2 percent. Thus, the BOS would have sufficient capacity to serve the Proposed Project in addition to their existing commitments. Therefore, the Proposed Project would result in a less-than-significant impact related to requiring or resulting in the construction of new wastewater treatment facilities or expansion of existing facilities.

TABLE 4.13-14: ESTIMATED WASTEWATER GENERATION OF THE PROJECT AREA WITH PROPOSED PROJECT – ALTERNATIVE COMPLIANCE (2035)

Use	Wastewater Generation (gpd) /a/
Net Wastewater Generation of the Change Areas /b/,/c/,/d/	**1,881,742**
Non-Change Areas	**4,942,774**
Single-Family Residential	987,690
Multi-Family Residential	2,574,848
Non-Residential	624,322
Landscaping /c/	0
Cooling Towers /d/	755,914
Estimated Total Wastewater Generation of the Non-Change Areas	**4,942,774**
Less Existing Wastewater Generation of the Non-Change Areas	*4,884,471*
Net Wastewater Generation of the Non-Change Areas	**58,303**
Total Net Wastewater Generation of Entire Project Area	**1,940,045**

/a/ Based on the water usage rates used in the WSA and the sewage generation factors for residential and commercial categories established by the City of Los Angeles Bureau of Sanitation (April 6, 2012) (see **Appendix J**), residential and non-residential uses generate the same amount of wastewater as their water usage/ consumption.
/b/ Represents net additional wastewater generation (i.e., minus the wastewater demand from existing to be redeveloped and additional water conservation).
/c/ Landscaping assumes that all water usage either percolates into the ground or enters the storm drain system.
/d/ Wastewater generation by cooling towers were assumed to be 22.5 percent of total water usage by the cooling towers based on a case example calculation developed by the Global Environmental Management Initiative (http://waterplanner.gemi.org/module1.htm).
SOURCE: City of Los Angeles, Department of City Planning, February 2014; TAHA, 2017.

NON-CHANGE AREAS

Tables 4.13-13 and **4.13-14** show the wastewater generation in the non-change areas. The generation of wastewater in these areas would occur regardless of the Proposed Project as no changes in zoning or land use designation are proposed in these areas. This wastewater generation has already been accounted for in the City's IRP. Therefore, impacts to wastewater treatment resulting from any development in the non-change areas that is consistent with the current plan would be less than significant.

MITIGATION MEASURES

Impacts related to wastewater treatment facilities would be less than significant. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts related to wastewater treatment facilities were determined to be less than significant without mitigation.

IMPACT 4.13-6 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT RESULT IN THE CONSTRUCTION OF NEW WASTEWATER CONVEYANCE SYSTEMS OR EXPANSION OF EXISTING CONVEYANCE SYSTEMS? COMPLIANCE WITH CITY POLICIES WOULD ENSURE THAT THIS IMPACT WOULD REMAIN LESS THAN SIGNIFICANT.

CHANGE AREAS

The City's existing infrastructure does not have an infinite lifespan and needs continuing renewal in order to provide reliable service. This means rehabilitating old sewer mains, maintenance holes, and replacing aging equipment and structures at treatment and pumping plants. To do so, the City maintains the Wastewater Capital Improvement Program (WCIP) that contains the capital projects and estimated costs for the renewal of the City's infrastructure for the next ten years. The WCIP was originally adopted in 2006 and most recently updated in 2013. The WCIP was developed and evaluated according to projections and preferences contained in the City of Los Angeles Integrated Resources Plan (IRP), which anticipates that average daily wastewater flows in year 2020 will increase to 531.4 mgd. To meet anticipated increased wastewater flows, the IRP evaluates five alternatives and identifies a preferred alternative that addresses the need for increased treatment capacity from the system but does not identify the need to build new treatment plants to meet the anticipated increase in wastewater generation. Instead, the chosen alternative favors adding capacity to existing facilities.[39] The existing maximum capacity of the HTP can accommodate the anticipated wastewater flows identified in the IRP. However, the 2013/2014 WCIP recognizes necessary projects to maintain, bolster, and expand the existing system allocating over $179.3 million to do so during FY 2013-2014. Multiple projects identified in the WCIP are upgrades for the HTP. These projects are necessary to ensure that the HTP complies with RWQCB permit requirements and will refurbish various plant facilities in order to meet future operating requirements. Many of these upgrades are already funded and under construction and all upgrades are scheduled to be completed by 2020.[40]

The BOS Wastewater Engineering Services Division is responsible for determining sewer capacity availability for new sewer connections for residential, commercial, and industrial developments. Thus, all development activities that require sewer connection permits are evaluated under the purview of existing capacity of sewer lines in the development site's vicinity at the time of development. By doing so, each new development must adhere to the most current Sewer Design Manual specifications as well as appropriate Standard Plan requirements. The Sewer Design Manual and Standard Plan are continuously updated to incorporate the most recent industry practices and materials ensuring appropriate measures are taken to accommodate any potential project. All existing sewer laterals within the Project Area, except three, meet the Sewer Design Manual and Standard Plan of having a d/D of 0.5 or better.[41] The three laterals that do not meet the d/D of 0.5 or better are: Westgate Avenue, Pico Boulevard, and Mississippi Avenue. However, according to the BOS, the sewers within the Project Area have no current conveyance capacity constraints.[42]

[39]Los Angeles Department of Public Works, Bureau of Sanitation, *City of Los Angeles Integrated Resources Plan,* December 2006, Table 2-5, page 2-9.

[40]Los Angeles Department of Public Works, Bureau of Sanitation, *Wastewater Capital Improvement Program: Fiscal Year 2013/2014-2022/2023,* August 2013.

[41]Los Angeles Department of Public Works, Bureau of Sanitation, Ali Poosti, Written Correspondence, September 30, 2013.

[42]*Ibid.*

Once individual projects are designed, the associated developer would be required to identify specific sewer connection points. At that time, a sewer assessment would be performed to determine the capacity of the sewer system and final approval and a connection permit would be issued upon the determination that sufficient capacity exists.[43]

The City also has immediate response and reporting procedures in place to attend to any unexpected sewer overflows. The procedures are maintained in the Wastewater Collection Systems Division's up-to-date Sanitary Sewer Overflow Response and Reporting Procedures. Moreover, the City proactively monitors the sewer system to preemptively identify and resolve deficiencies before they can become problematic. System deficiencies in need of rehabilitation are then included in the WCIP, which are attended to according to their associated priority ranking.

The cumulative result of requiring new developments to meet rigorous design and performance standards in conjunction with a ready overflow response plan and proactive monitoring practices has resulted in the absence of wet-weather overflows since 2006. However, although the existing sewer infrastructure within the Project Area has no conveyance capacity constraints and the sewer infrastructure is in good to very good structural condition, the Proposed Project would exceed 20,000 gpd, which is the BOS criterion for necessitating detailed gauging to determine whether the sewer conveyance system is capable of safely accommodating the total flow generated by the Proposed Project.[44] Nevertheless, each future development project in the change areas would be required to coordinate with the LASAN to ensure that existing and/or planned sewer conveyance and treatment facilities are capable of meeting wastewater flow capacity requirements. Therefore, compliance with this regulatory requirement would ensure that this impact related to wastewater conveyance would remain less than significant.

ALTERNATIVE COMPLIANCE SCENARIO

Similar to the Proposed Project, development under the Alternative Compliance scenario would exceed 20,000 gpd, which is the LASAN criterion for necessitating detailed gauging to determine whether the sewer conveyance system is capable of safely accommodating the total flow generated by the Proposed Project. However, as discussed above, each future development project in under the Alternative Compliance scenario would be required to coordinate with the LASAN to ensure that existing and/or planned sewer conveyance and treatment facilities are capable of meeting wastewater flow capacity requirements. Therefore, compliance with this regulatory requirement would ensure that this impact related to wastewater conveyance would remain less than significant.

NON-CHANGE AREAS

Tables 4.13-13 and **4.13-14** show the wastewater generation in the non-change areas. Similar to development in the change areas, future development projects in the non-change areas would exceed 20,000 gpd, which is the BOS criterion for necessitating detailed gauging to determine whether the sewer conveyance system is capable of safely accommodating the total flow generated by development projects. However, as discussed above, each future development project in under the Alternative Compliance scenario would be required to coordinate with the LASAN to ensure that existing and/or planned sewer conveyance and treatment facilities are capable of meeting wastewater flow capacity requirements. Therefore, compliance with this regulatory requirement would ensure that any development in the non-change areas would have a less-than-significant impact related to wastewater conveyance infrastructure.

MITIGATION MEASURES

Impacts related to wastewater conveyance facilities would be less than significant. No mitigation measures are required.

[43]Los Angeles Department of Public Works, Bureau of Sanitation, Ali Poosti, Written Correspondence, September 30, 2013.
[44]*Ibid.*

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts related to wastewater conveyance infrastructure were determined to be less than significant without mitigation.

IMPACT 4.13-7 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT REQUIRE THE CONSTRUCTION OF NEW STORMWATER DRAINAGE FACILITIES OR EXPANSION OF EXISTING FACILITIES? THIS IMPACT IS LESS THAN SIGNIFICANT.

As discussed in Section 4.7, Hydrology and Water Quality, the Proposed Project would not result in a substantial increase in impervious surfaces. Accordingly, the Proposed Project would not cause a substantial increase in the peak flow rates or volumes that would exceed the drainage capacity of existing stormwater drainage facilities. Compliance with City's LID ordinance would further ensure that any future development resulting from the Proposed Project would not require construction of new stormwater drainage facilities and or expansion of existing facilities. Therefore, the Proposed Project would result in a less-than-significant impact.

MITIGATION MEASURES

Impacts related to requiring construction of new stormwater drainage facilities and or expanding existing facilities would be less than significant under the Proposed Project. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts related to requiring construction of new stormwater drainage facilities and or expanding existing facilities were determined to be less than significant without mitigation.

IMPACT 4.13-8 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT RESULT IN A DETERMINATION BY THE BOS THAT IT DOES NOT HAVE ADEQUATE CAPACITY TO SERVE THE PROPOSED PROJECT IN ADDITION TO THEIR EXISTING COMMITMENTS? THIS IMPACT IS LESS THAN SIGNIFICANT.

According to the BOS, the sewers within the Project Area have no current conveyance capacity constraints.[45] Additionally, according to the LASAN, the HTP has sufficient capacity for current and future development and based on structural conditions, most of the existing sewer laterals that serve the Project Area are in good to very good condition.[46] Thus, the LASAN would be able to adequately serve the Proposed Project in addition to their existing commitments. Therefore, the Proposed Project would result in a less-than-significant impact related to a determination by the LASAN that it does not have adequate capacity to serve the Proposed Project in addition to their existing commitments.

MITIGATION MEASURES

Impacts related to the LASAN's capacity to serve the Proposed Project in addition to their existing commitments would not occur under the Proposed Project. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Impacts related to the LASAN's capacity to serve the Proposed Project in addition to their existing commitments were determined to be less than significant without mitigation.

[45]Los Angeles Department of Public Works, Bureau of Sanitation, Ali Poosti, Written Correspondence, September 30, 2013.
[46]*Ibid.*

SOLID WASTE

REGULATORY FRAMEWORK

FEDERAL

Federal Agencies and Regulations. Title 40 CFR, Part 258 Subtitle D of the Resource Conservation and Recovery Act (RCRA) establishes minimum location standards for siting municipal solid waste landfills. Because California laws and regulations governing the approval of solid waste landfills meet the requirements of Subtitle D, the USEPA delegated the enforcement responsibility to the State of California.

STATE

California Integrated Waste Management Act of 1989 (AB 939). The California Integrated Waste Management Act of 1989, which is commonly known as AB 939, was the first recycling legislation in the country to mandate recycling diversion goals. The Act, codified into the PRC, emphasized a reduction of waste disposed in California landfills by requiring cities and counties to reduce the production, recycle, and reuse solid waste. To achieve a reduction of waste in California landfills, AB 939 required all city and county plans to include a waste diversion schedule with the goals to divert 25 percent of solid waste from landfills by 1995 and divert 50 percent of solid waste from landfills by the year 2000. Recently, a number of changes to the municipal solid waste diversion requirements under the Integrated Waste Management Act were adopted, including a revision to the statutory requirement or 50 percent diversion of solid waste. Under these provisions, local governments are required to continue to divert 50 percent of all solid waste after January 1, 2000.

Senate Bill 63 (SB 63). On July 28, 2009, SB 63 was approved and filed, allowing the abolishment of the California Integrated Waste Management Board and transfer of its duties and responsibilities to a new department called the Department of Resources Recycling and Recovery (CalRecycle). This legislation was passed in order to combine the State's solid waste and recycling programs which went into effect on January 1, 2010.

LOCAL

City of Los Angeles General Plan Framework. The General Plan Framework was adopted in 1996 and recently amended in August 2001. The Framework is a general, long-term, programmatic document that has goals and policies that are implemented by the various individual elements of the General Plan. The goals of the Framework that are related to the solid waste disposal and landfills are listed in **Table 4.13-15**.

TABLE 4.13-15: RELEVANT GENERAL PLAN SOLID WASTE GOALS, OBJECTIVES, AND POLICIES

Goal	Goal Description
Goal 9D	An integrated solid waste management system that maximizes source reduction and materials recovery and minimizes the amount of waste requiring disposal.
Goal 9E	Adequate Recycling Facility Development - expanded siting of facilities that enhance the City's reduction, recycling and composting efforts using methods and strategies that are economically, socially, and politically acceptable.
Goal 9F	Adequate collection, transfer and disposal of mixed solid waste - the City shall seek to ensure that all mixed solid waste that cannot be reduced, recycled or composted is collected, transferred and disposed of in a manner that minimizes adverse environmental impacts.
Goal 9G	An environmentally sound solid waste management system that protects public health, safety, and natural resources and minimizes adverse environmental impacts.
Goal 9H	A cost-effective solid waste management system that emphasizes source reduction, recycling, reuse, and market development and is adequately financed to meet operational and maintenance needs.

SOURCE: City of Los Angeles, *The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan*, re-adopted 2001.

Recovering Energy, Natural Resources and Economic Benefit from Waste for Los Angeles (RENEW LA). A resource management blueprint called RENEW LA was adopted by the City Council in February 2006. This 20-year plan is the blueprint that will guide the City in reducing the use of landfills by maximizing recycling and reuse, and converting much of the solid waste that currently would go to landfills into clean energy and/or valuable raw materials. Many of the plan components have been, and continue to be implemented. RENEW LA calls for the following actions:

- Establish RENEW LA Oversight Committee
- Adopt RENEW LA Blueprint and Zero Waste Policy
- Modify Zoning Code to allow Alternative Technology by right in M2 (light industrial) and M3 (heavy industrial) zones with conditions
- Establish site areas for Alternative Technology in each of the Collection Districts
- Site and develop the first and second Alternative Technology facility
- Establish a fund from Sunshine Canyon host fees for development of facilities that reduce landfilling
- Implement recycling in 50 percent of the commercial sector
- Mandate a time-certain reduction in City MSW disposed at Sunshine Canyon
- Expand Multi-Family Recycling to 50 percent of the City
- Establish City tax breaks for Zero Waste and new re-manufacturing companies
- Establish a green energy producer bonus from the Department of Water and Power
- Add residential food waste to the green bin program

Solid Waste Integrated Resources Plan (SWIRP) – A Zero Waste Master Plan. The SWIRP, most commonly known as the City's Zero Waste Plan, was released in October 2013 and adopted by the City in April 2015. The SWIRP is a long-range master plan for the City's solid waste programs, policies and environmental infrastructure through the year 2030. As discussed more in detail above, the RENEW LA Plan provided a blueprint for Zero Waste identified through the above plan components. The SWIRP proposes an approach for the City to achieve a goal of 90 percent diversion by 2025 through the implementation of existing and new policies and programs, and the development of future facilities to meet the City's recycling and solid waste infrastructure needs.

Citywide Construction and Demolition (C&D) Waste Recycling Ordinance (Ordinance 181519). On March 5, 2010, the City Council approved the Citywide C&D Waste Recycling Ordinance (Ordinance 181519) that requires all mixed C&D waste generated within City limits be taken to City certified C&D waste processors. The Bureau of Sanitation (BOS) is responsible for this new C&D waste recycling policy that is effective January 1, 2011. All haulers and contractors responsible for handling C&D waste must obtain a Private Solid Waste Hauler Permit from the BOS prior to collecting, hauling and transporting C&D waste and C&D waste can only be taken to City certified C&D Processing Facilities. Effective January 1, 2011, noncompliance penalties of up to $5,000 will be assessed for every load of C&D waste not taken to City certified processors. Among the various purposes of this program is the goal of maintaining an open and competitive market for all companies providing solid waste and disposal services in the City, and to mandate the recycling of construction and demolition waste.

Citywide Recycling Chute Ordinance (Ordinance 181227). On July 7, 2010, the City Council approved the Citywide Recycling Chute Ordinance that requires all new development projects, all existing multiple-family residential development projects of four or more units where the addition of floor area is 25 percent or more, and all other existing development projects where the addition of floor area is 30 percent or more, to provide an adequate recycling area or room for the collection and loading of recyclable materials. When a new development project provides a trash chute or an existing development project adds a trash chute, a recycling chute shall also be provided in both cases. Recycling chutes shall be clearly marked "recycling only" at every point of entry.

Zero Waste LA Franchise System. Zero Waste LA Franchise System is a public-private partnership to address 3-million tons of waste disposed yearly by City of LA businesses, consumers, and residents. [47] The Zero Waste LA Franchise System was approved by City Council in April 2014 and expected to go into full effect by July 2017. As part of the program, the City is divided in to 11 zones that are served by a single trash hauler that would allow for the efficient collection and sustainable management of solid waste resources and recyclables. LASAN solid waste collection services will continue to be provided to current City customers, including the collection of bulky items from all residents. Zero Waste LA goals include the following:

- Reduction of landfill disposal by 1,000,000 tons per year by 2025;
- Transparent and predictable solid waste and recycling service rates for the next 10-20 years;
- Quality customer service standards with LASAN monitoring and enforcement;
- Franchise hauler accountability for program outcomes and customer satisfaction through a series of measures implemented by LASAN, up to and including liquidated damages;
- Compliance with environmental regulations, including mandatory commercial and organics recycling;
- Investment of over $200 million in new and improved solid resources infrastructure;
- Clean fuel vehicles; and
- Decrease and recycling of food waste, and increase in food rescue.

EXISTING SETTING

SOLID WASTE CONVEYANCE INFRASTRUCTURE

LASAN and private waste management companies are responsible for the collection of solid waste, disposal, and recycling of solid waste for the City. LASAN collects an average of 6,652 tons per day of refuse, recyclables, yard trimmings, horse manure and bulky items from more than 750,000 homes. Remaining multi-family and all commercial and industrial areas of the city contract with private waste haulers to collect, dispose, and recycle solid waste.

Table 4.13-16 lists the location, permitted capacity, remaining capacity, permitted daily intake capacity, the average daily volume of solid waste disposed of at the landfills serving the City of Los Angeles, and the approximate tons per day of solid waste that the City of Los Angeles disposed of at each landfill. "Commerce Refuse to Energy and the Southeast Resource Recovery" are alternate solid waste disposal methods that help extend the landfill capacity by converting solid waste to energy that is sold to local utility companies. While they do not encounter capacity maximum issues, they are restricted in regards to the daily amount and type of solid waste that they can accept and process. Another alternate solid waste disposal method includes recycling businesses, with the most notable location being the Azusa Reclamation facility. Approximately 65 percent of the City's solid waste in 2015 was disposed of at the Chiquita Canyon and Sunshine Canyon Landfills (both the City and County portions). The Class III landfill facilities accepting waste from the City have a total daily intake capacity of 39,540 tons per day and a remaining capacity of approximately 164 million tons.

[47] Los Angeles Department of Public Works, Bureau of Sanitation, *Zero Waste LA – Franchise*, https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-zwlaf?_adf.ctrl-state=6hfqm18pq_609&_afrLoop=13360884936881243#!, accessed March 8, 2017.

TABLE 4.13-16: SOLID WASTE FACILITIES SERVING THE CITY OF LOS ANGELES

Facility Name	Location	Permitted Capacity (cubic yards)	Remaining Capacity (tons) /a/	Permitted Daily Intake Capacity (tons/day)	2015 Disposal (tons/year)
CLASS III LANDFILLS					
Antelope Valley	Palmdale	22,991,651	12,513,283	1,800	484,000
Calabasas	Agoura	14,554,437	6,248,361	3,500	270,000
Chiquita Canyon	Castaic	2,107,302	758,146	6,000	1,054,000
Lancaster	Lancaster	14,298,311	10,672,915	3,000	109,000
Sunshine Canyon	LA City	140,900,000	72,610,972	12,100	2,403,000
Scholl Canyon	Whittier	7,883,351	3,531,433	3,400	284,000
Commerce - Refuse to Energy Facility/b/	Commerce	N/A	N/A	1,000	100,000
Southeast - Resource Recovery Facility/b/	Long Beach	N/A	N/A	2,240	401,000
Azusa Land Reclamation	Azusa	47,860,029	57,563,324	6,500	193,000
Total Class III Landfill		**324,595,081**	**163,898,434**	**39,540**	**5,298,000**

/a/Remaining Capacity as of December 2015.
/b/Transforms Solid Waste into Energy.
SOURCE: County of Los Angeles Department of Public Works, *Countywide Integrated Waste Management Plan – 2015 Annual Report*, December 2016.

EXISTING SOLID WASTE GENERATION

In 2015, approximately 5.29 million tons of solid waste was disposed of at the local landfills and other solid waste facilities, as shown in **Table 4.13-16**.[48] The estimated solid waste generation of existing uses within the Project Area is shown in **Table 4.13-17**. The existing total solid waste generation within the ECTNP Area is approximately 130,615 pounds per day, which is equivalent to approximately 65 tons per day.[49] Solid waste from existing uses within the Project Area represents approximately 0.2 percent of the permitted daily intake capacity of the landfills serving the Project Area.

TABLE 4.13-17: ESTIMATED EXISTING SOLID WASTE GENERATION WITHIN THE PROJECT AREA

Use	Quantity	Solid Waste Disposal (ppd)
Residential	25,018 units	61,664
Change Area	1,057units	2,590
Non-Change Area	23,961units	59,074
Non-Residential	11,424,485 sf	68,951
Change Area	5,104,547 sf	30,152
Non-Change Area	6,319,938 sf	38,799
Total Existing Solid Waste Generation of the Change Areas		**32,742**
Total Existing Solid Waste Generation of the Non-Change Areas		**97.873**
Total Existing Solid Waste Generation of the Entire Project Area		**130,615**

/a/ Solid waste disposal rates were derived from the CalRecycle's, *Solid Waste Disposal Rates* website, http://www.calrecycle.ca.gov/wastechar/wastegenrates/default.htm, and CalEEMod, *Calculation Details for CalEEMod - Appendix D*, July, 2013.
SOURCE: City of Los Angeles, Department of City Planning, February 2014; TAHA, 2017.

[48]County of Los Angeles Department of Public Works, S*olid Waste Information Management System, Detailed Solid Waste Disposal Activity Report by Jurisdiction of Origin*, http://dpw.lacounty.gov/epd/swims/OnlineServices/reports.aspx, October 13, 2015.

[49]The conversion rate used was 2000 pounds = 1 ton. By contrast, a metric ton has a conversion rate of 2,204.62 pounds per ton.

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the CEQA Guidelines, the Proposed Project would have a significant impact related to solid waste if it would:

- Not be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.
- Not comply with federal, state, and local statutes and regulations related to solid waste.

CITY OF LOS ANGELES CEQA THRESHOLDS GUIDELINES

- In addition, based on the criteria set forth in the 2006 Los Angeles CEQA Thresholds Guide (Thresholds Guide), the determination of significance shall be made on a case-by-case basis, considering the following factors: amount of projected waste generation, diversion, and disposal during demolition, construction, and operation of the project, considering proposed design and operational features that could reduce typical waste generation rates;
- Need for an additional solid waste collection route, or recycling or disposal facility to adequately handle project-generated waste; and/or
- Whether the project conflicts with solid waste policies and objectives in the Source Reduction and Recycling Element (SRRE) or its updates, City of Los Angeles Solid Waste Management Policy Plan (CiSWMPP), Framework Element, or the Curbside Recycling Program, including consideration of the land use-specific waste diversion goals contained in Volume 4 of the SRRE.

METHODOLOGY

The Thresholds Guide sets forth guidance for the determination of significance of solid waste impacts. This guidance is based on CEQA Guidelines Appendix G and provides specific criteria to be considered when making a significance determination. In some cases, the Thresholds Guide includes quantitative thresholds. For purposes of this analysis, the thresholds identified in Appendix G are used; related thresholds are discussed jointly.

The Proposed Project's solid waste impacts are based on an analysis of the estimated net amount of solid waste generated during implementation of the Proposed Project. Solid waste disposal rates were derived from the CalRecycle's "Solid Waste Disposal Rates" website. The estimated net solid waste generated by the Proposed Project is then compared to the remaining capacity at landfills that serve the Project Area.

IMPACTS

IMPACT 4.13-9 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE AND BE SERVED BY A LANDFILL WITH SUFFICIENT PERMITTED CAPACITY TO ACCOMMODATE THE PROJECT'S SOLID WASTE DISPOSAL NEEDS? NO IMPACT WOULD OCCUR RELATED TO COMPLIANCE WITH APPLICABLE REGULATIONS. THE IMPACT RELATED TO LANDFILL CAPACITY WOULD BE LESS THAN SIGNIFICANT.

Future development occurring under the Proposed Project would be required to comply with LAMC Section 66.32 regarding demolition activities. Compliance with LAMC Section 66.32 would ensure that at least 50 percent of the demolition and construction waste generated by the future development would be diverted from landfills serving the City of Los Angeles. Solid waste generated in the City, including the Project Area, is disposed of at a number of landfills in the County of Los Angeles. As of December 2015, the landfills

serving the City had a combined remaining capacity of approximately 164 million tons of solid waste. In 2015, approximately 5.29 million tons of solid waste was disposed of at the local landfills and other solid waste facilities, as shown in **Table 4.13-16**, above.

Future development occurring under the Proposed Plan is required to comply with LAMC Section 66.32 during demolition. Compliance with LAMC Section 66.32 would ensure that at least 50 percent of the demolition and construction waste generated by the future development would be diverted from landfills serving the City of Los Angeles. Therefore, at least 50 percent of the demolition and construction waste generated by the future development resulting from the Proposed Plan would be diverted from landfills serving the City of Los Angeles.

According to Los Angeles County Department of Public Works' 2015 Annual Report, landfills serving the City of Los Angeles have various closure dates depending on maximum capacity. Expansion of existing landfills has extended adequate capacity to accommodate anticipated growth to lessen the impact of eventual closures. Therefore, anticipated construction in accordance with the Proposed Plan could be accommodated. The Proposed Plan could result in development and redevelopment of land uses that would generate solid waste. All solid waste-generating activities within the City of Los Angeles are subject to the requirements set forth in AB 939 and other local ordinances. Future development permitted under the Proposed Plan would comply with the applicable solid waste policies and objectives, and therefore, would be no impacts related to compliance with federal, state, and local statutes and regulations related to solid waste.

CHANGE AREAS

As shown in **Table 4.13-18**, implementation of the Proposed Project could increase solid waste generation in the change areas by 35,328 pounds per day (ppd) or approximately 17.7 tons per day and in the entire ECTNP Project Area by 37,071 ppd or approximately 18.5 tons per day. This amounts to an approximate 28 percent increase over existing solid waste generation in the Project Area.

TABLE 4.13-18: ESTIMATED SOLID WASTE GENERATION OF THE PROJECT AREA WITH PROPOSED PROJECT (2035)

Use	Quantity	Solid Waste Disposal (ppd)
Residential	29,441 units	72,851
Change Areas	4,507 units	11,323
Non-Change Areas	24,934 units	61,528
Non-Residential	16,957,415 sf	94,835
Change Areas	10,705,463 sf	56,747
Non-Change Areas	6,251,952 sf	
Total Solid Waste Generation of the Change Areas		**68,070**
Total Existing Solid Waste Generation of the Change Areas		*32,742*
Net Solid Waste Generation of the Change Areas		**35,328**
Total Solid Waste Generation of the Non-Change Areas		**99,616**
Total Existing Solid Waste Generation of the Non-Change Areas		*97,873*
Net Solid Waste Generation of the Non-Change Areas		**1,743**
Total Solid Waste Generation of the Entire Project Area		**167,686**
Total Existing Solid Waste Generation of the Entire Project Area		*130,615*
Net Solid Waste Generation of the Entire Project Area		**37,071**

/a/ Solid waste disposal rates were derived from the CalRecycle's, Solid Waste Disposal Rates, http://www.calrecycle.ca.gov/wastechar/wastegenrates/default.htm, accessed March 7, 2017 and CalEEMod, *Calculation Details for CalEEMod – Appendix D*, July, 2013.
SOURCE: City of Los Angeles, Department of City Planning, February 2014; TAHA, 2017.

The calculation of the Project's estimated solid waste generation is a worst-case-scenario and does not take into consideration the City's successful efforts to divert disposal of solid waste by 50 percent. The increase in solid waste resulting from implementation of the Proposed Project would increase the average daily disposal rate at landfills serving the City of Los Angeles by 0.09 percent to 20,298 tons per day. As the combined daily intake capacity of these landfills is 29,800 tons per day, the increase in solid waste generation resulting from the implementation of the Proposed Project would represent 0.06 percent of daily capacity.

Implementation of the ECTNP would not result in the need for additional solid waste collection routes as new development would be infill development in an already urbanized area and would not develop areas beyond its current service boundaries or result in the construction of additional single-family residences.

Furthermore, implementation of the Proposed Plan would be consistent with all waste reduction goals set forth by the SWIRP, RENEW LA Plan, and the Framework Element, which are discussed in the Regulatory Framework section. The Proposed Plan does not conflict with solid waste policies and objectives in the SWIRP, or Framework Element, or the Zero Waste LA goals. These policy documents govern the solid waste management practices within the Project Area. As discussed above, the Proposed Project could increase solid waste generation by 35,328 ppd or approximately 17.7 tons in the change areas, or 37,071 ppd or 18.5 tons in the Project Area over existing solid waste generation. This level of increase would not disrupt successfully meeting the goals, objectives, and policies contained in any of the solid waste management policy documents of the City as it is a negligible fraction of daily solid waste. Therefore, the Proposed Project would result in less-than-significant impact related to being served by a landfill with insufficient permitted capacity.

ALTERNATIVE COMPLIANCE SCENARIO

Table 4.13-19 shows that implementation of the Proposed Project with the Alternative Compliance scenario could increase solid waste generation in the Project Area by 32,427 ppd or approximately 16.2 tons per day. The Alternative Compliance scenario would create less of an impact in terms of solid waste generated due to higher disposal rates for non-residential uses.

TABLE 4.13-19: ESTIMATED SOLID WASTE GENERATION OF THE PROJECT AREA WITH PROPOSED PROJECT – ALTERNATIVE COMPLIANCE (2035)

Use	Quantity	Solid Waste Disposal (ppd)
Residential	31,060 units	76,931
Change Areas	4,954 units	15,404
Non-Change Areas	26,106 units	61,527
Non-Residential	15,311,503 sf	86,111
Change Areas	9,059,551 sf	48,022
Non-Change Areas	6,251,952 sf	99,616
Total Solid Waste Generation of the Change Areas		**63,426**
Total Existing Solid Waste Generation of the Change Areas		*32,742*
Net Solid Waste Generation of the Change Areas		**30,684**
Total Solid Waste Generation of the Non-Change Areas		**99,616**
Total Existing Solid Waste Generation of the Non-Change Areas		*97,873*
Net Solid Waste Generation of the Non-Change Areas		**1,743**
Total Solid Waste Generation of the Entire Project Area		**163,042**
Total Existing Solid Waste Generation of the Entire Project Area		*130,615*
Net Solid Waste Generation of the Entire Project Area		**32,427**

/a/ Solid waste disposal rates were derived from the CalRecycle's, Solid Waste Disposal Rates website, http://www.calrecycle.ca.gov/wastechar/wastegenrates/default.htm, accessed February 10, 2014 and CalEEMod, *Calculation Details for CalEEMod - Appendix D*, July, 2013.
SOURCE: City of Los Angeles, Department of City Planning, February 2014; TAHA, 2017.

Similar to the Proposed Project, implementation of the ECTNP under the Alternative Compliance scenario would not result in the need for additional solid waste collection routes as it would be infill development in an already urbanized area and would not develop areas beyond its current service boundaries or result in the construction of additional single-family residences. The Proposed Project under the Alternative Compliance scenario could increase solid waste generation by 30,684 ppd or approximately 15 tons in the change areas, or 32,427 ppd or approximately 16 tons in the Project Area over existing solid waste generation. This level of increase would not disrupt successfully meeting the goals, objectives, and policies contained in any of the solid waste management policy documents of the City as it is a negligible fraction of daily solid waste. Therefore, the Proposed Project under the Alternative Compliance scenario would result in less-than-significant impact related to being served by a landfill with insufficient permitted capacity.

NON-CHANGE AREAS

Tables 4.13-18 and **4.13-19** show the solid waste generation in the non-change areas. The generation of solid waste in these areas would occur regardless of the Proposed Project as no changes in zoning or land use designation are proposed in these areas. Therefore, impacts to solid waste disposal resulting from any development in the non-change areas that is consistent with the current plan would be less than significant.

MITIGATION MEASURES

There would be no impact related to compliance with federal, state, and local statutes and regulations related to solid waste. Impacts related to the Proposed Project being served by a landfill with insufficient permitted capacity would be less than significant. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

There would be no impact related to compliance with federal, state, and local statutes and regulations related to solid waste. Impacts related to the Proposed Project being served by a landfill with insufficient permitted capacity would be less than significant.

ENERGY

REGULATORY FRAMEWORK

FEDERAL

Public Utility Regulatory Policies Act of 1978 (PURPA) (Public Law 95-617). PURPA was passed in response to the unstable energy climate of the late 1970s. PURPA sought to promote conservation of electric energy. Additionally, PURPA created a new class of nonutility generators, small power producers, from which, along with qualified cogenerators, utilities are required to buy power.

PURPA was in part intended to augment electric utility generation with more efficiently produced electricity and to provide equitable rates to electric consumers. Utility companies are required to buy all electricity from qualifying facilities (Qfs) at avoided cost (avoided costs are the incremental savings associated with not having to produce additional units of electricity) PURPA expanded participation of nonutility generators in the electricity market, and demonstrated that electricity from nonutility generators could successfully be integrated with a utility's own supply. PURPA requires utilities to buy whatever power is produced by Qfs (usually cogeneration or renewable energy). Utilities want these provisions repealed; critics argue that it will decrease competition and impede development of the renewable energy industry. The Fuel Use Ace (FUA) of 1978 (repealed in 1987) also helped Qfs become established. Under FUA, utilities were not allowed to use natural gas to fuel new generating technologies but Qfs were by definition not utilities, were able to take

advantage of abundant natural gas and abundant new technologies (such as combined-cycle). The technologies lowered the financial threshold for entrance into the electricity generation business as well as shortened the lead time for constructing new plants.

Energy Policy Act of 2005. On August 8, 2005, President George W. Bush signed the National Energy Policy Act of 2005 into law. This comprehensive energy legislation contains several electricity related provisions that aim to:

- Help ensure that consumers receive electricity over a dependable, modern infrastructure;
- Remove outdated obstacles to investment in electricity transmission lines;
- Make electric reliability standards mandatory instead of optional; and
- Give federal officials the authority to site new power lines in DOE designated national corridors in certain circumstances.

Federal Clean Air Act (CAA). Section 211(o) of the CAA, as amended by the Energy Policy Act of 2005, requires the Administrator of the USEPA to annually determine a renewable fuel standard (RFS) which is applicable to refines, importers and certain blenders of gasoline, and public the standard in the Federal Register by November 30 each year. On the basis of this standard, each obligated party determines the volume of renewable fuel that it must ensure is consumed as motor vehicle fuel. This standard is calculated as a percentage, by dividing the amount of renewable fuel that the CAA requires to be blended into gasoline for a given year by the amount of gasoline expected to be used during that year, including certain adjustments specified by the CAA. The notice published on November 21, 2008, included an RFS of 10.21 percent for 2009.

STATE

The California Energy Commission and California Public Utilities Commission have jurisdiction over Investor Owned Utilities (IOUs) in California. The California Energy Commission (CEC) also collects information for the LADWP.

California Building Energy Efficiency Standards: Title 24. California established statewide building energy standards following legislative action. The legislation required the standards to:

- Be cost effective;
- Be based on the building life cycle; and
- Include both prescriptive and performance-based approaches.

California's building efficiency standards (along with those of energy efficient appliances) have saved more than $56 billion in electricity and natural gas costs since 1978. It is estimated the standards will save an additional $23 billion by 2013.[50] As technology and design have evolved the standards have been periodically updated, generally, every three years.

Title 24 of the CCR comprises the State Building Standards Code. Part 6 of Title 24 is the California Energy Code that includes the building energy efficiency standards. The standards include provisions applicable to all buildings, residential and non-residential, which describe requirements for documentation and certificates that the building meets the standards. These provisions include mandatory requirements for efficiency and design of the following types of systems, equipment and appliances:

- Air conditioning systems
- Heat pumps
- Water chillers
- Gas and oil-fired boilers
- Cooling equipment
- Water heaters and equipment

[50]California Code of Regulations. Title 24, Part 6.

- Pool and spa heaters and equipment
- Gas fired equipment including furnaces and stoves/ovens
- Windows and exterior doors
- Joints and other building structures openings
- Insulation and cool roofs
- Lighting control devices

The standards include additional mandatory requirements for space conditioning (cooling and heating), water heating, indoor and outdoor lighting systems, and equipment in non-residential, high-rise residential and hotel or motel buildings. Mandatory requirements for low-rise residential buildings cover indoor and outdoor lighting, fireplaces, space cooling and heating equipment (including ducts and fans), and insulation of the structure, foundation and water piping. In addition to the mandatory requirements, the standards call for further energy efficiency measures that can be provided through a choice between performance and prescriptive compliance approaches. The 2016 update to the Building Energy Efficiency Standards focuses on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings, such as improvements to the residential Standards including improvements for attics, walls, water heating, and lighting. The most significant efficiency improvements to the nonresidential Standards include alignment with the ASHRAE 90.1 2013 national standards. New efficiency requirements for elevators and direct digital controls are included in the nonresidential Standards.

The CEC has estimated that the 2016 Building Energy Efficiency Standards may reduce statewide annual electricity consumption by approximately 281 gigawatt-hours per year, electrical peak demand by 195 megawatts, and natural gas consumption by 16 million therms per year. The potential effect of these energy savings to air quality may be a net reduction in the emission of nitric oxide by approximately 508 tons per year, sulfur oxides by 13 tons per year, carbon monoxide by 41 tons per year and particulate matter less than 2.5 microns in diameter by 13.57 tons per year. Additionally, the CEC staff has estimated that the implementation of the 2016 Standards may reduce statewide greenhouse gas emissions by 160 thousand metric tons CO2e per year.

Bio-energy Action Plan (Executive Order S-06-06). Executive Order S-06-06 establishes targets for the use and production of bio-fuels and bio-power and directs state agencies to work together to advance biomass programs in California while providing environmental protection and mitigation. The executive order establishes the following target to increase the production and use of bio-energy, including ethanol and biodiesel fuels made from renewable resources: produce a minimum of 20 percent of its bio-fuels within California by 2010, 40 percent by 2020, and 75 percent by 2050. The executive order also calls for the state to meet a target for use of biomass electricity.

State of California 2015 Integrated Energy Policy Report. On April 29, 2015, Governor Edmund G. Brown Jr. signed Executive Order B-30-15, establishing a new statewide goal to reduce greenhouse gas emissions 40 percent below 1990 levels by 2030. Senate Bill 1389 (Bowen, Chapter 568, Statutes of 2002) requires the California Energy Commission to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing the state's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state's economy; and protect public health and safety. The 2015 Integrated Energy Policy Report, adopted by the CEC in February 2016, provides the results of the CEC's assessments of a variety of energy issues facing California, including the following:

- Energy efficiency
- Benchmarking under the AB 758 Action Plan
- Strategies related to data for improved decisions in the Existing Buildings Energy Efficiency Action Plan
- Building energy efficiency standards, the impact of drought on California's energy system, achieving 50 percent renewables by 2030
- Renewable Action Plan status, the California Energy Demand Forecast

- Natural Gas Outlook
- AB 1257 Report
- Methane emissions
- Transportation Energy Demand Forecast
- Alternative and Renewable Fuel and Vehicle Technology Program benefits updates
- Landscape-scale planning efforts, transmission projects
- California Independent System Operator energy imbalance market
- Desert Renewable Energy Conservation Plan
- Climate change vulnerability and adaptation options
- Electricity infrastructure in Southern California
- Trends in California's sources of crude oil
- California's nuclear plants[51]

Greenhouse Gas (GHG)

A number of regulations aimed primarily at GHG reductions would affect energy consumption as the consumption of energy generates most greenhouse gases. Please refer to Section 4.5, Greenhouse Gas Emissions, of this Draft EIR for a complete regulatory framework discussion.

Senate Bill 97 (SB 97), CEQA Guidelines for Greenhouse Gas Emissions. SB 97 required the Governor's Office of Planning and Research (OPR) to prepare CEQA Guidelines for the mitigation of GHG emissions, including, but not limited to, effects associated with transportation or energy consumption. OPR and the Resources Agency are required to periodically review the guidelines to incorporate new information or criteria adopted by CARB pursuant to the Global Warming Solutions Act.

Renewable Energy

Renewables Portfolio Standard (RPS) (SB 2). Established in 2002 under SB 1078, accelerated in 2006 under SB 107, and expanded in 2011 under SB 2, RPS is one of the most ambitious renewable energy standards in the country. This law requires investor-owned utilities such as Pacific Gas and Electric, SCE and San Diego Gas and Electric, to have 33 percent of their electricity come from renewable sources by 2020. All of these entities had to adopt the new RPS goals of 20 percent of retails sales from renewables by the end of 2013, 25 percent by the end of 2016, and the 33 percent requirement being met by the end of 2020.

Clean Energy and Pollution Reduction Act of 2015 (SB 350). SB 350, signed in October 2015 by Governor Edmund G. Brown, requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from eligible renewable energy resources by 2030. SB 350 also makes additional revisions to the RPS Program and to certain other requirements on public utilities and publicly owned electric utilities.

California Solar Initiative (CSI). On January 12, 2006, the CPUC approved the CSI (R.04-03-017), a solar incentive program for California consumers of the investor-owned utilities - PG&E, SCE, SDG&E. Together with the rebate program for New Solar Homes and rebate programs offered through the dozens of publicly owned utilities in the state the CSI program is a key component of the Go Solar California campaign for California. The CSI program has a total budget of $2.167 billion between 2007 and 2016 and a goal to install approximately 1,940 MW of new solar generation capacity. The CSI-Thermal portion of the program has a total budget of $250 million between 2010 and 2017, and a goal to install 200,000 new solar hot water systems. The CSI program is funded by electric ratepayers and the CSI-Thermal portion of the program is funded by gas ratepayers. The CSI program is overseen by the California Public Utilities Commission and rebates are offered through the Program Administrators.[52]

[51]California Energy Commission, *2015 Integrated Energy Policy Report*, July 2015, adopted February 2016.
[52]California Energy Commission, California Solar Initiative, *About the California Solar Initiative (CSI)*, http://www.gosolarcalifornia.ca.gov/, accessed March 7, 2017.

CEQA Guidelines Appendix F: Energy Conservation. CEQA Guidelines Appendix F provides a goal of conserving energy in the state of California. The appendix indicates the following methods to achieve this goal: (1) decreasing overall per capita energy consumption, (2) decreasing reliance on natural gas and oil, and (3) increasing reliance on renewable energy sources.

LOCAL

The City of Los Angeles GREEN LA Plan. On May 15, 2007, Los Angeles Mayor Antonio Villaraigosa released the "GREEN LA – An Action Plan to Lead the Nation in Fighting Global Warming" (GREEN LA Plan) that has an overall goal of reducing the City of Los Angeles' greenhouse gas emissions by 35 percent below 1990 levels by 2030. This goal exceeds the targets set by both California and the Kyoto Protocol, and is the greatest reduction target of any large United States City. The cornerstone of the GREEN LA Plan is increasing the City's use of renewable energy to 35 percent by 2020. The Plan discusses City goals for each focus area, as follows:

Energy
- Increase the generation of renewable energy;
- Encourage the use of mass transit;
- Develop sustainable construction guidelines;
- Increase City-wide energy efficiency; and
- Promote energy conservation.

Water
- Decrease per capita water use to reduce electricity demand associated with water pumping and treatment.

Transportation
- Power the City vehicle fleet with alternative fuels; and
- Promote alternative transportation (e.g., mass transit and rideshare).

Other Goals
- Create a more livable City through land use regulations;
- Increase recycling, reducing emissions generated by activity associated with the Port of Los Angeles and regional airports;
- Create more City parks, promoting the environmental economic sector; and
- Adapt planning and building policies to incorporate climate change policy.

Sustainable City Plan (pLAn). On April 8, 2015, Mayor Eric Garcetti released the pLAn, a roadmap to achieve back to basics short-term results while setting the path to strengthen and transform the City. The pLAn is made up of short-term (by 2017) and longer-term (by 2025 and 2035) targets in 14 categories to advance the City's environment, economy and equity. The pLAn provides strategies to create a more sustainable and livable city by: improving land use planning to promote neighborhood quality of life; conserving energy and water; mitigating and adapting to climate change; building transit options for an accessible future; promoting affordability and environmental justice; and restoring and reinventing the Los Angeles River.

EXISTING SETTING

ELECTRICITY

LADWP provides electricity to residents and business within the City of Los Angeles. LADWP supplies more than 24 million megawatt-hours (MWh) of electricity a year to approximately 1.4 million residential and

business customers.[53] LADWP owns and operates the majority of its generation, transmission, and distribution infrastructure, which include natural gas-fueled generation stations, coal-fired generation stations, nuclear-fueled generation stations, large hydroelectric generation stations, renewable resources, and distributed generation. 7,640 Megawatts (MW) with a record peak in instantaneous demand of 6,396 MW in 2014.[54] LADWP's Power Infrastructure includes 22 Generation Plants, 6,752 miles of overhead distribution lines, 3,626 miles of underground distribution cables and 160 distribution stations.[55] The LADWP is constantly striving for energy efficiency and is procedurally always moving forward, embracing renewable energy and to cut back on emissions. As a result of the shutdown of the Mohave Coal Power Plant in 2005, efficient energy solutions, ongoing repowering programs, and increase development of renewable resources, LADWP CO_2 emissions levels were 12.0 million metric tons (MMT), 23 percent below its 1990 level (17.9 MMT). GHG emissions are expected to be 55 percent below 1990 levels by 2025.[56]

With the advent of energy efficiency, LADWP has developed Smart Grid L.A. in order to upgrade its power grid with communications technologies that will give customers empowerment of control of their energy uses and costs in real-time. There will be continuous communication and feedback from the power grid which will provide a balance of customer electricity demand and power production. Since 2013, the LADWP has already outfitted 52,000 residential and commercial customers with Smart Meters. The use of Smart Meters will enable the LADWP to gather information to better implement the Smart Grid LA plan.

Table 4.13-20 shows the source of LADWP's power resources. Approximately 21 percent of power generation is from renewable sources, including biomass and biowaste, geothermal, small hydroelectric, solar, and wind energy. Specifically, wind energy provides the majority of renewable energy accounting for 11 percent of renewable energy. LADWP's eligible renewable "small hydro" resources include the Owens Gorge, the Owens Valley and LAA hydroelectric plants.

TABLE 4.13-20: LADWP POWER RESOURCES (2015)

Energy Source	Percent Contributed to LADWP Power
Renewable Energy	21%
Wind	11%
Biomass & Biowaste	4%
Geothermal	2%
Small hydroelectric	1%
Solar	3%
Coal	37%
Natural Gas	25%
Nuclear	10%
Large Hydroelectric	3%
Other/Unspecified	4%

SOURCE: City of Los Angeles Department of Water and Power, *2016 Integrated Resource Plan*, January 2017.

[53]Los Angeles Department of Water and Power, *Power Today*, https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-pastandpresent/a-p-pp-powertoday?_adf.ctrl-state=bsuffzji2_17&_afrLoop=1819179896829263, accessed on March 7, 2017.

[54]Los Angeles Department of Water and Power, *Facts and Figures*, https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-factandfigures?_adf.ctrl-state=bsuffzji2_17&_afrLoop=1819290218268677, accessed on March 7, 2017.

[55]*Ibid*.

[56]Los Angeles Department of Water and Power, *2016 Briefing Book*, June 2016.

Electricity from coal-fired power sources represents approximately 37 percent of LADWP's power supply. The Navajo and the Intermountain Generating Stations, located in Arizona and Utah, respectively, supply the LADWP coal-generated electricity.[57] These stations provide low-cost base load generation to Los Angeles; however, these stations also emit twice the amount of CO_2 compared to Natural Gas. Thus, the LADWP will continue to seek replacement options to lower the LADWP's power generation CO_2 emission levels.

Electricity from natural gas-fueled power sources represents approximately 25 percent of LADWP's power supply. The coal generating stations, owned by the LADWP and located throughout the Los Angeles Basin, include the Harbor, Haynes, Scattergood, and Valley generating stations supply the LADWP with natural gas-fueled electricity. Electricity from nuclear-fueled power sources represents approximately 10 percent of LADWP's power supply. The Palo Verde Nuclear Generation Station, located in Arizona, supplies the LADWP with nuclear-generated electricity. Electricity from large hydroelectric and other unspecified power sources represents a total of approximately seven percent of the LADWP's power supply. The Castaic Pumped Storage Power Plant and the Hoover Power Plant supply LADWP with hydroelectric-generated electricity, and are located in Castaic, California and Arizona, respectively.[58]

In 2015, LADWP's electricity generation and distribution infrastructure delivered 24.0 million MWh of electricity to its customers. Commercial users consumed the most electricity supplied by the LADWP in 2015 with approximately 12.8 million MWh, or 53 percent of the total electricity provided by the LADWP. Residential customers consumed approximately 8.4 million MWh, or 35 percent, of electricity supplied by the LADWP in 2015. Industrial users consumed approximately 2.7 million MWh, or 10 percent, while other LADWP customers consumed approximately 0.4 million MWh, or approximately 0.02 percent.[59]

The estimated electricity usage of existing uses within the ECTNP Area is shown in **Table 4.13-21**. The total electricity usage within the ECTNP Area is approximately 168,403,097 kilowatt-hours (kWh) per year or approximately 168,403 MWh per year. Electricity usage of the ECTNP Area represents less than one percent of the 23.5 million MWh of total electricity delivered by the LADWP in 2013.[60]

TABLE 4.13-21: ESTIMATED EXISTING ELECTRICITY USAGE WITHIN THE PROJECT AREA

Use	Quantity	Electricity Usage Generation (kWh/year)
Residential	25,018 units	49,157,215
Change Areas	1,057 units	2,156,875
Non-Change Areas	23,961 units	47,000,340
Non-Residential	11,424,484 sf	119,245,882
Change Areas	5,104,547 sf	55,358,649
Non-Change Areas	6,319,938 sf	63,887,233
Total Existing Electricity Usage of the Change Areas		**57,515,524**
Total Existing Electricity Usage of the Non-Change Areas		**110,887,573**
Total Existing Electricity Usage of the Entire Project Area		**168,403,097**

/a/ CalEEMod, *Calculation Details for CalEEMod - Appendix D*, July, 2013.
SOURCE: City of Los Angeles, Department of City Planning, February 2014; TAHA, 2017.

NATURAL GAS

The City of Los Angeles, including the Project Area, is served by the investor-owned Southern California Gas Company (SoCalGas), a unit of Sempra Energy. SoCalGas serves approximately 21.6 million customers through 5.9 million meters of gas lines within a 20,000-square-mile service area that includes over 500

[57]Los Angeles Department of Water and Power, *2016 Integrated Resource Plan*, January 2017.
[58]*Ibid*.
[59]California Energy Commission, *Electricity by Entity*, http://www.ecdms.energy.ca.gov/elecbyutil.aspx, accessed March 7, 2017.
[60]City of Los Angeles, Department of City Planning, February 2014.

communities in Central and Southern California.[61] In 2015, a total of approximately 4,947 million therms of natural gas were consumed by SoCalGas' customers. Of this total, residential, industrial, commercial and miscellaneous other customers consumed 2,038 million, 1,614 million, 979 million, and 315 million therms of natural gas, respectively.[62,63] California natural gas anticipates a gas demand to decline at an annual rate of 1.4 percent between 2016 and 2035 as a result of modest growth in the Natural Gas Vehicle (NGV) market, economic growth, energy efficiency standards, other sources of renewable energy, metering infrastructure and the decline in demand of commercial and industrial sectors.[64] More specifically, from 2016 to 2035, SoCalGas residential demand is expected to decline from 239 billion cubic feet (Bcf) to 218 Bcf, reflecting an annual decline rate of 0.5 percent, non-residential markets are expected to decline from 113 Bcf in 2016 to 105 Bcf by 2035, reflecting an annual decline rate of 0.24 percent.[65]

SoCalGas natural gas supplies originate from sedimentary basins located in California, New Mexico (San Juan Basin), west Texas (Permian Basin), the Rocky Mountains, western Canada, and local California supplies. Interstate pipelines used by SoCalGas and San Diego Gas and Electric (SDG&E) have a natural gas upstream capacity of 6,725 million cubic feet per day (MMcf/d).[66] Additionally, SoCalGas and SDG&E currently have firm receipt capacity (i.e. access to supply from interstate pipelines for core customers) of 3,875 MMcf/d of natural gas. Locally, SoCalGas distributes natural gas through an extensive network of approximately 41,500 miles of underground gas mains.

Underground storage of natural gas plays a vital role in balancing the region's energy supply and demand. SoCalGas owns and operates four underground storage facilities located in Aliso Canyon, Honor Rancho, Goleta, and Playa Del Rey. These facilities have a total storage capacity of 137.1 Bcf. Stored gas is appropriated as follows: 83 Bcf is allocated to core residential, small industrial and commercial customers; 4.2 Bcf is used for system balancing; and the remainder is available to other customers. In October 2015 the storage facility in Aliso Canyon had a natural gas leak resulting in DOGGR imposing a moratorium on the storage facility with a safety review for all 114 wells within the facility. The safety review requires the wells to be thoroughly tested for safe operation or removed from operation and isolated from the underground reservoir. As a result of the incident the Aliso Canyon facility is not currently supplying natural gas to the greater Los Angeles area.

The estimated natural gas usage of existing uses within the Project Area is shown in **Table 4.13-22**. The total natural gas usage within the Project Area is approximately 459 MMcf per year (MMcf/y). Natural gas usage of the Project Area represents approximately 0.08 percent of the 532 Bcf of natural gas was consumed within the SoCalGas service area in 2013.

[61]Southern California Gas Company, *Company Profile*, https://www.socalgas.com/about-us/company-profile, accessed March 7, 2017.

[62]California Energy Commission, *California Energy Consumption Database*, http://ecdms.energy.ca.gov/, accessed March 7, 2017.

[63]One therm is equal to 96.7 cubic feet of natural gas.

[64]California Gas and Electric Utilities, 2016 *California Gas Report*, 2016.

[65]*Ibid.*

[66]Beginning in April 2008, gas supplies to serve both SoCalGas' and SDG&E's retail core gas demand are procured with a combined portfolio. SoCalGas and SDG&E plan and design their systems to provide continuous service to their core customers under an extreme peak day event. The extreme peak day design criteria is defined as a 1-in 35 likelihood event for each utility's service area.

TABLE 4.13-22: ESTIMATED EXISTING NATURAL GAS USAGE WITHIN THE PROJECT AREA		
Use	**Quantity**	**Natural Gas Usage (cf/year)**
Residential	25,018 units	343,051,712
Change Areas	1,057 units	15,175,460
Non-Change Areas	23,961 units	327,876,252
Non-Residential	11,424,484 sf	116,196,493
Change Areas	5,104,547 sf	51,621,913
Non-Change Areas	6,319,938 sf	64,574,580
Total Existing Natural Gas Usage of the Change Areas		**66,797,373**
Total Existing Natural Gas Usage of the Non-Change Areas		**392,450,832**
Total Existing Natural Gas Usage of the Entire Project Area		**459,248,205**
/a/ CalEEMod, *Calculation Details for CalEEMod - Appendix D*, July, 2013. **SOURCE**: City of Los Angeles, Department of City Planning, February 2014; TAHA, 2017.		

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix F of the State CEQA Guidelines, the Proposed Project would have a significant impact related to energy if it would:

- Result in the wasteful or inefficient use of energy as a result of project implementation.

CITY OF LOS ANGELES CEQA THRESHOLDS GUIDELINES

Based on the criteria set forth in the 2006 Los Angeles CEQA Thresholds Guide (Thresholds Guide), the determination of significance shall be made on a case-by-case basis, considering the following factors.

For impacts related to energy and/or distribution infrastructure:

- The extent to which the project would require new (off-site) energy supply facilities and distribution infrastructure, or capacity enhancing alterations to existing facilities;
- Whether and when the needed infrastructure was anticipated by adopted plans; or
- The degree to which the project design and/or operations incorporate energy conservation measures, particularly those that go beyond City requirements.

METHODOLOGY

The Thresholds Guide sets forth guidance for the determination of significance of energy impacts. In some cases, the Thresholds Guide includes quantitative thresholds. For purposes of this analysis, Thresholds Guide criteria are used, supplemented by the thresholds identified in Appendix G, where appropriate.

Electricity and natural gas use was estimated using the same methodology utilized by CalEEMod.[67] The program uses the California Commercial End Use Survey (CEUS) database to develop energy intensity values (electricity or natural gas usage per square feet per year) for non-residential buildings. The energy use from residential land uses is calculated based on the Residential Appliance Saturation Survey (RASS). Similar to CEUS, this is a comprehensive energy use assessment that includes the end use for various climate zones in California. The CalEEMod support files include detailed discussions of processing the RASS data to obtain the lookup tables and additional calculation methodologies. Applying the use factors to the proposed building square footages by land use type, an estimate was made as to the net future electricity and natural gas consumption of the reasonably expected development under the Proposed Project. This estimate is

[67]CalEEMod, *Calculation Details for CalEEMod - Appendix D*, July, 2013.

compared to the existing available energy supplies from LADWP and SoCalGas, to determine if these utilities would be able to accommodate the net Proposed Project's energy demands.

IMPACTS

IMPACT 4.13-10 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT RESULT IN THE INEFFICIENT USE OF ELECTRICITY? THIS IMPACT IS LESS THAN SIGNIFICANT WITH COMPLIANCE WITH TITLE 24, PART 6 OF THE CALIFORNIA ADMINISTRATIVE CODE, THE ENERGY EFFICIENCY STANDARDS FOR RESIDENTIAL AND NONRESIDENTIAL BUILDING AND THE CITY OF LOS ANGELES' GREEN BUILDING CODE ENERGY EFFICIENCY REQUIREMENTS.

CHANGE AREAS

As detailed in **Table 4.13-23**, implementation of the Proposed Project could result in demand for electricity in the change areas to increase by approximately 88,656,829 kWh per year or 88,657 MWh and demand in the entire Project Area to increase by approximately 89,551,839 kWh per year, or 89,552 MWh per year. This increase would be a 53 percent increase over existing electricity usage within the Project Area.

TABLE 4.13-23: ESTIMATED ELECTRICITY USE INTHE PROJECT AREA WITH PROPOSED PROJECT (2035)

Use	Quantity	Electricity Usage Generation (kWh/year)
Residential	29,441 units	54,187,817
Change Areas	4,507 units	7,365,012
Non-Change Areas	24,934 units	46,822,805
Non-Residential	16,957,415 sf	203,767,119
Change Areas	10,705,463 sf	138,807,341
Non-Change Areas	6,251,952 sf	64,959,778
Total Electricity Usage of the Change Areas		**146,172,353**
Total Existing Electricity Usage of the Change Areas		*57,515,524*
Net Electricity Usage of the Change Areas		**88,656,829**
Total Electricity Usage of the Non-Change Areas		**111,782,583**
Total Existing Electricity Usage of the Non-Change Areas		*110,887,573*
Net Electricity Usage of the Non-Change Areas		**895,010**
Total Electricity Usage of the Entire Project Area		**257,954,936**
Total Existing Electricity Usage of the Entire Project Area		*168,403,097*
Net Electricity Usage of the Entire Project Area		**89,551,839**

/a/ CalEEMod, *Calculation Details for CalEEMod - Appendix D*, July, 2013.
SOURCE: City of Los Angeles, Department of City Planning, February 2014; TAHA, 2017.

The estimated increase in demand for electricity resulting from reasonably expected implementation of the Proposed Project in the change areas represents approximately 0.4 percent of 23.5 million MWh of total electricity delivered by LADWP in 2013. The dependable plant capability of LADWP is 7,639 MWh[68] with a maximum production of 66.9 million MWh per year by LADWP.[69] LADWP experienced an average Peak Demand of 6,341 MW in 2013. If the average Peak Demand occurred continuously, 24 hours per day, for an entire year, LADWP would have produced 55.5 million MWh.[70] This theoretical maximum capacity scenario would leave LADWP with an additional 11.4 million MWh of potential electricity production in 2013. Thus, the expected increase in electricity demand from the Proposed Project would be less than 0.01 percent of the total remaining potential electricity production.

LADWP projects that in 2035 annual peak demand will grow by approximately 20 percent to 7,715 MW.[71] LADWP's estimated 2035 peak demand considers potential and likely changes that would increase the amount of electricity people will consume such as purchasing more air conditioners and driving electric vehicles to combat more frequent extreme weather conditions as a result of climate change, and the increased use of electric vehicles.[72] Development in the change areas could increase city-wide demand for electricity by 0.4 percent compared to existing conditions, which would be within LADWP's projected increase in peak demand for electricity. LADWP estimates they will produce 11,277 MW in 2035 which would be 3,562 MW or 46 percent more than the projected peak demand in 2035. Therefore, LADWP would generate adequate electrical supply at existing and planned facilities to provide electricity to the Proposed Project.

New development occurring from anticipated development under the Proposed Project in the change areas would be subject to Title 24, Part 6 of the California Administrative Code, the Energy Efficiency Standards for Residential and Nonresidential Buildings, which requires local jurisdictions to use energy efficient appliances, weatherization techniques, and efficient cooling and heating systems to reduce energy demand stemming from new development. In addition, development occurring from the implementation of the Proposed Project in the change areas would be required to comply with the City of Los Angeles' Green Building Code Energy Efficiency requirements. Consequently, as projects are built in the change areas, they will be in compliance with all applicable energy conservation plans and policies of the City. Therefore, the Proposed Project would result in less-than-significant impacts related to electricity.

ALTERNATIVE COMPLIANCE SCENARIO

As shown in **Table 4.13-24**, the Proposed Project with the Alternative Compliance scenario would result in demand for electricity in the change areas to increase by 69,888,521 kWh per year or 69,889 MWh per year or in the Project Area to increase by 70,783,530 kWh per year or 70,784 MWh per year. This increase would be a 42 percent increase over existing electricity usage within the Project Area. The Proposed Project with the Alternative Compliance scenario would result in less demand due to a lower amount of non-residential square footage than would the Proposed Project.

[68]Los Angeles Department of Water and Power, *2014 Integrated Resource Plan*, December 19, 2014.

[69]This is a theoretical maximum capacity figure that assumes LADWP being able to utilize all 7,639 MW capacity of their system uninterrupted 24 hours per day for an entire year. This figure was arrived at by multiplying total capacity (7,639 MW) by total hours in year (8,760 hours/year). The following conversions were also used: 1MW = 1,000 KW; 1MWh = 1,000 kwh.

[70]Los Angeles Department of Water and Power, *2014 Integrated Resource Plan*, December 19, 2014.

[71]*Ibid*.

[72]LADWP expects the use of Plug-in Hybrid Electric Vehicles to exceed 500,000 vehicles to be used within their service area by 2030. (LADWP, *2013 Power Integrated Resources Plan*, 2013).

TABLE 4.13-24: ESTIMATED ELECTRICITY USE IN THE PROJECT AREA WITH PROPOSED PROJECT – ALTERNATIVE COMPLIANCE (2035)

Use	Quantity	Electricity Usage Generation (kWh/year)
Residential	31,060 units	56,760,440
Change Areas	4,954 units	9,937,635
Non-Change Areas	26,106 units	46,822,805
Non-Residential	15,311,503 sf	182,426,187
Change Areas	9,059,551 sf	117,466,410
Non-Change Areas	6,251,952 sf	64,959,777
Total Electricity Usage of the Change Areas		**127,404,045**
Total Existing Electricity Usage of the Change Areas		*57,515,524*
Net Electricity Usage of the Change Areas		**69,888,521**
Total Electricity Usage of the Non-Change Areas		**111,782,582**
Total Existing Electricity Usage of the Non-Change Areas		*110,887,573*
Net Electricity Usage of the Non-Change Areas		**895.009**
Total Electricity Usage of the Entire Project Area		**239,186,627**
Total Existing Electricity Usage for the Entire Project Area		*168,403,097*
Net Electricity Usage for the Entire Project Area		**70,783,530**

/a/ CalEEMod, *Calculation Details for CalEEMod - Appendix D*, July, 2013.
SOURCE: City of Los Angeles, Department of City Planning, February 2014; TAHA, 2017.

Similar to the Proposed Project, new development occurring from anticipated development under the Alternative Compliance scenario in the change areas would be subject to Title 24, Part 6 of the California Administrative Code, the Energy Efficiency Standards for Residential and Nonresidential Buildings, which requires local jurisdictions to use energy efficient appliances, weatherization techniques, and efficient cooling and heating systems to reduce energy demand stemming from new development. In addition, development occurring from the implementation of the Alternative Compliance scenario in the change areas would be required to comply with the City of Los Angeles' Green Building Code Energy Efficiency requirements. Consequently, as projects are built in the change areas, they will be in compliance with all applicable energy conservation plans and policies of the City. Therefore, the Alternative Compliance scenario would result in less-than-significant impacts related to electricity.

NON-CHANGE AREAS

Tables 4.13-23 and **4.13-24** show the electricity use in the non-change areas. The use of electricity in these areas would occur regardless of the Proposed Project as no changes in zoning or land use designation are proposed in these areas. Similar to new development in the change areas, new development occurring in the non-change areas would also be subject to Title 24, Part 6 of the California Administrative Code, the Energy Efficiency Standards for Residential and Nonresidential Buildings and would be required to comply with the City of Los Angeles' Green Building Code Energy Efficiency requirements. Therefore, impacts to electricity resulting from any development in the non-change areas that is consistent with the current plan would be less than significant.

MITIGATION MEASURES

Impacts related to the inefficient use of electricity would be less than significant under the Proposed Project. No mitigation measures are required.

SIGNIFICANCE OF AFTER MITIGATION.

Impacts related to the inefficient use of electricity were determined to be less than significant without mitigation.

IMPACT 4.13-11 WOULD IMPLEMENTATION OF THE PROPOSED PROJECT RESULT IN THE INEFFICIENT USE OF NATURAL GAS? THIS IMPACT IS LESS THAN SIGNIFICANT.

Over the course of implementation of the Proposed Project, several changes (such as increased outdoor temperatures due to climate change, and the increased use of natural gas vehicles) are expected to affect the demand for natural gas. SoCalGas projects that as a result of increased temperatures, overall demand for natural gas will decrease at an annual rate of 0.33 percent between 2013 and 2035.[73] In addition, energy use per meter for residential customers is projected to decline due to expected energy savings from improved building construction and insulation, appliance standards, and utility energy efficiency programs. In addition, the NGV market is projected to grow due to federal, State, and local incentives and regulations related to the purchase and operation of alternate fuel vehicles and due to the rising costs of petroleum. At the end of 2013, there were 289 compressed natural gas (CNG) fueling stations delivering 11.4 Bcf of natural gas during the year in California. SoCalGas projects the NGV market will grow in demand from 11.4 Bcf in 2013 to 23.3 Bcf in 2035.

CHANGE AREAS

Implementation of the Proposed Project could result in demand for natural gas in the change areas to increase by approximately 77 MMcf/y or in the Project Area to increase by approximately 83 MMcf/y, as detailed in **Table 4.13-25**. The estimated increase in demand for natural gas resulting from implementation of the change areas more than doubles the existing natural gas usage in the change areas. When compared to total consumption by the entire SoCalGas service territory in 2013 (532 Bcf), the estimated increase in natural gas usage due to future development in the change areas is 0.014 percent.

TABLE 4.13-25: ESTIMATED NATURAL GAS USAGE OF THE PROJECT AREA WITH PROPOSED PROJECT (2035)

Use	Quantity	Natural Gas Usage (cf/year)
Residential	29,441 units	391,301,663
Change Areas	4,507 units	52,452,966
Non-Change Areas	24,934 units	338,848,697
Non-Residential	16,957,415 sf	150,903,802
Change Areas	10,705,463 sf	91,757,350
Non-Change Areas	6,251,952 sf	59,146,452
Total Natural Gas Usage of the Change Areas		**144,210,316**
Total Existing Natural Gas Usage of the Change Areas		*66,797,373*
Net Natural Gas Usage of the Change Areas		**77,412,943**
Total Natural Gas Usage of the Non-Change Areas		**397,995,149**
Total Existing Natural Gas Usage of the Non-Change Areas		*392,450,832*
Net Natural Gas Usage of the Non-Change Areas		**5,544,317**
Total Natural Gas Usage of the Entire Project Area		**542,205,465**
Total Existing Natural Gas Usage of the Entire Project Area		*459,248,205*
Net Natural Gas Usage of the Entire Project Area		**82,957,260**

/a/ CalEEMod, *Calculation Details for CalEEMod - Appendix D*, July, 2013.
SOURCE: City of Los Angeles, Department of City Planning, February 2014; TAHA, 2017.

Furthermore, SoCalGas' total supply capacity is nearly 2.7 trillion cubic feet per year. Of the total supply capacity by SoCalGas, 532 Bcf was consumed in 2013 in the SoCalGas service territory, or 20 percent of total supply capacity. Thus, the total remaining supply capacity of SoCalGas is approximately 2.2 trillion cubic feet per year. The total expected increase in natural gas usage in the change areas under the Proposed

[73]California Gas and Electric Utilities, 2104 *California Gas Report*, 2014.

Project is approximately 77 MMcf/y and, therefore, would consume much less than 0.01 percent of SoCalGas' remaining supply capacity.

The 2014 California Gas Report provides estimates of projected supply and demand within the SoCalGas service area over the 2010 to 2035 planning horizon.[74] In 2035, SoCalGas projects gas demand to be 2,647 MMcf/d and to have an available supply of 3,875 MMcf/d or 1.4 quadrillion cf/year. The Proposed Project would consume 0.02 percent of SoCalGas' 2035 projected available supply. Therefore, development of the Proposed Project in the change areas would result in less-than-significant impacts related to the inefficient use of natural gas.

ALTERNATIVE COMPLIANCE SCENARIO

The Proposed Project with the Alternative Compliance Scenario could result in demand for natural gas in change areas to increase by 81 MMcf/y and in the Project Area to increase by approximately 87 MMcf/y, as detailed in **Table 4.13-26**. Similar to the Proposed Project, the estimated increase in demand for natural gas resulting from development in the change areas under the Alternative Compliance scenario more than doubles the existing natural gas usage in the change areas. When compared to total consumption by the entire SoCalGas service territory in 2013 (532 Bcf), the estimated increase in natural gas usage due to development of the change areas is 0.15 percent.

TABLE 4.13-26: ESTIMATED NATURAL GAS USAGE OF THE PROJECT AREA WITH PROPOSED PROJECT – ALTERNATIVE COMPLIANCE (2035)

Use	Quantity	Natural Gas Usage (cf/year)
Residential	31,060 units	409,559,000
Change Areas	6,126 units	70,710,303
Non-Change Areas	24,934 units	338,848,697
Non-Residential	15,311,503 sf	136,796,573
Change Areas	9,059,551 sf	77,650,122
Non-Change Areas	6,251,952 sf	59,146,451
Total Natural Gas Usage of the Change Areas		**148,360,425**
Total Existing Natural Gas Usage of the Change Areas		*66,797,373*
Net Natural Gas Usage of the Change Areas		**81,563,052**
Total Natural Gas Usage of the Non-Change Areas		**397,995.148**
Total Existing Natural Gas Usage of the Non-Change Areas		*392,450,832*
Net Natural Gas Usage of the Non-Change Areas		**5,544,316**
Total Natural Gas Usage of the Entire Project Area		**546,355,573**
Total Existing Natural Gas Usage of the Entire Project Area		*459,248,205*
Net Natural Gas Usage of the Entire Project Area		**87,107,368**

/a/ CalEEMod, *Calculation Details for CalEEMod - Appendix D*, July, 2013.
SOURCE: City of Los Angeles, Department of City Planning, February 2014; TAHA, 2017.

Similar to the Proposed Project, the Alternative Compliance scenario would consume less than 0.02 percent of SoCalGas' 2035 projected available supply. Therefore, the Alternative Compliance scenario would result in less-than-significant impacts related to the inefficient use of natural gas.

[74]California Gas and Electric Utilities, 2104 *California Gas Report*, 2014.

NON-CHANGE AREAS

Tables 4.13-25 and **4.13-26** show the natural gas use in the non-change areas. The use of natural gas in these areas would occur regardless of the Proposed Project as no changes in zoning or land use designation are proposed in these areas. Therefore, impacts to natural gas resulting from any development in the non-change areas that is consistent with the current plan would be less than significant.

MITIGATION MEASURES

Impacts related to use of natural gas would be less than significant under the Proposed Project. No mitigation measures are required.

SIGNIFICANCE OF LEVEL AFTER MITIGATION

Impacts related to the use of natural gas were determined to be less than significant without mitigation.

4.14 CUMULATIVE IMPACTS

California Environmental Quality Act (CEQA) defines cumulative impacts as two or more individual actions that, when considered together, are considerable or will compound other environmental impacts. Cumulative impacts are the changes in the environment that result from the incremental impact of development of the Proposed Project and other projects with related impacts. For example, traffic impacts of two nearby projects may be insignificant when analyzed separately but could have a significant impact when analyzed together. Cumulative impact analysis allows the Environmental Impact Report (EIR) to provide a reasonable forecast of future environmental conditions and can more accurately gauge the effects of a series of projects.

CEQA Guidelines Section 15130 allows for the cumulative assessment to address adopted growth forecasts representing growth effects that may occur in the same time frame as the Proposed Project. The following impact analysis considers different geographies as appropriate to each impact. Many cumulative impacts (such as aesthetics and noise) occur within the immediate vicinity of a project (adjacent to or within ½ mile); some impacts (such as impact on local utility lines) affect infrastructure further away (one to two miles); some impacts are at the City level (such as the impact to the City's sewer treatment facilities); some impacts are regional (such as air quality criteria pollutants) and one impact is global (greenhouse gas (GHG) emissions). For transportation impacts, cumulative projects include related transportation projects within the West Area Planning Commission (APC) geography.

In order to provide context for anticipated changes within the ECTNP, **Table 4.14-1** presents projections for population, housing, and employment in the areas adjacent to, but outside of, the Project Area, including portions of the cities of Santa Monica and Culver City. Within two miles of the Project Area (but not including the Project Area itself), approximately 44,000 people, 31,000 dwelling units, and 29,000 employees are forecast to be added by 2035 according the Southern California Associations of Government (SCAG) 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).[1] This growth combined with the growth in the Proposed Project Area would broadly represent anticipated cumulative changes.

Anticipated growth is also the foundation for planning initiatives taken by the City of Los Angeles, Department of City Planning. As part of the City's response to 2012-2035 RTP/SCS, the City initiated the Transit Neighborhood Plans (TNP) program to encourage compact, mixed-use development patterns near transit stations as a means of accommodating projected growth. The TNP program, which includes the ECTNP, is intended to provide station area-level planning to areas surrounding new and existing transit stations.

The potential for the ECTNP to result in a cumulatively considerable contribution to impacts in the City is addressed in detail below.

[1]During the preparation of the ECTNP Draft EIR, the 2012-2035 RTP/SCS was the most recent adopted RTP/SCS available. The 2016-2040 RTP/SCS was adopted April 7, 2016, after the analysis in the ECTNP Draft EIR was completed. The 2016-2040 RTP/SCS has been reviewed to determine if there are any substantial differences in policy and/or growth trends associated with the socioeconomic data as compared to the 2012-2035 RTP/SCS. Based on this review it has been determined that the minor refinements in policy and associated updated socioeconomic data in the 2016-2040 RTP/SCS would not substantially affect the analyses or conclusions of this ECTNP EIR. While the SCAG transportation model itself is still not available, SCAG staff indicates that changes to the network and associated calculations are minor. Please see **Appendix K** for a more detailed discussion.

TABLE 4.14-1: ADOPTED GROWTH PROJECTIONS FOR PROPOSED PROJECT ADJACENT AREAS				
	2008/2013 /a/	**2035**	**Change**	**Percent Change**
ONE HALF MILE FROM PROJECT AREA				
Population	73,314	82,651	9,337	13%
Housing	33,035	39,792	6,757	20%
Employment	52,232	56,951	4,719	9%
ONE MILE FROM PROJECT AREA				
Population	153,689	172,540	18,851	12%
Housing	70,032	83,781	13,749	20%
Employment	137,314	149,591	12,277	9%
TWO MILES FROM PROJECT AREA				
Population	362,614	406,412	43,798	12%
Housing	159,928	190,469	30,541	19%
Employment	317,265	345,834	28,569	9%

/a/ Data shown is for 2008; data for 2013 for these boundaries is not available. However, based on economic trends in the region 2008 and 2013 levels are assumed to be equivalent.
SOURCE: SCAG, 2012-2035 RTP/SCS; TAHA, 2017.

AESTHETICS

The added land use capacity in the Proposed Project would be focused in specific areas of proposed change, where new permitted use, design standards, and higher densities/intensities are proposed. In addition, new growth and development would occur outside the areas of proposed change where development would continue to be subject to existing zoning regulations that would not be changed by the Proposed Project. Development occurring either consistent with the Proposed Project or with applicable community plans will be subject to codes and policies intended to reduce visual impacts, and thus would likely have minor or negligible effects on scenic highways, scenic vistas, and other visual resources, including landforms. In addition, the Proposed Project establishes urban design standards and includes eight streetscape plans that require additional landscaping to support a safe and comfortable pedestrian environment and add to the visual quality of the Project Area, particularly along Bundy Drive, Olympic Boulevard, Sepulveda Boulevard, National Boulevard, Palms Boulevard, Pico Boulevard, and Motor Avenue.

As shown in **Table 4.14-1**, substantial future growth is anticipated in areas adjacent to the Proposed Project. In these circumstances, the built environment – i.e. building heights, density and massing – necessary to accommodate projected growth in the Project Area and adjacent areas would likely cumulatively change the visual character of primarily commercially and multi-family zoned areas, as well as increase the potential for adverse shade/shadow affects in areas where low scale uses may be adjacent to taller buildings (residential or commercial). Therefore, there would be cumulative impacts to visual character and shade/shadow impacts, and the Proposed Project's contribution would be cumulatively considerable.

AIR QUALITY

The SCAQMD approach for assessing cumulative air quality impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and state Clean Air Acts. The SCAQMD has set forth significance thresholds designed to assist in the attainment of ambient air quality standards. As shown in Table 4.2-7 in Section 4.2, Air Quality, the 2035 With Project conditions compared to Existing conditions (2013) would not generate regional operational emissions that exceed the SCAQMD significance thresholds, as decreased mobile source emissions associated with a more fuel-efficient vehicle fleet in 2035 would offset increases in consumer product emissions. It is also likely that increasingly stringent controls on consumer products that are not accounted for in the CalEEMod model will reduce emissions from consumer products in the future. (Although VOC emissions would exceed the SCAQMD threshold when comparing Existing (2013) to 2015 With Project conditions, this is a hypothetical and extremely conservative scenario – because it assumes the ECTNP will be fully implemented and all anticipated development constructed and occupied by 2015, however this would not occur.) Development anticipated to

occur beyond the Project Area consistent with the 2012-2035 RTP/SCS and other planning documents is similarly expected to result in lower mobile source emissions in the future. Therefore, cumulative impacts from the operation of the Proposed Project in combination with cumulative projects would be less than significant.

Regarding construction emissions, as shown in Table 4.2-6, it is anticipated that Project-related construction emissions would exceed the regional significance thresholds. Anticipated development that would occur consistent with the 2012-2035 RTP/SCS and other planning documents is anticipated to include the development of hundreds of thousands of square feet of commercial and residential uses, a number that is many times greater than the Proposed Project, and therefore the cumulative impact of this development in combination with development resulting from the Proposed Project would be significant. As the Proposed Project results in a regionally significant impact during construction, the Proposed Project would result in a cumulatively considerable contribution to regional emissions of criteria pollutants as a result of construction activities.

CULTURAL RESOURCES

The analysis of Cultural Resources in Section 4.3 identifies a potentially significant impact to historic resources as a result of the Proposed Project. In addition, development of the Proposed Project in combination with other projects located in the adjacent area would increase the potential for impacts to archaeological, and paleontological resources and could contribute to the loss of such resources in the City. The potential that development consistent with local plans would impact cultural resources during development is determined by a variety of factors, including the type of development that is proposed. All projects would be required to follow City of Los Angeles and CEQA regulations and policies, though projects that do not require discretionary review may not be subject to the same level of evaluation and thus result in impacts to cultural resources. Therefore cumulative impacts from the Proposed Project along with surrounding development would be significant. However, development within the Project Area would be subject to mitigation measures (see Mitigation Measures **CR1** through **CR4** in Section 4.3, Cultural Resources), which would reduce the Project's potential impacts on archaeological and paleontological resources to less than significant. Consequently, the incremental effects of the Proposed Project, after mitigation, would not be cumulatively considerable with respect to archaeological and paleontological resources. The project's potentially significant impacts on historic resources would be a cumulatively significant contribution to such impacts citywide.

GEOLOGY AND SOILS

Development in all areas of the City of Los Angeles, including the Project Area, is required to be reviewed for seismic safety and soil stability and would be required to comply with all applicable regulations, codes, and requirements, including the California Building Code and City of Los Angeles Building Code. Therefore, there would not be a cumulative impact related to geology and soils.

GREENHOUSE GAS (GHG) EMISSIONS

In order to reduce vehicle miles traveled (VMT) and therefore GHG emissions (consistent with Assembly Bill (AB) 32, Senate Bill 375, the 2012-2035 RTP/SCS, and the 2016-2040 RTP/SCS), the ECTNP concentrates growth around transit; promotes compact, mixed-use development; and improves streets to accommodate a variety of transportation modes.

The City is undertaking a number of complementary and parallel planning efforts that are anticipated to reduce total and per capita VMT and therefore GHG emissions. The Proposed Project is not occurring in isolation, it is part of a regional strategy (contained in both the 2012-2035 RTP/SCS and the 2016-2040 RTP/SCS) to direct growth to urban areas served by transit in order to achieve the following:

- Develop areas in close proximity to transit in order to reduce vehicular trips.
- Create a mix of uses that encourages pedestrian and bicycle activity reducing vehicle trips; and

- Undertake modern, efficient construction techniques and compact development patterns, both of which result in using less energy and less water as compared to lower intensity, dispersed development patterns.

The City of Los Angeles recently adopted the Mobility Plan (MP 2035). MP 2035 was prepared in compliance with the 2008 Complete Streets Act (AB 1358), which mandates that the circulation element of the General Plan be modified to plan for a balanced, multimodal transportation network. The MP 2035 reflects current state and regional policies and programs aimed at balancing land use and transportation planning and reducing VMT and associated GHG emissions.

Analysis prepared for this Draft EIR that assumed MP 2035 to be in place (see Section 4.12, Transportation and Traffic) showed that the ECTNP would result in shorter and fewer trips as compared to more traditional development and therefore would be consistent with the policies and goals in both the 2012-2035 RTP/SCS and the 2016-2040 RTP/SCS, and would contribute to reducing cumulative GHG emissions in the City and region.

Because the City is undertaking parallel planning efforts, these efforts cannot be fully reflective of each other. The transportation planning efforts being undertaken in MP 2035 and the Coastal Transportation Corridor Specific Plan and West Los Angeles Traffic Improvement and Mitigation Specific Plan (CTCSP/WLA TIMP) amendments would complement the ECTNP, likely reducing per capita GHG emissions and climate change impacts as compared to those analyzed in this EIR. In addition, City regulations, such as the Green Building Code, would reduce the carbon footprints of general development. Development would be entirely consistent with state, regional, and local goals to place new development in areas with transportation options. Therefore, cumulative impacts to GHG emissions would not be significant.

HAZARDS AND HAZARDOUS MATERIALS

Development of the Proposed Project, in combination with development in adjacent areas consistent with local plans, has the potential to increase the risks associated with the use and potential accidental release of hazardous materials. However, as discussed in Section 4.6, Hazards and Hazardous Materials, the use, storage, transport and disposal of hazardous materials are well regulated and compliance with existing regulations both within the Project Area and in adjacent areas would ensure this cumulative impact remains less than significant.

With respect to future development both within the Project Area and surrounding areas, the potential presence of hazardous substances on a development site would require evaluation on a case-by-case basis, in conjunction with the development proposals for each of these properties. Local municipalities are required to follow local, state, and federal laws regarding hazardous materials, which would further ensure that potential contamination or exposure to hazardous materials is avoided or controlled to minimize the risk to the public as future development projects are implemented. However, the cumulative impact from developing on hazardous sites would still be potentially significant. Development under the Proposed Project would be subject to Mitigation Measure **HM1**, which requires that future development located on or near an identified hazardous materials site be subject to a Phase I Environmental Site Assessment to ensure that any potential hazards are evaluated and mitigated as recommended as appropriate. Therefore, the Proposed Project would not result in a cumulatively considerable impact with respect to hazardous materials.

HYDROLOGY AND WATER QUALITY

Cumulative impacts on hydrology and water quality would result from incremental changes that degrade water quality or contribute to drainage issues and flooding within and adjacent to the Project Area. While existing poor drainage and flooding may exist in the Project Area, impacts resulting from new development are generally localized and are addressed by Building and Safety as part of the review of individual projects. Groundwater can be affected by increasing impervious surfaces or contamination from hazardous wastes of individual uses; these issues are addressed project-by-project and as a result of regulatory oversight are generally not of concern for new development in the highly urbanized Project Area.

Significant impacts to water quality are addressed at the regional level. As of March 2012, the USEPA has approved 22 Total Maximum Daily Loads (TMDL) throughout the region that list the City of Los Angeles as a responsible jurisdiction. These include waterbodies within the Los Angeles River, Ballona Creek, Santa Monica Bay, and Dominguez Channel Watersheds. Santa Monica Bay's beaches and other waterbodies within the Watershed are impaired by pollutants (i.e., debris, bacteria, and toxics) mainly because portions of the Watershed have large, dense populations and significant amounts of impervious ground surface that prevents large quantities of runoff from infiltrating into the soils. Currently there are several TMDLs for waterbodies in the City's portion of the Watershed, including:

- Santa Monica Bay Nearshore Debris TMDL
- Santa Monica Bay DDTs and PCBs TMDL
- Santa Monica Bay Beaches Wet Weather Bacteria TMDL
- Santa Monica Bay Beaches Dry Weather Bacteria TMDL
- Marina del Rey TMDLs (Toxics and Bacteria)

The City with other agencies in the Santa Monica Bay watershed is currently developing an Enhanced Watershed Management Program (EWMP). The EWMP identifies measures for compliance with all Santa Monica Bay TMDLs and other water quality mandates, while maximizing potential benefits of stormwater for local water supply.

As discussed in Section 4.7, Hydrology and Water Quality, with compliance with existing federal, state, and local policies and regulations, development of future individual projects in the areas of proposed change would not result in any significant impacts on water quality, groundwater, or stormwater drainage. Future development that could be implemented within and adjacent to the Project Area consistent with local plans would continue to be subject to applicable City codes and community plan policies that address the effects of erosion and pollutant discharges on hydrology and water quality. Therefore, the Proposed Project's hydrology and water quality impacts would not be considered cumulatively considerable.

LAND USE AND PLANNING

The Proposed Project would guide future development in the areas around five light rail stations along the Expo Light Rail Transit (LRT) Line within the City of Los Angeles in order to promote transit ridership, reduce automobile dependence, and create vibrant neighborhoods around the stations. The Proposed Project is intended to accommodate anticipated growth in compliance with City and regional policies. The Proposed Project has tailored proposed land use changes to accommodate anticipated growth per SCAG projections and economic and market considerations. The added land use capacity would be focused on specific areas of proposed change, where new permitted uses, design standards and guidelines, and higher densities are proposed. Development of the areas of proposed change under the ECTNP would increase the residential and commercial retail/office uses located along the Expo LRT corridor and station areas. In addition, growth and development would continue to occur outside the areas of proposed change consistent with existing zoning regulations that would not be changed by the Proposed Project. Development both within the Project Area and surrounding areas would take place within an already urbanized context and would not result in land use changes that would create land use conflicts and/or divide communities. All development projects would be required to comply with applicable regulations and Citywide planning standards and would be subject to the City planning process and environmental review as applicable. Therefore, cumulative land use impacts would be less than significant.

NOISE

The noise analysis assessed construction and operational noise and vibration levels. During construction of future development under the Proposed Project, sensitive receptors would be exposed to noise levels in excess of the established significance thresholds. Construction noise levels decrease substantially with distance. Consequently, in order to achieve a substantial cumulative increase in construction noise levels, more than one source emitting high levels of construction noise would need to be in close proximity to a noise receptor. The potential exists for overlapping construction activity between individual projects. The possibility exists that a

substantial cumulative increase in construction noise levels could result from construction associated with multiple projects both within and adjacent to the Project Area. Therefore, the Proposed Project would result in a cumulatively considerable impact related to construction noise. Vibration impacts are highly localized and a cumulatively considerable contribution to vibration impacts is not anticipated.

Noise from street traffic is addressed in Section 4.9, Noise of this Draft EIR. The traffic analysis presented in the Draft EIR took into account the combined effect of project-generated traffic, existing traffic volumes and future through traffic from areas both within and adjacent to the Project Area. **Table 4.14-2** presents the cumulative increase in future traffic noise levels at intersections surrounding each station. None of the analyzed intersections would experience an increase in noise levels that exceed 3 dBA CNEL (Community Noise Equivalent Level). The significance threshold for operational noise states that an impact would occur if the ambient noise level measured at the property line of affected uses increases by 3 dBA CNEL to or within the "normally unacceptable" or "clearly unacceptable" categories, as shown in Table 4.9-1 in Section 4.9, Noise, or any 5 dBA or more increase in noise level. Cumulative mobile source noise levels would not exceed the significance thresholds. Therefore, there would not be a cumulative impact related to operational noise from mobile sources.

TABLE 4.14-2: ESTIMATED MOBILE SOURCE NOISE LEVELS – CUMULATIVE

Roadway	CNEL		
	Existing (2013)	Future with Project (2035)	Project Impact
BUNDY STATION			
Cloverfield Blvd., North of Olympic Blvd.	70.2	70.2	0.0
Bundy Dr., North of Wilshire Blvd.	69.5	69.8	0.3
Ohio Ave., East of Bundy Dr.	61.5	62.2	0.7
Olympic Blvd., West of Bundy Dr.	71.7	72.1	0.4
Bundy Dr., North of Olympic Blvd.	70.8	71.4	0.6
SEPULVEDA STATION			
Barrington Ave., South of Olympic Blvd.	69.6	70.0	0.4
Sawtelle Blvd., South of Santa Monica Blvd.	67.4	67.6	0.2
Sepulveda Blvd., North of Olympic Blvd.	69.6	70.4	0.8
Pico Blvd., East of Sepulveda Blvd.	71.1	71.7	0.6
Sepulveda Blvd., North of Exposition	71.0	71.9	0.9
WESTWOOD STATION			
Westwood Blvd., South of Olympic Blvd.	69.4	69.8	0.4
Westwood Blvd., North of Pico Blvd.	69.1	69.5	0.4
Westwood Blvd., South of Pico Blvd.	69.0	69.6	0.5
National Blvd., West of Westwood Blvd.	69.7	70.4	0.7
Overland Ave., South of Pico Blvd.	71.2	71.6	0.4
PALMS STATION			
Palms Blvd., East of Motor Ave.	70.1	70.6	0.5
Overland Ave., South of Culver Blvd.	70.7	71.2	0.5
Motor Ave., South of Palms Blvd.	67.8	68.6	0.8
Motor Ave., North of Palms Blvd.	67.5	68.1	0.6
Venice Blvd., East of Motor Ave.	70.8	71.3	0.7
CULVER CITY STATION			
Culver Blvd., South of Venice Blvd.	68.0	69.0	1.0
Venice Blvd., East of Culver Blvd.	71.3	72.3	0.9
Robertson Blvd., North of National Blvd.	70.7	71.0	0.3
Washington Blvd., East of National Blvd.	70.4	70.8	0.4
Cattaragus Ave., East of Robertson Blvd.	61.9	63.0	1.1

SOURCE: TAHA, 2017.

An additional source of operational noise includes new stationary sources such as heating ventilation, and air conditioning (HVAC) systems. Large HVAC systems could result in noise levels that average between 50 and 65 dBA Leq at 50 feet from the equipment. HVAC units would be mounted on the rooftops and, as required by Los Angeles Municipal Code (LAMC) Section 112.02, HVAC units would be required to reduce noise such that the noise levels of adjoining units and adjacent properties do not exceed ambient noise levels by 5 dBA. Compliance with LAMC Section 112.02 would ensure that noise levels from the introduction of new HVAC units remains below LAMC standards. These types of mechanical equipment are typical to urban infill developments and are common throughout the City, and compliance with the LAMC would ensure that the cumulative impact of the Proposed Project with projects in the surrounding area remains less than significant.

Existing vibration levels are typically not perceptible in the Project Area. It is not anticipated that the Proposed Project would include substantial sources of operational vibration (e.g., turbines). The Proposed Project would not contribute to a cumulatively considerable vibration impact during operation.

POPULATION, HOUSING, AND EMPLOYMENT

SCAG projects an increase in population, employment, and housing in the Los Angeles area. To achieve the objective of concentrating growth near transit and transit stations, the Proposed Project accommodates slightly more employment than in the SCAG projection for the area. The Proposed Project seeks to accommodate this forecast growth in an efficient and sustainable manner. While other specific plans and community plans, as well as regional plans, also seek to accommodate forecasted growth and generally do not induce growth, some of these other plans could have the potential to result in significant impacts to population, employment, and/or housing. **Table 4.14-1** illustrates the adopted growth projections for areas adjacent to the Project Area. **Table 4.14-3** provides additional context with respect to the combined effect of the growth from the Proposed Project with the growth for a two-mile area surrounding the Project Area. It is anticipated that, compared to existing conditions, the combined 2035 population (Proposed Project and the surrounding two-mile area together) would increase by approximately 53,000 persons, housing by approximately 35,000 units, and employment by approximately 43,000 jobs. The Proposed Project Area's proportion of the combined dwelling units and population growth would be 13 and 17 percent, respectively, while the Project Area's proportion of combined employment growth would be approximately 33 percent. As discussed in Section 4.10, Population, Housing, and Employment, the growth anticipated from the Proposed Project is consistent with SCAG projections for the area, as it directs growth – and in particular, employment growth – to areas around transit. The Proposed Project's growth is also consistent with the market study prepared for the project, which forecasts an increase in demand for jobs and housing in this area. Although there is a potential cumulative impact on population, housing, and employment, the Proposed Project's contribution is not cumulatively considerable.

TABLE 4.14-3: INCREASE IN POPULATION, HOUSING, EMPLOYMENT (2013-2035) – CUMULATIVE

	Proposed Project Area	Two Miles from Project Area	Total Increase	Project Percentage of Total Increase
Population	8,976	43,798	52,774	17%
Housing	4,423	30,541	34,964	13%
Employment	14,334	28,569	42,903	33%

SOURCE: TAHA, 2017.

As presented in Chapter 3.0, Project Description, the Proposed Project would increase the land use intensity for several areas that are currently zoned for residential use. Also, there may be existing circumstances within the Project Area, as well as adjacent to the Project Area, where residences may occupy land either zoned for commercial or industrial use and/or a higher density residential use. These existing circumstances represent a potential for redevelopment and displacement. However, this potential displacement would be temporary, and it is ultimately anticipated that there would be a net increase in housing stock as properties

are redeveloped. Consequently, the redevelopment of existing residences to either higher density residential use or non-residential use would not be a cumulative impact.

PUBLIC SERVICES

Fire Protection and Emergency Services. The implementation of the Proposed Project would result in increased intensity of development in the Project Area, particularly in the areas of proposed change. Additional development would also occur in the areas surrounding the Project Area, consistent with the SCAG RTP/SCS projections. This cumulative growth could contribute to an increased demand for fire protection services in the Los Angeles area. However, the growth that would occur both in the Project Area and in surrounding areas would be consistent with 2035 SCAG projections, and therefore is anticipated by LAFD. As discussed in Section 4.12, Transportation and Traffic, the Proposed Project would increase traffic in the area resulting in potential delays for emergency vehicles. While both the MP 2035 and CTCSP/WLA TIMP – the projects considered in the cumulative transportation analysis - include proposed roadway network changes, they do not provide detailed intersection level designs in the Project Area. It is possible that some of these roadway improvements would provide a benefit to emergency access. Planning Department Staff have discussed the Los Angeles Fire Department (LAFD) Strategic Plan and its relationship to growth and traffic with LAFD Staff in order to understand how LAFD responds to growth and changes in traffic from cumulative development and changes to the roadway network. LAFD advised that while increasing congestion is a factor in how they address emergency response, their ongoing planning efforts, including the LAFD Strategic Plan, take in to account such increases in congestion and LAFD continues to plan for and maintain public safety and emergency service as required. LAFD will continue to monitor any impact of growth and changes to the roadway network may have on response times and make adjustments as necessary. These adjustments may or may not include redeploying resources, adding staff or building new fire stations. Construction of new emergency service facilities as a result of increased traffic delays is not reasonably foreseeable at the present time given the number of factors that affect emergency response. Even if new facilities were needed and constructed impacts would generally fall within those discussed in this document, except for potential operational noise impacts associated with new emergency response facilities. However, it is too speculative to determine even if new facilities would be needed, let alone where noise impacts could occur.

Based on conversations with LAFD regarding growth and roadway changes including the ECTNP and the two other related plans in the area, cumulative impacts are considered less than significant.

Police Protection Services. Similar to Fire Protection Services, above, the implementation of the Proposed Project, along with general growth that would occur in surrounding areas, would likely contribute to the citywide need for greater and expanded police services. However, because police services are mobile in nature, the increased demand would not necessarily result in the need to construct new or expanded police facilities. Like the LAFD, in conformance with existing policies, procedures, and practices, Los Angeles Police Department (LAPD) would continue to maintain acceptable service levels through the provision of additional personnel and equipment as needed. Therefore, cumulative impacts related to police protection services would be less than significant.

Public Schools. The anticipated student population generated by the Proposed Project would contribute to the demand for public school services in the Los Angeles Unified School District (LAUSD). The implementation of the Proposed Project would result in an increase in the student population in the Project Area (approximately 2,100 students). In general, LAUSD currently focuses on sending students to local schools near their place of residence, therefore an evaluation of student generation within one mile of the Project Area is useful to understand the impact on local schools. The adopted 2035 growth forecast for adjacent areas within one mile of the Project Area suggest that there would be an additional approximately 4,600 students, as shown in **Table 4.14-4**.

TABLE 4.14-4: 2035 CUMULATIVE STUDENT INCREASE

Level	Project Area	Adjacent Area within One Mile /a/	Total Increase	Project Percentage of Total Increase
Elementary	996	2,161	3,157	31.5%
High School	605	1,320	1,925	31.4%
Middle	509	1,103	1,612	31.6%
TOTAL	**2,110**	**4,585**	**6,695**	**31.5%**

/a/ Adjacent area assumes the adopted growth forecast for 1-mile area adjacent to the Project Area. See **Table 4.14-1**. Student generation rates were assumed to be the same for adjacent areas as for the Project Area as shown on Table 4.11-10.

Thus, the Project Area would likely account for approximately 31 percent of the cumulative increase in the number of students for the Project Area and surrounding one-mile area combined. It should be noted that in general, existing public, non-charter student enrollments have been below operating capacities in existing LAUSD schools in West Los Angeles. Projects are required to pay state mandated fees in order to mitigate potential impacts to schools. It is anticipated that with payment of the applicable fees and the operation of the LAUSD New School Construction Program and Facilities Services Division Strategic Execution Plan, as well as provisions of state regulations to increase funding to schools, school facilities would have the potential to accommodate the anticipated increase in the student population. Therefore, cumulative impacts related to public schools would not be significant.

Public Parks and Libraries. As discussed in Section 4.11, Public Services, the existing overall parkland acreage, particularly neighborhood parks, in the Project Area is not adequate to accommodate the anticipated increase in population because there is currently an acute shortage of parkland and recreational facilities in the Project Area and surrounding communities. Implementation of the Proposed Project would further exacerbate this shortage in the Project Area and surrounding community plan areas. Specifically, as shown on Table 4.11-15, the Proposed Project would result in a demand for over 250 acres of neighborhood and community parkland. The projected population growth within a mile of the Project Area would increase this demand by an additional 690 acres.[2] Therefore, the Proposed Project would result in a project specific impact related to public parks which would contribute to a significant cumulative impact.

Some public libraries located within the Project Area are presently inadequate to serve their residents in terms of the required library space and materials collection. At present, five of the seven public libraries servicing the Project Area do not meet the newly adopted library facilities standards in terms of building size for the population served. However, the Branch Facilities Plan does identify the expansion of the West Los Angeles Branch from 14,000 square feet to 20,000 square feet. The Branch Facilities Plan will continue to forecast future demand for library facilities and ensure that adequate facilities and related improvements are available to serve the population of the Project Area. In addition, library requirements are changing with the advent of increasing resources being available on-line. While the increase in population as a result of the Proposed Project and cumulative development may create a demand for library services, residential units within new buildings are likely to have Internet access to alleviate some of the need for library services and resources. Therefore, the Proposed Project would not result in a cumulatively considerable impact related to public libraries.

[2]Table 4.14-1, one mile adjacent area population (172,540) times 4 acres per 1,000 persons.

TRANSPORTATION AND TRAFFIC

Two City of Los Angeles plans have been identified as potentially having overlapping impacts with the Proposed Project: the recently adopted City of Los Angeles MP 2035 and the proposed CTCSP/WLA TIMP. The impacts of these plans in combination with the Proposed Project are discussed for each transportation impact area below.

Circulation System. As described, potential impacts to the circulation system were evaluated. V/C ratios and LOS calculations were prepared for Existing conditions (2015), Existing conditions With Project (2015), Future Without Project (2035), and Future With Project (2035) conditions. The addition of the Proposed Project would result in significant impacts at 47 intersections in 2015, of which 42 would remain significant after mitigation, and 56 intersections in 2035, of which 50 would remain significant after mitigation measures are applied. Under current CEQA Guidelines and City thresholds, this is considered a significant adverse impact. Roadway network changes that could result from MP 2035 and CTCSP/WLA TIMP have not been designed, and, therefore, detailed evaluation of potential traffic impacts with these projects at the intersection level of detail is not possible. As explained in the respective EIRs for these two projects, each would individually result in traffic impacts at the areawide level. The combination of the Proposed Project together with MP 2035 and CTCSP/WLA TIMP would result in traffic impacts worse than those identified for the year 2035 with Project in the intersection analysis above. All three projects together would result in significant traffic impacts. The Proposed Project would result in a cumulatively considerable contribution to circulation system impacts in the Project Area.

Neighborhood Intrusion. The EIR modeling analysis accounts for potential redistribution of vehicular traffic from highly congested roadway segments to roadway segments that have more available capacity. Along roadways where the Proposed Project would cause significant traffic congestion, diversion of trips could occur onto adjacent parallel routes. While the TDM plans required by LADOT can alleviate neighborhood traffic intrusion from individual developments within the ECTNP Area, regional growth and associated increases in activity levels may still result in vehicles diverting to residential roadways. As noted, while both the MP 2035 and CTCSP/WLA TIMP include proposed roadway network changes, they do not provide detailed intersection level designs in the study area. Therefore, as noted above, detailed evaluation of traffic and associated impacts from these projects is not possible. On a regional level, traffic in the study area is anticipated to increase in conjunction with regional population, housing, and employment growth projected to occur in the future by SCAG. This growth would occur with or without implementation of the Proposed Project. The background growth influences the transportation analysis by accounting for the increased activity levels under Future with Project conditions, although those increases would occur with or without the project. The combination of the Proposed Project together with the anticipated roadway network changes in MP 2035 and the CTCSP/WLA TIMP would further increase traffic and associated impacts, such as neighborhood intrusion, as compared to the 2035 with Project scenario analyzed for the Project in Impact 4.12-3. Therefore, there is a significant impact to neighborhood intrusion from cumulative projects. The Proposed Project would result in a cumulatively considerable contribution to neighborhood intrusion impacts.

Congestion Management Plan (CMP). As defined by the CMP, a significant impact occurs when a project increases traffic demand on a CMP facility by two percent of capacity ($V/C \geq 0.02$), causing LOS F ($V/C > 1.00$); if the facility is already at LOS F, a significant impact occurs when a project increases traffic demand on a CMP facility by two percent of capacity ($V/C \geq 0.02$). On a regional level, traffic in the Project Area is anticipated to increase in conjunction with regional population, housing, and employment growth projected to occur in the future by SCAG. This growth would occur with or without implementation of the Proposed Project. The background growth influences the transportation analysis by accounting for the increased activity levels under Future With Project conditions, although those increases would occur with or without the Project. Consequently, when comparing traffic operations on the CMP network under Future With Project conditions to Future No Project conditions, peak period congestion continues to increase as a result of background and project growth. The combination of the Proposed Project together with the anticipated roadway network changes in MP 2035 and the CTCSP/WLA TIMP would further increase traffic and

associated roadway impacts, such as impacts on CMP arterial facilities, as compared to the 2035 with Project scenario analyzed for the project in Impact 4.12-5. The Proposed Project would result in a cumulatively considerable contribution to CMP arterial impacts. The Proposed Project would not meet CMP criteria for a significant impact to freeways or transit service (Impacts 4.12-4 and 4.12-6). The thresholds used to determine significant project-level impacts to freeways and transit service are also used to determine the potential for cumulatively considerable contributions to these impacts. Therefore, the Proposed Project would not make a cumulatively considerable contribution to freeway or transit service impacts using CMP criteria.

Emergency Access. As discussed above, the Proposed Project would increase traffic in the area resulting in potential delays for emergency vehicles. As noted above, while both the MP 2035 and CTCSP/WLA TIMP include proposed roadway network changes, they do not provide detailed intersection level concepts in the study area. It is possible that some of these roadway improvements would provide a benefit to emergency access. As discussed above, Department of City Planning Staff have discussed the LAFD Strategic Plan and its relationship to growth and traffic with LAFD Staff in order to understand how LAFD responds to growth and changes in traffic from cumulative development and changes to the roadway network. LAFD advised that while increasing congestion is a factor in how they address emergency response, their ongoing planning efforts, including the LAFD Strategic Plan, take in to account such increases in congestion and LAFD continues to plan for and maintain public safety and emergency service as required. LAFD will continue to monitor any impact of growth and changes to the roadway network may have on response times and make adjustments as necessary. These adjustments may or may not include redeploying resources, adding staff or building new fire stations. Based on conversations with LAFD regarding this project and the two other related plans in the area, cumulative impacts are considered less than significant.

Construction of new emergency service facilities as a result of increased traffic delays is not reasonably foreseeable at the present time given the number of factors that affect emergency response. Even if new facilities were needed and constructed impacts would generally fall within those discussed in this document, except for potential operational noise impacts associated with new emergency response facilities. However, it is too speculative to determine even if new facilities would be needed, let alone where noise impacts could occur.

UTILITIES AND SERVICE SYSTEMS

Water Supply. The issues of water demand and supply are region-wide in the southern California area and transcend the boundaries of individual specific plans and community plan areas or even the City. As discussed in Section 4.13, Utilities and Service Systems, implementation of the Proposed Project would result in a net increase in water usage of over 3.7 million gallons per day or 4,169 acre feet per year by year 2035 as compared to existing water usage within the Project Area. However, when placed in a regional context, the increase in water usage as a result of the Proposed Project is equivalent to less than a one percent increase of the total water supplied by the Los Angeles Department of Water and Power (LADWP) in 2012. Every five years, water suppliers are required to develop Urban Water Management Plans (UWMPs) to identify short-term and long-term water demand management measures to meet growing water demands. The LADWP, as a water supplier, has prepared and adopted an UWMP, the latest of which was completed in the year 2015. The 2015 UWMP addresses growth citywide consistent with SCAG forecasted growth for the City. The 2015 UWMP serves as a master plan for water supply and resources management consistent with the City's goals and policy objectives; and provides full compliance with the requirements of the Urban Water Management Planning Act. Faced with increasing demands for additional water supplies and drought conditions, several sustainability initiatives continue to be implemented to decrease water use by up to 25 percent per capita over the next 20 years, reduce dependence on imported water supplies, and accelerate the development of local supplies.[3] Since the Proposed Project would be consistent with growth analyzed in the UWMP, the Proposed Project would not result in a cumulatively considerable contribution related to city-wide water use.

[3]LADWP, *2015 Urban Water Management Plan*.

Wastewater. The issue of wastewater flow is a citywide concern and transcends the boundaries of individual specific plans and community plan areas. The existing citywide wastewater flow is approximately 466.5 million gallons per day (gpd), whereas the existing wastewater generation within the Project Area is less than 6.7 million gpd. The net increase in wastewater flows resulting from the Proposed Project in year 2035 would be less than 1.5 million gpd. Implementation of the Proposed Project would contribute to an anticipated Citywide increase in wastewater flow, as well as placing added demands on the wastewater conveyance system as future projects are undertaken in pursuit of the goals, policies, and objectives of the Proposed Project. However, the cumulative result of requiring new developments to meet rigorous design and performance standards in conjunction with a ready overflow response plan and proactive monitoring practices has resulted in the absence of wet-weather overflows since 2006. Furthermore, as stated in Section 4.13 Utilities and Service Systems, the existing sewer infrastructure has no conveyance capacity constraints and is in good to very good structural condition. Therefore, the Proposed Project would not result in a cumulatively considerable impact related to wastewater.

Solid Waste. Solid waste management is another citywide concern with growing solid waste disposal needs. The Bureau of Sanitation (LASAN) is responsible for solid waste disposal in the City of Los Angeles. LASAN addresses solid waste disposal through a variety of means, including maximizing recycling and reuse and minimizing use of landfills. The RENEW LA Plan provides a 20-year blueprint to guide the City in reducing use of landfills. The project would be consistent with growth forecasts for the City and would be required to implement aggressive recycling consistent with RENEW LA. The existing solid waste capacity and collection system would be able to accommodate the anticipated increase in solid waste generated from the Proposed Project and planned growth consistent with Bureau of Sanitation plans. Neither the Los Angeles County Department of Public Works as part of the Countywide Integrated Waste Management Plan (2014) nor LASAN have identified any long-term issues in providing solid waste disposal; therefore, the Proposed Project would not result in a cumulatively considerable impact related to solid waste.

Energy. Implementation of the Proposed Project would cause an increase in the citywide consumption of non-renewable energy resources, including electricity and natural gas. As discussed in Section 4.13, Utilities and Service Systems, while implementation of the Proposed Project would increase demand for electricity and natural gas, the impact to the City's energy resources would be less than significant. LADWP is responsible for provision of electricity to the City; Southern California Edison and Sempra Energy provide natural gas. Both LADWP and the natural gas providers undertake long-term planning for the provision of energy based on SCAG forecasts. No long-term supply issue has been identified by these entities. Therefore, the Proposed Project would not result in a cumulatively considerable impact related to energy.

SUMMARY

In summary, while CEQA recognizes that the analysis of cumulative impacts need not be as detailed as the analysis of project level impacts, the analysis of cumulative impacts should "be guided by the standards of practicality and reasonableness" (CEQA Guidelines Section 15130(b)). The analysis presented above concluded that the Proposed Project would result in cumulatively considerable impacts related to aesthetics (visual character and shade/shadow), air quality (construction), cultural resources (historic resources), noise (construction), public services (parks), and traffic (circulation, neighborhood intrusion, and CMP arterial facilities).

5.0 ALTERNATIVES

California Environmental Quality Act (CEQA) requires that an Environmental Impact Report (EIR) describe a range of reasonable alternatives to the project or to the location of the project that could feasibly avoid or substantially lessen significant environmental impacts while attaining most of the basic objectives of the project.[1] An EIR should also evaluate the comparative merits of the alternatives. This chapter sets forth potential alternatives to the Exposition Corridor Transit Neighborhood Plan (ECTNP or Proposed Project) and provides a qualitative analysis of each alternative and a comparison of each alternative to the Proposed Project. Key provisions of the CEQA Guidelines pertaining to the alternatives analysis are summarized below.[2]

- The discussion of alternatives shall focus on alternatives to the project including alternative locations that are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.
- The No Project Alternative shall be evaluated along with its potential impacts. The No Project Alternative analysis shall discuss the existing conditions at the time the notice of preparation is published, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.
- The range of alternatives required in an EIR is governed by a "rule of reason." Therefore, the EIR must evaluate only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the Proposed Project.
- For alternative locations, only locations that are available to the applicant and would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR.
- An EIR need not consider an alternative whose effects cannot be reasonably ascertained and whose implementation is remote and speculative.

The range of potentially feasible alternatives is selected and discussed in a manner intended to foster meaningful public participation and informed decision making. Among the factors that may be taken into account when addressing the potential feasibility of alternatives (as described in CEQA Guidelines Section 15126.6[f][1]) are environmental impacts, site suitability, economic viability, availability of infrastructure, general plan consistency, regulatory limitations, jurisdictional boundaries, and whether the proponent could reasonably acquire, control, or otherwise have access to the alternative site.

An EIR must briefly describe the rationale for selection and rejection of alternatives. The lead agency may make an initial determination as to which alternatives are potentially feasible, and, therefore, merit in-depth consideration.[3] Alternatives may be eliminated from detailed consideration in the EIR if they fail to meet project objectives, are infeasible, or do not avoid any significant environmental effects.[4]

The decision of whether to adopt an alternative identified in this EIR as the project will be made by the City Council after it certifies this EIR. In making that decision, the City Council will make findings in which it will find which alternatives, if any, are in fact feasible, pursuant Public Resources Code Section 21081 and CEQA Guidelines Section 15091.

---

[1] *CEQA Guidelines*, California Code of Regulations (CCR), Title 14, Division 6, Chapter 3, Section 15126.6, 2005.
[2] *Ibid*.
[3] *CEQA Guidelines*, CCR, Title 14, Division 6, Chapter 3, Section 15126.6(f)(3), 2005.
[4] *CEQA Guidelines*, CCR, Title 14, Division 6, Chapter 3, Section 15126.6(c), 2005.

5.1 PROJECT-LEVEL IMPACTS

As discussed in Chapter 3.0, Project Description, the Proposed Project includes an Alternative Compliance procedure that would allow designated sites (within the areas of proposed change) to have a different mix of residential and non-residential uses than required per the proposed zoning of the property (Figures 3-3a and 3-3b in Chapter 3.0, Project Description). Projects utilizing this path would still be subject to the maximum FAR and other zoning and development standards and would also be required to provide increased public benefits and affordable housing.

As addressed in this EIR, the Proposed Project would create significant and unavoidable impacts associated with:

- **Aesthetics (Visual Character and Shade & Shadow)**. SB 743 states that the aesthetic impacts of a residential, mixed use residential, or employment center project on an infill site within a Transit Priority Area (TPA) shall not be considered significant impacts on the environment. Such projects are typical of the kinds of projects anticipated by the Proposed Project. Although a majority of the Project Area is located in a TPA, a portion of the Project Area is not. Therefore, a discussion of aesthetic impacts is provided below. The proposed land use and zoning changes that allow increases in height, scale, and density in the Project Area could substantially degrade the existing visual character or quality in various portions of the Project Area. Therefore, the Proposed Project over time would result in a significant and unavoidable impact related to visual character. In addition, future development could cast shadows on shadow-sensitive land uses for a potentially significant period of time. Therefore, the Proposed Project would result in a significant and unavoidable impact related to shade and shadow.

- **Air Quality (construction)**. During construction of development projects that are consistent with the ECTNP, regional and localized emissions would exceed the SCAQMD significance thresholds. Therefore, the Proposed Project would result in a significant and unavoidable impact related to violating regional and localized air quality standards, or contributing substantially to existing violations, for construction emissions. Also during construction, sensitive receptors could be exposed to substantial pollutant concentrations. Therefore, despite compliance with standards established by a federal, state, and regional regulations, and mitigation measures, the Proposed Project could result in a significant and unavoidable impact related to exposing sensitive receptors to substantial pollutant concentrations during construction.

- **Cultural Resources (Historical Resources).** It is possible that demolition and /or significant alteration to some of the historical resources identified in this EIR may occur. Beyond the existing regulatory framework and the Proposed Plan standards that will assist in protecting both designated and eligible historical resources, no feasible mitigation measures have been identified to reduce the significant impact to less than significant. Therefore, the Proposed Project could result in a significant and unavoidable impact related to historical resources.

- **Noise (Construction Noise and Vibration, Operational Noise)**. Noise levels from various mechanized construction equipment would exceed 75 dBA at distances of 50 feet from the equipment which could exceed the limitations established in LAMC Section 112.05. Therefore, despite the implementation of mitigations to reduce construction noise and vibration levels, the Proposed Project would result in a significant and unavoidable impact related to construction noise and vibration (including excessive vibration or ground-borne noise levels, substantial temporary or period increases in ambient noise levels, and exceeding established standards). Additionally, new ambient noise sources, such as truck deliveries, at new commercial uses in mixed use developments and developments adjacent to sensitive uses may result in a substantial permanent increase in ambient noise levels in the proposed project vicinity above levels existing without the project. Therefore, despite implementation of mitigation to reduce noise

levels, the proposed project would result in a significant and unavoidable impact related to a permanent increase in ambient noise.

- **Public Services (Public Parks)**. There is an existing deficit in park spaces in the Project Area. Increased development in the Project Area would increase the demand for parks and recreational facilities. This increased demand would be met in part through compliance with City requirements and through the public benefits required by the ECTNP of commercial and mixed use projects, as well as new open space around Westwood Station. However, it is anticipated that these requirements would be insufficient to meet the demand from new development and that the increased demand would exacerbate the existing park deficit in the Project Area. No feasible mitigation measures were identified to reduce the significant impact to less than significant. Therefore, the Proposed Project would result in a significant and unavoidable impact related to public parks.

- **Transportation and Traffic**. Due to the increase in development capacity, significant impacts would occur to the circulation system and at individual study intersections as a result of the Proposed Project. Specifically, the addition of the Proposed Project would result in significant impacts at 47 intersections in 2015, of which 42 intersections would remain significant after mitigation, and 56 intersections in 2035, of which 50 would remain significant after mitigation measures are applied. Furthermore, increased development may cause some trips to divert to adjacent streets to avoid congested intersections, resulting in neighborhood intrusion impacts. Therefore, the Proposed Project would result in a significant and unavoidable impact related to transportation and traffic.

Other potentially significant impacts have been identified; however, all of these impacts would be reduced to less than significant levels with implementation of mitigation measures identified in the respective impact analysis sections of this EIR.

- **Aesthetics**. The Proposed Project would have created a new source of substantial light or glare that would have adversely affected day- or nighttime public views in the Project Area. However, with mitigation measures requiring non-reflective building and construction materials, this impact would be reduced to a less than significant level.

- **Cultural Resources**. The Proposed Project would have caused a substantial adverse change in the significance of an archeological resource. However, mitigation measures will require that a qualified archaeologist monitor excavation and grading activities in soils that have not been previously disturbed and, if necessary, assess and process any archeological resources in consultation with the City's Office of Historic Resources. Additionally, the Proposed Project could have directly or indirectly destroyed a unique paleontological resource or site or unique geologic feature. However, mitigation measures will require that a qualified paleontologist monitor excavation and grading activities in soils that have not been previously disturbed and, if necessary, assess and process any archeological resources in consultation with the City's Office of Historic Resources. Therefore, these impacts would be reduced to a less than significant level.

- **Hazards and Hazardous Materials**. The Proposed Project would have allowed development that would be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. However, mitigation measures will require future development that involves new construction and soil disturbance document that the project is not on or near any site that is on any government list of sites containing hazardous waste or hazardous materials. Development that is found to be on such a list or within a quarter mile of a site on such a list shall complete a Phase 1 Environmental Site Assessment and any required remediation to the satisfaction of the lead agency. Therefore, this impact would be reduced to a less than significant level.

- **Hydrology and Water Quality**. The Proposed Project would have placed housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. However, the mitigation measure will require buildings within a 100-year floodplain to be designed and constructed a minimum of one foot above the 100-year flood water surface elevation to ensure the protection of structures from all flooding events. Therefore, this impact would be reduced to a less than significant level.

- **Transportation and Traffic**. The Proposed Project would have required construction activities to take place within arterial rights-of-way (ROW) which would have necessitated temporary lane, alley, or street closures for more than one day; required construction activities to take place within a collector or local street ROW which would have necessitated temporary lane, alley, or street closures for more than seven days; resulted in the loss of regular vehicular or pedestrian access to an existing land use for more than one day; or resulted in the temporary loss for more than one day of an existing bus stop or rerouting of a bus route that serves the project site. However, the mitigation measure will require developments to submit a worksite traffic control plan to mitigate the impact of traffic disruption and to ensure the safety of all users of the affected roadway. Therefore, this impact would be reduced to a less than significant level.

As required by the CEQA Guidelines, the achievement of project objectives must be balanced by the ability of an alternative to reduce the significant impacts of the project. The Proposed Project's objectives from Chapter 3.0 are restated below.

PROPOSED PROJECT OBJECTIVES

Primary Objective 1: Implement the policies of the City of Los Angeles General Plan Framework, the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and the West Adams-Baldwin Hills-Leimert, Palms-Mar Vista-Del Rey, and West Los Angeles Community Plans that encourage growth to be directed to transit-oriented areas and foster more sustainable, mixed use development patterns that improve mobility options and reduce auto dependence.

Primary Objective 2: Accommodate employment, housing, and population growth projections forecasted through the planning horizon year of 2035 by focusing residential development and new job-generating uses around transit stations.

Primary Objective 3: Maintain and expand the City's jobs base and increase opportunities for economic development in the Expo Corridor in order to increase the generation of tax revenue in the City that will help pay for the provision of City services.

Primary Objective 4: Implement the General Plan Framework goal to capture a significant share of regional growth in emerging environmentally oriented and clean industries such as technology industry jobs, which are clustered on the Westside and comprise a growing industry sector, and institute zoning that accommodates and creates incentives for the location and continued clustering of these technology industry jobs in the Expo Corridor where they will benefit from the proximity to transit and mixed use environments.

Primary Objective 5: Create incentives for the provision of affordable housing in new residential development near the Expo LRT Line to enhance accessibility and housing options for core transit riders and increase transit ridership.

Primary Objective 6: Improve circulation within the station areas; increase mobility choices; promote transit ridership and use of other alternative transit modes; and reduce vehicle miles traveled per capita for those who live and/or work within the Expo Corridor.

The ECTNP also includes secondary objectives that aim to promote well-designed, cohesive, and sustainable neighborhoods around the Expo Corridor transit stations.

Secondary Objective 1: Ensure new development is pedestrian-oriented, acknowledges the transit stations, and is compatible with surrounding neighborhoods through the design of buildings, streets, and the public realm.

Secondary Objective 2: Stimulate vibrancy and activity and create a unique sense of place within each station area through the design of buildings, streets, and the public realm.

To be potentially feasible, Proposed Project alternatives must meet most of these project objectives. In addition, while not specifically required under CEQA, other parameters may be used to select alternatives, such as adjustments to project design features, streetscapes, and/or proposed zoning and height districts, and other "fine-tuning" that would shape potentially feasible alternatives in a manner that may result in reducing identified environmental impacts. In some instances, when the project results in environmental impacts that are reduced to less than significant levels with mitigation, an alternative may reduce these less than significant impacts even further.

5.2 ALTERNATIVES CONSIDERED BUT REJECTED FROM FURTHER CONSIDERATION

No Development Alternative. The ECTNP Area is subject to existing community plans and zoning. These land use controls allow redevelopment and growth within specific use, density, and height restrictions (see discussion of the No Project Alternatives below). Because of these factors, a No Development Alternative is not a realistic or foreseeable option, and the City has no current mechanisms to halt all change within the Project Area. Furthermore, the West Los Angeles area has historically and continues to be a desirable area, with high demand for both jobs and housing.

Increased Intensity Alternative. The purpose of this alternative would be to reduce regional VMT and decrease regional GHG emissions through a substantial increase in mixed use development (height, floor-area-ratios, etc.) in close proximity to Expo LRT transit stations. This Increased Intensity Alternative would represent a significant increase in development as compared to reasonable expected growth under the Proposed Project. While theoretically there could be region-wide benefits, this alternative would likely greatly exacerbate localized impacts (air quality, noise, public services, traffic, etc. within and adjacent to the Project Area) and would provide no impact reduction benefits when compared to the Proposed Project. As a result of these factors, this alternative was not considered further.

Alternatives Suggested During NOP Comment Period. In response to the notice of preparation, the following comments on alternatives to be addressed in the Draft EIR were made:

- The study must include alternatives with no commercial office space.
- The study must include alternatives that keep any buildings to a scale in keeping with the rest of the neighborhood, not significantly higher.
- The study must include alternatives that show any projects limited to a size that all significant impacts can be mitigated.
- The study should show alternatives that include easy pedestrian access and bicycle access from surrounding areas to get to and from the station.

These comments were considered as the Proposed Project alternatives were identified. Some aspects of the suggested alternatives were not considered further due to infeasibility and/or inconsistency with most of the Project objectives, particularly objectives relating to accommodating jobs and housing. In other cases some

aspects of the suggested alternatives were incorporated either into the Proposed Project or one of the alternatives studied in this EIR.

The comment suggesting an alternative that excludes all commercial office is infeasible. Per the City's Zoning Code, existing commercial and industrial zones expressly permit office and other commercial uses. Moreover, the General Plan Framework and the adopted Community Plans that govern the ECTNP Area have policies that encourage commercial and office uses as a way to provide for the retail and service needs of the surrounding residential population and to accommodate future demand for jobs. As noted in Chapter 3.0, Project Description, the Proposed Project includes recommended changes to select areas (areas of proposed change) surrounding the Expo LRT stations (about 13 percent of the total Project Area); the remainder of the Proposed Project Area retains the existing community plan/general plan land uses and zoning requirements, but becomes subject to new design standards and guidelines. The proposed new Hybrid Industrial and Mixed Use: Commercial/Residential zones similarly allow office and commercial uses, consistent with adopted policy. The elimination of commercial office space is not consistent with the objectives of the Proposed Project to preserve and expand jobs in the West Los Angeles area alongside growth in housing. In addition, the portion of the Proposed Project Area that would continue to be governed by existing general plan land uses designations and zoning would continue to allow commercial development, including commercial offices, in Commercial and Manufacturing zones under existing zoning regulations. These governing land use regulations are not affected by the Proposed Project, with the exception of added urban design standards to ensure compatibility with surrounding land uses. Studying an alternative that changes the allowable land uses in these areas to exclude commercial use would therefore not be reasonable or feasible.

A component of the Proposed Project is an Alternative Compliance process, allowing projects in certain areas to be developed with a greater proportion of residential use, within the same levels of development as the Proposed Project, with the provision of increased public benefits. Although this process would not eliminate commercial growth, it would reduce it compared to the Proposed Project and would accommodate a greater amount of new housing. In addition, the EIR evaluates an Increased Residential/Reduced Employment Alternative (Alternative 3), which further reduces the commercial growth potential and further provides for increased housing opportunities. As such, the alternatives evaluated substantially address reduced commercial growth compared to the Proposed Project, and no additional alternative to totally eliminate commercial growth was considered potentially feasible.

In the Proposed Project the proposed density, height and land use changes in select areas near transit are accompanied by design standards and guidelines and other project features intended to ensure the compatibility of new development with surrounding residential land uses. This is intended to address concerns about scale and effects on neighborhood character. The Proposed Project also includes requirements to improve streetscape, provide public amenities, facilitate pedestrian access, and encourage the use of alternative (non-auto) modes of transportation. In this context, the comment regarding bicycle and pedestrian access is substantially addressed by the Proposed Project and was not considered further in a standalone alternative.

Finally, the discussion of alternatives below includes consideration of a No Project Alternative, which would continue the existing general plan and zoning designations within the Project Area. Due to the remaining unbuilt capacity in the Project Area, even this alternative would entail some increased growth and would likely cause corresponding significant impacts. Defining an alternative to reduce growth to levels below that which is currently allowed to eliminate all potential impacts is both inconsistent with the project objectives and infeasible.

5.3 ALTERNATIVES TO THE PROPOSED PROJECT

The CEQA statute, the CEQA Guidelines, and related recent court cases do not specify a precise number of alternatives to be evaluated in an EIR. Rather, "the range of alternatives required in an EIR is governed by the rule of reason that sets forth only those alternatives necessary to permit a reasoned choice."[5] At the same time, Section 15126.6(b) of the CEQA Guidelines requires that "...the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project" and Section 15126.6(f) requires, "The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project." Accordingly, alternatives that would not address potentially significant effects are not considered herein. However, the CEQA Guidelines require that a "No Project" alternative must be included and, if appropriate, an alternative site location should be analyzed.[6] Other project alternatives may involve a modification of the proposed land uses, density, or other project elements at the same project location.

Alternatives should be selected on the basis of their ability to attain all or most of the basic objectives of the project while reducing the project's significant environmental effects. The CEQA Guidelines state that "...[t]he EIR should briefly describe the rationale for selecting alternatives to be discussed [and]...shall include sufficient information to allow meaningful evaluation, analysis and comparison with the proposed project."[7] The feasibility of the alternatives is another consideration in the selection of alternatives. The CEQA Guidelines state that "[a]mong the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations [and] jurisdictional boundaries..."[8] and "The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making."[9] Alternatives that are considered remote or speculative, or whose effects cannot be reasonably predicted do not require consideration. Therefore, potential feasibility, the potential to mitigate significant project-related impacts, and reasonably informing the decision-maker are the primary considerations in the selection and evaluation of alternatives.

Table 5-1 and **Figures 5-1a** and **5-1b** compare the existing population, dwelling units, employment, and non-residential square footage to the reasonable expected development for the Proposed Project, Proposed Project with Alternative Compliance scenario, and the three alternatives analyzed in this Draft EIR.

Alternative 1 – No Project Alternative. The No Project Alternative is required by Section 15126.6 (e)(2) of the CEQA Guidelines and assumes that the Proposed Project would not be implemented. It assumes reasonably foreseeable development under the current community plans including existing zoning, General Plan designations, and land use regulations, and assumes no discretionary actions such as site-specific zone changes. However, it is reasonable to expect continued market demand for housing and jobs in the area which could result in requests for General Plan Amendments and zone changes; thus development could occur in an uncoordinated fashion. Details about such potential requests for land use and zoning changes are not known, and therefore they are not incorporated into the population, housing, and employment estimates for the No Project Alternative.

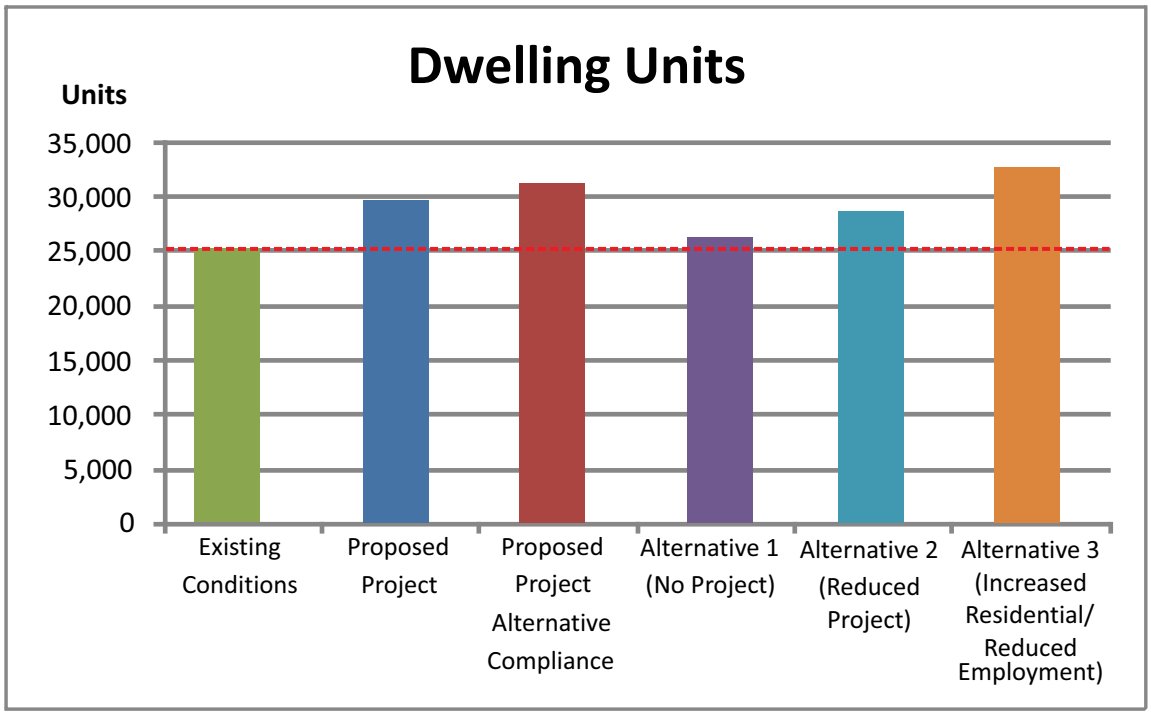
[5] Section 15126.6(f).
[6] Section 15126.6(e) and Section 15126(f)(2).
[7] Section 15126.6(e) and Section 15126(f).
[8] Section 15126.6(f)(1).
[9] Section 15126.6(f).

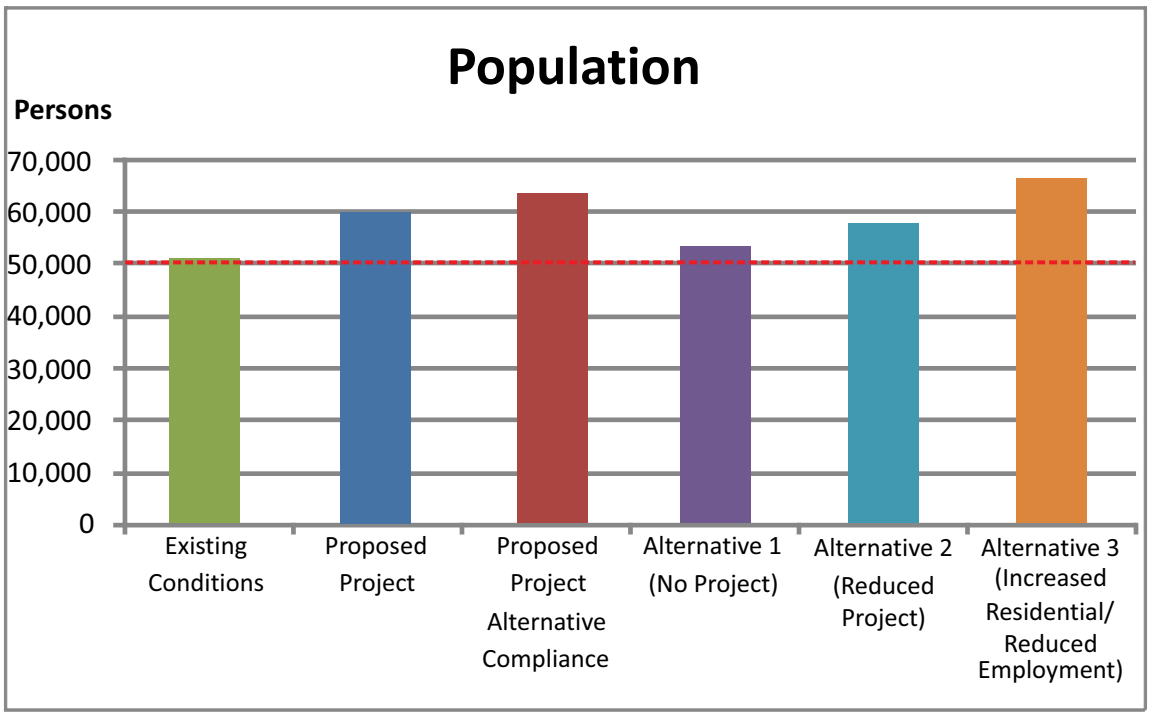
TABLE 5-1: ALTERNATIVES POPULATION, DWELLING UNITS, AND EMPLOYMENT CAPACITIES COMPARISON

	Existing Conditions (2013)	Proposed Project	Proposed Project: Alternative Compliance Scenario	Alternative 1: No Project	Alternative 2: Reduced Project	Alternative 3: Increased Residential/ Reduced Employment
Housing (dwelling units)	25,018	29,441/a/	31,060/a/	26,072	28,336	32,578
Population (persons)	50,595/b/	59,571/c/	62,810/c/	52,447	57,326	65,835
Employment (jobs)	33,962/d/	48,296/e/	43,419/e/	37,775	44,712	39,693
Non-Residential Square Footage	11,424,485/f/	16,957,415	15,311,503	13,727,355	15,574,182	13,489,759

SOURCES and NOTES:
/a/Estimated number of dwelling units in Proposed Plan Reasonable Expected Development is based on a methodology using reasonably anticipated residential densities for each zone. See **Appendix F** for further discussion about the methodology and how population, housing, employment, and nonresidential development were determined for the Proposed Project.
/b/Existing Population and Housing are estimates derived from the US Census (2010), adjusted to 2013 using average growth rates from the California Department of Finance. See Section 4.10 Population, Housing, and Employment and **Appendix F** of this EIR for detailed methodology.
/c/Population in Proposed Plan Reasonable Expected Development is derived from the estimated number of dwelling units multiplied by the SCAG estimated persons per household (by Community Plan Area) for 2035. DCP has considered SCAG 2012 RTP base year estimates and 2040 growth projections contained in the 2016 RTP/SCS and has concluded that the estimates in this table remain reasonable and consistent with the 2016 RTP/SCS estimates and projections. See **Appendix K** of this EIR for details.
/d/U.S. Census "On The Map" application, 2013.
/e/Employment in Proposed Plan Reasonable Expected Development is derived from the estimated square footage of non-residential use, using square foot per employee factors that reflect the types of land uses permitted by the proposed zoning.
/f/Existing non-residential square footage is derived from the existing number of jobs in each station segment, multiplied by an average square foot per employee factor that reflects the types of land uses in each area.

Figure 5-1a Comparison of Proposed Project to Alternatives

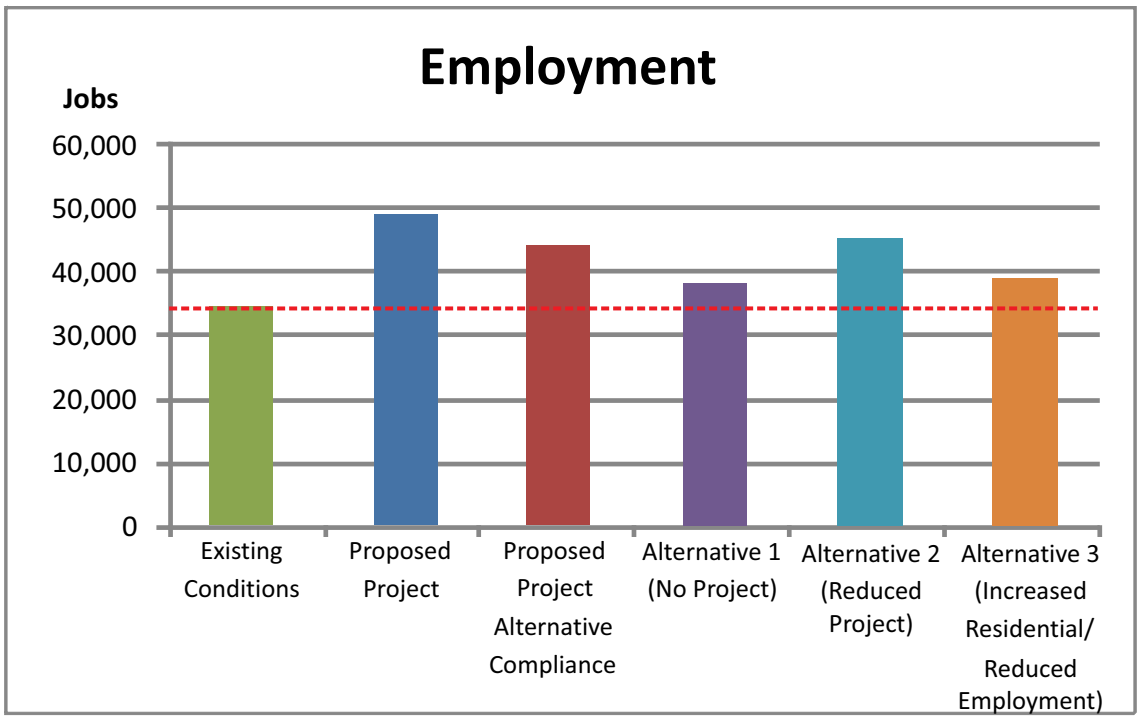


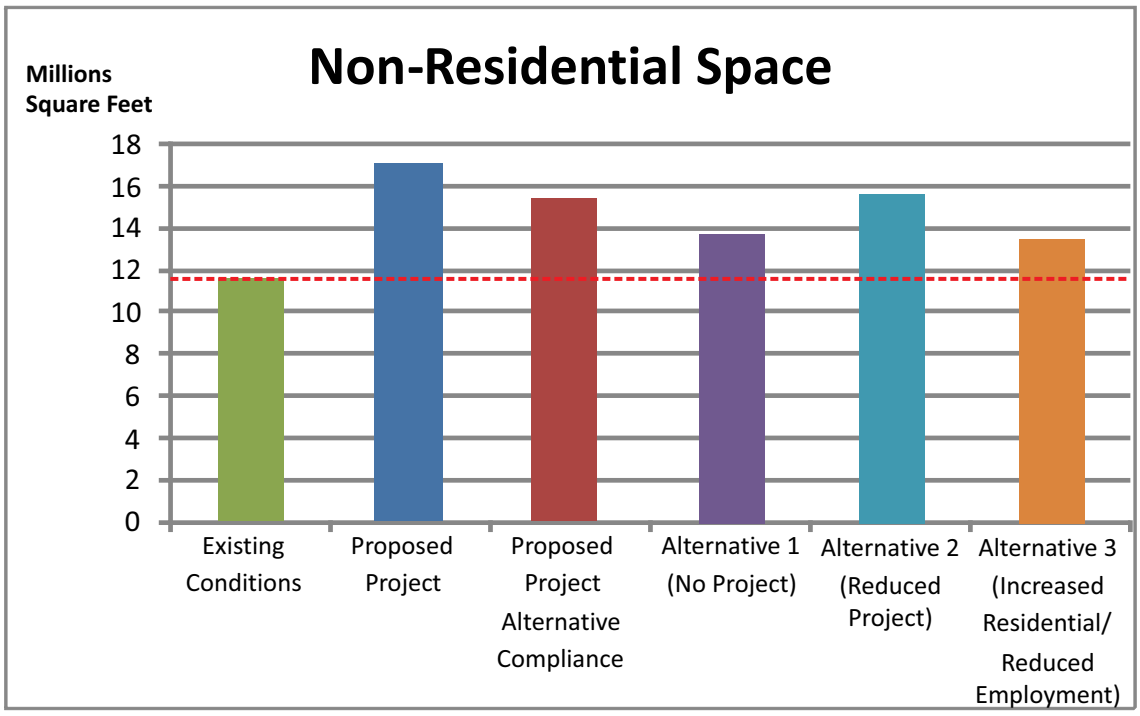


LEGEND:

Existing Conditions

SOURCE: TAHA, 2017.





LEGEND:

Existing Conditions

SOURCE: TAHA, 2017.

Consideration of the No Project Alternative allows decision-makers to compare the impacts of approving the Proposed Project with the impacts of not approving the Proposed Project. However, "no project" does not mean that development would not occur in the Project Area. The No Project Alternative includes "what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services" (CEQA Section 15126.6 [e][2]).

Under Alternative 1, existing zoning and General Plan land use designations would remain in place for the Project Area, consistent with the existing West Los Angeles, Palms-Mar Vista-Del Rey, and West Adams-Baldwin Hills-Leimert Community Plans. It is reasonably foreseeable that these existing land use regulations would allow for an increase of 1,054 dwelling units, 1,852 residents, 3,813 jobs, and approximately 2.30 million square feet of non-residential building area within the ECTNP Area compared to existing conditions by the year 2035. As shown in **Table 5-2**, the No Project Alternative would result in a total population of 52,447 persons, 26,072 dwelling units, 37,755 jobs, and approximately 13.73 million square feet of non-residential building area by 2035.

TABLE 5-2: ALTERNATIVE 1 - NO PROJECT ALTERNATIVE COMPARISON

	Alternative 1 (2035)	Alternative 1 (2035) to Existing Conditions (2013)	Alternative 1 (2035) to Current Community Plans (2035)	Alternative 1 (2035) to Proposed Plan (2035)	Alternative 1 (2035) to Alternative Compliance Scenario (2035)
Housing (dwelling units)	26,072	1,054	0	-3,369	-4,988
Population (persons)	52,447	1,852	0	-7,124	-10,363
Employment (jobs)	37,775	3,813	0	-10,521	-5,644
Non- Residential Square Feet	13,727,355	2,302,870	0	-3,230,060	-1,584,148

SOURCE: City of Los Angeles and TAHA, 2017.

In comparison to the Proposed Project, Alternative 1 would allow for 3,369 fewer dwelling units, 7,124 fewer residents, 10,521 fewer jobs, and approximately 3.23 million square feet less of non-residential building area than the Proposed Project by the year 2035. In comparison to the Alternative Compliance Scenario, Alternative 1 would allow for 4,988 fewer dwelling units, 10,363 fewer residents, 5,644 fewer jobs, and approximately 1.58 million square feet less of non-residential building area by the year 2035.

Alternative 2 – Reduced Project Alternative. Alternative 2 would increase development capacity of the ECTNP Area over the current community plans, similar to the Proposed Project but to a lesser extent. This alternative would encourage infill development along transit corridors. Alternative 2 would partially achieve Proposed Project objectives related to encouraging development near transit, increasing transit-ridership, improving circulation for all modes, and improving the pedestrian and bike environment. Proposed design standards and height regulations would be similar to those proposed under the Proposed Project. Alternative 2 would include the same mix of land uses as included under the Proposed Project; however the increase in development that would be reasonably expected to occur under this alternative, compared to the growth anticipated under the Proposed Project (2035) over Existing Conditions (2013), would represent 25 percent less dwelling units, population, employment, and non-residential space. Overall, as shown in **Table 5-3**, Alternative 2 would result in 2035 Project Area totals of 28,336 dwelling units, 57,326 persons, 44,712 jobs, and approximately 15.57 million square feet of non-residential space. This would represent residential and non-residential growth by 2035 over existing conditions of approximately 3,300 dwelling units and 4.15 million square of non-residential space. The reduced number of dwelling units would also result in a reduced number of affordable units that would potentially be generated through the public benefit requirements of the Proposed Plan.

TABLE 5-3: ALTERNATIVE 2 - REDUCED PROJECT ALTERNATIVE COMPARISON

	Alternative 2 (2035)	Alternative 2 (2035) to Existing Conditions (2013)	Alternative 2 (2035) to Current Community Plans (2035)	Alternative 2 (2035) to Proposed Plan (2035)	Alternative 2 (2035) to Alternative Compliance Scenario (2035)
Dwelling Units	28,336	3,318	2,264	-1,105	-2,724
Population	57,326	6,731	4,879	-2,245	-5,484
Employment	44,712	10,750	6,937	-3,584	1,293
Non- Residential Square Feet	15,574,182	4,149,697	1,846,827	-1,383,233	262,679

SOURCE: City of Los Angeles and TAHA, 2017.

Alternative 3 – Increased Residential/Reduced Employment Alternative. Similar to the Proposed Project, Alternative 3 would increase development capacity of the ECTNP Area over the current community plans and would encourage infill development along transit corridors. Alternative 3 was chosen to respond to a citywide demand for additional housing and local residents' concerns about increased traffic congestion from commercial uses, as well as the potential for this Alternative to reduce impacts related to utilities and services systems. Alternative 3 would partially achieve the Proposed Project objectives related to encouraging development near transit, increasing transit-ridership, improving circulation for all modes, and improving the pedestrian and bike environment. Due to decreased capacity for jobs, Alternative 3 is less likely to meet project objectives relating to economic development and job growth. The key component of this alternative would be to encourage increased residential development over non-residential development within the Project Area. In this context, Alternative 3 would be similar to the Proposed Project Alternative Compliance scenario, but Alternative 3 represents a greater shift from non-residential to residential uses. Alternative 3 (2035), when compared to the growth proposed in the Proposed Plan (2035), represents an approximately 70 percent increase in dwelling units and population and an approximately 62 percent decrease in employment and non-residential square footage. Alternative 3 (2035), when compared to the growth proposed under the Alternative Compliance scenario of the Proposed Plan (2035), represents an approximately 25 percent increase in dwelling units and population, an approximately 39 percent decrease in employment, and an approximately 47 percent decrease in non-residential square footage. As shown in **Table 5-4**, Alternative 3 would result in a total of 32,578 dwelling units, 65,835 persons, 39,693 jobs, and approximately 13.49 million square feet of non-residential space by 2035. Compared to the Alternative Compliance scenario, Alternative 3 by 2035 would provide an additional 1,518 units of housing, equating to approximately 3,025 persons, but would reduce the non-residential square footage by approximately 1.82 million, which would accommodate 3,726 fewer jobs.

TABLE 5-4: ALTERNATIVE 3 - INCREASED RESIDENTIAL REDUCED EMPLOYMENT ALTERNATIVE COMPARISON

	Alternative 3 (2035)	Alternative 3 (2035) to Existing Conditions (2013)	Alternative 3 (2035) to Current Community Plans (2035)	Alternative 3 (2035) to Proposed Plan (2035)	Alternative 3 (2035) to Alternative Compliance Scenario (2035)
Dwelling Units	32,578	7,560	6,506	3,137	1,518
Population	65,835	15,240	13,388	6,264	3,025
Employment	39,693	5,731	1,918	-8,603	-3,726
Non- Residential Square Feet	13,489,759	2,065,274	-237,596	-3,467,656	-1,821,744

SOURCE: City of Los Angeles and TAHA, 2017.

COMPARISON OF ALTERNATIVES

This section describes the potential environmental impacts associated with each alternative as compared to the impacts of the Proposed Project. The summary comparison of impacts of the project alternatives and the Proposed Project is included in **Table 5-5**, with the supporting analysis provided in the subsections that follow. Where the net impact of the alternative would be less adverse or more beneficial than the impact of the Proposed Project, the comparative impact is said to be "less." Where the net impact of the alternative would be more adverse or less beneficial than the Proposed Project, the comparative impact is said to be "greater." Where the net impacts of the alternative and Proposed Project would be roughly equivalent, the comparative impact is said to be "similar."

ANALYSIS OF ALTERNATIVE 1 – NO PROJECT ALTERNATIVE

Aesthetics

Under Alternative 1, proposed changes to existing zoning and General Plan land use designations in portions of the Project Area would not occur. As shown in **Table 5-2,** growth is anticipated under Alternative 1 (1,054 dwelling units and approximately 2.30 million square feet of non-residential space). Future development would be subject to existing West Los Angeles, Palms-Mar Vista-Del Rey, and West Adams-Baldwin Hills-Leimert community plan land use designations and policies, as well as by building height and density limitations, which allow for buildings to be developed at heights and/or densities greater than what currently exist in a number of locations within the Project Area (see Figures 3-6, 3-8, 3-10, and 3-12, in Chapter 3.0 Project Description). Unlike the Proposed Project, no new development standards, design standards, or policies intended to preserve and enhance the visual character and quality of transit-oriented development and ensure compatibility between land uses would be established. The City review of proposed residential, commercial, and industrial developments would continue to be guided by Citywide Design Guidelines. SB 743 states that aesthetic impacts shall not be considered significant for the purposes of environmental analysis for residential, mixed use residential, or employment center projects on infill sites within a Transit Priority Area. Such projects are typical of the kinds of projects anticipated under Alternative 1. Although a majority of the Project Area is located in a Transit Priority Area, a portion of the Project Area is not. Therefore, a discussion of aesthetic impacts is provided below.

Scenic Resources within a State Highway. There are no State-designated scenic highways located within the Project Area. While not designated a scenic highway by the State, Venice Boulevard (State Route 187) is a City of Los Angeles-designated scenic highway.[10] The status of Venice Boulevard is recognized in the existing community plans. Similar to the Proposed Project, Alternative 1 would not include elements or allow developments that would adversely affect the visual character of the street right-of-way, and impacts to scenic highways would remain less than significant.

Scenic Vistas. A number of scenic resources, including a City-designated Historic-Cultural Monument (HCM), individual historic structures, and Heritage and Ordinance Protected Trees are located within the Project Area. However, there are no publicly available scenic vista points within the Project Area, and views of the Project Area are not considered panoramic. Therefore, similar to the Proposed Project, Alternative 1 would result in less than significant impacts related to scenic vistas.

[10]City of Los Angeles, *Mobility Plan 2035: An Element of the General Plan*, adopted 2015, as subsequently amended.

TABLE 5-5: COMPARISON OF IMPACTS BETWEEN THE PROPOSED PROJECT AND ALTERNATIVES

Impact	Proposed Project Impact	Alternative 1 Impact	Alternative 2 Impact	Alternative 3 Impact
AESTHETICS				
Impact 4.1-1: Would implementation of the Proposed Project have a substantial adverse effect on a scenic vista/obstruction of views?	Less Than Significant	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
Impact 4.1-2: Would implementation of the Proposed Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Less Than Significant	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
Impact 4.1-3: Would implementation of the Proposed Project substantially degrade the existing visual character or quality of the site and its surroundings?	Significant and Unavoidable	Less (Significant and Unavoidable)	Less (Significant and Unavoidable)	Similar (Significant and Unavoidable)
Impact 4.1-4: Would implementation of the Proposed Project create a new source of substantial light or glare that could adversely affect day- or nighttime views in the project area?	Less Than Significant with Mitigation	Similar (Less Than Significant)	Similar (Less Than Significant with Mitigation)	Similar (Less Than Significant with Mitigation)
Impact 4.1-5: Would implementation of the Proposed Project result in development of structures that would shade shadow-sensitive uses for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. Pacific Standard Time (between late October and early April), or for more than four hours between the hours of 9:00 a.m. and 5:00 p.m. Pacific Daylight Time (between early April and late October)?	Significant and Unavoidable	Similar (Significant and Unavoidable)	Similar (Significant and Unavoidable)	Similar (Significant and Unavoidable)
Impact 4.1-6: Would implementation of the Proposed Project destroy, permanently cover or materially and adversely modify one or more distinct and prominent geologic or topographic features such as hilltops, ridges, hill slopes, canyons, ravines, rock outcrops, water bodies, streambeds and wetlands?	Less Than Significant	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
AIR QUALITY				
Impact 4.2-1: Would implementation of the Proposed Project conflict with or obstruct implementation of the applicable air quality plan?	Less than Significant	Similar (Less Than Significant)	Similar (Less Than Significant)	Greater (Less Than Significant)
Impact 4.2-2: Would implementation of the Proposed Project violate an air quality standard or contribute substantially to an existing or projected air quality violation?	*Construction*: Significant and Unavoidable	Less (Significant and Unavoidable)	Less (Significant and Unavoidable)	Similar (Significant and Unavoidable)
	Operation: Less than Significant	Less (Less than Significant)	Less (Less than Significant)	Similar (Less than Significant)
Impact 4.2-3: Would implementation of the Proposed Project expose sensitive receptors to substantial pollutant concentrations?	*Construction*: Significant and Unavoidable	Less (Significant and Unavoidable)	Less (Significant and Unavoidable)	Similar (Significant and Unavoidable)
	Operation: Less than Significant	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)
Impact 4.2-4: Would implementation of the Proposed Project create objectionable odors affecting a substantial number of people?	Less Than Significant	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)

TABLE 5-5: COMPARISON OF IMPACTS BETWEEN THE PROPOSED PROJECT AND ALTERNATIVES

Impact	Proposed Project Impact	Alternative 1 Impact	Alternative 2 Impact	Alternative 3 Impact
CULTURAL RESOURCES				
Impact 4.3-1: Would implementation of the Proposed Project cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?	Significant and Unavoidable	Greater (Significant and Unavoidable)	Similar (Significant and Unavoidable)	Similar (Significant and Unavoidable)
Impact 4.3-2: Would implementation of the Proposed Project cause a substantial adverse change in the significance of an archaeological resource?	Less Than Significant With Mitigation	Greater (Significant and Unavoidable)	Similar (Less Than Significant With Mitigation)	Similar (Less Than Significant With Mitigation)
Impact 4.3-3: Would implementation of the Proposed Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less Than Significant With Mitigation	Greater (Significant and Unavoidable)	Similar (Less Than Significant With Mitigation)	Similar (Less Than Significant With Mitigation)
Impact 4.3-4: Would implementation of the Proposed Project could disturb human remains, including those interred outside of formal cemeteries?	Less Than Significant	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
GEOLOGY AND SOILS				
Impact 4.4-1: Would implementation of the Proposed Project cause or accelerate geologic hazards that would expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death, involving the rupture of a known earthquake fault?	No Impact	Similar (No Impact)	Similar (No Impact)	Similar (No Impact)
Impact 4.4-2: Would implementation of the Proposed Project cause or accelerate geologic hazards that would expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death from strong seismic ground shaking?	No Impact	Similar (No Impact)	Similar (No Impact)	Similar (No Impact)
Impact 4.4-3: Would implementation of the Proposed Project cause or accelerate geologic hazards that would expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death from seismic-related ground failure, including liquefaction?	No Impact	Similar (No Impact)	Similar (No Impact)	Similar (No Impact)
Impact 4.4-4: Would implementation of the Proposed Project cause or accelerate geologic hazards that would expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death from seismic-related ground failure, including landslides?	No Impact	Similar (No Impact)	Similar (No Impact)	Similar (No Impact)
Impact 4.4-5: Would implementation of the Proposed Project be located on geologic unit that is unstable, or that would become unstable as a result of the Proposed Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	No Impact	Similar (No Impact)	Similar (No Impact)	Similar (No Impact)
Impact 4.4-6: Would implementation of the Proposed Project lead to construction on existing expansive soils, as defined in Table 18-1-B of the Uniform Building Code (1994), Creating substantial risks to life or property?	No Impact	Similar (No Impact)	Similar (No Impact)	Similar (No Impact)

TABLE 5-5: COMPARISON OF IMPACTS BETWEEN THE PROPOSED PROJECT AND ALTERNATIVES

Impact	Proposed Project Impact	Alternative 1 Impact	Alternative 2 Impact	Alternative 3 Impact
Impact 4.4-7: Would implementation of the Proposed Project result in substantial soil erosion or the loss of topsoil?	Less Than Significant	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)
Impact 4.4-8: Would implementation of the Proposed Project involve the use of septic tanks or alternative waste water disposal system and, therefore, result in hazards related to construction on soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems?	No Impact	Similar (No Impact)	Similar (No Impact)	Similar (No Impact)
GREENHOUSE GAS EMISSIONS				
Impact 4.5-1: Would implementation of the Proposed Project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?	Less Than Significant	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)
Impact 4.5-2: Would implementation of the Proposed Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions?	Less Than Significant	Greater (Significant and Unavoidable)	Similar (Less Than Significant)	Less (Less Than Significant)
HAZARDS AND HAZARDOUS MATERIALS				
Impact 4.6-1: Would implementation of the Proposed Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less than Significant	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
Impact 4.6-2: Would implementation of the Proposed Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Less Than Significant	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
Impact 4.6-3: Would implementation of the Proposed Project result in hazardous emissions or the handling of acutely hazardous materials, substances, or waste within a quarter mile of an existing or proposed school, creating a risk to human health from such activities?	Less Than Significant	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
Impact 4.6-4: Would development under the Proposed Project be located on a site that is included on a list of hazardous materials sites compiled pursuant to government code section 65962.5 and, as a result, could development create a significant hazard to the public or the environment?	Less Than Significant with Mitigation	Greater (Significant and Unavoidable)	Similar (Less Than Significant with Mitigation)	Similar (Less Than Significant with Mitigation)
Impact 4.6-5: Would Implementation of the Proposed Project result in a safety hazard for people residing or working in the project area near a public airport?	Less Than Significant	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
Impact 4.6-6: Would implementation of the Proposed Project result in a safety hazard for people residing or working in the project area near a private airstrip?	No Impact	Similar (No Impact)	Similar (No Impact)	Similar (No Impact)
Impact 4.6-7: Would implementation of the Proposed Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less Than Significant	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)

TABLE 5-5: COMPARISON OF IMPACTS BETWEEN THE PROPOSED PROJECT AND ALTERNATIVES

Impact	Proposed Project Impact	Alternative 1 Impact	Alternative 2 Impact	Alternative 3 Impact
Impact 4.6-8: Would implementation of the Proposed Project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	No Impact	Similar (No Impact)	Similar (No Impact)	Similar (No Impact)
HYDROLOGY AND WATER QUALITY				
Impact 4.7-1: Would implementation of the Proposed Project violate any water quality standards or waste discharge requirements?	Less Than Significant	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
Impact 4.7-2: Would implementation of the Proposed Project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	Less Than Significant	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
Impact 4.7-3: Would implementation of the Proposed Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	Less Than Significant	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
Impact 4.7-4: Would implementation of the Proposed Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	Less Than Significant	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
Impact 4.7-5: Would implementation of the Proposed Project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	Less Than Significant	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
Impact 4.7-6: Would implementation of the Proposed Project otherwise substantially degrade water quality?	Less Than Significant	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
Impact 4.7-7: Would implementation of the Proposed Project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	Less Than Significant With Mitigation	Greater (Significant and Unavoidable)	Similar (Less Than Significant With Mitigation)	Similar (Less Than Significant With Mitigation)
Impact 4.7-8: Would implementation of the Proposed Project place structures which would impede or redirect flood flows within a 100-year flood hazard area?	No Impact	Similar (No Impact)	Similar (No Impact)	Similar (No Impact)
Impact 4.7-9: Would implementation of the Proposed Project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	Less Than Significant	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)

TABLE 5-5: COMPARISON OF IMPACTS BETWEEN THE PROPOSED PROJECT AND ALTERNATIVES

Impact	Proposed Project Impact	Alternative 1 Impact	Alternative 2 Impact	Alternative 3 Impact
Impact 4.7-10: Would implementation of the Proposed Project expose people or structures to risk from seiche, tsunami, or mudflow/mudslides?	No Impact	Similar (No Impact)	Similar (No Impact)	Similar (No Impact)
LAND USE				
Impact 4.8-1: Would implementation of the Proposed Project physically divide an established community?	Less Than Significant	Greater (Significant and Unavoidable)	Similar (Less Than Significant)	Similar (Less Than Significant)
Impact 4.8-2: Would implementation of the Proposed Project be consistent with applicable adopted regional, state and local goals, policies and regulations and therefore, would not conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	Less Than Significant	Greater (Significant and Unavoidable)	Greater (Less Than Significant)	Greater (Significant and Unavoidable)
Impact 4.8-3: Would implementation of the Proposed Project conflict with any applicable habitat conservation plans or natural community conservation plans?	No Impact	Similar (No Impact)	Similar (No Impact)	Similar (No Impact)
NOISE				
Impact 4.9-1: Would implementation of the Proposed Project pursuant to the ECTNP expose persons to or generate noise in levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? This impact is considered significant and unavoidable.	Significant and Unavoidable	Similar (Significant and Unavoidable)	Similar (Significant and Unavoidable)	Similar (Significant and Unavoidable)
Impact 4.9-2: Would implementation of the Proposed Project result in a substantial permanent increase in ambient noise levels in the proposed project vicinity above levels existing without the project?	Significant and Unavoidable	Similar (Significant and Unavoidable)	Similar (Significant and Unavoidable)	Similar (Significant and Unavoidable)
Impact 4.9-3: Would implementation of the Proposed Project result in a substantial temporary or periodic increase in ambient noise levels in the proposed project vicinity above levels existing without the project?	Significant and Unavoidable	Similar (Significant and Unavoidable)	Similar (Significant and Unavoidable)	Similar (Significant and Unavoidable)
Impact 4.9-4: Would implementation of the Proposed Project expose people to or generate excessive vibration or ground-borne noise levels?	*Construction:* Significant and Unavoidable	Similar (Significant and Unavoidable)	Similar (Significant and Unavoidable)	Similar (Significant and Unavoidable)
	Operation: Less than Significant	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)
Impact 4.9-5: Would implementation of the Proposed Project exacerbate levels of exposure for people working or residing within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport to excessive noise levels?	No Impact	Similar (No Impact)	Similar (No Impact)	Similar (No Impact)

TABLE 5-5: COMPARISON OF IMPACTS BETWEEN THE PROPOSED PROJECT AND ALTERNATIVES

Impact	Proposed Project Impact	Alternative 1 Impact	Alternative 2 Impact	Alternative 3 Impact
Impact 4.9-6: Would implementation of the Proposed Project exacerbate levels of exposure for people working or residing within the vicinity of a private airstrip to excessive noise levels?	No Impact	Similar (No Impact)	Similar (No Impact)	Similar (No Impact)
POPULATION, HOUSING, AND EMPLOYMENT				
Impact 4.10-1: Would implementation of the Proposed Project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Less Than Significant	Similar (Less Than Significant)	Similar (Less Than Significant)	Similar (Less than Significant)
Impact 4.10-2: Would implementation of the Proposed Project displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	Less than Significant	Less (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)
Impact 4.10-3: Would implementation of the Proposed Project displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	Less than Significant	Less (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)
PUBLIC SERVICES				
Impact 4.11-1: Would implementation of the Proposed Project foreseeably require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection and emergency response?	Less Than Significant	Less (Less Than Significant)	Less (Less Than Significant)	Greater (Less Than Significant)
Impact 4.11-2: Would implementation of the Proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, and other performance objectives?	Less Than Significant	Less (Less Than Significant)	Less (Less Than Significant)	Greater (Less Than Significant)
Impact 4.11-3: Would implementation of the Proposed Project create additional demand for public school enrollment that could not be adequately accommodated by existing schools serving the project area, resulting in the need for new or physically altered school facilities?	Less Than Significant	Less (Less than Significant)	Less (Less than Significant)	Greater (Less than Significant)
Impact 4.11-4: Would implementation of the Proposed Project create additional demand for parks and recreation facilities that could not be adequately accommodated by existing facilities serving the Project Area and likely result in the need for new or physically altered parks and recreation facilities?	Significant and Unavoidable	Less (Significant and Unavoidable)	Less (Significant and Unavoidable)	Greater (Significant and Unavoidable)
Impact 4.11-5: Would implementation of the Proposed Project create additional demand for library services that could not be adequately accommodated by existing facilities serving the project area and likely result in the need for new or physically altered library facilities?	Less Than Significant	Less (Less Than Significant)	Less (Less Than Significant)	Greater (Less Than Significant)

TABLE 5-5: COMPARISON OF IMPACTS BETWEEN THE PROPOSED PROJECT AND ALTERNATIVES

Impact	Proposed Project Impact	Alternative 1 Impact	Alternative 2 Impact	Alternative 3 Impact
TRANSPORTATION AND TRAFFIC				
Impact 4.12-1: Would implementation of the Proposed Project disrupt existing public transit, bicycle, or pedestrian facilities or interfere with planned facilities, or create conflicts or inconsistencies with adopted public transit, bicycle, or pedestrian system plans, guidelines, policies, or standards or otherwise decrease the performance or safety of such facilities?	Less Than Significant	Greater (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
Impact 4.12-2: Would implementation of the Proposed Project impact the circulation system by exceeding the applicable thresholds established by each jurisdiction?	Significant and Unavoidable	Less (Significant and Unavoidable)	Less (Significant and Unavoidable)	Similar (Significant and Unavoidable)
Impact 4.12-3: Would implementation of the Proposed Project have a significant impact related to neighborhood intrusion by exceeding the established thresholds?	Significant and Unavoidable	Less (Significant and Unavoidable)	Less (Significant and Unavoidable)	Similar (Significant and Unavoidable)
Impact 4.12-4: Would implementation of the Proposed Project have a significant impact related to the CMP Freeway Analysis by exceeding the established threshold?	Less Than Significant	Less (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
Impact 4.12-5: Would implementation of the Proposed Project have a significant impact related to the CMP Arterial Intersection Analysis by exceeding the established threshold?	Significant and Unavoidable	Less (Significant and Unavoidable)	Less (Significant and Unavoidable)	Similar (Significant and Unavoidable)
Impact 4.12-6: Would implementation of the Proposed Project have a significant impact related to the CMP Transit Impact Review by substantially impacting transit service?	Less Than Significant	Less (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
Impact 4.12-7: Would implementation of the Proposed Project result in inadequate emergency vehicle access such that there would be need for construction of new or physically altered emergency service facilities (police and/or fire)?	Less Than Significant	Less (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
Impact 4.12-8: Would implementation of the Proposed Project increase hazards due to a design feature or incompatible uses?	Less Than Significant	Less (Less Than Significant)	Similar (Less Than Significant)	Similar (Less Than Significant)
Impact 4.12-9: Would implementation of the Proposed Project require construction activities to take place within a major or secondary highway ROW which would necessitate temporary lane, alley, or street closures for more than one day; require construction activities to take place within a collector or local street ROW which would necessitate temporary lane, alley, or street closures for more than seven days; result in the loss of regular vehicular or pedestrian access to an existing land use for more than one day; or result in the temporary loss for more than one day of an existing bus stop or rerouting of a bus route that serves the project site?	Less Than Significant With Mitigation	Less (Less Than Significant)	Similar (Less Than Significant With Mitigation)	Similar (Less Than Significant With Mitigation)
UTILITIES AND SERVICE SYSTEMS				
Impact 4.13-1: Would implementation of the Proposed Project cause the construction of new water treatment facilities or expansion of existing treatment facilities, the construction of which could cause significant environmental effects?	Less Than Significant	Less (Less Than Significant)	Less (Less Than Significant)	Greater (Less Than Significant)

TABLE 5-5: COMPARISON OF IMPACTS BETWEEN THE PROPOSED PROJECT AND ALTERNATIVES

Impact	Proposed Project Impact	Alternative 1 Impact	Alternative 2 Impact	Alternative 3 Impact
Impact 4.13-2: Would implementation of the Proposed Project result in the construction of new water lines?	Less Than Significant	Less (Less Than Significant)	Less (Less Than Significant)	Greater (Less Than Significant)
Impact 4.13-3: Would implementation of the Proposed Project result in LADWP making a determination that they have insufficient water supplies available to serve the Proposed Project from existing entitlements and resources, or would the Proposed Project result in LADWP needing new or expanded entitlements?	Less Than Significant	Less (Less Than Significant)	Less (Less Than Significant)	Greater (Less Than Significant)
Impact 4.13-4: Would implementation of the Proposed Project exceed wastewater treatment requirements of LARWQCB?	Less Than Significant	Less (Less Than Significant)	Less (Less Than Significant)	Greater (Less Than Significant)
Impact 4.13-5: Would implementation of the Proposed Project result in the construction of new wastewater treatment facilities or expansion of existing wastewater treatment facilities?	Less Than Significant	Less (Less Than Significant)	Less (Less Than Significant)	Greater (Less Than Significant)
Impact 4.13-6: Would implementation of the Proposed Project result in the construction of new wastewater conveyance systems or expansion of existing conveyance systems?	Less Than Significant	Less (Less Than Significant)	Less (Less Than Significant)	Greater (Less Than Significant)
Impact 4.13-7: Would implementation of the Proposed Project require the construction of new stormwater drainage facilities or expansion of existing facilities?	Less Than Significant	Less (Less Than Significant)	Less (Less Than Significant)	Greater (Less Than Significant)
Impact 4.13-8: Would implementation of the Proposed Project result in a determination by the BOS that it does not have adequate capacity to serve the Proposed Project in addition to their existing commitments?	Less Than Significant	Less (Less Than Significant)	Less (Less Than Significant)	Greater (Less Than Significant)
Impact 4.13-9: Would implementation of the Proposed Project comply with federal, state, and local statutes and regulations related to solid waste and be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?	Less Than Significant	Less (Less Than Significant)	Less (Less Than Significant)	Greater (Less Than Significant)
Impact 4.13-10: Would implementation of the Proposed Project result in the inefficient use of electricity?	Less Than Significant	Less (Less Than Significant)	Less (Less Than Significant)	Greater (Less Than Significant)
Impact 4.13-11: Would implementation of the Proposed Project result in the inefficient use of natural gas?	Less Than Significant	Less (Less Than Significant)	Less (Less Than Significant)	Greater (Less Than Significant)

SOURCE: TAHA, 2017.

Changes to Landforms and Other Topographic Features. There are no ridges, canyons, ravines, or other topographic features within the Project Area; however, the Project Area contains the edge of the Cheviot Hills north of the Palms Station Area. Under current conditions, large development projects are governed by the Site Plan Review process, as well as by applicable ordinances and Department of Building and Safety foundation and grading requirements. With continued implementation of these measures, it is unlikely that Alternative 1 would destroy, permanently cover, or materially and adversely modify one or more distinct and prominent geologic or topographic features, such as hilltops, ridges, hill slopes, canyons, ravines, rock outcrops, water bodies, streambeds, and wetlands. Therefore, similar to the Proposed Project, Alternative 1 would result in a less than significant impact related to landforms and topographic features.

Visual Character. Future development under Alternative 1 would be subject to Citywide Design Guidelines, provisions of the LAMC, and General Plan policies. Individual projects requiring discretionary approval would be subject to project-level CEQA review under Alternative 1, which would serve to reduce aesthetic-related impacts to the maximum extent feasible. Even under the existing plan, the zoning could result in new buildings with heights, density, and other features that would differ significantly from existing buildings. Additionally, projects under Alternative 1 would not benefit from the tailored and contextual regulations for height and building design found in the Proposed Project, which could minimize the visual character impacts of commercial and industrial use adjacent to residential. Therefore, as with the Proposed Project, development constructed under Alternative 1 would result in significant and unavoidable impacts related to visual character. However, impacts under Alternative 1 would be less than the Proposed Project because the maximum allowable heights and FARs (building intensity) would be less than the Proposed Project in certain portions of the change areas (such as around the Sepulveda, Bundy, and Culver City Stations).

Shade and Shadow. Building heights allowed under Alternative 1 would in some cases be less than the heights permitted under the Proposed Project. Regardless, some future development under Alternative 1 would exceed the height of existing development, creating new shadows on surrounding shade-sensitive uses. Details about where potential future development could exceed existing height, and its proximity to shade-sensitive uses, is not known. Therefore, similar to the Proposed Project, shade and shadow impacts under Alternative 1 would be significant and unavoidable.

Light and Glare. Similar to the Proposed Project, future development under Alternative 1 has the potential to create new sources of light and glare. Site plan review and the accompanying environmental analysis, of development within the Project Area would address these effects. Similar to the Proposed Project, impacts are anticipated to be less than significant.

Air Quality

Air Quality Plans. Future growth under Alternative 1 was accounted for in the SCAG land use assumptions provided to SCAQMD for incorporation into the 2012 Air Quality Management Plan (AQMP). In addition, the growth assumptions in Alternative 1 are consistent with the City assumptions used by SCAG to prepare the 2012-2035 RTP/SCS. Alternative 1 would result in less development than the Proposed Project and would not conflict with air quality plans or regional land use plans. Therefore, similar to the Proposed Project, Alternative 1 would result in less than significant impacts related to conflicting with or obstructing the implementation of applicable air quality plans.

Air Quality Standards. Alternative 1 would result in less capacity for growth and new development, resulting in less construction emissions. Therefore, air quality impacts due to construction emissions under Alternative 1 would be less than the Proposed Project. However, it is anticipated that the construction emissions under Alternative 1 would exceed the SCAQMD significance thresholds. Implementation of mitigation measures on individual projects could reduce significant impacts to a less than significant level but cannot be relied upon in the absence of a specific construction project to assess. Therefore, as with the Proposed Project, construction impacts would remain significant and unavoidable. However, due to

decreased capacity for growth under Alternative 1, construction impacts related to air quality standards would be less than the Proposed Project.

Air quality impacts due to operations under Alternative 1 would be similar to the Proposed Project. The lower capacity for growth associated with Alternative 1 would result in fewer air quality emissions from stationary sources, such as electricity generation. New regulations and improved engine technology would substantially reduce vehicle emissions between 2013 and 2035 despite the absence of intensified development around proposed transit stations and associated reduced per capita VMT that would result from the Proposed Project. Therefore, as with the Proposed Project, operational impacts related to air quality would be less than significant under Alternative 1. However, due to decreased capacity for growth under Alternative 1, operational impacts related to air quality standards would be less than the Proposed Project.

Sensitive Receptors. Construction activity would generate diesel particulate emissions associated with heavy-duty equipment operations and truck traffic. Diesel exhaust causes health effects from both short-term or acute exposures, and long-term chronic exposures. Depending on the specifics of the project being developed (i.e., diesel particulate emissions and sensitive receptor locations), it is anticipated that emissions from construction activities would exceed the health risk significance thresholds established by the SCAQMD. Alternative 1 would result in less capacity for growth and new development, resulting in less total toxic air contaminant construction emissions. Therefore, as with the Proposed Project, construction toxic air contaminant impacts would remain significant and unavoidable under Alternative 1. However, due to decreased capacity for growth under Alternative 1, construction impacts related to toxic air contaminants would be less than the Proposed Project.

Regarding operational toxic air contaminant emissions, similar to the Proposed Project, operational activity associated with Alternative 1 would not generate significant toxic air contaminant emissions. Although current land use designations and zoning allow for manufacturing uses to be developed in the Project Area, any potential toxic air contaminants resulting from such uses would be strictly regulated by SCAQMD. Therefore, operational toxic air contaminant impacts would be less than significant, similar to the Proposed Project.

Odors. Future development under Alternative 1 has the potential to generate construction and operational odors. Potential sources that could emit odors during construction activities include equipment exhaust and paving and painting activities. Such odors are localized, generally confined to the immediate area surrounding a construction site and transitory in nature. According to the SCAQMD *CEQA Air Quality Handbook*, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. Alternative 1 does not include land uses that are typically associated with odor complaints. Therefore, impacts related to odors would be less than significant, similar to the Proposed Project.

Cultural Resources

Historical Resources. While Alternative 1 would result in less growth due to lower overall development capacity of the existing community plans, development in the Project Area carries with it the potential for impacts to historic resources and could contribute to the loss of such resources in the City. Under this alternative, projects requiring discretionary approval would be subject to project-specific CEQA review, at which point, requirements that are similar to the Plan standards identified in the Proposed Project could be included, if necessary. However, future projects that include demolition, destruction, relocation or alteration of a historical resource such that its significance is materially affected generally result in significant impacts that cannot be mitigated to a less than significant level. Furthermore, development projects not requiring discretionary approval could, adversely affect cultural resources. Alternative 1 provides no consistent protection to cultural resources for projects that require no discretionary action. This is a key distinction between Alternative 1 and the Proposed Project. Thus, impacts to historical resources under this alternative

are anticipated to be significant and unavoidable, as is expected with the Proposed Project. However, it is anticipated that the impacts associated with historical resources under Alternative 1 would be greater than those from the Proposed Project because Alternative 1 does not include the Proposed Project's plan standards which institute a more stringent level of review.

Archaeological and Paleontological Resources. Under the Proposed Project, all development within the Project Area would be subject to a combination of mitigation measures (see Section 4.3 Cultural Resources) and plan standards and procedures that are intended to trigger review of archaeological and paleontological resources. Alternative 1 provides no consistent protection to cultural resources when no City discretionary action is required. Impacts to archaeological and paleontological resources under this alternative are anticipated to potentially be significant and unavoidable. Thus, it is anticipated that the impacts associated with the implementation of Alternative 1 would be greater than those from implementation of the Proposed Project.

Human Remains. Compliance with the California Health and Safety Code and other state laws would ensure that any human remains encountered on a development site are appropriately managed. Impacts related to human remains are anticipated to be less than significant under Alternative 1, similar to the Proposed Project.

Geology and Soils

Similar to the Proposed Project, in order to obtain grading and building permits, all future development is required to comply with the California Building Code (CBC) and the City of Los Angeles Building Code (LABC), which would minimize the effects of seismic and geologic hazards to the maximum extent feasible. Alternative 1, similar to the Proposed Project, would not exacerbate existing conditions related to earthquake faults, ground shaking, or ground failure (including cause of liquefaction, landslides, lateral spreading, subsidence, expansive soils, or collapse). Therefore, no impact would occur.

Soil Erosion. Compliance with the City's codes, regulatory requirements, standard grading and building permit requirements, and the application of best management practices would ensure that potential impacts from erosion or loss of top soils under Alternative 1 would be less than significant, similar to the Proposed Project.

Septic. Neither the Proposed Project nor this alternative would have an effect on septic systems. The Project Area, including the areas of proposed change, is currently served by City-owned wastewater treatment and disposal facilities and does not utilize a septic system. Therefore, similar to the Proposed Project, no impact would occur.

Greenhouse Gas Emissions

GHG Emission Generation. Both the Proposed Project and Alternative 1 would result in GHG emissions associated with the construction and operation of new development projects. GHG emissions would specifically arise from construction and from sources associated with operation, including direct sources, such as motor vehicles, natural gas consumption, solid waste handling/treatment, and indirect sources, such as electricity generation. GHG emissions from stationary sources, when compared to existing conditions, are expected to increase due to new development under Alternative 1, though to a lesser extent than the Proposed Project. Nevertheless, like the Proposed Project, overall emissions (stationary and mobile sources) under Alternative 1 would be lower than existing conditions due to lower vehicle exhaust emissions anticipated in the future. Since Alternative 1 accommodates less development than the Proposed Project, it would result in lower overall emissions. Therefore, as with the Proposed Project, impacts related to generating GHG emissions under Alternative 1 would be less than significant. However, since Alternative 1 accommodates less development than the Proposed Project, it would result in less impacts related to GHG emissions than the Proposed Project.

Consistency with Plans, Policies, and Regulations. With regard to applicable GHG plans, policies, and regulations, Alternative 1 would not be consistent with GHG reduction plans because it does not conform to state and regional policies, including the SCAG 2012-2035 RTP/SCS, SB375, and AB32, that encourage density around transit and promote mixed use development in order to decrease GHG emissions from passenger vehicles. The absence of intensified development around the transit stations in the Project Area would further contribute to increased regional VMT. A recent USC study demonstrated that households located within a half mile of transit have reduced VMT and associated vehicle emissions when compared to households further away.[11] Alternative 1 does not concentrate development near Expo Line stations and, therefore, would not achieve such reductions. Finally, Alternative 1 does not include TDM strategies and vehicle trip reduction requirements found in the Proposed Project, and thus would not benefit from the reduction in vehicle trips and related emissions anticipated from these project features. Therefore, the Alternative 1 would result in significant and unavoidable impacts related to GHG emissions, whereas the Proposed Project results in a less than significant impact.

Hazards and Hazardous Materials

Alternative 1 and the Proposed Project would result in similar impacts related to the transportation, use, disposal, reasonably foreseeable accidental release, or emissions proximate to schools of hazardous materials as well as interference with emergency management plans. Future development is likely to occur on sites where known or unknown soil or groundwater contamination has previously occurred, or on sites that are developed with structures that have asbestos-containing materials, polychlorinated biphenyls (PCBs), and/or lead based paint. The temporary use of potentially hazardous materials, including paints, adhesives, surface coatings, cleaning agents, fuels, and oils, is also anticipated during construction of future development. Accordingly, similar to the Proposed Project, future development has the potential to result in the transport, use, disposal, or release of hazardous materials during construction. In order to obtain permits required to commence construction, including demolition and grading, compliance with all applicable local, state, and federal regulations must be demonstrated. Various regulations identify safety standards and procedures related to the removal, handling, storage, transport, use, and disposal of hazardous materials and require testing, abatement, and remediation when deemed necessary. Therefore, similar to the Proposed Project, compliance with all applicable regulations would ensure that future development under Alternative 1 would result in less than significant impacts related to the transportation, use, disposal, reasonably foreseeable upset and accidental release, or emission or the handling of acutely hazardous materials, substances, or waste proximate to schools of hazardous materials as well as interference with emergency management plans.

Development on Hazardous Materials Sites. Under Alternative 1, future development involving discretionary approvals on sites containing hazardous materials, site plan review and accompanying environmental impact review would address potential impacts through project-specific conditions and/or mitigation. However, Alternative 1 provides no consistent protection to prevent development on sites that may contain hazardous materials as the proposed mitigation measure under the Proposed Project would. The Proposed Project includes a mitigation measure, which has been incorporated as a plan standard, which reduces potentially significant impacts to less than significant, under Alternative 1 this mitigation would not be applied. Therefore, impacts related to hazards and hazardous materials under Alternative 1 would potentially be significant and unavoidable, greater than the Proposed Project.

Airport and Airstrip Hazards. The Proposed Project is located within two miles of the public Santa Monica Airport, which is beyond the planning boundaries of the airport. Existing regulations would ensure that any future development does not result in safety hazards related to the operation of the airport. Additionally, the Airport has been allowed to close after 2028.[12] Therefore, similar to the Proposed Project, Alternative 1

[11]Boarnet M. and Houston D., University of Southern California, Sol Price School of Public Policy, *The Exposition Light Rail Line Study: A Before-and-After Study of the Impact of New Light Rail Transit Service*, December 15 2013.

[12]Federal Aviation Administration (FAA), *Press Release – FAA Reaches Settlement Agreement with City of Santa Monica*, January 28, 2017, https://www.faa.gov/news/press_releases/news_story.cfm?newsId=21394, accessed February 28, 2017.

would result in less than significant impacts related to public airport safety hazards. Additionally, there are no private airstrips within the vicinity of the Proposed Project. Therefore, similar to the Proposed Project, Alternative 1 would result in no impact related to private airstrip safety hazards.

Wildland Fires. The Project Area does not include and is not adjacent to a designated wildland fire hazard area. Thus, similar to the Proposed Project, Alternative 1 would result in no impact related to wildland fire risk.

Hydrology and Water Quality

Similar to the Proposed Project, in order to obtain grading and building permits, all future development is required to comply with the City Ordinances and National Pollutant Discharge Elimination System (NPDES) permit requirements. Therefore, as with the Proposed Project, compliance with these codes would ensure that future development occurring under Alternative 1 would result in less than significant impacts related to water quality standards or waste discharge requirements; groundwater supplies and recharge; drainage patterns resulting in erosion, siltation, or flooding; runoff and storm water; water quality levels; and, risks involving flooding.

Housing in a 100-year Flood Hazard Area. A small portion in the central part of the Project Area is located within a 100-floodplain. Redevelopment of these parcels could place housing within a 100-year flood hazard area. The Proposed Plan contains a mitigation measure that requires housing to be built one foot above 100-year flood water surface elevation to protect structures from flooding events. Such mitigation would not be instituted under Alternative 1. While site plan review and accompanying environmental impact review would address potential impacts through project-specific conditions and/or mitigation when discretionary actions are required, there would be no consistent assurance that ministerial projects under Alternative 1 would not be built in a 100-year flood hazard area. Therefore, Alternative 1 would result in significant and unavoidable impacts related to placing housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map, greater than the Proposed Project.

Impede or Redirect Flood Flows. It is not anticipated that Alternative 1 would place structures that would impede or redirect flood flows within a 100-year flood hazard area. Therefore, no impact would occur, similar to the Proposed Project.

Seiche, Tsunami, or Mudflows. The Project Area is not located within areas that have the potential for inundation by seiche, tsunami, or mudflow/mudslides. Therefore, similar to the Proposed Project, Alternative 1 would have no impact related to seiche, tsunami, or mudflow/mudslides.

Land Use and Planning

Divide an established community. Under Alternative 1, it is anticipated that there would be requests for General Plan Amendments and zone changes in addition to normal permit application activity utilizing existing zoning. The discretionary requests would likely occur on an ad-hoc basis for areas proximate to the transit stations and include proposed changes to use, subdivision, density, height, building massing, parking, etc. Citywide design standards, site plan review, conditional use, and CEQA-related mitigation requirements for these discretionary projects would be the only tools available to ensure compatibility of new proposed uses with surrounding existing uses. No new development standards or underlying policies intended to ensure compatibility between land uses would be established. Unlike the Proposed Project, which would implement uniform design standards specific to the Project Area, Alternative 1 could result in an inconsistent application of various code requirements, resulting development patterns, site plans, building orientation, landscaping and pedestrian amenities that may neither be entirely consistent with a transit-oriented area nor compatible with existing land uses and neighborhoods. Some of the station areas are surrounded by large, industrially zoned parcels which, if developed with heavy industry (as permitted by the current zoning), could result in uses and development patterns that could create barriers between the residential areas and the

transit stations and are not supportive of a walkable, transit-oriented communities. As a result, Alternative 1, compared to the Proposed Project, would create a greater risk for land use conflicts; thus, impacts related to community division and barriers are anticipated to be significant and unavoidable.

Consistency with Adopted Plans, Policies, and Regulations. The Proposed Project is intended to implement the policies of the City's General Plan Framework Element, the SCAG RTP/SCS, and the respective Community Plans, all of which call for growth to be directed towards transit in order to foster more sustainable, mixed use development patterns that improve mobility options and reduce auto dependence. Additionally, the General Plan's economic development goals are aimed at facilitating job growth by providing sufficient land to support economic development activities and broadening the definition of industrial uses in order to capture a larger share of jobs in emerging business sectors in the City of Los Angeles (see General Plan Framework goals, objectives and policies: 7B, 7.2, 7.2.6, 7.5, 7.5.1 and 7.5.3).[13] The SCAG RTP/SCS contains policies related to land use decisions that are supportive of transit investments, encourage transit-oriented development, promote a variety of travel choices, focus development in infill locations, and efficiently accommodate growth (see Table 4.8-1). Under Alternative 1, the Proposed Project would not be implemented, and no land use changes directing development toward transit would occur. Therefore, Alternative 1 would conflict with the policies of several local and regional land use plans, including General Plan policies related to directing growth of housing and jobs to areas around transit. The current land uses and zoning (that would exist under Alternative 1) were developed prior to the introduction of light rail; with the recent introduction of light rail to the Project Area there is an opportunity to better align land use regulations and zoning with General plan goals in order to create greater consistency with adopted Plans and policies. Furthermore, Alternative 1 would conflict with housing and economic development goals of the General Plan both to accommodate housing demand and to capture a significant share of job and industry growth. Consequently, land use and planning impacts under Alternative 1 would be greater than those identified for the Proposed Project, and are anticipated to be significant and unavoidable.

With regard to housing policies, Alternative 1 would not be consistent with adopted city and regional housing policies, including the General Plan Framework and Housing Element, the HUD Consolidated Plan, and the Comprehensive Affordable Housing Study. Alternative 1 does not involve land use and zone changes that would allow increased housing capacity near transit and does not accommodate the population growth projected by the SCAG 2012-2035 RTP/SCS for the Project Area. Further, Alternative 1 does not concentrate new housing around transit and along commercial boulevards, and does not encourage mixed use development, walking, and bicycling. It also does not facilitate the development process for new housing, and does not include urban design standards that would ensure high-quality, pedestrian-oriented design. Therefore, Alternative 1 would have significant and unavoidable impacts related to consistency with adopted housing policies, greater than the Proposed Project.

Habitat Conservation Plans. Similar to the Proposed Project, Alternative 1 would not conflict with any applicable habitat conservation plans or natural community conservation plans as there are no HCPs or NCCPs within the ECTNP Area.[14] Therefore, no impact would occur under Alternative 1, similar to the Proposed Project.

Noise

Noise Standards and Permanent Ambient Noise. Similar to the Proposed Project, significant changes to ambient noise levels from stationary or mobile sources related to the operation of new residential, commercial, and light industrial development are anticipated under Alternative 1. Depending on specific land uses, it is possible that operational activities would increase permanent noise levels at adjacent land uses

[13]City of Los Angeles, *The Citywide General Plan Framework: An Element of the City of Los Angeles General Plan,* August 2001.

[14]California Department of Fish and Wildlife, *Natural Community Planning Program,* https://www.wildlife.ca.gov/Conservation/Planning/NCCP, accessed March 6, 2017.

above acceptable levels. Therefore, Alternative 1 would result in significant and unavoidable impacts related to exceeding noise standards, similar to the Proposed Project.

Noise Standards and Temporary Ambient Noise. Construction noise from new developments is typically location-specific. The primary source of construction noise would be heavy-duty equipment. Development associated with Alternative 1 would expose persons in the community to new noise and vibration levels at various development sites throughout the Project Area, similar to the Proposed Project. As noted above, over 1,000 new dwelling units and approximately 2.30 million square feet of new non-residential space are anticipated under Alternative 1. However, it is not possible to accurately predict whether the lower level of foreseeable development under Alternative 1, compared to the Proposed Project, would result in fewer construction sites. It is more likely that construction sites under Alternative 1 would be more widely dispersed because there would be no new land use incentives to concentrate development near transit. Therefore, it is anticipated that temporary and periodic construction noise would exceed the City construction standards for both Alternative 1 and the Proposed Project and significant and unavoidable impacts are anticipated.

Vibration. Regarding vibration, it is not anticipated that Alternative 1 would include substantial sources of operational vibration (e.g., blasting activities). Therefore, similar to the Proposed Project, Alternative 1 would result in less than significant impacts related to operational vibration. Construction vibration is a localized event and is typically only perceptible to a receptor that is in close proximity to the vibration source. The type of low- or mid-rise buildings anticipated to be built under Alternative 1 would typically be constructed with loaders and bulldozers. However, it is possible that pile driving would be necessary depending on site-specific geologic conditions. It is also possible that heavy equipment could operate within 25 feet of, or adjacent to, nearby buildings. Although Alternative 1 includes less total development than the Proposed Project, the vibration levels associated with construction equipment operated under this alternative could cause building damage or substantial human annoyance. Therefore, Alternative 1 would result in significant and unavoidable impacts related to vibration standards, similar to the Proposed Project.

Airport and Airstrip Noise. The Project Area is located approximately 1,400 feet north of the Santa Monica Airport, at the closest point. Additionally, the Airport has been allowed to close after 2028.[15] However, airport-related noise levels at potential development sites associated with Alternative 1 would not exceed the City's community noise exposure standards. Therefore, impacts related to noise from a public airport or public use airport under Alternative 1 would result in no impact, similar to the Proposed Project. Development associated with Alternative 1 would not be located within the vicinity of a private airstrip. Therefore, no impacts related to noise from a private air strip would occur, similar to the Proposed Project.

Population, Housing, and Employment

Growth Inducement. The year 2035 forecast for the Project Area is derived from the adopted SCAG 2012-2035 RTP/SCS and is shown in **Table 5-6**. While forecasts are adopted at a citywide level, forecasts for smaller areas derived from regionally defined transportation analysis zones (TAZ) serve as targets or benchmarks that guide the planning process. Alternative 1 results in housing, population, and employment levels less than the SCAG forecast for the area. Furthermore. it does not include new roads or other infrastructure, and thus does not induce substantial population growth. Therefore, impacts related to inducing growth under Alternative 1 would be less than significant, similar to the Proposed Project.

[15]Federal Aviation Administration (FAA), *Press Release – FAA Reaches Settlement Agreement with City of Santa Monica*, January 28, 2017, https://www.faa.gov/news/press_releases/news_story.cfm?newsId=21394, accessed February 28, 2017.

TABLE 5-6: ALTERNATIVE 1 COMPARED TO SCAG FORECAST

	Alternative 1: No Project /a/	SCAG Projection /b/	Alternative 1 Percent of SCAG Forecast
Housing (dwelling units)	26,072	28,497 /c/	91%
Population (persons)	52,447	54,444	96%
Employment (jobs)	37,775	43,097	88%

SOURCES and NOTES:
/a/City of Los Angeles, Department of City Planning, 2014.
/b/SCAG, GIS Library: Tier 2 (TAZ) for the 2012-2035 RTP/SCS, retrieved from: http://gisdata.scag.ca.gov/Pages/GIS-Library.aspx?keyword=tier.
/c/SCAG projection for number of households was converted to dwelling units by applying average vacancy rates. See Section 4.10 for details.

Housing and Population Displacement. Within the Project Area, there are sites that are not built out to their full development potential based on current zoning and General Plan land use designations. In some instances, residential uses currently occupy sites in commercial or industrial zones, and in other instances lower density residential uses occupy sites that allow for higher densities. There is a potential for displacement of housing units and population as some of these sites are redeveloped, though to a lesser extent than the Proposed Project. Such displacement would be temporary, and ultimately Alternative 1 would result in a net gain in housing units within the Project Area, but less of a gain than the Proposed Project. Therefore, as with the Proposed Project, Alternative 1 would have less than significant impacts related to housing and population displacement. However, due to the lower capacity for development, Alternative 1 would have less impacts related to housing and population displacement than the Proposed Project.

Public Services

Parks and Recreation Facilities. While Alternative 1 would result in less capacity for growth and new development, reasonably foreseeable population growth would still result in a greater demand for the existing available parks and recreation facilities. Existing shortages in community and neighborhood parks, in particular, would be exacerbated by any growth. Therefore, as with the Proposed Project, impacts related to parks and open space under Alternative 1 would be significant and unavoidable. However, due to lower foreseeable population growth, impacts related to parks and open space would be less under Alternative 1 when compared to the Proposed Project.

Police and Fire Services. Alternative 1 would result in a population growth level that is less than the SCAG 2035 forecast for the ECTNP Area (see **Table 5-6** above). As such, this level of growth is not considered substantial with respect to anticipated growth in the City as a whole, and the distribution of the City's growth to the ECTNP Area in 2035 is generally comparable to existing levels. LAFD's services will continue to be based on the community's needs, as determined by on-going evaluations, taking into consideration calls for service and other metrics, including population. Therefore, on a programmatic level, Alternative 1 is not anticipated to result in the construction of new fire stations, since growth in the ECTNP Area has been accounted for by LAFD. Furthermore, the Project Area is not within a hillside area or located where there are increased hazards due to a design feature or incompatible use; the Project Area is in an urbanized environment where there is sufficient street access for emergency response. With regard to police protection, such services are mobile in nature and thus additional service and personnel can be provided to address increased demand without having to construct or expand existing facilities. Thus, as with the Proposed Project, impacts related to the need to provide new or physically altered fire or police facilities under Alternative 1 would be less than significant. However, due to lower foreseeable population growth, impacts related to fire or police facilities would be less under Alternative 1 when compared to the Proposed Project.

Public Schools. In regards to potential impacts to schools, Alternative 1 would result in some population growth, which would generate additional students, although to a lesser extent than the Proposed Project. However, developer impact fees would ensure that new development would bear its fair share of the cost of

accommodating additional students generated. Therefore, as with the Proposed Project, impacts related to the need for new or physically altered school facilities would be less than significant. However, due to lower foreseeable population growth, impacts related to public school facilities would be less under Alternative 1 when compared to the Proposed Project.

Library Services. Likewise, while the increase in population in Alternative 1 may create additional demand for library services, residential units within new buildings would have internet access to alleviate some of the need for library services and resources. Additionally, the LAPL Branch Facilities Plan will ensure adequate facilities are available to serve the growing population. Accordingly, as with the Proposed Project, Alternative 1 would not create substantial capacity or service level problems that would require the provision of new or physically altered library facilities in order to maintain an acceptable level of service for libraries, and would have a less than significant impact. However, due to lower foreseeable population growth, impacts related to library facilities would be less under Alternative 1 when compared to the Proposed Project.

Transportation and Traffic

Circulation System. Alternative 1 would generate fewer daily vehicle trips than the Proposed Project (see Tables 4.12-5 and 4.12-6). Due to less new development, there would be fewer intersections operating at LOS E or F in 2035 under Alternative 1 (38 intersections) than under the Proposed Project (45 intersections). Therefore, as with the Proposed Project, Alternative 1 would result in impacts related to the circulation system that are significant and unavoidable. However, due to lower foreseeable population growth, impacts related to the circulation system would be less under Alternative 1 when compared to the Proposed Project. Additionally, unlike the Proposed Project, Alternative 1 would neither direct new housing and jobs towards areas served by transit nor increase active transportation in the area; thus, Alternative 1 would likely result in slightly greater VMT per capita than the Proposed Project.

Neighborhood Intrusion. For the street segments within and adjacent to the Project Area, where the LOS would degrade from D to E or F, some trips could divert to adjacent streets to avoid longer travel times through congested locations, resulting in neighborhood intrusion impacts. Since Alternative 1 would result in fewer trips, Alternative 1 would result in fewer trips through adjacent neighborhoods than the Proposed Project, thus resulting in fewer neighborhood intrusion impacts. Given the above, as with the Proposed Project, Alternative 1 would result in a significant and unavoidable impact related to neighborhood intrusion. However, due to fewer intersections operating at LOS D, E, or F, impacts related to neighborhood intrusion would be less under Alternative 1 when compared to the Proposed Project.

Existing and Planned Public Transportation, Bicycle, and Pedestrian Facilities. Alternative 1 would not disrupt existing or planned public transportation, bicycle, and pedestrian facilities. However, it would not be consistent with local and regional policies – namely the 2012-2035 RTP/SCS and the Mobility Plan 2035 – that call for development patterns that enhance access to transit and promote bicycle and pedestrian circulation. In addition, this alternative would not have the public transportation amenities and bicycle and pedestrian improvements that would result under the Proposed Project through urban design standards, streetscape plans, and public benefit requirements. Therefore, as with the Proposed Project, impacts related to adopted policies or plans for public transportation, bicycle, and pedestrian facilities would be less than significant. However, due to the lack of project features promoting public transportation, bicycling, and walking, impacts related to public transportation, bicycling, and walking would be greater under Alternative 1 when compared to the Proposed Project.

Freeway, Arterial, and Transit CMP Thresholds. As discussed in Section 4.12, Transportation and Traffic, the Proposed Project would have a less than significant impact on freeway monitoring locations within the Congestion Management Plan (CMP) for locations within and adjacent to the Project Area. With overall less trip generation than the Proposed Project, Alternative 1 would also be expected to have less than significant impacts to freeway monitoring locations. However, impacts to freeway monitoring locations would be less under Alternative 1 than under the Proposed Project. In both Alternative 1 and the Proposed Project, there

would be three CMP arterial intersections operating at LOS F in 2035. Therefore, as with the Proposed Project, Alternative 1 would result in a significant impact related to a CMP arterial intersections, though to a lesser extent than the Proposed Project. Additionally, the increased population under both the Proposed Project and Alternative 1 would increase transit passenger trips. However, this increase is still well below transit capacity and would result in a less than significant impact. Since Alternative 1 involves lower population levels than the Proposed Project, impacts related to CMP transit impact review would be less under Alternative 1 when compared to the Proposed Project.

Emergency Vehicle Access. Emergency vehicle access may also be significantly impacted due to the ECTNP's location within a congested area of West Los Angeles. While Alternative 1 could also impact segment-level LOS, there is not a direct relationship between predicted travel delay and response times as California State law does require drivers to yield the right-of-way to emergency vehicles and even permits emergency vehicles to use opposing lane of travel, the center lanes, or bus-only lanes. In addition, the LAFD has a mandate to protect public safety and must respond to changing circumstances. The steps that LAFD would have to take to maintain public safety are not reasonably foreseeable at this time. Options available to LAFD include expanding the Fire Preemption System (FPS), increasing staffing levels and adding new fire stations(s) to underserved areas. Therefore, as with the Proposed Project, Alternative 1 would have a less than significant impact on emergency access. However, impacts related to emergency vehicle access would be less under Alternative 1 when compared to the Proposed Project.

Hazards due to Design or Uses. Alternative 1 would not include any transportation system improvements. Therefore, from a programmatic perspective, impacts related to safety would be less than significant under Alternative 1, and less when compared to the Proposed Project.

Interruption of Access or Service. Under Alternative 1, development could necessitate temporary lane, alley, or street closures or result in bus stop relocation or bus rerouting. Such projects would be subject to LADOT standards requiring a Worksite Traffic Control Plan. However, Alternative 1 accommodates lower levels of development than the Proposed Plan and is therefore anticipated to have fewer construction related interruptions to transportation access or service. Therefore, as with the Proposed Project, Alternative 1 would have a less than significant impact related to interruption of access or service. However, due to lower levels of expected development, Alternative 1 would have less impacts related to interruption of access of service when compared to the Proposed Project.

Utilities and Services Systems

Impacts under Alternative 1 related to all utilities and service systems impacts would be less than the Proposed Project because Alternative 1 would result in less capacity for growth and new development. The decreased population and employment capacity under Alternative 1 would result in less demand for utilities and service systems. In addition, since Alternative 1 would involve development of projects that are consistent with current plans, demand for utilities has already been accounted for in the respective service plans for providing water supply, wastewater disposal and treatment, solid waste disposal, and energy to the Project Area. Therefore, as with the Proposed Plan, all impacts related to utilities and service systems would be less than significant. However, due to the decreased population and employment capacity, impacts related to utilities and services systems under Alternative 1 would be less when compared to the Proposed Project.

ANALYSIS OF ALTERNATIVE 2 – REDUCED PROJECT ALTERNATIVE

Aesthetics

Under Alternative 2, there would be proposed changes to existing zoning and General Plan land use designations in portions of the Project Area. As shown in **Table 5-3,** growth is anticipated under Alternative 2 (3,318 dwelling units and approximately 4.15 million square feet of non-residential space more than existing conditions (2013)). Future development in the Project Area would be subject to a new Specific

Plan. Similar to the Proposed Project, there would be new development standards, design standards, or policies intended to preserve and enhance the visual character and quality of transit-oriented development and ensure compatibility between land uses would be established. Allowable heights and FARs would be reduced compared to the Proposed Project. SB 743 states that aesthetic impacts shall not be considered significant for the purposes of environmental analysis for residential, mixed use residential, or employment center projects on infill sites within a Transit Priority Area. Such projects are typical of the kinds of projects anticipated under Alternative 2. Although a majority of the Project Area is located in a Transit Priority Area, a portion of the Project Area is not. Therefore, a discussion of aesthetic impacts is provided below.

*Scenic Resources within a State Highway***.** There are no State-designated scenic highways located within the Project Area. While not designated a scenic highway by the State, Venice Boulevard (State Route 187) is a City of Los Angeles-designated scenic highway.[16] The status of Venice Boulevard is recognized in the existing community plans. Therefore, similar to the Proposed Project, Alternative 2 would not include elements or allow developments that would adversely affect the visual character of the street right-of-way, and impacts to scenic highways would remain less than significant.

Scenic Vistas. A number of scenic resources, including a City-designated HCM, individual historic structures, and Heritage and Ordinance Protected Trees are located within the Project Area. However, there are no publicly available scenic vista points within the Project Area, and views of the Project Area are not considered panoramic. Therefore, similar to the Proposed Project, less than significant impacts to scenic vistas are anticipated under Alternative 2.

Changes to Landforms and Other Topographic Features. As described above, there are no ridges, canyons, ravines, or other topographic features within the Project Area; however, the Project Area contains the edge of the Cheviot Hills north of the Palms Station Area. Under current conditions, large development projects are governed by the Site Plan Review process, as well as by applicable ordinances and Department of Building and Safety foundation and grading requirements. With continued implementation of these measures, in combination with new design standards, it is unlikely that Alternative 2 would destroy, permanently cover, or materially and adversely modify one or more distinct and prominent geologic or topographic features, such as hilltops, ridges, hill slopes, canyons, ravines, rock outcrops, water bodies, streambeds and wetlands. Similar to the Proposed Project, this impact would be less than significant.

Visual Character. Existing building heights, density, and other requirements vary throughout the Project Area. Impacts to visual character under Alternative 2 could occur where proposed building heights and FAR (building intensity) exceed existing conditions, though impacts would be less than the Proposed Project because the maximum allowable heights and FARs would be generally less than the Proposed Project in areas of proposed change. Projects under Alternative 2 would benefit from proposed urban design standards that regulate height and building design, which would minimize the visual character impacts of commercial and industrial uses adjacent to residential, as well as improve the visual quality and consistency of development in these areas. Nevertheless, new development constructed under this alternative would constitute a substantial change in visual character of select residential neighborhoods where proposed zoning would allow building heights and intensity that exceeds existing conditions. Therefore, as with the Proposed Project, impacts related to visual character would be significant and unavoidable under Alternative 2. However, due to Alternative 2's reduced maximum allowable heights and FARs in the areas of proposed change, impacts related to visual character would be less under Alternative 2 compared to the Proposed Project.

Shade and Shadow. Compared to the Proposed Project, the height of new development in Alternative 2 would be incrementally lower. However, some building heights under Alternative 2 would likely be taller than existing adjacent low scale residential development. Future development under Alternative 2 would,

[16]City of Los Angeles, *City of Los Angeles Transportation Element of the General Plan*, adopted in 1999.

thus, potentially create new shadows on surrounding shade-sensitive uses. This alternative would include transitional height requirements and requirements for shade/shadow studies to reduce adverse effects. However, given the close proximity of commercial corridors and proposed higher density mixed use areas to low scale developments, shade and shadow impacts under Alternative 2 would continue to be significant and unavoidable, similar to the Proposed Project.

Light and Glare. Similar to the Proposed Project, future development under Alternative 2 has the potential to create new sources of light and glare. Development and design standards associated with this alternative, in addition to implementation of the mitigation measure identified for the Proposed Project, which would be applicable to Alternative 2, would address these effects. Therefore, similar to the Proposed Project, impacts related to light and glare are anticipated to be less than significant with mitigation.

Air Quality

Air Quality Plans. Alternative 2 would increase population, housing, and employment in the Project Area, although to a lesser extent than the Proposed Project. On a citywide basis, this increased population and employment is within the assumptions of the 2012-2035 RTP/SCS provided to SCAQMD for the 2012 AQMP. As discussed below under "Population, Housing and Employment," Alternative 2 is considered consistent with the goals and policies of the 2012-2035 RTP/SCS and AQMP and with the citywide growth assumptions for the City of Los Angeles as it directs new development to areas served by transit and creates a development pattern that encourages the use of non-motorized transportation, such as bicycling and walking. Therefore, Alternative 2 would not conflict with or obstruct implementation of applicable air quality plans. The City will continue to coordinate with SCAG and SCAQMD to ensure that the most recent neighborhood level population, housing, and employment assumptions (including the Proposed Project) are utilized to prepare future AQMP and the RTP/SCS plans. Therefore, similar to the Proposed Project, Alternative 2 would result in less than significant impacts related to conflicting with or obstructing the implementation of applicable air quality plans.

Air Quality Standards. Similar to the Proposed Project, during construction of future development, regional and localized emissions would exceed the SCAQMD daily significance thresholds. However, because the reasonably expected development would be reduced by approximately 1,100 dwelling units and 1.38 million square feet of non-residential space under Alternative 2 compared to the Proposed Project, emissions associated with construction of future development under Alternative 2 would be less than the Proposed Project. Nonetheless, as with the Proposed Project, Alternative 2 would result in significant and unavoidable impacts related to construction emissions.

For this same reason, operational emissions generated by mobile sources and area sources in Alternative 2 would be less than the Proposed Project. Although when compared to existing conditions, area source VOC emissions in 2035 under Alternative 2 would increase as a result of architectural coating emissions and use of consumer products (e.g., cleaning supplies, cosmetics, and toiletries) associated with new residential land uses, decreases in mobile source emissions as a result of a more fuel-efficient vehicle fleet would result in an overall reduction in VOC emissions in 2035. Therefore, as with the Proposed Project, impacts related to operational emissions would be less than significant.

Sensitive Receptors. Construction activity would generate diesel particulate emissions associated with heavy-duty equipment operations and truck traffic. Diesel exhaust causes health effects from both short-term or acute exposures, and long-term chronic exposures. Depending on the specifics of the projects being developed (i.e., diesel particulate emissions and sensitive receptor locations), it is anticipated that emissions from construction activities in Alternative 2 would exceed the health risk significance thresholds established by the SCAQMD. Alternative 2 would result in less new development than the Proposed Project, resulting in less total toxic air contaminant construction emissions. Nonetheless, as with the Proposed Project, under Alternative 2 impacts related to exposing sensitive receptors to substantial pollutant concentrations due to construction activity would remain significant and unavoidable.

Regarding operational toxic air contaminant emissions, similar to the Proposed Project, operational activity associated with Alternative 2 would generate less than significant toxic air contaminant (TAC) emissions. New land uses, including employment-related uses such as creative office and light manufacturing, proposed as part of Alternative 2 are not typically associated with TAC emissions. Any use of toxic compounds would be strictly regulated through SCAQMD. Therefore, operational toxic air contaminant impacts related to exposing sensitive receptors to substantial pollutant concentrations would be less than significant, similar to the Proposed Project.

Odors. Future development under Alternative 2 has the potential to generate construction and operational odors. Potential sources that could emit odors during construction activities include equipment exhaust and paving and painting activities. Such odors are localized, generally confined to the immediate area surrounding a construction site, temporary, and transitory in nature. According to the SCAQMD *CEQA Air Quality Handbook*, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. Alternative 2 does not include land uses that are typically associated with odor complaints. Therefore, impacts related to odors would be less than significant, similar to the Proposed Project.

Cultural Resources

Alternative 2 would result in similar impacts related to cultural resources as the Proposed Project.

Historical Resources. Similar to the Proposed Project, future development in the ECTNP Area has the potential to significantly impact historical resources either through direct physical effects or through indirect affects to the area surrounding a historical resource. Implementation of Plan Standards and Procedures identified in the Proposed Project which are designed to reduce impacts to historical resources, would be applicable to Alternative 2. However, there is a reasonable possibility that during Alternative 2's development horizon a development project would necessitate the demolition, destruction, alteration or relocation of a historical resource such that the significance of that resource would be materially impaired. For this reason, despite best efforts to avoid significant impacts to historical resources, impacts related to historical resources from the implementation of Alternative 2 would be significant and unavoidable, similar to the Proposed Project.

Archeological and Paleontological Resources. Construction-related ground disturbing activities associated with future development under Alternative 2 could lead to the discovery and potential adverse change or damage to previously unidentified archeological or paleontological resources, similar to the Proposed Project. Implementation of mitigation measures identified for the Proposed Project, which would be applicable to Alternative 2, would reduce potentially significant impacts to a less than significant level. Therefore, similar to the Proposed Project, impacts related to archeological or paleontological resources are reduced to less than significant with mitigation.

Human Remains. Compliance with the California Health and Safety Code and other state laws would ensure that any human remains encountered on a development site are appropriately managed. Impacts related to human remains are anticipated to be less than significant under Alternative 2, similar to the Proposed Project.

Geology and Soils

Similar to the Proposed Project, in order to obtain grading and building permits, all future development is required to comply with the California Building Code and the Los Angeles Building Code, which would minimize the effects of seismic and geologic hazards to the maximum extent feasible. Alternative 2, similar to the Proposed Project would not exacerbate existing conditions related to earthquake faults, ground shaking, or ground failure (including liquefaction, landslides, lateral spreading, subsidence, expansive soils, or collapse), therefore, no impact would occur.

Soil Erosion. Compliance with the City's codes, regulatory requirements, standard grading and building permit requirements, and the application of best management practices would ensure that potential impacts from erosion or loss of top soils would be less than significant. Therefore, impacts related to substantial soil erosion or the loss of top soil under Alternative 2 would be less than significant, similar to the Proposed Project.

Septic. Neither the Proposed Project nor this alternative would have an effect on septic systems. The Project Area, including the areas of proposed change, is currently served by City-owned wastewater treatment and disposal facilities and does not utilize a septic system. Therefore, similar to the Proposed Project, no impact would occur.

Greenhouse Gas Emissions

GHG Emissions. Alternative 2 would result in GHG emissions associated with the construction and operation of new land uses. GHG emissions would specifically arise from construction and from sources associated with operation, including direct sources such as motor vehicles, natural gas consumption, solid waste handling/treatment, and indirect sources such as electricity generation. Similar to the Proposed Project, Alternative 2 would result in increased emissions from stationary sources compared to 2013 as a result of new development. However, overall emissions in the immediate plan area compared to 2013 would decrease due to lower vehicle exhaust emissions rates anticipated in the future. Therefore, as with the Proposed Project, impacts related to generating GHG emissions under Alternative 2 would be less than significant. However, due to lower levels of accommodated development, Alternative 2 would result in less impacts related to GHG emissions compared to the Proposed Project.

Consistency with Plans, Policies, and Regulations. Alternative 2 would be consistent with applicable GHG reduction plans, as it accommodates growth while providing transportation options, contributes to regional SB 375 requirements for reducing GHG emissions from cars and light trucks by reducing per capita VMT, concentrates development around transit, comprises a wide mix of uses, and better accommodates pedestrians and bicyclists. These characteristics, as well as the TDM strategies that would be incorporated into Alternative 2, are anticipated to reduce per capita GHG emissions associated with cars and light trucks. In addition, a recent USC study demonstrated that households located within a half mile of transit have reduced VMT and associated vehicle emissions when compared to households further away.[17] The decrease in VMT corresponded to a decrease in mobile source emissions with households within a half mile of a station having 30 percent less vehicle emissions than households further away after transit was introduced. Since Alternative 2 would concentrate jobs and housing within a half-mile of the Metro Expo Line Phase 2, similar to the Proposed Project, Alternative 2 is anticipated to achieve these types of reductions in VMT and CO_2 emissions. Therefore, Alternative 2 would result in a less than significant impact related to GHG emissions and consistency with GHG reduction plans, similar to the Proposed Project.

Hazards and Hazardous Materials

Alternative 2 would result in similar impacts related to hazards and hazardous materials as the Proposed Project.

Transport, Use, or Disposal of Hazardous Materials. Alternative 2 may result in an increase of industrial land uses. This could increase the risk of hazardous material accidents during use, transport, and disposal. However, individual facilities that use or store large quantities of hazardous materials on-site are required to comply with numerous federal, state, and local regulations that address hazardous materials use, transport, storage and disposal. In addition, a majority of the industrial land use located within the Project Area would likely be light industrial and light manufacturing uses, which do not involve the use of hazardous materials.

[17]Boarnet M. and Houston D., University of Southern California, Sol Price School of Public Policy, *The Exposition Light Rail Line Study: A Before-and-After Study of the Impact of New Light Rail Transit Service*, December 15 2013.

The temporary use of potentially hazardous materials, including paints, adhesives, surface coatings, cleaning agents, fuels, and oils, is also anticipated during construction of future development. Accordingly, similar to the Proposed Project, future development under Alternative 2 has the potential to result in the transport, use, disposal, or release of hazardous materials during construction. In order to obtain permits required to commence construction, including demolition and grading, compliance with all applicable local, state, and federal regulations must be demonstrated. These regulations identify safety standards and procedures related to the removal, handling, storage, transport, use, and disposal of hazardous materials and require testing, abatement, and remediation when deemed necessary. Future development may occur on sites where known or unknown soil or groundwater contamination has previously occurred, or that are developed with structures containing asbestos containing materials, lead based paint, and or PCB. Mandatory compliance with Title 40 of the CFR and Title 22 of the CCR would ensure that proper procedures are followed to minimize potential exposure to significant health hazards associated with PCBs. Therefore, Alternative 2 would have less than significant impacts related to the transport, use, or disposal of hazardous materials, similar to the Proposed Project.

Accidental Release of Hazardous Materials. Alternative 2 would allow for the construction of new buildings that would replace older structures that may have been built prior to the most recent building codes and regulations. Therefore, the proposed zone changes would reduce the risk of exposure to hazardous materials for those occupying buildings in the area as a result of accidents that can occur as current building codes and regulations require development projects to adhere to the seismic design requirements of the CBC and LABC to ensure new buildings are designed to withstand seismic events through modern construction techniques and minimize damage to structures or infrastructure that could result in the accidental release of hazardous materials into the environment. Therefore, compliance with all applicable local, state, and federal laws and regulations would ensure that impacts related to the accidental release of hazardous materials would be less than significant under Alternative 2, similar to the Proposed Project.

Proximity to Schools. Alternative 2 would allow for construction of future development within a quarter mile of schools. Construction activities would involve the utilization of diesel powered trucks and equipment, which result in diesel emissions that have been determined to be a health hazard. However, similar to the Proposed Project, individual projects developed as part of the ECTNP under Alternative 2 would be required to comply with federal, state, and local hazardous materials regulations. Compliance with all applicable local, state, and federal laws and regulations would regulate, control, or respond to hazardous waste, transport, storage, disposal, and clean-up in order to ensure that hazardous materials do not pose a significant risk to nearby receptors. Therefore, compliance with all applicable regulations would ensure that impacts related to the public, schools, or the environment through the transport, use, disposal, or release of hazardous materials under Alternative 2 would be less than significant, similar to the Proposed Project.

Government Hazards Materials Site List. Future development on a site identified as previously occupied by a hazardous materials generating facility would have the potential to create a significant hazard to the public or the environment unless an environmental site assessment is conducted to determine potential risks and to ensure appropriate remediation is implemented. Therefore, Alternative 2 could result in a significant impact related to hazardous materials sites. However, a mitigation measure, similar to the one identified for the Proposed Project, would identify sites known to the Government to contain hazardous waste or hazardous materials, allowing the proper remediation to be implemented. Therefore, with mitigation Alternative 2 would have less than significant impacts related to development on sites contained in Government lists of hazardous materials sites, similar to the Proposed Project.

Airport and Airstrip Hazards. The Proposed Project is located within two miles of the public Santa Monica Airport, beyond the planning boundaries of the airport. Additionally, the Airport has been allowed to close

after 2028.[18] Existing regulations would ensure that any future development does not result in safety hazards related to the operation of the airport. Therefore, similar to the Proposed Project, Alternative 2 would result in less than significant impacts related to public airport safety hazards. Additionally, there are no private airstrips within the vicinity of the Proposed Project. Therefore, similar to the Proposed Project, Alternative 2 would result in no impact related to private airstrip safety hazards.

Emergency Plans. Alternative 2 would not impair implementation of, or physically interfere with emergency response plans, as Alternative 2 would not eliminate or reconfigure major access routes into or out of the Project Area. Therefore, impacts related to interference with adopted emergency management plans under Alternative 2 would be less than significant, similar to the Proposed Project.

Wildlands. The Project Area does not include, nor is it adjacent to, a designated wildland fire hazard area, and, thus, no wildland fire hazard impacts are anticipated for Alternative 2 similar to the Proposed Project.

Hydrology and Water Quality

Alternative 2 would result in similar impacts related to hydrology and water quality compared to the Proposed Project. In order to obtain grading and building permits, all future development is required to comply with City Ordinances and NPDES permit requirements. Compliance with these codes would ensure that future development occurring under Alternative 2 would result in less than significant impacts related to hydrology and water quality. Moreover, future development within the Project Area would be subject to proposed design guidelines which would result in an increase in permeable surfaces, an increase in water infiltration and a reduction in the amount of runoff entering the City's storm drain system which would serve to further reduce hydrology and water quality impacts. Implementation of mitigation measures identified for the Proposed Project, which would be applicable to Alternative 2, would reduce potentially significant impacts related to developing housing in a 100-year flood hazard area to a less than significant level. Therefore, impacts related to hydrology and water quality would be less than significant, similar to the Proposed Project.

Impede or Redirect Flood Flows. It is not anticipated that Alternative 2 would place structures that would impede or redirect flood flows within a 100-year flood hazard area. Therefore, no impact would occur, similar to the Proposed Project.

Seiche, Tsunami, or Mudflows. The Project Area is not located within areas that have the potential for inundation by seiche, tsunami, or mudflow/mudslides. Therefore, similar to the Proposed Project, Alternative 2 would have no impact related to seiche, tsunami, or mudflow/mudslides.

Land Use and Planning

Alternative 2 would result in increased impacts related to land use and planning compared to the Proposed Project by not meeting the goals of the General Plan Framework and SCAG RTP/SCS to direct sufficient growth towards transit areas. The reasonably expected development capacity for the Project Area would be reduced by approximately 1,100 dwelling units and 1.38 million square feet of non-residential space under Alternative 2 compared to the Proposed Project.

Divide an established community. Similar to the Proposed Project, The types of land uses proposed by the ECTNP would be compatible in character with the surrounding community. Similar to the Proposed Project, Alternative 2 would not disrupt, divide, or isolate any existing neighborhoods or communities as it generally allows similar uses as those that currently exist although with a slightly greater mix of uses and building intensity than currently exists. Alternative 2 would not include new major infrastructure or roadways and, therefore, would not physically divide an existing established community or isolate an existing land use.

[18]Federal Aviation Administration (FAA), *Press Release – FAA Reaches Settlement Agreement with City of Santa Monica*, January 28, 2017, https://www.faa.gov/news/press_releases/news_story.cfm?newsId=21394, accessed February 28, 2017.

Therefore, similar to the Proposed Project, Alternative 2 would result in a less than significant impact related to land use compatibility and division of an established community.

Consistency with adopted Plans, Policies, and Regulations. Alternative 2 would partially implement the policies of the City's General Plan Framework Element, the SCAG RTP/SCS, and respective Community Plans, which call for growth to be directed towards regional and commercial centers, along major corridors, and in close proximity to transit, particularly fixed rail transit. Similar to the Proposed Project, future development within the ECTNP Area under Alternative 2 would be subject to the same new development standards and policies. These standards and policies are also aimed at protecting the character and scale of select residential neighborhoods. However, the City's Housing Element has a goal of producing an adequate supply of housing (including affordable housing), which Alternative 2 does to a lesser degree than the Proposed Plan. Specifically, the reduced scale of development under Alternative 2 would result in reduced development overall, and consequently in a reduction in Public Benefits, including affordable housing, than would otherwise be provided by the Proposed Plan.

Additionally, the City's General Plan Framework Element economic development goals are designed to both facilitate job growth by providing sufficient land to support economic development activities and to broaden the definition of industrial uses due to the introduction of technology industry jobs in order to capture a larger share of jobs in those business sectors in the City of Los Angeles (see, General Plan Framework goals, objectives and policies: 7B, 7.2, 7.2.6, 7.5, 7.5.1 and 7.5.3).[19] Alternative 2 would partially implement these goals, but to a lesser extent than the Proposed Project. Because Alternative 2 is the reduced project alternative, when compared to the Proposed Project, it does not capture as many jobs overall, specifically it does not, to the same degree as the Proposed Project, capture a regional share of the clean, technology industry jobs that are clustered in the Exposition Corridor and which are targeted by General Plan policies.

Alternative 2 would be partially consistent with adopted city and regional housing policies, including the General Plan Framework and Housing Elements, the HUD Consolidated Plan, and the Comprehensive Affordable Housing Study. As discussed above, Alternative 2 generally, but not wholly, accommodates the population growth projected by the SCAG 2012-2035 RTP/SCS for the Project Area. Although to a lesser extent than the Proposed Project, Alternative 2 also concentrates new housing around transit and encourages mixed use development resulting in patterns of development that encourage walking and bicycling. Therefore, Alternative 2 would have a less than significant impact related to consistency with adopted housing policies, but greater than those anticipated by the Proposed Project which is expected to result in more compact, sustainable development patterns.

Similar to the Proposed Project, which would implement uniform design standards, Alternative 2 would implement development and design standards consistently throughout the Project Area. Use of these standards addressing site plans, building orientation, landscaping and pedestrian amenities would ensure that permitted new development would be consistent with a transit-oriented area and ensure compatibility with existing land uses and neighborhoods. In addition, although Alternative 2 includes increased residential capacity within proximity of the I-10 and I-405 freeways, which could result in potential land use conflicts due to toxic air contaminants emitted from freeways, the combination of existing regulatory measures as well as plan standards that apply to Alternative 2 would ensure that this impact is remains less than significant. Like the Proposed Project, Alternative 2 would have a less than significant impact related to adopted plans and polices. However, Alternative 2 would have greater impacts related to adopted plans and policies than the Proposed Project because it does not sufficiently accommodate projected growth.

Habitat Conservation Plans. Similar to the Proposed Project, Alternative 2 would not conflict with any applicable habitat conservation plans or natural community conservation plans, as there are no HCPs or

[19]City of Los Angeles, *The Citywide General Plan Framework: An Element of the City of Los Angeles General Plan,* August 2001.

NCCPs within the ECTNP Area.[20] Therefore, no impact would occur under Alternative 2, similar to the Proposed Project.

Noise

Noise Standards and Permanent Ambient Noise. Similar to the Proposed Project, significant changes to ambient noise levels from stationary or mobile sources related to the operation of new residential, commercial and light industrial development are anticipated. Depending on specific land uses, it is possible that operational activities would increase permanent noise levels at adjacent land uses above acceptable levels. Implementation of mitigation measures identified for the Proposed Project, which would be applicable to Alternative 2, would reduce noise levels, but cannot be relied upon to decrease impacts to a less than significant level. Therefore, Alternative 2 would result in significant and unavoidable impacts related to noise standards, similar to the Proposed Project.

Noise Standards and Temporary Ambient Noise. Construction noise from new developments is typically location-specific. The primary source of construction noise would be heavy-duty equipment. Development associated with Alternative 2 would expose persons in the community to new noise and vibration levels similar to the Proposed Project at various development sites throughout the Project Area. As noted above, over 3,300 new dwelling units and approximately 4.15 million square feet of new non-residential space are anticipated. However, it is not possible to accurately predict whether the lesser level of foreseeable development under this alternative, compared to the Proposed Project, would result in fewer construction sites. It is likely that construction sites under Alternative 2 would be concentrated near transit stations similar to the Proposed Project. At these locations, it is anticipated that temporary and periodic construction noise would exceed the City construction standards for both Alternative 2 and the Proposed Project. Implementation of mitigation measures identified for the Proposed Project, which would be applicable to Alternative 2, would potentially reduce significant impacts to a less than significant level, but cannot be relied upon in the absence of a specific construction project to assess. Therefore, under Alternative 2 significant and unavoidable impacts are anticipated, similar to the Proposed Project.

Vibration. Regarding vibration, it is not anticipated that Alternative 2 would include substantial sources of operational vibration (e.g., blasting activities). Construction vibration is a localized event and is typically only perceptible to a receptor that is in close proximity to the vibration source. The type of low- or mid-rise buildings anticipated to be built under Alternative 2 would typically be constructed with loaders and bulldozers. However, it is possible that pile driving would be necessary depending on site-specific geologic conditions. It is also possible that heavy equipment could operate within 25 feet of, or adjacent to, nearby buildings. Although Alternative 2 includes less total development than the Proposed Project, the vibration levels associated with equipment operated under Alternative 2 could cause building damage or substantial human annoyance. Implementation of mitigation measures identified for the Proposed Project, which would be applicable to Alternative 2, would potentially reduce significant impacts to a less than significant level, but cannot be relied upon in the absence of a specific construction project to assess. Therefore, Alternative 2 would result in significant and unavoidable impacts related to vibration standards, similar to the Proposed Project.

Airport and Airstrip Noise. The ECTNP Project Area is approximately 1,400 feet north of the Santa Monica Airport, at the closest point. The nearest proposed zone or land use designation change is located approximately 2,800 feet north of the Santa Monica Airport. The Santa Monica Airport has developed noise contours to characterize the Airport's influence on community noise levels.[21] Similar to the Proposed Project, the noise contours indicate that Santa Monica Airport-related noise levels at new development associated with Alternative 2 would be less than 60 dBA CNEL. These airport-related noise levels would be consistent

[20]California Department of Fish and Wildlife, *Natural Community Planning Program,* https://www.wildlife.ca.gov/Conservation/Planning/NCCP, accessed March 6, 2017.

[21]City of Santa Monica, *Calendar Year 2012 CNEL Contours for the Santa Monica Municipal Airport*, September 2013.

with the City's acceptable community noise exposure standards for all land uses. Additionally, the Airport has been allowed to close after 2028.[22] Development of the Alternative 2 would not exacerbate levels of exposure for people residing or working in the project area to excessive noise related to airport operations. Therefore, Alternative 2 would result in no impact related to exposing people working or residing near the Santa Monica Airport to excessive noise levels, similar to the Proposed Project. Development associated with Alternative 2 would not be located within the vicinity of a private airstrip. Therefore, no impacts related to airstrip noise would occur, similar to the Proposed Project.

Population, Housing, and Employment

Growth Inducement. The year 2035 forecast for the Project Area is derived from the adopted SCAG 2012-2035 RTP/SCS and is shown in **Table 5-7**. While forecasts are adopted at a citywide level, forecasts for smaller areas derived from regional defined TAZs serve as targets or benchmarks that guide the planning process. Alternative 2 results in housing, population, and employment levels that are consistent with the SCAG forecast for the area, but fall slightly short of the forecasted housing unit growth. Furthermore it does not include new roads or other infrastructure, and thus does not induce substantial population growth. Therefore, impacts related to inducing growth under Alternative 2 would be less than significant, similar to the Proposed Project. In short, Alternative 2 would accommodate some of the growth projected for the area but would not induce new growth.

TABLE 5-7: ALTERNATIVE 2 COMPARED TO SCAG FORECAST

	Alternative 2: Reduced Project /a/	SCAG Forecast /b/	Alternative 2 Percent of SCAG Forecast
Housing (dwelling units)	28,336	28,497 /c/	99%
Population (persons)	57,326	54,444	105%
Employment (jobs)	44,712	43,097	104%

SOURCES and NOTES:
/a/City of Los Angeles, Department of City Planning, 2014.
/b/SCAG, GIS Library: Tier 2 (TAZ) for the 2012-2035 RTP/SCS, retrieved from: http://gisdata.scag.ca.gov/Pages/GIS-Library.aspx?keyword=tier.
/c/SCAG projection for number of households was converted to dwelling units by applying average vacancy rates. See Section 4.10 for details.

Housing and Population Displacement. Alternative 2 would involve land use changes that increase heights and intensities in select areas, though not to the extent of the Proposed Project, with the aim of adding housing stock. No specific units are proposed to be demolished, converted to market rate, or removed through other means. Although there may be temporary reductions in housing stock and displacement of people as properties are redeveloped, ultimately there would be a net gain in housing of 3,318 units within the Project Area, which would meet growth forecasts for 2035. In addition, the affordable housing provisions in the Proposed Project, which requires the inclusion of low-income dwelling units in market rate projects in exchange for additional development rights on certain properties, also apply to Alternative 2. Although this is voluntary, it is anticipated that some projects will take advantage of this provision, likely resulting in a net gain in affordable housing units within the Project Area. Therefore, similar to the Proposed Project, impacts related to housing and population displacement would be less than significant.

Public Services

Parks and Recreation Facilities. Under Alternative 2, increased development capacity compared to existing conditions would increase the number of residents and jobs in the ECTNP Area, increasing demand for parks and recreation facilities. However, demand for these services under Alternative 2 would be less than the Proposed Project as there would be 25 percent fewer additional residences and employees in the ECTNP

[22]Federal Aviation Administration (FAA), *Press Release – FAA Reaches Settlement Agreement with City of Santa Monica*, January 28, 2017, https://www.faa.gov/news/press_releases/news_story.cfm?newsId=21394, accessed February 28, 2017.

Area compared to the Proposed Project. Accordingly, Alternative 2 would result in impacts related to public services that are less than the Proposed Project. Regardless, as with the proposed Project, any increase in population would exacerbate the existing deficit in parks and open space in the ECTNP Area, creating a significant and unavoidable impact related to demand for parks and recreation facilities.

Fire and Police Services. Alternative 2 would result in a population growth level that is generally consistent with the SCAG 2035 forecast for the ECTNP Area (see **Table 5-7** above). As such, this level of growth is not considered substantial with respect to anticipated growth in the City as a whole, and the distribution of the City's growth to the ECTNP Area in 2035 is generally comparable to existing levels and would continue to implement the City's adopted and directed growth strategy. LAFD's services will continue to be based on the community's needs, as determined by on-going evaluations, taking into consideration calls for service and other metrics, including population. Therefore, on a programmatic level, Alternative 2 is not anticipated to result in the construction of new fire stations since growth in the ECTNP Area has been accounted for by LAFD. Furthermore, the Project Area is not within a hillside area or located where there are increased hazards due to a design feature or incompatible use; the Project Area is in an urbanized environment where there is sufficient street access for emergency response. With regard to police protection, such services are mobile in nature and thus additional service and personnel can be provided to address increased demand without having to construct or expand existing facilities. Therefore, as with the Proposed Project, impacts related to the need to provide new or physically altered fire or police facilities under Alternative 2 would be less than significant. However, due to decreased population and employment capacity, impacts related to fire and police services under Alternative 2 would be less than the Proposed Project.

Public Schools. In regards to potential impacts to schools, Alternative 2 would result in some population growth, which would generate additional students, although to a lesser extent than the Proposed Project. However, required developer impact fees would ensure that new development would bear its fair share of the cost of accommodating additional students generated. Therefore, as with the Proposed Project, impacts related to the need for new or physically altered school facilities would be less than significant under Alternative 2. However, due to decreased population and employment capacity, impacts related to public schools under Alternative 2 would be less than the Proposed Project.

Library Services. Likewise, while the increase in population in Alternative 2 may create additional demand for library services, residential units within new buildings would have internet access to alleviate some of the need for library services and resources. Additionally, the LAPL Branch Facilities Plan will ensure adequate facilities are available to serve the growing population. Accordingly, as with the Proposed Project, Alternative 2 would not create substantial capacity or service level problems that would require the provision of new or physically altered library facilities in order to maintain an acceptable level of service for libraries, and would have a less than significant impact. However, due to decreased population and employment capacity, impacts related to library services under Alternative 2 would be less than the Proposed Project.

Transportation and Traffic

Circulation System. Based on the relative reduction in foreseeable development levels from the Proposed Project, Alternative 2 would likely generate fewer daily vehicle trips than the Proposed Project. Due to less new development that would be accommodated, there would be fewer intersections operating at Level of Service (LOS) E or F in 2035 under Alternative 2 compared to the Proposed Project. Implementation of mitigation measures identified for the Proposed Project, which would be applicable to Alternative 2, cannot reduce impacts below a significant level. Therefore, as with the Proposed Project, Alternative 2 would result in significant and unavoidable impacts to the circulation system. However, due to less new development, impacts related to the circulation system would be less under Alternative 2 than the Proposed Project. Alternative 2 would also direct new housing and jobs towards areas served by transit and increase active transportation in the area, which may reduce VMT per capita.

Neighborhood Intrusion. For the street segments within and adjacent to the Project Area, where the LOS would degrade from D to E or F, some trips could divert to adjacent streets to avoid longer travel times through congested locations, resulting in neighborhood intrusion impacts. Since Alternative 2 would likely result in fewer trips, Alternative 2 would result in fewer trips through adjacent neighborhoods than the Proposed Project, thus resulting in fewer neighborhood intrusion impacts. Implementation of mitigation measures identified for the Proposed Project, which would be applicable to Alternative 2, cannot reduce impacts below a significant level. Given the above, as with the Proposed Project, Alternative 2 would result in a significant and unavoidable impact related to neighborhood intrusion.

Existing and Planned Public Transportation, Bicycle, and Pedestrian Facilities. Similar to the Proposed Project, Alternative 2 would not disrupt existing or planned transit, bicycle, and pedestrian facilities, nor would it conflict with adopted policies or plans for public transportation, bicycle, and pedestrian facilities. This alternative would promote a compact, mixed use development pattern that enhances access to transit and encourages bicycle and pedestrian circulation, which is consistent with SCAG 2012-2035 RTP/SCS and Mobility Plan policies. Alternative 2 would also have mobility amenities and pedestrian improvements associated with new urban design standards, streetscape plans, and public benefits, similar to the Proposed Project. Although Alternative 2 would result in less development than the Proposed Project, and thus would result in less streetscape improvements and other mobility-enhancing public benefits, the alternative would have a less than significant impact with regard to conflicts with adopted policies or plans for public transportation, bicycle, and pedestrian facilities, similar to the Proposed Project.

Freeway, Arterial, and Transit CMP Thresholds. As discussed in Section 4.12, the Proposed Project would have a less than significant impact on freeway monitoring locations within the CMP for locations within and adjacent to the Project Area. Similarly, lower trip generation under Alternative 2 would also be expected to have less than significant impacts to freeway monitoring locations. However, Alternative 2 would result in a significant impact related to a CMP arterial intersections, similar to, but to a lesser extent than, the Proposed Project due to slightly lower trip generation under Alternative 2. Additionally, the increased population under both the Proposed Project and Alternative 2 would increase transit person trips. However, similar to the Proposed Project, this increase is still well below transit capacity and would result in a less than significant impact.

Emergency Vehicle Access. Emergency vehicle access may be significantly impacted under Alternative 2 due to the ECTNP's location within a congested area of West Los Angeles. However, similar to the Proposed Project, while Alternative 2 could also impact segment-level LOS, there is not a direct relationship between predicted travel delay and response times as California State law requires drivers to yield the right-of-way to emergency vehicles and even permits emergency vehicles to use opposing lane of travel, the center lanes, or bus-only lanes. In addition, the LAFD has a mandate to protect public safety and must respond to changing circumstances and therefore would act to maintain response times. The steps that LAFD would have to take to maintain public safety are not reasonably foreseeable at this time. Options available to LAFD include expanding the Fire Preemption System (FPS), increasing staffing levels and adding new fire stations(s) to underserved areas. The potential for new fire station construction is speculative at the present time and is, therefore, not analyzed for this alternative. Depending on the location of new fire protection facilities, operational impacts (primarily noise) could occur; however, such impacts are unforeseeable at this time. Alternative 2 would result in a less than significant impact related to inadequate emergency vehicle access, similar to the Proposed Project.

Hazards due to Design or Uses. None of the transportation system improvements proposed in the Alternative 2 would introduce new safety hazards or incompatible uses at intersections or along roadway segments, as most would be designed to improve circulation and access to the transit stations for all users. No new roadways are planned to be introduced or removed; however, individual projects on large sites may incorporate additional roadways or pedestrian paseos, but these facilities would improve circulation and increase pedestrian access. Furthermore, streetscape plans are designed to help minimize conflicts between

pedestrians and vehicles, and design standards that would also be applicable to Alternative 2 would limit the number, width, and location of new driveways along major streets and in areas of high pedestrian activity. Therefore, similar to the Proposed Project, impacts related to hazards due to design or use under Alternative 2 would be less than significant.

Interruption of Access or Service. Under Alternative 2, development could necessitate temporary lane, alley, or street closures or result in bus stop relocation or bus rerouting. Construction-related closures would generally be temporary. Because the study area represents a specific plan area relating to the build out of multiple parcels, construction-related impacts would depend on the approach to development of each parcel or development site. Although specific impacts related to construction cannot be known at this time, it is likely that construction activities could necessitate temporary lane, alley, or street closures or result in bus stop relocation or bus rerouting. Implementation of mitigation measures identified for the Proposed Project, which would be applicable to Alternative 2, requires the provision of a worksite traffic control plan. Therefore, similar to the Proposed Project, impacts related to interruption of access or service under Alternative 2 would be less than significant with mitigation.

Utilities and Services Systems

Alternative 2 would result in less impacts related to utilities and services systems as compared to the Proposed Project. Under Alternative 2, new development would include housing and non-residential development, increasing the number of residents and jobs in the ECTNP Area and, thus, increasing demand for utilities and service systems, similar to the Proposed Project. However, demand for these services under Alternative 2 would increase by approximately 25 percent less than anticipated under the Proposed Project. Therefore, under Alternative 2, impacts related to utilities and service systems would be less than significant.

ANALYSIS OF ALTERNATIVE 3 – INCREASED RESIDENTIAL REDUCED EMPLOYMENT ALTERNATIVE

Aesthetics

Under Alternative 3, there would be proposed changes to existing zoning and General Plan land use designations in portions of the Project Area. As shown in **Table 5-4**, growth is anticipated under Alternative 3 (7,560 dwelling units and approximately 2.07 million square feet of non-residential space). Compared to the Proposed Project, the overall increase in development would be similar. The key difference is that this Alternative would likely entail the development of more multi-family stand-alone and mixed use residential buildings and fewer commercial buildings. Future development in the Project Area would be subject to a new Specific Plan. As with the Proposed Project, there would be new development standards, design standards, or policies intended to preserve and enhance the visual character and quality of transit-oriented development and ensure compatibility between land uses. Allowable heights and FARs would be similar to the Proposed Project. SB 743 states that aesthetic impacts shall not be considered significant for the purposes of environmental analysis for residential, mixed use residential, or employment center projects on infill sites within a Transit Priority Area. Such projects are typical of the kinds of projects anticipated under Alternative 3. Although a majority of the Project Area is located in a Transit Priority Area, a portion of the Project Area is not. Therefore, a discussion of aesthetic impacts is provided below.

Scenic Resources within a State Highway. There are no State-designated scenic highways located within the Project Area. While not designated a scenic highway by the State, Venice Boulevard (State Route 187) is a City of Los Angeles-designated scenic highway.[23] The status of Venice Boulevard is recognized in the existing community plans. Similar to the Proposed Project, Alternative 3 would not include elements or allow developments that would adversely affect the visual character of the street right-of-way, and impacts to scenic highways would remain less than significant.

[23]City of Los Angeles, *City of Los Angeles Transportation Element of the General Plan*, adopted in 1999.

Scenic Vistas. A number of scenic resources, including a City-designated HCM, individual historic structures, and Heritage and Ordinance Protected Trees are located within the Project Area. However, there are no publicly available scenic vista points within the Project Area, and views of the Project Area are not considered panoramic. Therefore, similar to the Proposed Project, Alternative 3 would result in less-than-significant impacts related to scenic vistas.

Changes to Landforms and Other Topographic Features. As described above, there are no ridges, canyons, ravines, or other topographic features within the Project Area; however, the Project Area contains the edge of the Cheviot Hills north of the Palms Station Area. Under current conditions, large development projects are governed by the Site Plan Review process, as well as by applicable ordinances and Department of Building and Safety foundation and grading requirements. With continued implementation of these measures, in combination with new design standards, it is unlikely that Alternative 3 would destroy, permanently cover or materially and adversely modify one or more distinct and prominent geologic or topographic features. This impact would be less than significant, similar to the Proposed Project.

Visual Character. Existing building heights, density, and other requirements vary throughout the Project Area. Impacts under Alternative 3 would be similar to the Proposed Project because building massing, as well as maximum allowable heights and FARs (building intensity), would be the same as the Proposed Project in areas of proposed change. Projects under Alternative 3 would benefit from proposed urban design standards that regulate height and building design, which would minimize the visual character impacts of commercial and industrial uses adjacent to residential, as well as improve the visual quality and consistency of development in these areas. Nevertheless, similar to the Proposed Project, development constructed under this alternative would result in significant and unavoidable impacts related to visual character of residential neighborhoods where proposed zoning would allow building heights and intensities that exceed existing conditions.

Shade and Shadow. Compared to the Proposed Project, the height of new development in Alternative 3 would be similar. Some building heights under Alternative 3 would likely be taller than existing adjacent low scale residential development. Future development under Alternative 3 would, thus, potentially create new shadows on surrounding shade-sensitive uses. This alternative would include transitional height requirements and requirements for shade/shadow studies to reduce adverse effects. However, given the close proximity of commercial corridors and proposed higher density residential areas to low scale developments, shade and shadow impacts under Alternative 3 would continue to be significant and unavoidable, similar to the Proposed Project.

Light and Glare. Similar to the Proposed Project, future development under Alternative 3 would have the potential to create new sources of light and glare. Development and design standards associated with this alternative, in addition to implementation of the mitigation measure identified for the Proposed Project, which would be applicable to Alternative 3, would address these effects. Therefore, impacts are anticipated to be less than significant with mitigation, similar to the Proposed Project.

Air Quality

Air Quality Plans. Alternative 3 would increase population and housing to a greater extent than the Proposed Project. Future population growth under Alternative 3 exceeds the SCAG 2035 socioeconomic forecast provided to SCAQMD for incorporation into the 2012 AQMP. However, it assumed that the increase in growth would occur around the Expo LRT Line stations, thus, aligning with SCAG's 2012-2035 RTP/SCS goals to concentrate growth around transit. While Alternative 3 would have slightly greater impacts than the Proposed Project, Alternative 3 is considered consistent with the goals and policies of the 2012-2035 RTP/SCS and AQMP. Therefore, Alternative 3 would result in less than significant impacts related to conflicting with or obstructing the implementation of applicable air quality plans.

Air Quality Standards. Compared to the Proposed Project, Alternative 3 would have 3,137 more dwelling units, which is approximately equivalent to over 3 million square feet of building space. This increase would

be offset by a corresponding reduction of approximately 3.5 million square of non-residential space. Thus, construction levels, and therefore construction emissions, between Alternative 3 and the Proposed Project would be quite similar. Correspondingly, like the Proposed Project, construction emissions under Alternative 3 would exceed the SCAQMD significance thresholds. Implementation of mitigation measures identified for the Proposed Project, which would be applicable to Alternative 3, would potentially reduce significant impacts to a less than significant level, but cannot be relied upon in the absence of a specific construction project to assess. Therefore, construction impacts would remain significant and unavoidable, similar to the Proposed Project.

Operational emissions generated by mobile sources and area sources would be similar to the Proposed Project. Area source emissions would increase as a result of architectural coating emissions and use of consumer products (e.g., cleaning supplies, cosmetics, and toiletries) associated with new residential land uses; however, the reduction in commercial space in Alternative 3 would have corresponding reductions in VOC emissions related to architectural coatings to commercial buildings, as well as from workplace and product creation activities. Similar to the Proposed Project, decreased mobile source emissions associated with a more fuel-efficient vehicle fleet would ultimately offset any increases in consumer product emissions in 2035. Therefore, impacts related to operational emissions would be less than significant, similar to the Proposed Project.

Sensitive Receptors. Toxic air contaminant impacts from construction activities under the Alternative 3 would be similar to the Proposed Project. Construction activity would generate diesel particulate emissions associated with heavy-duty equipment operations and truck traffic. Diesel exhaust causes health effects from both short-term or acute exposures, and long-term chronic exposures. Depending on the specifics of the project being developed (i.e., diesel particulate emissions and sensitive receptor locations), it is anticipated that emissions from construction activities would exceed the health risk significance thresholds established by the SCAQMD. Alternative 3 would result in approximately the same amount of new development as the Proposed Project, resulting in similar total toxic air contaminant construction emissions. Implementation of mitigation measures identified for the Proposed Project, which would be applicable to Alternative 3, would potentially reduce significant impacts to a less than significant level, but cannot be relied upon in the absence of a specific construction project to assess. Therefore, impacts related to exposing sensitive receptors to substantial pollutant concentrations and toxic air contaminants from construction would remain significant and unavoidable, similar to the Proposed Project.

Regarding operational toxic air contaminant emissions, similar to the Proposed Project, operational activity associated with Alternative 3 would not generate significant toxic air contaminant emissions. New land uses, including employment-related uses such as creative office and light manufacturing, proposed as part of Alternative 3 are not typically associated with TAC emissions. Any use of toxic compounds would be strictly regulated through SCAQMD. Therefore, operational toxic air contaminant impacts would be less than significant, similar to the Proposed Project.

Odors. Future development under Alternative 3 has the potential to generate construction and operational odors. Potential sources that could emit odors during construction activities include equipment exhaust and paving and painting activities. Such odors are localized, generally confined to the immediate area surrounding a construction site and transitory in nature. According to the SCAQMD *CEQA Air Quality Handbook*, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. Alternative 3 would not typically include land uses that are associated with odor complaints. Therefore, impacts related to odors would be less than significant, similar to the Proposed Project.

Cultural Resources

Alternative 3 would result in similar impacts related to cultural resources as the Proposed Project.

Cultural Resources. Similar to the Proposed Project, under Alternative 3, future development in the ECTNP Area has the potential to significantly impact historical resources either through direct physical effects or through indirect affects to the area surrounding a historical resource. Implementation of Plan Standards and Procedures identified in the Proposed Project, which are designed to reduce impacts to historical resources, would be applicable to Alternative 3. However, there is a reasonable possibility that during Alternative 3's development horizon a development project would necessitate the demolition, destruction, alteration or relocation of a historical resource such that the significance of that resource would be materially impaired. For this reason, despite best efforts to avoid significant impacts to historical resources, impacts related to historical resources from the implementation of Alternative 3 would be significant and unavoidable, similar to the Proposed Project.

Archeological and Paleontological Resources. Construction-related ground disturbing activities associated with future development under Alternative 3 could lead to the discovery and potential adverse change or damage to previously unidentified archeological or paleontological resources including human remains, similar to the Proposed Project. Implementation of mitigation measures identified for the Proposed Project, which would be applicable to Alternative 3, would reduce potentially significant impacts to a less than significant level. Therefore, similar to the Proposed Project, impacts related to archeological or paleontological resources are reduced to less than significant with mitigation.

Human Remains. Compliance with the California Health and Safety Code and other state laws would ensure that any human remains encountered on a development site are appropriately managed. Impacts related to human remains are anticipated to be less than significant under Alternative 3, similar to the Proposed Project.

Geology and Soils

Similar to the Proposed Project, in order to obtain grading and building permits, all future development is required to comply with the CBC and the LABC, which would minimize the effects of seismic and geologic hazards to the maximum extent feasible. Alternative 2, similar to the Proposed Project, would not exacerbate existing conditions related to earthquake faults, ground shaking, or ground failure (including liquefaction, landslides, lateral spreading, subsidence, expansive soils, or collapse), therefore, no impact would occur.

Soil Erosion. Compliance with the City's codes, regulatory requirements, standard grading and building permit requirements, and the application of best management practice would ensure that potential impacts from erosion or loss of top soil would be less than significant. Therefore, impacts related to substantial soil erosion or the loss of top soil under Alternative 3 would be less than significant, similar to the Proposed Project.

Septic. Neither the Proposed Project nor this alternative would have an effect on septic systems. The Project Area, including the areas of proposed change, is currently served by City-owned wastewater treatment and disposal facilities and does not utilize a septic system. Therefore, similar to the Proposed Project, no impact would occur.

Greenhouse Gas Emissions

GHG Emissions. Similar to the Proposed Project, Alternative 3 would result in GHG emissions associated with the construction and operation of new land uses. GHG emissions would specifically arise from construction and from sources associated with operation, including direct sources such as motor vehicles, natural gas consumption, solid waste handling/treatment, and indirect sources such as electricity generation. Similar to the Proposed Project, based on the plan-level analysis, Alternative 3 would increase stationary source emissions in the immediate plan area compared to 2013 as a result of new development. However, overall emissions in the plan area would decrease due to lower vehicle exhaust emissions rates anticipated in

the future. Therefore, impacts related to generating GHG emissions under Alternative 3 would be less than significant, similar to the Proposed Project.

Consistency with Plans, Policies, and Regulations. Similar to the Proposed Project, Alternative 3 would also be consistent with applicable GHG reduction plans, as it accommodates growth while providing transportation options, contributes to regional SB 375 requirements for reducing GHG emissions from cars and light trucks by reducing per capita VMT, concentrates development around transit, comprises a wide mix of uses, and better accommodates pedestrians and bicyclists. These characteristics, as well as the TDM strategies that would be incorporated into the alternative, are anticipated to reduce per capita GHG emissions associated with cars and light trucks. In addition, a recent USC study demonstrated that households located within a half mile of transit have reduced VMT and associated vehicle emissions when compared to households further away.[24] The decrease in VMT corresponded to a decrease in mobile source emissions with households within a half mile of a station having 30 percent less vehicle emissions than households further away after transit was introduced. Since Alternative 3 would concentrate housing within a half-mile of the Metro Expo Line Phase 2, Alternative 3 is anticipated to achieve these types of reductions in VMT and CO_2 emissions. Therefore, Alternative 3 would result in a less than significant impact related to GHG emissions and consistency with GHG reduction plans, similar to the Proposed Project.

Hazards and Hazardous Materials

Alternative 3 would result in similar impacts related to hazards and hazardous materials as the Proposed Project.

Transport, Use, or Disposal of Hazardous Materials. Alternative 3 may result in an increase of industrial land uses. This could increase the risk of hazardous material accidents during use, transport, and disposal. However, individual facilities that use or store large quantities of hazardous materials on-site are required to comply with numerous federal, state, and local regulations that address hazardous materials use, transport, storage and disposal. In addition, a majority of the industrial land use located within the Project Area would likely be light industrial and light manufacturing uses, which do not involve the use of hazardous materials; Alternative 3 features more residential uses than the Proposed Project and thus would minimize the likelihood of transportation, use, or disposal of hazardous materials. Future development may occur on sites where known or unknown soil or groundwater contamination has previously occurred, or that are developed with structures containing asbestos containing materials, lead based paint, and or PCB. The temporary use of potentially hazardous materials, including paints, adhesives, surface coatings, cleaning agents, fuels, and oils, is also anticipated during construction of future development. Accordingly, similar to the Proposed Project, future development has the potential to result in the transport, use, disposal, or release of hazardous materials during construction. In order to obtain permits required to commence construction, including demolition and grading, compliance with all applicable local, state and federal regulations must be demonstrated. These regulations identify safety standards and procedures related to the removal, handling, storage, transport, use, and disposal of hazardous materials and require testing, abatement, and remediation when deemed necessary. Therefore, Alternative 3 would have less than significant impacts related to the transport, use, or disposal of hazardous materials, similar to the Proposed Project.

Accidental Release of Hazardous Materials. Alternative 3 would allow for the construction of new buildings that would replace older structures that may have been built prior to the most recent building codes and regulations. Therefore, the proposed zone changes would reduce the risk of exposure to hazardous materials for those occupying buildings in the area as a result of accidents that can occur as current building codes and regulations require development projects to adhere to the seismic design requirements of the CBC and LABC to ensure new buildings are designed to withstand seismic events through modern construction techniques and minimize damage to structures or infrastructure that could result in the accidental release of hazardous

[24]Boarnet M. and Houston D., University of Southern California, Sol Price School of Public Policy, *The Exposition Light Rail Line Study: A Before-and-After Study of the Impact of New Light Rail Transit Service*, December 15 2013.

materials into the environment. Therefore, compliance with all applicable local, state, and federal laws and regulations would ensure that impacts related to the accidental release of hazardous materials would be less than significant under Alternative 3, similar to the Proposed Project.

Proximity to Schools. Alternative 3 would allow for construction of future development within a quarter mile of schools. Construction activities would involve the utilization of diesel powered trucks and equipment, which result in diesel emissions that have been determined to be a health hazard. However, similar to the Proposed Project, individual projects developed as part of the ECTNP under Alternative 3 would be required to comply with federal, state, and local hazardous materials regulations. Compliance with all applicable local, state, and federal laws and regulations would regulate, control, or respond to hazardous waste, transport, storage, disposal, and clean-up in order to ensure that hazardous materials do not pose a significant risk to nearby receptors. Therefore, compliance with all applicable regulations would ensure that impacts related to the public, schools, or the environment through the transport, use, disposal, or release of hazardous materials under Alternative 3 would be less than significant, similar to the Proposed Project.

Government Hazards Materials Site List. Future development on a site identified as previously occupied by a hazardous materials generating facility would have the potential to create a significant hazard to the public or the environment unless an environmental site assessment is conducted to determine potential risks and to ensure appropriate remediation is implemented. Therefore, Alternative 3 could result in a significant impact related to hazardous materials sites. However, a mitigation measure, similar to the one identified for the Proposed Project, would identify sites known to the Government to contain hazardous waste or hazardous materials, allowing the proper remediation to be implemented. Therefore, with mitigation, Alternative 3 would have less than significant impacts related to development on sites contained in Government lists of hazardous materials sites, similar to the Proposed Project.

Airport and Airstrip Hazards. The Proposed Project is located within two miles of the public Santa Monica Airport, beyond the planning boundaries of the airport. Existing regulations would ensure that any future development does not result in safety hazards related to the operation of the airport. Additionally, the Airport has been allowed to close after 2028.[25] Therefore, similar to the Proposed Project, Alternative 3 would result in less than significant impacts related to public airport safety hazards. Additionally, there are no private airstrips within the vicinity of the Proposed Project. Therefore, similar to the Proposed Project, Alternative 3 would result in no impact related to private airstrip safety hazards.

Emergency Plans. Alternative 3 would not impair implementation of, or physically interfere with the Safety Element of the City's General Plan, as Alternative 3 would not eliminate or reconfigure major access routes into or out of the Project Area. Therefore, impacts related to interference with adopted emergency management plans under Alternative 3 would be less than significant, similar to the Proposed Project.

Wildlands. The Project Area does not include, nor is it adjacent to, a designated wildland fire hazard area, and, thus, no wildland fire hazard impacts are anticipated for Alternative 3, similar to the Proposed Project.

Hydrology and Water Quality

Alternative 3 would result in similar impacts related to hydrology and water quality as the Proposed Project. In order to obtain grading and building permits, all future development is required to comply with City Ordinances and NPDES permit requirements. Compliance with these codes would ensure that future development occurring under Alternative 3 would result in less than significant impacts related to hydrology and water quality. Moreover, future development within the Project Area would be subject to proposed design guidelines which would result in an increase in permeable surfaces, increase water infiltration and reduce the amount of runoff entering the City's storm drain system which would serve to further reduce

[25]Federal Aviation Administration (FAA), *Press Release – FAA Reaches Settlement Agreement with City of Santa Monica*, January 28, 2017, https://www.faa.gov/news/press_releases/news_story.cfm?newsId=21394, accessed February 28, 2017.

hydrology and water quality impacts. Implementation of mitigation measures identified for the Proposed Project, which would be applicable to Alternative 3, would reduce potentially significant impacts related to developing housing in a 100-year flood hazard area to a less than significant level. Therefore, impacts related to hydrology and water quality would be less than significant, similar to the Proposed Project.

Impede or Redirect Flood Flows. It is not anticipated that Alternative 3 would place structures that would impede or redirect flood flows within a 100-year flood hazard area. Therefore, no impact would occur, similar to the Proposed Project.

Seiche, Tsunami, or Mudflows. The Project Area is not located within areas that have the potential for inundation by seiche, tsunami, or mudflow/mudslides. Therefore, similar to the Proposed Project, Alternative 3 would have no impact related to seiche, tsunami, or mudflow/mudslides.

Land Use and Planning

Under Alternative 3, the amount of non-residential development would be reduced by approximately 20 percent, while residential development would be increased by approximately 11 percent compared to the Proposed Project. When compared to the Alternative Compliance scenario, Alternative 3 would increase dwelling units by approximately 5 percent and reduce non-residential space by approximately 12 percent (see **Table 5-4**, above).

Divide an established community. Under Alternative 3, future development within ECTNP Area would be subject to the same new development standards and policies as the Proposed Project. As Alternative 3 involves land use changes within the same areas of proposed change as the Proposed Project, Alternative 3 would not divide an established community. Similar to the Proposed Project, which would implement uniform design standards, Alternative 3 would implement development and design standards consistently throughout the Project Area. Use of these standards addressing site plans, building orientation, landscaping and pedestrian amenities would ensure that permitted new development would be consistent with a transit-oriented area and ensure compatibility with existing land uses and neighborhoods. In addition, although Alternative 3 includes increased residential capacity within proximity of the I-10 and I-405 freeways, which could result in potential land use conflicts due to toxic air contaminants emitted from freeways, the combination of existing regulatory measures as well as plan standards that apply to Alternative 3 would ensure that this impact is reduced to less than significant. As a result, Alternative 3, similar to the Proposed Project, would have a less than significant impact related to community division and barriers.

Consistency with adopted Plans, Policies, and Regulations. Alternative 3 would partially implement the policies of the City's General Plan Framework Element, other City policies, and SCAG policies, which call for new growth to be directed towards regional and commercial centers, along major corridors, and in close proximity to transit, particularly fixed rail transit. Alternative 3, similar to the Proposed Project, would rezone properties around the Bundy, Sepulveda, Palms, and Culver City stations to allow higher intensity development. However, when compared to the Proposed Project, this alternative would allow for a greater amount of residential use on what is currently industrial land, and thus would not accommodate projected employment for the area in 2035. Alternative 3 would not be consistent with community plan policies that require sufficient land for employment and other commercial development (see Goals 2 and 3 in West LA Community Plan and comparable goals in other community plans, and the SCAG RTP/SCS Goal 1).

Alternative 3 would not be consistent with the General Plan economic development goals which are designed to both facilitate job growth by providing sufficient land to support economic development activities and broaden the definition of industrial uses, due to the introduction of information age technology, in order to capture a larger share of jobs in those business sectors in the City of Los Angeles (see, General Plan

Framework goals, objectives and policies: 7B, 7.2, 7.2.6, 7.5, 7.5.1 and 7.5.3).[26] Alternative 3 would partially implement these goals, but to a lesser extent and less effectively than the Proposed Project. Because Alternative 3 is the increased residential / reduced employment alternative, it does not capture as many jobs as the Proposed Project. Therefore, impacts conflicting with land use policies would be significant and unavoidable under Alternative 3, and greater than the Proposed Project.

Habitat Conservation Plans. Similar to the Proposed Project, Alternative 3 would not conflict with any applicable habitat conservation plans or natural community conservation plans, as there are no HCPs or NCCPs within the ECTNP Area.[27] Therefore, no impact would occur under Alternative 3, similar to the Proposed Project.

Noise

Alternative 3 would result in similar impacts related to noise and vibration compared to the Proposed Project.

Noise Standards and Temporary Ambient Noise. Similar to the Proposed Project, construction activity (e.g., equipment) occurring within the ECTNP Area would result in temporary increases in noise levels on an intermittent basis. In the absence of detailed noise analyses associated with specific projects, it is anticipated that construction noise levels, particularly for infill projects in a densely developed area, would exceed the City's thresholds of significance for nearby sensitive land uses. Implementation of mitigation measures identified for the Proposed Project, which would be applicable to Alternative 3, would potentially reduce significant impacts to a less than significant level, but cannot be relied upon in the absence of a specific construction project to assess. Therefore, similar to the Proposed Project, construction-related noise impacts under Alternative 3 would be significant and unavoidable.

Noise Standards and Permanent Ambient Noise. Under Alternative 3, mobile source noise exposure would increase over existing conditions. These changes would be similar in magnitude to the Proposed Project as vehicle trips generated by these two options are expected to be roughly equivalent. Similar to the Proposed Project, new development may border residential areas leading to noise incompatibility. Additionally, this alternative, by substantially increasing the number of dwelling units, could result in noise conflicts in those areas where standalone residential projects or mixed use projects would be permitted in previously designated commercial or industrial zones where noise-generating activities may continue to occur from remaining manufacturing, warehousing, or auto-related land uses. Alternative 3 would implement the same mitigation measures as the Proposed Project, though operational noise impacts would remain significant and unavoidable, similar to the Proposed Project.

Vibration. Regarding vibration, it is not anticipated that Alternative 3 would include substantial sources of operational vibration (e.g., blasting activities). Construction vibration is a localized event and is typically only perceptible to a receptor that is in close proximity to the vibration source. The type of low- or mid-rise buildings anticipated to be built under Alternative 3 would typically be constructed with loaders and bulldozers. However, it is possible that pile driving would be necessary depending on site-specific geologic conditions. It is also possible that heavy equipment could operate within 25 feet of, or adjacent to, nearby buildings. The vibration levels associated with equipment operated under Alternative 3 could cause building damage or substantial human annoyance. Implementation of mitigation measures identified for the Proposed Project, which would be applicable to Alternative 3, would potentially reduce significant impacts to a less than significant level, but cannot be relied upon in the absence of a specific construction project to assess. Therefore, Alternative 3 would result in significant and unavoidable impacts related to vibration standards, similar to the Proposed Project.

[26]City of Los Angeles, *The Citywide General Plan Framework: An Element of the City of Los Angeles General Plan,* August 2001.

[27]California Department of Fish and Wildlife, *Natural Community Planning Program,* https://www.wildlife.ca.gov/Conservation/Planning/NCCP, accessed March 6, 2017.

Airport and Airstrip Noise. The Project Area is approximately 1,400 feet north of the Santa Monica Airport, at the closest point. The nearest proposed zone or land use designation change is located approximately 2,800 feet north of the Santa Monica Airport. The Santa Monica Airport has developed noise contours to characterize the Airport's influence on community noise levels.[28] Similar to the Proposed Project, the noise contours indicate that Santa Monica Airport-related noise levels at new development associated with Alternative 3 would be less than 60 dBA CNEL. These airport-related noise levels would be consistent with the City's acceptable community noise exposure standards for all land uses. Additionally, the Airport has been allowed to close after 2028.[29] Development of the Alternative 3 would not exacerbate levels of exposure for people residing or working in the project area to excessive noise related to airstrip operations. Therefore, Alternative 3 would result in no impact related to exposing people working or residing near the Santa Monica Airport to excessive noise levels, similar to the Proposed Project. Development associated with Alternative 3 would not be located within the vicinity of a private airstrip. Therefore, no impacts related to airstrip noise would occur similar to the Proposed Project.

Population, Housing, and Employment

Growth Inducement. The year 2035 forecast for the Project Area is derived from the adopted 2012-2035 RTP/SCS and is shown in **Table 5-8.** While forecasts are adopted at a citywide level, forecasts for smaller areas derived from regionally defined TAZ data serve as targets or benchmarks that guide the planning process. Alternative 3 results in housing and population levels that exceed the SCAG forecast, though employment levels do not meet the SCAG forecast. The insufficient employment is not consistent with the 2012-2035 RTP/SCS and General Plan Framework policies to concentrate jobs within centers and transit corridors like the Project Area. Nevertheless, this alternative does not include new roads or other infrastructure, and thus does not induce substantial population growth. Therefore, impacts related to inducing growth under Alternative 3 would be less than significant, similar to the Proposed Project.

TABLE 5-8: ALTERNATIVE 3 COMPARED TO SCAG FORECAST

	Alternative 3 Increased Residential/ Decreased Employment /a/	SCAG Forecast /b/	Alternative 3 Percent of SCAG Forecast
Housing (dwelling units)	32,578	28,497 /c/	114%
Population (persons)	65,835	54,444	121%
Employment (jobs)	39,693	43,097	92%

SOURCES and NOTES:
/a/City of Los Angeles, Department of City Planning, 2014.
/b/SCAG, GIS Library: Tier 2 (TAZ) for the 2012-2035 RTP/SCS, retrieved from: http://gisdata.scag.ca.gov/Pages/GIS-Library.aspx?keyword=tier.
/c/ SCAG projection for number of households was converted to dwelling units by applying average vacancy rates. See Section 4.10 for details.

Housing and Population Displacement. Alternative 3 would involve land use changes that increase heights and intensities in select areas, similar to the Proposed Project, with the aim of adding housing stock. No specific units are proposed to be demolished, converted to market rate, or removed through other means. Although there may be temporary reduction in housing stock and displacement of people as properties are redeveloped, ultimately there would be a net gain in housing of 7,560 units within the Project Area, which would meet housing growth forecasts for 2035. In addition, affordable housing requirements in the Proposed Project, which require the provision of low-income dwelling units in exchange for additional development rights on certain properties, also apply to Alternative 3. Although this is voluntary, it is anticipated that some projects will take advantage of this provision, likely resulting in a net gain in affordable housing units within the Project Area. Therefore, similar to the Proposed Project, impacts related to housing and population displacement would be less than significant.

[28]City of Santa Monica, *Calendar Year 2012 CNEL Contours for the Santa Monica Municipal Airport*, September 2013.
[29]Federal Aviation Administration (FAA), *Press Release – FAA Reaches Settlement Agreement with City of Santa Monica*, January 28, 2017, https://www.faa.gov/news/press_releases/news_story.cfm?newsId=21394, accessed February 28, 2017.

Public Services

Under Alternative 3, increased development capacity compared to existing conditions would increase the number of residents in the ECTNP Area, increasing demand for public services. Additionally, demand for these services under Alternative 3 would be greater than the Proposed Project as there would be 25 percent more additional residential units compared to the Proposed Project with Alternative Compliance Scenario, and residential uses create the largest demand for these services. Accordingly, Alternative 2 would result in impacts related to public services that are similar to, but at a greater extent than, the Proposed Project.

Parks and Recreation Facilities. With regard to parks, the increase in population associated with Alternative 3 would exacerbate the existing deficit in parks and open space in the ECTNP Area. Due to the greater population accommodated in Alternative 3, impacts related to Parks and Recreation Facilities under Alternative 3 would be greater than the Proposed Project. Thus, as with the Proposed Project, impacts related to Parks and Recreation Facilities under Alternative 3 would be significant and unavoidable.

Fire and Police Services. Alternative 3 would result in a population growth level that exceeds the SCAG 2035 forecast for the ECTNP Area (see **Table 5-8**, above). LAFD's services will continue to be based on the community's needs, as determined by on-going evaluations, taking into consideration calls for service and other metrics, including population. Therefore, on a programmatic level, Alternative 3 would exceed the projections used by public service providers, City departments, and other government agencies in planning for providing adequate levels of service. However, the Project Area is not within a hillside area or located where there are increased hazards due to a design feature or incompatible use; the Project Area is in an urbanized environment where there is sufficient street access for emergency response. With regard to police protection, such services are mobile in nature and thus additional service and personnel can be provided to address increased demand without having to construct or expand existing facilities. Therefore, as with the Proposed Project, impacts related to the need to provide new or physically altered fire or police facilities under Alternative 3 would be less than significant. However, due to increased population, impacts related to fire and police services under Alternative 3 would be greater than the Proposed Project.

Public Schools. In regards to potential impacts to schools, similar to the Proposed Project, Alternative 3 would result in population growth that would generate additional students, though to a greater extent than the Proposed Project due to the increased residential uses. However, required developer impact fees would ensure that new development would bear its fair share of the cost of accommodating additional students generated. Therefore, as with the Proposed Project, impacts related to the need for new or physically altered school facilities would be less than significant. Additionally, due to increased population, impacts related to public schools under Alternative 3 would be greater than the Proposed Project.

Library Services. Likewise, while the increase in population in Alternative 3 may create additional demand for library services, residential units within new buildings would have internet access to alleviate some of the need for library services and resources. Additionally, the LAPL Branch Facilities Plan will ensure adequate facilities are available to serve the growing population. Accordingly, Alternative 3 would not create substantial capacity or service level problems that would require the provision of new or physically altered library facilities in order to maintain an acceptable level of service for libraries, and would have a less than significant impact, however, due to increased population, impacts related to public schools under Alternative 3 would be greater than the Proposed Project.

Transportation and Traffic

Circulation System. The mix of land uses included in this alternative would result in daily trip reductions similar to the Proposed Project. Based on the shift in foreseeable development levels between non-residential and residential uses compared to the Proposed Project, Alternative 3 would be expected to generate the same or slightly fewer daily vehicle trips than the Proposed Project. However, Alternative 3 could result in greater impacts related to traffic and transportation, since this alternative would not realize as much benefit from the vehicle trip reduction requirements and associated TDM strategies as the Proposed

Project, as these apply only to commercial development. Alternative 3 could also result in less transit use because there would be fewer jobs located near the stations, since rail ridership among workers is highly dependent on proximity of workplace to a station. (Ridership among those whose workplace is within a quarter mile of a station is higher compared to residents who live within the same distance, but drops off significantly beyond a quarter mile[30]) Similarly, the decreased amount of retail and services in the corridor under Alternative 3 compared to the Proposed Project could result in more vehicle trips, since less of these uses would be accessible by transit, walking, and other non-vehicular modes. Implementation of mitigation measures identified for the Proposed Project, which would be applicable to Alternative 3, cannot reduce impacts below a significant level. Therefore, Alternative 3 would result in significant and unavoidable impacts to the circulation system, similar to the Proposed Project.

Neighborhood Intrusion. For the street segments within and adjacent to the Project Area, where the LOS would degrade from D to E or F, some trips could divert to adjacent streets to avoid longer travel times through congested locations, resulting in neighborhood intrusion impacts. Since Alternative 3 would likely result in similar number of trips and intersections operating at LOS E or F as the Proposed Project, this alternative would also result in trips that are diverted through adjacent neighborhoods as the Proposed Project, thus resulting in similar neighborhood intrusion impacts. Implementation of mitigation measures identified for the Proposed Project, which would be applicable to Alternative 3, cannot reduce impacts below a significant level. Given the above, Alternative 3 would result in a significant impact related to neighborhood intrusion, similar to the Proposed Project.

Existing and Planned Public Transportation, Bicycle, and Pedestrian Facilities. Similar to the Proposed Project, Alternative 3 would not conflict with adopted policies or plans for public transportation, bicycle, and pedestrian facilities. This alternative would promote a compact, mixed use development pattern that enhances access to transit and encourages bicycle and pedestrian circulation, which is consistent with 2012-2035 RTP/SCS and Mobility Plan policies. This alternative would also have mobility amenities and pedestrian improvements associated with new urban design standards, streetscape plans, and public benefits, similar to the Proposed Project. Therefore, Alternative 3 would have a less than significant impact related to consistency with adopted policies or plans for public transportation, bicycle, and pedestrian facilities, similar to the Proposed Project.

Freeway, Arterial, and Transit CMP Thresholds. As discussed in Section 4.12, the Proposed Project would have a less than significant impact on freeway monitoring locations within the CMP for locations within and adjacent to the Project Area. With the same or slightly fewer trip generation than the Proposed Project, Alternative 3 would also be expected to have no discernible CMP impacts to freeway monitoring locations. However, Alternative 3 would result in a significant impact related to a CMP arterial intersection similar to the Proposed Project. Additionally, the increased population under both the Proposed Project and Alternative 3 would increase transit person trips. However, similar to the Proposed Project, this increase is still well below transit capacity and would result in a less than significant impact.

Emergency Vehicle Access. Emergency vehicle access may also be significantly impacted due to the ECTNP's location within a congested area of West Los Angeles. However, similar to the Proposed Project, while Alternative 3 could also impact segment-level LOS, there is not a direct relationship between predicted travel delay and response times as California State law requires drivers to yield the right-of-way to emergency vehicles and even permits emergency vehicles to use opposing lane of travel, the center lanes, or bus-only lanes. In addition, the LAFD has a mandate to protect public safety and must respond to changing circumstances and therefore would act to maintain response times. The steps that LAFD would have to take to maintain public safety are not reasonably foreseeable at this time. Options available to LAFD include expanding the Fire Preemption System (FPS), increasing staffing levels and adding new fire stations(s) to underserved areas. The potential for new fire station construction is speculative at the present time and is,

[30]Kolko, J., Public Policy Institute of California, *Making the Most of Transit*, February 2011.

therefore, not analyzed for this alternative. Depending on the location of potential new fire protection facilities, operational impacts (primarily noise) could occur; however, such impacts are unforeseeable at this time. Therefore, Alternative 3 would result in a less than significant impact related to inadequate emergency vehicle access, similar to the Proposed Project.

Hazards due to Design or Uses. None of the transportation system improvements proposed in Alternative 3 would introduce new safety hazards or incompatible uses at intersections or along roadway segments, as most would be designed to improve safe circulation and access to the transit stations for all users. No new roadways are introduced or removed; streetscape plans are designed to help minimize conflicts between pedestrians and vehicles, and design standards in Alternative 3 are designed to limit the number, width, and location of new driveways along major streets and in areas of high pedestrian activity. Therefore, similar to the Proposed Project, impacts related to hazards due to design or use under Alternative 3 would be less than significant.

Interruption of Access or Service. Under Alternative 3, development could necessitate temporary lane, alley, or street closures or result in bus stop relocation or bus rerouting. Construction-related closures would generally be temporary. Because the study area represents a specific plan area relating to the build out of multiple parcels, construction-related impacts would depend on the approach to development of each parcel or development site. Although specific impacts related to construction cannot be known at this time, it is likely that construction activities could necessitate temporary lane, alley, or street closures or result in bus stop relocation or bus rerouting. Implementation of mitigation measures identified for the Proposed Project, which would be applicable to Alternative 3, requires the provision of a worksite traffic control plan. Therefore, similar to the Proposed Project, impacts related to interruption of access or service under Alternative 3 would be less than significant with mitigation.

Utilities and Services Systems

Alternative 3 would result in similar but increased impacts related to utilities and services systems as compared to the Proposed Project. Under Alternative 3, new development would include housing and non-residential development, increasing the number of residents and jobs in the ECTNP Area compared to existing conditions. Compared to the Proposed Project, Alternative 3 would result in more residential development and less non-residential development. As residential uses create a greater demand for utilities and service systems than commercial and industrial uses, this alternative would result in greater demand for water and electricity and produce increased quantities of wastewater and solid waste. Therefore, as with the Proposed Project, under Alternative 3, impacts related to utilities and service systems would be less than significant. However, impacts under Alternative 3 would be greater than the Proposed Project.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA Guidelines Section 15126.6 requires that an "environmentally superior" alternative be selected among the alternatives that are evaluated in the EIR. In general, the environmentally superior alternative is the alternative that would be expected to generate the fewest adverse impacts. If the No Project alternative is identified as environmentally superior, then another environmentally superior alternative shall be identified among the other alternatives.

Based on the ability to result in reduced environmental impacts, Alternative 2 is the Environmentally Superior Alternative. None of the Alternatives analyzed are capable of addressing all of the significant and unavoidable impacts that would occur under the Proposed Project; however, Alternative 2 would reduce the severity of some of the impacts that would occur as a result of the Proposed Project.

Consistency with Project Objectives. **Table 5-9** shows how each of the alternatives meets or does not meet the objectives of this planning initiative. While Alternative 2 (Reduced Project) is consistent with more of the Proposed Project's objectives when compared to the other project alternatives, it does not meet all of the primary objectives of the Proposed Project. Less consistent with the goals and objectives are Alternatives 1 (No Project) and Alternative 3 (Increased Residential/Reduced Employment).

TABLE 5-9: ABILITY OF ALTERNATIVES TO MEET PROJECT OBJECTIVES

Description of Objectives	Alt. 1: No Project	Alt. 2: Reduced Project	Alt. 3: Increased Res./ Decreased Emp.
Primary Objective 1: Implement the policies of the City of Los Angeles General Plan Framework, the SCAG Regional Transportation Plan / Sustainable Communities Strategy, and West Adams-Baldwin Hills-Leimert, Palms-Mar Vista-Del Rey, and West Los Angeles Community Plans that encourage growth to be directed to transit-oriented areas and foster more sustainable, mixed use development patterns that improve mobility options and reduce auto dependence.	DM	PM	PM
Primary Objective 2: Accommodate employment, housing, and population growth projections forecasted through the planning horizon year of 2035 by focusing residential development and new job-generating uses around transit stations.	DM	PM	PM
Primary Objective 3: Maintain and expand the City's jobs base and increase opportunities for economic development in the Exposition Corridor in order to provide residents with quality jobs and to increase the generation of tax revenue in the City that will help pay for the provision of City services.	DM	PM	DM
Primary Objective 4: Implement the General Plan Framework goal to capture a significant share of regional growth in emerging environmentally-oriented and clean industries such as technology industry jobs, which are clustered on the Westside and comprise a growing industry sector; and institute zoning that accommodates and creates incentives for the location and continued clustering of these technology industry jobs in the Exposition Corridor where they will benefit from the proximity to transit and mixed use environments.	DM	PM	DM
Primary Objective 5: Create incentives for the provision of new affordable housing units in residential development and for the preservation of existing rent stabilized housing units near the Exposition Light Rail Transit Line to enhance accessibility and promote housing options for low income transit riders and to increase transit ridership.	DM	PM	M
Primary Objective 6: Improve circulation within the station areas; increase mobility choices; promote transit ridership and use of other alternative transit modes; and reduce vehicle miles traveled per capita for those who live and/or work within the Exposition Corridor.	DM	PM	PM
Secondary Objective 1: Ensure new development is pedestrian-oriented, acknowledges the transit stations, and is compatible with surrounding neighborhoods through the design of buildings, streets, and the public realm.	DM	M	M
Secondary Objective 2: Stimulate vibrancy and activity and create a unique sense of place within each station area through the design of buildings, streets, and the public realm.	DM	PM	PM

M = Meets; PM = Partially Meets; DM = Does not Meet

With regard to the achievement of project objectives, Alternative 1 would not meet the majority of project objectives. Although Alternative 1 preserves existing industrial land around the stations for jobs, helping to maintain the City's jobs base and implementing the related community plan policies, overall development capacity would not be increased under this alternative, and therefore it would not accommodate projected population, housing, and employment growth for the area. Alternative 1 does not contain the diverse mix of uses and intensity of development, and therefore would not be transit-supportive or encourage walking and bicycling. Further, Proposed Project components, such as new design standards and guidelines, streetscape plans, affordable housing, and other public benefits proposed as part of the Proposed Project, would not be implemented under Alternative 1. These components are essential in achieving the Proposed Project's objectives related to improving circulation, ensuring compatibility between uses, and creating vibrant neighborhoods around each station.

Alternative 2 would partially meet the majority of project objectives. Alternative 2 would accommodate the appropriate mix of land uses to create new opportunities for jobs and housing, though to a lesser extent than the Proposed Project. However, because this Alternative has reduced intensity of all uses, it does not meet project objectives associated with increasing the City's jobs and tax base and capturing a regional share of emerging environmentally-oriented and clean industries to the same extent as the Proposed Project nor does it fully meet the SCAG projections for housing demand. Given the City's critical housing shortage, a primary objective of the project is to meet SCAG housing projections, including for affordable housing in transit accessible areas. Since the provision of public benefits relies on private development, there will be less housing, and consequently less affordable housing provided as a public benefit--which is not consistent with Plan Objectives. Additionally, Alternative 2 would implement other components of the Proposed Project including design standards, streetscape plans as well as requirements for other public benefits; however, streetscape improvements and other public benefits will also be reduced when compared to the Proposed Project. Alternative 2 would also result in less transit use because of the reduced levels of development, and in particular jobs and affordable housing, both of which contribute to higher levels of transit ridership.

Alternative 3 would also partially meet project objectives. Alternative 3 would reduce the amount of non-residential development while increasing the number of dwelling units that could be accommodated in the ECTNP Area compared to Proposed Project by allowing more residential use on currently industrial land. This difference in land use mix reduces the ability of this alternative to accommodate jobs around transit, thus failing to meet the objective of maintaining the jobs base, increasing economic development in the area and capturing a regional share of emerging environmentally oriented and clean industries such as the technology industry jobs that are clustered in the Exposition Corridor. In addition, although Alternative 3 would typically result in less vehicle trips compared to the Project due to the increased residential and reduced non-residential use, in this case Alternative 3 would not realize as much benefit from the vehicle trip reduction requirements and associated TDM strategies as the Proposed Project which apply to commercial development. Alternative 3 could also result in less transit use because there would be fewer jobs located near the stations, since rail ridership among workers is dependent on proximity of workplace to a station. Similarly, the decreased amount of retail and services in the corridor under Alternative 3 compared to the Proposed Project could result in more vehicle trips, since less of these uses would be accessible by transit, walking, and other non-vehicular modes. Therefore, Alternative 3 would be less able to fully meet the objectives related to improving circulation and encouraging transit ridership and other alternative modes of transportation compared to the Project. As with Alternative 2, Alternative 3 includes the design standards and streetscape plans found in the Proposed Project, making it consistent with the Project's secondary goals and objectives related to the design of new development and creating vibrant, pedestrian-oriented neighborhoods.

Capacity to Accommodate Adopted Growth Forecast

According to SCAG projections, growth is expected to occur within and adjacent to the Project Area. **Table 5-10** summarizes the ability of the Proposed Project and each of the alternatives to accommodate this growth. The foreseeable development capacity associated with Alternative 2 largely accommodates anticipated projected growth; Alternative 2 accommodates projected population and employment, but not housing units. By contrast, Alternative 1 does not accommodate the projected housing, population, and employment growth; and Alternative 3 does not accommodate the projected employment growth for the area.

TABLE 5-10: COMPARISON OF ALTERNATIVES TO SCAG PROJECTION

	SCAG 2035 Projection	Proposed Project	Proposed Project Alternative Compliance Scenario	Alternative 1	Alternative 2	Alternative 3
Housing (dwelling units)	28,497	29,441	31,060	26,072	28,336	32,578
Population (persons)	54,444	59,571	62,810	52,447	57,326	65,835
Employment (jobs)	43,097	48,296	43,419	37,775	44,712	39,693

SOURCES: City of Los Angeles, Department of City Planning, 2017.

As described in detail in the Methodology section of 4.10 (Population, Housing, and Employment), a market study was prepared to determine the market demand for jobs and housing within the Project Area; see **Appendix L** for the Market Study. **Table 5-11** compares the amount of housing and jobs estimated by the market study for 2035 in the Project Area to housing and jobs resulting from the Proposed Project, Proposed Project Alternative Compliance Scenario, and the three Alternatives analyzed in this section. Of all the alternatives, Alternative 2 generally accommodates the market study estimates. The Alternative 2 employment projection falls within the range estimated by the market study; of all the Alternatives, Alternative 2 comes closest to, but does not meet, the housing demand projected by the market study. Alternative 1 falls short of the range of housing units and jobs estimated by the market study, unlike the Proposed Project and the Proposed Project Alternative Compliance Scenario. Similarly, the number of jobs resulting from Alternative 3 would not meet the estimated demand for jobs. Additionally, Alternative 3 exceeds the amount of housing estimated by the market study.

TABLE 5-11: COMPARISON OF ALTERNATIVES TO MARKET STUDY ESTIMATES

	Market Study Estimate (2035) /a/	Proposed Project (2035)	Proposed Project Alternative Compliance Scenario (2035)	Alternative 1 (2035)	Alternative 2 (2035)	Alternative 3 (2035)
Housing (dwelling units)	28,733 – 31,277	29,441	31,060	26,072	28,336	32,578
Employment (jobs)	42,078 – 49,922	48,296	43,419	37,775	44,712	39,693

/a/ Pro Forma Advisors, LLC, *Expo and Crenshaw LRT Station Area Plans Market Analysis, 2013.*

Environmental Impacts

As discussed above and summarized in **Table 5-5**, none of the alternatives considered would fully eliminate significant and unavoidable impacts that would occur as a result of the Proposed Project. However, the severity of impacts would vary among alternatives. In general, impacts are proportional to the amount of development, with the exception of region-wide traffic and GHG emissions, where concentrating growth could lead to reduced per capita impacts region-wide while exacerbating local impacts in or adjacent to designated growth areas.

Although the amount of development that could be accommodated in the ECTNP Area under Alternatives 1 and 2 would be less than the Proposed Project, the impacts of future development would be similar in many respects. The same would also be true of Alternative 3, with the exception of impacts to public services, which would be greater due to the greater proportion of housing and population compared to jobs, since residents place a greater demand on public services than non-residential uses.

To varying degrees, construction activities under all the alternatives would result in significant air quality and noise impacts similar to the Proposed Project. Increases in population and jobs, which would occur to varying extents in all the alternatives, would also result in significant transportation impacts. All the alternatives would involve new development which could potentially conflict with existing neighborhood character and create shade/shadow impacts on sensitive uses, and thus aesthetics impacts would remain significant and unavoidable, similar to the Proposed Project. (Alternative 2 and Alternative 3 would have design standards and other project features that would help address aesthetic impacts, though not to the extent that these significant impacts would be eliminated.) SB 743 states that aesthetic impacts shall not be considered significant for the purposes of environmental analysis for residential, mixed use residential, or employment center projects on infill sites within a Transit Priority Area. Such projects are typical of the kinds of projects anticipated under all the Alternatives and the Proposed Project. Although a majority of the Project Area is located in a Transit Priority Area, a portion of the Project Area is not. Finally, all of the alternatives would have significant and unavoidable impacts related to parks, as there is currently a deficit of public parkland in the area, and any amount of new development would only contribute to that deficit.

Alternative 1. Alternative 1 represents a continuation of the existing community plan land use and zoning in the Project Area. It is foreseeable that approximately 1,000 dwelling units and 2.3 million square of non-residential space could be accommodated. In the absence of new zoning, development regulations and design standards, growth likely would be ad hoc, resulting from individual requests for zone changes and General Plan amendments to respond to new market conditions created by the presence of convenient and reliable transit service. This new transit service was not accounted for in the current plans. Alternative 1 would have greater impacts compared to the Proposed Project in the area of cultural resources due to the lack of new design standards and mitigation measures that would address potential impacts on visual character, shade and shadow, and historical resources.

Alternative 1 does not concentrate growth around transit or encourage mixed use development, and does not stimulate the creation of additional housing capacity to accommodate population growth. Therefore, unlike the Proposed Project, this alternative would have significant impacts related to consistency with adopted City and regional plans and policies for land use and housing. Alternative 1 would result in uses and development patterns that could create barriers between the residential areas and the transit stations and are not supportive of a walkable, transit-oriented communities due to the large, industrially zoned parcels which could be developed with heavy industry under current zoning. Therefore, unlike the Proposed Project, Alternative would cause impacts related to community division and barriers to be significant and unavoidable.

Finally, Alternative 1 does not aim to reduce emissions from automobiles, as it does not reduce VMT or expand mobility options, and thus would have significant impacts related to consistency with GHG emission reduction plans and policies, unlike the Proposed Project. It would also have greater impacts with regard to transit, bicycle, and pedestrian plans and policies, as this alternative does not include new streetscape plans and does not include zoning that encourages transit- and pedestrian-oriented development.

Alternative 2. Under Alternative 2, impacts would be similar to those identified for the Proposed Project. The severity of some impacts, such as those related to public services, utilities, and traffic and transportation, would be reduced as a result of the reduction in reasonably expected development compared to the Proposed Project. However, no significant and unavoidable impacts would be reduced to a less than significant level. Alternative 2 would not result in any additional significant and unavoidable impacts beyond those resulting from the Proposed Project.

Alternative 3. Because Alternative 3 would increase residential capacity and reduce non-residential capacity compared to both the Proposed Project and the Proposed Alternative Compliance scenario, the severity of impacts to public services would be increased since residents demand public services at a greater rate than non-residential uses. Alternative 3 does not accommodate projected employment growth and thus would not be consistent with land use policies related to maintaining land for jobs and economic development goals of the General Plan. This results in a significant and unavoidable land use impact which does not occur under the Proposed Project.

Although transportation impacts under Alternative 3 would be similar to the Proposed Project due to a similar amount of development, they could potentially be greater than the Project for several reasons. Because the vehicle trip reduction requirements and associated TDM strategies apply only to commercial development, and Alternative 3 has less commercial development compared to the Proposed Project, this alternative would not realize as much benefit from these strategies. Alternative 3 could also result in less transit use and increased number and length of vehicle trips, as there would be fewer jobs and retail/services located near the stations. Thus, although it was not analyzed to the same level of detail, Alternative 3 could have greater impacts on traffic and transportation compared to the Proposed Project.

Conclusion

Based on the ability to result in reduced environmental impacts and meet project objectives, Alternative 2 is the Environmentally Superior Alternative. None of the Alternatives analyzed are capable of addressing all of the significant and unavoidable impacts that would occur under the Proposed Project; however, Alternative 2 would reduce the severity of some of the impacts that would occur as a result of the Proposed Project. Similarly, none of the Alternatives analyzed are capable of meeting all of the project objectives.

Alternative 2 is most consistent with Project objectives, compared to the other two alternatives analyzed, however, Alternative 2, while potentially feasible, would not achieve all of the project objectives, as described above.

6.0 OTHER CEQA CONSIDERATIONS

Section 15126 of the California Environmental Quality Act (CEQA) Guidelines requires that all phases of a project must be considered when evaluating its impact on the environment, including planning, acquisition, development and operation. As part of this analysis, the environmental impact report (EIR) must also identify (1) significant environmental effects of the Proposed Project, (2) significant environmental effects that cannot be avoided if the Proposed Project is implemented, (3) significant irreversible environmental changes that would result from implementation of the Proposed Project, (4) growth-inducing impacts of the Proposed Project, and (5) secondary effects.

This chapter also identifies the effects found not to be significant as required by Section 15128 of the CEQA Guidelines.

6.1 SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE PROPOSED PROJECT

Table 2-1, Summary of Impacts and Mitigation Measures, in Chapter 2.0, Summary, and Sections 4.1 through 4.14 of this EIR provide a comprehensive identification of the Proposed Project's environmental effects, including the level of significance both before and after mitigation.

6.2 SIGNIFICANT UNAVOIDABLE IMPACTS

Section 15126.2(b) of the CEQA Guidelines requires that an EIR describe any significant impacts that cannot be avoided, even with the implementation of feasible mitigation measures. Table 2-1, Summary of Impacts and Mitigation Measures, in Chapter 2.0, Summary, and Sections 4.1 through 4.14 of this EIR provide a comprehensive identification of the environmental effects of the Proposed Project, including the level of significance both before and after mitigation.

Implementation of the Proposed Project would result in the following significant and unavoidable impacts:

- **Aesthetics**. Even with the enforcement of design standards to reduce visual change in the Project Area, it is anticipated that visual effects associated with new building heights and site development intensities permitted by the Proposed Project would remain significant and unavoidable. Similarly, implementation of the Proposed Project could result in development of structures that would shade shadow-sensitive uses for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. Pacific Standard Time (between late October and early April), or for more than four hours between the hours of 9:00 a.m. and 5:00 p.m. Pacific Daylight Time (between early April and late October). This impact is potentially significant and unavoidable.
- **Air Quality**. During construction, regional and localized emissions would exceed the South Coast Air Quality Management District localized significance thresholds and sensitive receptors could be exposed to substantial pollutant concentrations.
- **Cultural Resources.** Despite plan standards and existing regulations, the Proposed Project could result in substantial adverse change in the significance of a historical resource.
- **Noise**. The Proposed Project would result in significant unavoidable noise and ground-borne vibration impacts during construction activities and ambient noise during operation of the Proposed Project.

- **Public Services (Public Parks)**. While payment of applicable fees, the potential provision of publicly accessible open space as part of the Proposed Project's public benefit requirements, and the rezoning of some residential zoned land to open space would all help address demand for recreational facilities, it would not lower demand sufficiently to reduce impacts to a less than significant level. No feasible mitigation measures were identified to reduce the significant operational impact related to public parks to less than significant. Therefore, the Proposed Project would result in a significant and unavoidable impact related to public parks.
- **Transportation and Traffic**. Physical intersection improvement mitigation measures that would conflict with the Proposed Project goals were considered to be infeasible. No other feasible mitigations were identified for 50 of the 56 significantly impacted study intersections; therefore, impacts would be significant and unavoidable. The Proposed Project would also result in a significant impact related to neighborhood intrusion, which cannot be mitigated to a less-than-significant level. In addition, the Proposed Project would result in a significant impact to level of service at Congestion Management Program Arterial Monitoring Station #62 (Santa Monica Boulevard at Westwood Boulevard); the only feasible mitigation measures involve physical intersection improvements. Since these would conflict with the Proposed Project goals, they are considered to be infeasible, and, therefore, this impact would remain significant and unavoidable. In addition, because Arterial Monitoring Station #70 (Venice Boulevard and Centinela Avenue) is under dual control by the City of Los Angeles and California Department of Transportation, the City of Los Angeles does not have full control over modifications to the intersection, and cannot ensure implementation at these locations. Therefore, traffic impact at this intersection would remain significant and unavoidable.

6.3 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL EFFECTS

Section 15126.2(c) of the CEQA Guidelines requires a discussion of any significant irreversible environmental changes that would be caused by the Proposed Project. Specifically, Section 15126.2(c) states:

> *Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible, since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irreversible commitments of resources should be evaluated to assure that such current consumption is justified.*

Generally, a project would result in significant irreversible environmental changes if any of the following would occur:

- The primary and secondary impacts would generally commit future generations to similar uses;
- The project would involve a large commitment of nonrenewable resources;
- The project involves uses in which irreversible damage could result from any potential environmental accidents associated with the project; or
- The proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

The ECTNP would result in the use of nonrenewable resources during construction and operation of development.

Implementation of the Proposed Project would include the construction of a variety of development projects that that would result in a commitment of limited, slowly renewable, and nonrenewable resources. Such resources would include certain types of lumber and other forest products; metals such as steel, copper, and lead; aggregate materials used in concrete and asphalt (e.g., stone, gravel, and sand); and other construction materials such as plastic. In addition, fossil fuels used in construction vehicles would also be consumed during construction of individual development projects.

Resources that would be permanently and continually consumed by the Proposed Project's implementation include water, electricity, natural gas, and fossil fuels. This represents a loss of non-renewable resources, which are generally not retrievable.

With respect to operation activities, compliance with all applicable building codes, as well as required mitigation measures, would ensure that all natural resources are conserved or recycled to the maximum extent feasible. It is also possible that new technologies or systems will emerge, or will become more cost-effective or user-friendly, that will further reduce the Proposed Project's reliance upon nonrenewable natural resources; however, even with implementation of conservation measures consumption of natural resources would generally increase with implementation of the Proposed Project.

6.4 GROWTH INDUCING IMPACTS

Section 15125.2(d) of the CEQA Guidelines requires that growth inducing impacts of a Proposed Project be considered. Growth inducing impacts are characteristics of a project that could directly or indirectly foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. According to the CEQA Guidelines, such projects include those that would remove obstacles to population growth (e.g., a major expansion of a waste water treatment plant). In addition, as set forth in the CEQA Guidelines, increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. The CEQA Guidelines also states that it must not be assumed that growth in an area is necessarily beneficial, detrimental or of little significance to the environment. As analyzed in Section 4.10, Population, Housing and Employment, the population, housing, and employment associated with the Proposed Project would be consistent with the growth anticipated by Southern California Association of Governments (SCAG) and City of Los Angeles Department of City Planning (DCP), and would direct growth to identified areas of proposed change.

The Proposed Project could remove impediments to growth in that it would increase allowable development levels in the areas of proposed change, thus accommodating a portion of City-wide anticipated growth. The area surrounding the ECTNP is already developed with commercial, industrial and residential uses. However, future development under the Proposed Plan would require localized expansion of and/or upgrades to sewer, water, and gas laterals lines in the Project Area. These systems would connect to the existing infrastructure located in the area. With regard to infrastructure-induced population growth, the Proposed Project including all streetscape improvements planned for the Proposed Project are intended to provide for better circulation flows throughout the area or to improve pedestrian safety and would not open any large undeveloped areas for new use.

The Proposed Project would be consistent with growth forecasts and would reduce regional congestion, and improve regional air quality through the reduction of vehicle miles traveled per capita. In general, the project would be growth accommodating in that it would allow the City to accommodate growth in the sustainable

manner anticipated in the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).[1]

6.5 POTENTIAL SECONDARY EFFECTS

CEQA Guidelines Section 15126.4(a)(1)(D) states that, "[i]f a mitigation measure would cause one or more significant effects in addition to those that would be caused by the project as proposed, the effects of the mitigation measures shall be discussed but in less detail than the significant effects of the project as proposed." In accordance with the CEQA Guidelines, the following provides a discussion of the potential impacts that could occur from implementation of the proposed mitigation measures.

AESTHETICS

Mitigation Measure **AE1** requires the use of non-reflective building and construction materials, such as concrete, wood, composite materials, coated metal, non-reflective glass, and stone. This shall include, but not be limited to, art installations, fencing material, and recreational equipment. This measure would ensure that glare impacts are reduced to less-than-significant levels without creating a potential secondary effect.

AIR QUALITY

Mitigation Measure **AQ1** involves reducing air emissions from construction. This mitigation measure would reduce regional and local emissions generated by various construction activities, including equipment operation, truck trips, and painting. Implementation of this measure would have a beneficial impact on reducing air quality impacts and would not result in adverse secondary impacts.

CULTURAL RESOURCES

Mitigation Measures **CR1** through **CR4** involve reducing impacts to historic, archaeological, and paleontological resources to less-than-significant levels. These mitigation measures are procedural actions that would not result in physical changes in the environment that could result in secondary impacts.

HAZARDS AND HAZARDOUS MATERIALS

Mitigation Measure **HM1** involves requiring future developments to document that the site is not on any government list of sites containing hazardous waste or hazardous materials. If found to be on such a list, a Phase I Environmental Site Assessment is to be prepared to ensure that any potential hazards on a site are evaluated and mitigated. This mitigation measure is a procedural action that would not result in physical changes in the environment that could result in secondary impacts.

HYDROLOGY AND WATER QUALITY

Mitigation Measure **HWQ1** involves specific construction-related measures to address those parcels that are located within the 100-year floodplain. This measure is considered part of the construction phase of any development project and, thus, is generally included within the analysis contained in this EIR and would not result in additional secondary impacts.

[1]During the preparation of the ECTNP Draft EIR, the 2012-2035 RTP/SCS was the most recent adopted RTP/SCS available. The 2016-2040 RTP/SCS was adopted April 7, 2016, after the analysis in the ECTNP Draft EIR was completed. The 2016-2040 RTP/SCS has been reviewed to determine if there are any substantial differences in policy and/or growth trends associated with the socioeconomic data as compared to the 2012-2035 RTP/SCS. Based on this review it has been determined that the minor refinements in policy and associated updated socioeconomic data in the 2016-2040 RTP/SCS would not substantially affect the analyses or conclusions of this ECTNP EIR. While the SCAG transportation model itself is still not available, SCAG staff indicates that changes to the network and associated calculations are minor. Please see **Appendix K** for a more detailed discussion.

NOISE

Mitigation Measures **N1** and **N3** involve specific construction-related measures to reduce noise levels at adjacent sensitive receptors. These measures are considered part of the construction phase of any development project and, thus, are generally included within the analysis contained in this EIR and would not result in additional secondary impacts. While the use of barriers could result in visual impacts, such impacts would be temporary in nature and considered less than significant. These measures would not result in secondary impacts. Mitigation Measure **N2** involves specific operation-related measures to reduce noise levels associated with the use of heavy equipment at industrial activity yards, mechanical equipment, truck loading/unloading, and parking structures. No adverse secondary impacts would result from these measures.

TRANSPORTATION AND TRAFFIC

Mitigation Measure **TR1** requires that future development projects within the Specific Plan boundary prepare a trip generation analysis to determine the project's consistency with the transportation assumptions in the ECTNP EIR. Mitigation Measures **TR2** through **TR16** involve physical improvements and procedures that are designed to reduce traffic impacts. The physical improvements primarily consist of intersection restriping to accommodate additional lanes of travel or modifications to the existing signal phasing; implementation of some of these improvements may result in temporary air quality and noise effects, as well as traffic impacts along the associated roadways during the period construction of the improvement would occur. Such activities would not be of sufficient scale to create new significant impacts or to compound a previously analyzed impact such that a less-than-significant impact would exceed established thresholds of significance. No adverse secondary impacts would result from these measures.

6.6 EFFECTS NOT FOUND TO BE SIGNIFICANT

Section 15128 of the CEQA Guidelines states that an EIR shall contain a brief statement indicating reasons that various possible significant effects of a project were determined not to be significant and not discussed in detail in the EIR.

AGRICULTURE AND FORESTRY RESOURCES

The ECTNP Area is located in a densely-developed portion of the City of Los Angeles. The ECTNP Area is zoned for urban uses and not for agricultural purposes. Implementation of the Proposed Project would not result in the conversion of farmland to non-agricultural uses. No loss of farmland would result from the implementation of the Proposed Project. No Williamson Act contracts are applicable within the Project Area.

BIOLOGICAL RESOURCES

As stated above, the ECTNP Area is located in an urbanized portion of the City of Los Angeles. The ECTNP Area is densely developed with a variety of residential, light manufacturing, commercial, retail, office and institutional land uses. There are three endangered species (coastal dunes milk-vetch, Ventura Marsh milk-vetch, and salt marsh bird's-beak) identified in the Beverly Hills Quadrangle, located in the ECTNP Area, and are protected by the Endangered Species Act. The Ventura Marsh milk-vetch was last observed in a meadow near the seashore of Santa Monica in 1964 and the salt marsh bird's-beak was last searched for in Santa Monica in 1980. The coastal dunes milk-vetch was last seen in Santa Monica in 1964. The Ventura Marsh milk-vetch and salt marsh bird's-beak have been extirpated and the coastal dunes milk-vetch has possibly been extirpated. Thus, it is unlikely that there are any endangered species within the ECTNP Area.

GEOLOGY AND SOILS

Implementation of the Proposed Project would not involve the use of septic tanks or alternative waste water disposal system and, therefore, would not result in soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems.

HAZARDS AND HAZARDOUS MATERIALS

Implementation of the Proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, as no wildfire areas exist within the ECTNP Area.

LAND USE

Since there are no adopted state, regional, or local habitat conservation plans or natural community conservation plans applicable to the Project Area, the Proposed Project would not conflict with such plans.

MINERAL RESOURCES

The ECTNP is not located in an area designated for mineral resources. Implementation of the Proposed Project would not result in the disruption or loss of mineral activities.

7.0 PERSONS AND SOURCES CONSULTED

A number of technical reports and studies were utilized in the preparation of this Draft EIR. These reports are referenced throughout this document where appropriate. In addition, this chapter documents all persons and sources that contributed in the preparation of this Draft EIR.

7.1 LEAD AGENCY

Los Angeles Department of City Planning
200 North Spring Street, Room 667
Los Angeles, CA 90012

Senior City Planner:	Patricia Diefenderfer, AICP
City Planner:	Lameese Elqura Chang
	David Olivo
City Planning Associate:	Laura Krawczyk
City Planning Assistant:	Dylan Sittig

CONSULTANTS

Terry A. Hayes Associates Inc.
8522 National Boulevard, Suite 102
Culver City, CA 90232

Principal-in-Charge:	Terry A. Hayes, AICP
Project Manager:	Kevin Ferrier
Sr. Environmental Scientist:	Sam Silverman
Environmental Scientist:	Anders Sutherland
Planner:	Allyson Dong
Assistant Planner:	Kieran Bartholow; Andy Uk
Graphic Artist/GIS:	Rosa Soria
Document Production:	Natasha Mapp

In association with:

Sirius Environmental
1478 N. Alta Dena Drive
Pasadena, CA 91107

Project Manager:	Wendy Lockwood, Principal

TRANSPORTATION, PARKING, AND SAFETY

Fehr & Peers
600 Wilshire Boulevard, Suite 1050
Los Angeles, CA 90017

Principal:	Jeremy Klop
Project Manager:	John Muggridge
Planner:	Alex Rixey

ECTNP DEVELOPMENT AND GRAPHICS

Gruen Associates
Architecture Planning Interiors
6330 San Vicente Blvd., Suite 200
Los Angeles, California 90048

Associate Partner: Elaine V. Carbrey

7.2 SOURCES CONSULTED

Architectural Resources Group, Inc., *Historic Resources Survey Report: West Adams-Baldwin Hills-Leimert Community Plan Area,* August 2011.

Ballona Creek Renaissance, *About Ballona Creek,* available at http://ballonacreek.org/about-the-creek/, accessed March 6, 2017.

Boarnet M. and Houston D., University of Southern California, Sol Price School of Public Policy, *The Exposition Light Rail Line Study: A Before-and-After Study of the Impact of New Light Rail Transit Service,* December 15 2013.

Breathe California Sacramento-Emigrant Trails, *Removal Rates of Particulate Matter onto Vegetation as a Function of Particle Size*, April 30, 2008.

California Air Pollution Control Officers Association, *California Emissions Estimator Model* (CalEEMod), *Calculation Details for CalEEMod - Appendix D,* July, 2013.

California Air Pollution Control Officers Association, CalEEMod, *Version 2016.3.1,* September 2016.

California Air Resources Board (CARB), *Air Quality Data Statistics, Top 4 Summary,* available at http://www.arb.ca.gov/adam/topfour/topfour1.php, accessed October 13, 2016.

California Air Resources Board (CARB), *Ambient Air Quality Standards,* May 4, 2016.

California Air Resources Board (CARB), *Area Designation Maps,* http://www.arb.ca.gov/desig/adm/adm.htm, accessed March 6, 2017.

California Air Resources Board (CARB), *California Greenhouse Gas Inventory 2000-2014,* March 30, 2016.

California Air Resources Board, *California Almanac of Emissions and Air Quality*, May 21, 2013, available at https://www.arb.ca.gov/aqd/almanac/almanac13/almanac13.htm, accessed March 6, 2017.

California Air Resources Board, C*lean Car Standards - Pavley, Assembly Bill 1493,* May 6, 2013.

California Air Resources Board, EMFAC2011.

California Air Resources Board, *First Update to the Climate Change Scoping Plan,* May, 2014.

California Air Resources Board, *Proposed Early Action Measures to Mitigate Climate Change in California*, April 20, 2007.

California Assembly Bill 1358, *California Complete Streets Act of 2008*.

California Assembly Bill 1881, *Water Conservation in Landscaping Act*, 2006.

California Assembly Bill 32, *California Global Warming Solutions Act*, 2006.

California Assembly Bill 811, *Contractual Assessments: Energy Efficiency Improvements*, 2008.

California Building Industry Association v. Bay Area Air Quality Management District (2015) 62 Cal.4th 369, 377.

California Code of Regulations, Division 2, Title 13, *Highway Patrol*.

California Code of Regulations, Title 14 Section 15064.5

California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000– 15387, *California Environmental Quality Act Statutes and Guidelines (CEQA).*

California Code of Regulations, Title 14, Section 15064.f(e).

California Code of Regulations, Title 24, *Fire Code*.

California Code of Regulations, Title 8, Section 1270, *Fire Prevention*.

California Code of Regulations, Title 8, Section 6773, *Fire Protection and Fire Equipment*.

California Department of Conservation, *2010 Geologic Map of California*, http://maps.conservation.ca.gov/cgs/gmc/, accessed March 1, 2017.

California Department of Conservation, *District 1 Oilfields, 2003*, ftp://ftp.consrv.ca.gov/pub/oil/maps/dist1/Dist1_fields.pdf, accessed on March 1, 2017.

California Department of Conservation, Division of Mines and Geology, State of California, *Seismic Hazard Zones, Beverly Hills Quadrangle, Official Map*, March 25, 1999.

California Department of Finance, *E-8 Historical Population and Housing Estimates for Cities, Counties, and the State, 2000-2010*, Sacramento, California, November 2012.

California Department of Finance, *Table 2: E-4 Population Estimates for Cities, Counties, and State, 2011-2015 with 2010 Benchmar*k, accessed March 1, 2017.

California Department of Fish and Wildlife, *Natural Community Planning Program*, available at https://www.wildlife.ca.gov/Conservation/Planning/NCCP, accessed March 6, 2017.

California Department of Transportation, *Caltrans Travel Forecasting Guidelines*, 1992.

California Department of Transportation, *Complete Streets Implementation Action Plan 2.0, June 2014 – June 2017*.

California Department of Transportation, *Scenic Highway Mapping System, Los Angeles County*, http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm, accessed March 9, 2017.

California Department of Transportation, *Technical Noise Supplement*, 2013.

California Department of Water Resources Urban Water Management Planning Act, 2010.

California Department of Water Resources, *California's Groundwater, Bulletin 118 – Update 2003*, 2003.

California Department of Water Resources, *Model Water Efficient Landscape Ordinance*, September 10, 2009.

California Department of Water Resources, *Water Data Library Station Map*, http://www.water.ca.gov/waterdatalibrary/, accessed March 6, 2017.

California Emergency Management Agency, *State of California Emergency Plan,* July 2009.

California Energy Commission, *2015 Integrated Energy Policy Report,* July 2015, adopted February 2016.

California Energy Commission, *California Energy Consumption Database,* http://ecdms.energy.ca.gov/, accessed March 7, 2017.

California Energy Commission, *California Solar Initiative, About the California Solar Initiative (CSI),* available at http://www.gosolarcalifornia.ca.gov/, accessed March 7, 2017.

California Energy Commission, *California's Energy Efficiency Standards for Residential and Nonresidential Buildings, Title 24, Part 6, of the California Code of Regulations*, http://www.energy.ca.gov/title24/, accessed March 8, 2017.

California Energy Commission, *California's Energy Future – The View to 2050,* May 2011.

California Energy Commission, *Electricity by Entity*, http://www.ecdms.energy.ca.gov/elecbyutil.aspx, accessed March 7, 2017.

California Environmental Protection Agency, *2009-0009-DWQ Construction General Permit,* http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml, accessed March 7, 2017.

California Environmental Protection Agency, California Unified Hazardous Waste and Hazardous Materials Management Regulatory Program.

California Environmental Protection Agency, *Climate Action Team Report to Governor Schwarzenegger and the Legislature*, March 2006.

California Executive Order S-1-07, *the Low Carbon Fuel Standard*.

California Executive Order S-13-08.

California Gas and Electric Utilities, *2016 California Gas Report,* 2016.

California Geological Survey, *Los Angeles County Tsunami Inundation Maps,* http://www.conservation.ca.gov/cgs/geologic_hazards/Tsunami/Inundation_Maps, accessed March 6, 2017.

California Green Building Standards Code, *California Code of Regulations, Title 24, Part 11,* 2013.

California Hazardous Materials Release Response Plans and Inventory Act of 1985.

California Health and Safety Code, *Section 25501*

California Mitigation Fee Act, *Government Code Section 66000-66008*.

California Penal Code, http://www.leginfo.ca.gov/cgi-bin/calawquery?codesection=pen.

California Planning Round Table, *Deconstructing Jobs-Housing Balance*, 2008, http://www.cproundtable.org/media/uploads/pub_files/CPR-Jobs-Housing.pdf, accessed March 6, 2017.

California Porter-Cologne Water Quality Control Act of 1969, amended 2015.

California Public Park Preservation Act of 1971, *Public Resources Code, Section §5400–5409*.

California Public Resources Code Section 21084.1.

California Public Resources Code Section 50241(e).

California Senate Bill 1322, *Integrated Waste Management Act of 1989*.

California Senate Bill 1368, *Emission Performance Standards*, 2006.

California Senate Bill 14, *Hazardous Waste Source Reduction and Management Review Act of 1989, amended by Senate Bill 1018*, 2012.

California Senate Bill 375, *Sustainable Communities and Climate Protection Act of 2008*.

California Senate Bill 63, *Pupil and Personnel Health: Automatic External Defibrillators*, 2011.

California Senate Bill 743, *Environmental quality: Transit Oriented Infill Projects, Judicial Review Streamlining for Environmental Leadership Development Projects, and Entertainment and Sports Center in the City of Sacramento*, 2013.

California Senate Bill X7-7, *Water Conservation Act*, 2009.

California State Water Resources Control Board, *Water Conservation Portal – Emergency Conservation Regulation*, http://www.waterboards.ca.gov/water_issues/programs/conservation_portal/emergency_regulation.shtml, accessed March 6, 2017.

California Title 8, *Occupational Safety and Health Administration Regulations*.

California Vehicle Code 13.

California, *California Solar Initiative*, available at http://www.gosolarcalifornia.ca.gov/csi/index.php, accessed March 6, 2017.

California, Department of Health Services, Office of Noise Control.

City of Culver City, Culver City General Plan, *Circulation Element*, July 1996.

City of Culver City, General Plan, *Circulation Element*, July 1996.

City of Culver City, *Historic Buildings and Places, The Washington Building*, http://www.culvercity.org/how-do-i-/learn/about-culver-city/the-washington-building, accessed February 28, 2017.

City of Culver City, *History of Culver City*, http://www.culvercity.org/how-do-i-/learn/about-culver-city/history-of-culver-city, accessed February 28, 2017.

City of Los Angeles Department of City Planning, *Housing Element of the General Plan 2013 - 2021*.

City of Los Angeles Department of City Planning, *Industrial Land Use Policy Project*, http://planning.lacity.org/Code_Studies/LanduseProj/TOC_IndustrialLUProj.htm, accessed March 6, 2017.

City of Los Angeles Department of City Planning, Office of Historic Resources, *Cultural Heritage Master Plan*, 2000.

City of Los Angeles Department of City Planning, *Ordinance Number 184,245 Clean Up Green Up*, Council File No. 15-1026, adopted April 13, 2016.

City of Los Angeles Department of City Planning, *Recommendation Report related to Advisory Notice to Applicants for Sensitive Land Uses in Close Proximity to Freeways*, October 11, 2012.

City of Los Angeles Department of City Planning, *Water Supply Assessment for the Exposition Corridor Transit Neighborhood Plans (Proposed Project)*, February 6, 2014.

City of Los Angeles Emergency Water Conservation Plan (EWCP), 2008.

City of Los Angeles Ordinance Number 170,978, *Landscape Ordinance*.

City of Los Angeles Ordinance Number 175,891, *Historic Preservation Overlay Zone (HPOZ)*.

City of Los Angeles Ordinance Number 181,227, *Citywide Recycling Chute Ordinance*.

City of Los Angeles Ordinance Number 181,519, *Citywide Construction and Demolition (C&D) Waste Recycling*.

City of Los Angeles Stormwater Program, *Los Angeles Stormwater*, http://www.lastormwater.org/, accessed March 6, 2017.

City of Los Angeles Stormwater Program, *Proposition O*, http://www.lastormwater.org/green-la/proposition-o/, accessed March 6, 2017.

City of Los Angeles, *Air Quality Element of the General Plan,* November 1992.

City of Los Angeles, *CEQA Thresholds Guide*, 2006.

City of Los Angeles, *Complete Streets Design Guide*, adopted August 11, 2015.

City of Los Angeles, *General Plan Conservation Element*, 1991.

City of Los Angeles, *General Plan Noise Element*, February 3, 1999.

City of Los Angeles, *General Plan Public Recreation Plan*, 1980.

City of Los Angeles, *General Plan Safety Element*, 1996.

City of Los Angeles, *General Plan Transportation Element*, adopted 1999.

City of Los Angeles, *Green LA: An Action Plan to Lead the Nation in Fighting Global Warming*, May 2007.

City of Los Angeles, *Los Angeles Climate Action Report: Updated 1990 Baseline and 2013 Emissions Inventory Summary*, 2015.

City of Los Angeles, *Los Angeles Municipal Code (LAMC) Section 111.03.*

City of Los Angeles, *Los Angeles Municipal Code (LAMC), Chapter XV, Rent Stabilization Ordinance.*

City of Los Angeles, *Mobility Plan 2035: An Element of the General Plan,* adopted 2015, as subsequently amended.

City of Los Angeles, *Palms - Mar Vista - Del Rey Community Plan,* 1997.

City of Los Angeles, *The Citywide General Plan Framework: An Element of the City of Los Angeles General Plan,* August 2001.

City of Los Angeles, Travel Demand Model, 2015

City of Los Angeles, *West Adams - Baldwin Hills - Leimert Community Plan,* 1998.

City of Los Angeles, *West Los Angeles Community Plan,* 1999.

City of Santa Monica, *2015 Urban Water Management Plan,* June, 2016.

City of Santa Monica, *Calendar Year 2012 CNEL Contours for the Santa Monica Municipal Airport*, September 2013.

City of Santa Monica, *City of Santa Monica General Plan, Land Use & Circulation Element*, July 2010.

County of Los Angeles, *Tsunami Inundation Map for Emergency Planning, Beverly Hills Quadrangle,* March 1, 2009.

Environmental Data Resources, Inc., *EDR Data Map Area Study, Exposition Corridor Transit Neighborhood Plan,* September 30, 2013.

Exposition Line Construction Authority, *Exposition Corridor Transit Project Phase 2 FEIR,* December, 2009.

Federal Aviation Administration (FAA), *Press Release – FAA Reaches Settlement Agreement with City of Santa Monica,* January 28, 2017, https://www.faa.gov/news/press_releases/news_story.cfm?newsId=21394, accessed February 28, 2017.

Federal Highway Administration (FHWA), *Calibration & Adjustment of System Planning Models*, December 1990.

Federal Highway Administration (FHWA), *Updated Interim Guidance on Mobile Source Air Toxics Analysis in NEPA Documents,* October 18, 2016.

Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006.

Gleick, P.H.; Haasz, D.; Henges-Jeck, C.; Srinivasan, V.; Cushing, K.K.; Mann, A. 2003. Waste Not, Want Not: The Potential for Urban Water Conservation in California. Published by the Pacific Institute for Studies in Development, Environment, and Security. Full report, http://www.pacinst.org/reports/urban_usage/waste_not_want_not_full_report.pdf. Appendices available online at: http://www.pacinst.org/reports/urban_usage/appendices.htm

Governor's Office of Planning and Research, *Updating Transportation Impacts Analysis in the CEQA Guidelines*, August 6, 2014.

Hazardous Waste Control Act.

Heavy Duty Vehicle National Program.

Highway Capacity Manual, Transportation Research Board, 2010.

Historic Resources Group, *Historic Resources Survey Report: Palms-Mar Vista-Del Rey Community Plan Area,* July 2012.

Intergovernmental Panel on Climate Change, *Climate Change 2007,* 2007.

Kostka and Zischke, *Practice Under the California Environmental Quality Act*. Continuing Education of the Bar: Oakland, California, 2008.

Los Angeles Administrative Code (LAAC) Cultural Heritage Ordinance (LAAC Section 22.171).

Los Angeles County Airport Land Use Commission, *Los Angeles International Airport Map, Santa Monica Airport Map*, http://planning.lacounty.gov/assets/upl/project/aluc_airport-lax.pdf, accessed March 1, 2017.

Los Angeles County Department of Parks and Recreation, *Los Angeles Countywide Comprehensive Parks & Recreation Needs Assessment,* May 2016County of Los Angeles Office of Emergency Management, *Operational Area Emergency Response Plan,* February 1998, http://lacoa.org/oaerp.htm, accessed January 9, 2012.

Los Angeles County Department of Public Works, *Hydrology Manual,* January 2006.

Los Angeles County Department of Public Works, *Solid Waste Information Management System, Detailed Solid Waste Disposal Activity Report by Jurisdiction of Origin,* http://dpw.lacounty.gov/epd/swims/OnlineServices/reports.aspx, October 13, 2015.

Los Angeles County Department of Regional Planning, *Draft General Plan Conservation and Open Space Element,* 2008.

Los Angeles County Fire Department, *Hazardous Materials and Environmental Compliance Programs*, http://www.fire.lacounty.gov/wp-content/uploads/2014/04/CompleteGuideline7.15.04.pdf, accessed August 5, 2014.

Los Angeles County Metropolitan Transportation Authority, *2010 Congestion Management Program*.

Los Angeles County Office of Emergency Management, *Operational Area Emergency Response Plan*, February 1998.

Los Angeles Department County of Public Works, *Bureau of Engineering*, http://eng.lacity.org/index.cfm, accessed October 2, 2013.

Los Angeles Department of Public Works, *Ballona Creek Watershed Management Plan,* http://www.ladpw.org/wmd/watershed/bc/bcmp/masterplan.cfm, accessed March 6, 2017.

Los Angeles Department of Public Works, Bureau of Sanitation, Ali Poosti, written correspondence, September 30, 2013.

Los Angeles Department of Public Works, Bureau of Sanitation, *City of Los Angeles Integrated Resources Plan*, December 2006.

Los Angeles Department of Public Works, Bureau of Sanitation, *City of Los Angeles Solid Waste Planning Background Studies Summary Report*, 2006.

Los Angeles Department of Public Works, Bureau of Sanitation, *LA Sewers*, http://www.lasewers.org/cssa/PDFs/2014-CSSA_REPORT-rs.pdf, accessed March 6, 2017.

Los Angeles Department of Public Works, Bureau of Sanitation, *On-Site Wastewater Treatment Systems*, https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-ssps/s-lsh-wwd-cw-ssps-owts?_afrLoop=18133934197486587&_afrWindowMode=0&_afrWindowId=6yqyo6h40_14#!%40%40%3F_afrWindowId%3D6yqyo6h40_14%26_afrLoop%3D18133934197486587%26_afrWindowMode%3D0%26_adf.ctrl-state%3D7m32iytcd_75, accessed March 6, 2017.

Los Angeles Department of Public Works, Bureau of Sanitation, *Sewer System Management Plan,* February 2015.

Los Angeles Department of Public Works, Bureau of Sanitation, *Wastewater Collection System Rehabilitation and Replacement Report and Plan*, June 2006.

Los Angeles Department of Public Works, Bureau of Sanitation, *Wastewater Capital Improvement Program: Fiscal Year 2013/2014-2022/2023,* August 2013.

Los Angeles Department of Public Works, Bureau of Sanitation, *Zero Waste LA – Franchise,* https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-zwlaf?_adf.ctrl-state=6hfqm18pq_609&_afrLoop=13360884936881243#!, accessed March 8, 2017.

Los Angeles Department of Public Works, *City of Los Angeles Solid Waste Integrated Resources Plan – A Zero Waste Master Plan,* October 2013.

Los Angeles Department of Public Works, *City of Los Angeles Solid Waste Management Policy Plan*, 1993.

Los Angeles Department of Public Works, *LA Sanitation, Sewer System Management Plan,* February 2015.

Los Angeles Department of Public Works, *NavigateLA,* http://navigatela.lacity.org, accessed February 28, 2017.

Los Angeles Department of Public Works, *Sewer System Management Plan: Hyperion Sanitary Sewer System*, 2011.

Los Angeles Department of Public Works, *Sewer System Management Plan: Terminal Island Water Reclamation Plant Sanitary Sewer System,* 2011.

Los Angeles Department of Recreation and Parks, *About Us*, http://www.laparks.org/department/who-we-are, accessed March 6, 2017.

Los Angeles Department of Recreation and Parks, *Department of Recreation and Parks New Parks Initiative,* http://www.laparks.org/50parks, accessed March 6, 2017.

Los Angeles Department of Recreation and Parks, *Quimby/Park Fees,* https://laparks.org/planning/quimby-park-fees, accessed March 6, 2017

Los Angeles Department of Water and Power (LADWP), *2010 Drinking Water Quality Report*, 2011.

Los Angeles Department of Water and Power (LADWP), *2010 Urban Water Management Plan*, 2011.

Los Angeles Department of Water and Power (LADWP), *2012 Power Integrated Resources Plan*, 2012.

Los Angeles Department of Water and Power (LADWP), *2015 Urban Water Management Plan*, adopted April 2016.

Los Angeles Department of Water and Power (LADWP), *2016 Briefing Book,* June 2016.

Los Angeles Department of Water and Power (LADWP), *2016 Integrated Resource Plan,* January 2017.

Los Angeles Department of Water and Power (LADWP), *Ballona Creek Watershed Management Plan,* September 2004.

Los Angeles Department of Water and Power (LADWP), *Fact Sheet: Revised Water Conservation Ordinance,* 2010.

Los Angeles Department of Water and Power (LADWP), *Facts and Figures,* https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-factandfigures?_adf.ctrl-state=bsuffzji2_17&_afrLoop=1819290218268677, accessed on March 7, 2017.

Los Angeles Department of Water and Power (LADWP), *Facts and Figures,* https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-factandfigures?_adf.ctrl-state=7tbrh0v3m_111&_afrLoop=318453695812652, accessed March 6, 2017.

Los Angeles Department of Water and Power (LADWP), *Feasibility Report for Development of Groundwater Resources in the Santa Monica and Hollywood Basins*, December 2011.

Los Angeles Department of Water and Power (LADWP), *LADWP Breaks Ground on the Largest Ultraviolet Water Treatment Facility in the West*, April 21, 2011, http://www.ladwpnews.com/go/doc/1475/1069919/LADWP-Breaks-Ground-on-the-Largest-Ultraviolet-Water-Treatment-Facility-in-the-West, accessed on March 6, 2017.

Los Angeles Department of Water and Power (LADWP), *Newsroom Mayor Garcetti Signs New Water Saving Measures,* April 27, 2016, http://www.ladwpnews.com/go/doc/1475/2814194/Mayor-Garcetti-Signs-New-Water-Saving-Measures, accessed March 7, 2017.

Los Angeles Department of Water and Power (LADWP), *Past & Present*, https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-pastandpresent?_adf.ctrl-state=133yv2v18z_4&refsite=www.n1ads.com&ref=alexa-traffic-rank&&_afrLoop=335557533822267, accessed March 6, 2017.

Los Angeles Department of Water and Power (LADWP), *Power Today,* https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-pastandpresent/a-p-pp-powertoday?_adf.ctrl-state=bsuffzji2_17&_afrLoop=1819179896829263, accessed March 7, 2017.

Los Angeles Department of Water and Power (LADWP), *Revised Water Conservation Ordinance,* 2010.

Los Angeles Department of Water and Power (LADWP), *Water Supply Assessment for the Exposition Corridor Transit Neighborhood Plans (Proposed Project)*, February 6, 2014.

Los Angeles Fire Department (LAFD), *A Safer City, Strategic Plan 2015-2017,* May 2015.

Los Angeles Fire Department (LAFD), Bureau of Fire Prevention and Public Safety, *Chief Brian Cummings, written correspondence*, April 30, 2013.

Los Angeles Fire Department (LAFD), http://www.lafd.org/, accessed March 6, 2017.

Los Angeles Fire Department (LAFD), Hydrant and Access Unit, *Captain Luke Milick, written correspondence*, May 2, 2013.

Los Angeles Fire Department (LAFD), Hydrant and Access Unit, *Captain Luke Milick, telephone correspondence*, September 16, 2014.

Los Angeles Fire Department (LAFD), Planning Section, *Battalion Chief Steve Hissong, telephone conversation,* September 24, 2014.

Los Angeles Fire Department (LAFD), *Training Bulletin: Traffic Signal Preemption System for Emergency Vehicles, Bulletin No. 133,* October, 2008.

Los Angeles Municipal Code (LAMC), Chapter IX Building Regulations, Article 1 Buildings, Division 7 Fire Resistant Materials and Construction, Section 91.700, *Basic Provisions*.

Los Angeles Municipal Code (LAMC), Chapter V Public Safety and Protection, Article 2 Police and Special Officer, Division 9 Access, Hydrants, and Fire-flow requirements, Section 57.09.03, *Fire Department Access*.

Los Angeles Municipal Code (LAMC), Chapter V Public Safety and Protection, Article 2 Police and Special Officer, Division 9 Access, Hydrants, and Fire-flow requirements, Section 57.09.06, *Fire-Flow*.

Los Angeles Municipal Code (LAMC), Chapter V Public Safety and Protection, Article 2 Police and Special Officer, Division 9 Access, Hydrants, and Fire-flow requirements, Section 57.09.07, *Response Distances That if Exceeded Require the Installation of an Automatic Fire Sprinkler System*.

Los Angeles Municipal Code (LAMC), Chapter XI Noise Regulation, Article 1 General Provisions, Section 111.03, *Minimum Ambient Noise Level*.

Los Angeles Municipal Code (LAMC), Chapter XV Rent Stabilization Ordinance.

Los Angeles Municipal Code (LAMC), Section 17.02, *Heritage Trees*.

Los Angeles Municipal Code (LAMC), Section 17.12, *Park and Recreation Site Acquisition and Development Provisions*.

Los Angeles Municipal Code (LAMC), Section 17.58, *Park and Recreation Site Acquisition and Development*.

Los Angeles Police Department (LAPD), Community Relations Section, *Sergeant Leonid Tsap,* telephone correspondence, September 15, 2014.

Los Angeles Police Department (LAPD), Community Relations Section, correspondence with Sergeant Leonid Tsap, 2013.

Los Angeles Public Library (LAPL), *Branch Facilities Plan*, 1988.

Los Angeles Recovering Energy, Natural Resources and Economic Benefit from Waste (RENEW), 2006.

Los Angeles Unified School District (LAUSD), *Charter Schools Division, School Directories, Charter Schools Directory 2016-17,* http://achieve.lausd.net/Page/1827, accessed March 6, 2017.

Los Angeles Unified School District (LAUSD), *Commercial/Industrial Development School Fee Justification Study*, February 2008.

Los Angeles Unified School District (LAUSD), *e-Choices LAUSD Choices Program,* http://echoices.lausd.net//GeneralInformation.aspx, accessed March 6, 2017.

Los Angeles Unified School District (LAUSD), Facilities Division, Rena Perez, written correspondence May 6, 2013.

Los Angeles Unified School District (LAUSD), *Fingertip Facts 2016-2017,* updated August 2016.

Los Angeles Unified School District (LAUSD), *LAUSD 2012-2015 Strategic Plan-LAUSD: All Youth Achieving,* September 2012.

Los Angeles Unified School District (LAUSD), *Student Generation Rate Calculation,* February 2008.

Metro, *Ridership Statistics,* http://isotp.metro.net/MetroRidership/Index.aspx, accessed March 8, 2017.

Metropolitan Water District of California, *Groundwater Assessment Study,* September 2007, http://www.mwdh2o.com/AboutYourWater/Sources%20Of%20Supply/Local-Supplies/Ground-Water-Sources, accessed March 9, 2017.

Metropolitan Water District of California, *Groundwater Assessment Study*, September 2007.

Metropolitan Water District of Southern California, *5/10/2016 Board Meeting, Board of Directors Water Planning and Stewardship Committee,* March 10, 2016.

Natural History Museum of Los Angeles County, Vertebrate Paleontology Section, "*Paleontological Records Search for the proposed Exposition Corridor Transit Neighborhood Plan Project, in the City of Santa Ana, Orange County, project area*," April 24, 2013.

Office of Environmental Health Hazard Assessment, *Health Effects of Diesel Exhaust*, https://oehha.ca.gov/air/health-effects-diesel-exhaust, accessed March 6, 2017.

Pro Forma Advisors, LLC, *Expo and Crenshaw LRT Station Area Plans Market Analysis*, 2013

Sapphos Environmental, Inc., *Historic Resources Survey Report: West Los Angeles Community Plan Area,* August 2012.

Sheppard, Harrison, *Valley Water Plants at Risk Study: Rail Cars Easy Terror Target*, http://www.thefreelibrary.com/_/print/PrintArticle.aspx?id=161831118, August 5, 2014.

South Central Coastal Information Center, October 2013.

South Coast Air Quality Management District (SCAQMD), *2012 Air Quality Management Plan*, February 2013.

South Coast Air Quality Management District (SCAQMD), *Air Quality Significance Thresholds,* March 2015.

South Coast Air Quality Management District (SCAQMD), *Meteorological Data for AERMOD,* http://www.aqmd.gov/home/library/air-quality-data-studies/meteorological-data/data-for-aermod, accessed March 6, 2017.

South Coast Air Quality Management District (SCAQMD), *Multiple Air Toxics Exposure Study in the South Coast Air Basin,* September 2008.

South Coast Air Quality Management District (SCAQMD), *Off-road Mobile Source Emission Factors,* http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/off-road-mobile-source-emission-factors, accessed March 6, 2017.

South Coast Air Quality Management District (SCAQMD), *Special Meeting of the SCAQMD Governing Board, Agenda No. 8b Potential Impacts of New OEHHA Risk Guidelines on SCAQMD Programs,* http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2014/may-specsess-8b.pdf?sfvrsn=4, accessed March 6, 2017.

Southern California Association of Governments (SCAG), *2008 Regional Comprehensive Plan*, 2008.

Southern California Association of Governments (SCAG), *2012-2035 Regional Transportation Plan / Sustainable Communities Strategy Draft*, December 2011.

Southern California Association of Governments (SCAG), *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy*, December 2015.

Southern California Association of Governments (SCAG), *Regional Housing Needs Assessment (RHNA)*, http://www.scag.ca.gov/Documents/scagRHNA2012.pdf, accessed March 6, 2017.

Southern California Association of Governments (SCAG), *Sustainability Planning Grant*, http://sustain.scag.ca.gov/Pages/Grants%20and%20Local%20Assistance/GrantsLocalAssistance.aspx, accessed March 6, 2017.

Southern California Earthquake Data Center, http://www.data.scec.org/significant/fault-index.html, accessed March 1, 2017.

Southern California Gas Company, *California Gas Report*, 2012.

Southern California Gas Company, *Company Profile*, https://www.socalgas.com/about-us/company-profile, accessed March 7, 2017.

State of California, Department of Conservation, *2010 Geologic Map of California*, http://maps.conservation.ca.gov/cgs/gmc/, accessed March 1, 2017.

State Water Resources Control Board, *Water Conservation Portal – Emergency Conservation Regulation*, http://www.waterboards.ca.gov/water_issues/programs/conservation_portal/emergency_regulation.shtml, accessed March 7, 2017.

Sunnyvale West Neighborhood Assoc. v. City of Sunnyvale City Council (6th Dist. 2010) 190 Cal.App.4th 1351 (Sunnyvale West) and 2) *Neighbors for Smart Rail v. Exposition Metro Line Construction Authority (2013) 57 Cal.4th 439* (Expo II).

SurveyLA Report, *Palms –Mar Vista-Del Rey Community Planning Area, Palms-Mar Vista-Del Rey Community Plan Area, West Adams-Baldwin Hills-Leimert Park Community Plan Area.*

The White House, *Fact Sheet: U.S.-China Joint Announcement on Climate Change and Clean Energy Cooperation*, November 11, 2014.

The White House, *Fact Sheet: United States Key Deliverables for the 2016 North American Leaders' Summit*, June 29, 2016.

The White House, Office of the Press Secretary, http://www.whitehouse.gov/the_press_office/President-Obama-Announces-National-Fuel-Efficiency-Policy/, May 19, 2009.

Understanding the Federal Fire Safety Act, https://www.congress.gov/bill/102nd-congress/house-bill/3360, March 9, 2017.

United States American Indian Religious Freedom Act (AIRFA) of 1978.

United States Americans with Disabilities Act (ADA) of 1990.

United States Archaeological Resources Protection Act (ARPA) of 1979.

United States Census Bureau, *On the Map Application for 2010 and 2013*, January 2016.

United States Clean Air Act, *Asbestos Regulation (Regulation 11, Rule 2).*

United States Clean Water Act, *Section 303(d) and Total Maximum Daily Loads*.

United States Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), 1980.

United States Department of Energy, *Variability in Traffic Monitoring Data: Final Summary Report*, August 1997.

United States Department of Homeland Security, Federal Emergency Management Agency (FEMA), *Flood Insurance Rate Maps*, http://www.fema.gov/flood-insurance-rate-map-firm, accessed March 6, 2017.

United States Department of Housing and Urban Development, *Comprehensive Housing Affordability Study*.

United States Department of Transportation Act (DOT) of 1966.

United States Department of Transportation, National Highway Traffic Safety Administration, *Summary of Fuel Economy Performance (Public Version)*, April 25, 2013.

United States Disaster Mitigation Act (DMA) of 2000.

United States Emergency and Community Right to Know Act of 1986.

United States Energy Independence and Security Act, 2007.

United States Energy Information Administration (EIA), *State Energy Profiles*, http://www.eia.gov/state/?sid=CA, accessed March 6, 2017.

United States Energy Information Administration (EIA), *Total Petroleum Consumption Estimates by Sector*, http://www.eia.gov/totalenergy/data/annual/showtext.cfm?t=ptb0201a, accessed March 6, 2017.

United States Environmental Protection Agency (USEPA), *40 CFR Park 745, Rules 402 and 404,* August 29, 1996.

United States Environmental Protection Agency (USEPA), *AP-42 Emission Factors. Chapter 1.4 Natural Gas Combustion*, 1998.

United States Environmental Protection Agency (USEPA), *Diesel Particulate Matter*, http://www.epa.gov/region1/eco/airtox/diesel.html.

United States Environmental Protection Agency (USEPA), *Draft Endangerment Finding, 74 Fed. Reg. 18886, 18904 66496, 66538,* April 24, 2009.

United States Environmental Protection Agency (USEPA), *Final Endangerment Finding, 74 Fed. Reg. 66496, 6653*.

United States Environmental Protection Agency (USEPA), *Nonroad Diesel Engines General Information*, http://www.epa.gov/otaq/nonroad-diesel.htm#info, accessed March 6, 2017.

United States Environmental Protection Agency (USEPA), *Residential Air Cleaners (Second Edition): A Summary of Available Information*, August 2009.

United States Federal Emergency Management Agency (FEMA).

United States Federal Water Pollution Control Act (Clean Water Act), 1972.

United States Hazardous Materials Transportation Act of 1975.

United States Native American Graves Protection and Repatriation Act of 1990 (NAGRPA).

United States Occupational Safety and Health Act (OSHA) of 1970.

United States Resource Conservation and Recovery Act (RCRA), 1976.

United States Safe Drinking Water Act (SDWA) of 1974, amended 1996.

United States Superfund Amendments and Reauthorization Act (SARA) of 1986.

United States Supreme Court ruling of *Massachusetts v. EPA*.

United States Toxic Substances Control Act (TSCA) of 1976.

Water Efficiency Requirement Ordinance.

Water Replenishment District of Southern California, *Engineering Reports for the Groundwater Quality in the Central and West Coast Basins, WRD Technical Bulletin Volume 15,* Spring 2008.

Western Regional Climate Center, *Historical Climate Information*, http://www.wrcc.dri.edu, accessed March 6, 2017.

APPENDIX A

Notice of Preparation and
NOP Comments Letters

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
AND
6262 VAN NUYS BLVD., SUITE 351
VAN NUYS, CA 91401

CITY PLANNING COMMISSION
WILLIAM ROSCHEN
PRESIDENT
REGINA M. FREER
VICE-PRESIDENT
SEAN O. BURTON
DIEGO CARDOSO
CAMILLA M. ENG
GEORGE HOVAGUIMIAN
ROBERT LESSIN
DANA M. PERLMAN
BARBARA ROMERO

JAMES WILLIAMS
COMMISSION EXECUTIVE ASSISTANT II
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA

ANTONIO R. VILLARAIGOSA
MAYOR

EXECUTIVE OFFICES

MICHAEL J. LOGRANDE
DIRECTOR
(213) 978-1271

ALAN BELL, AICP
DEPUTY DIRECTOR
(213) 978-1272

LISA M. WEBBER, AICP
DEPUTY DIRECTOR
(213) 978-1274

EVA YUAN-MCDANIEL
DEPUTY DIRECTOR
(213) 978-1273

FAX: (213) 978-1275

INFORMATION
www.planning.lacity.org

March 14, 2013

NOTICE OF PREPARATION AND PUBLIC SCOPING MEETING ENVIRONMENTAL IMPACT REPORT

CASE NO.: ENV-2013-622-EIR
PROJECT NAME: Exposition Corridor Transit Neighborhood Plan
PROJECT LOCATION/ADDRESS: Corridor along Exposition Light Rail Line (LRT) between the Culver City and Exposition/Bundy transit stations.
COMMUNITY PLANNING AREAS: West Los Angeles; Palms-Mar Vista-Del Rey; West Adams-Baldwin Hills-Leimert
COUNCIL DISTRICT: 5, 10, 11
DUE DATE FOR PUBLIC COMMENTS: April 15, 2013

The City of Los Angeles Department of City Planning will be the Lead Agency and will oversee the preparation of an environmental impact report (EIR) for the project identified herein (Project). The Department of City Planning requests your comments as to the scope and content of the EIR.

The Project Description, location, and goals and objectives are set forth below. The environmental file is available for review at the Department of City Planning, City of Los Angeles, 200 North Spring Street, Room 667, Los Angeles, CA 90012.

PROJECT DESCRIPTION:

The City of Los Angeles is preparing a Specific Plan and other regulatory changes for the Exposition Light Rail corridor, which would guide the future development of the area within the boundaries indicated in Figure 1. This Project Area is located within City Council Districts 5, 10, and 11, and comprises portions of the West Los Angeles, Palms-Mar Vista-Del Rey, and West Adams-Baldwin Hills-Leimert Community Plan areas. The Project Area is located entirely within the incorporated City of Los Angeles, and abuts the City of Culver City and the City of Santa Monica. Note that not all properties shown in the Project Area will be affected.

Background

The Metro Exposition Light Rail Line is a 15.2-mile-long transit line running between Downtown Los Angeles and the City of Santa Monica. The majority of the line runs along the Exposition Right-of-Way, roughly parallel to the Santa Monica Freeway. Phase I of the line was completed in 2012. Phase II, extending 6.6 miles from the Phase I terminus in Culver City to the planned Colorado/4th Street station in Santa Monica, is currently under construction and scheduled for completion in 2015/2016.

The Project includes a variety of regulatory changes in the areas along the Exposition LRT corridor encompassing the five stations within the City of Los Angeles boundaries. The station areas to be studied are Culver City; National/Palms; Exposition/Westwood; Exposition/Sepulveda; and Exposition/Bundy.

Within a half-mile radius of each station there is a mix of zoning. Around the National/Palms and Westwood/Exposition stations the zoning is primarily residential. The Westwood/Exposition station area is comprised almost entirely of R1 (single-family residential) zoned properties, and the National/Palms station is comprised mostly of R3 (multi-family residential) zoned properties. Around the Culver City, Sepulveda, and Bundy stations, there is a concentration of industrially zoned land in the immediate vicinity of the transit stations, with a mix of residential, commercial, and public facility zoning nearby.

Project Purpose and Objectives

- Promote transit ridership on the Exposition Light Rail and other transit systems.
- Encourage walking and bicycling as a means to safely and conveniently circulate within and between neighborhoods and to access transit.
- Accommodate new mixed-use, industrial, and commercial development in station areas.
- Maintain and enhance job growth in commercial and industrial zones near transit stations.
- Create opportunities for the development of new housing that meets the diverse needs and income levels of City residents.
- Initiate land use and zoning changes of industrially zoned land in proximity to stations to encourage jobs and allow increased intensity and/or a wider mix of uses, as appropriate, to ensure a future arrangement of land uses that support transit use.
- Improve the configuration and condition of streets to better promote pedestrian, bicycle, and vehicular circulation.
- Provide open spaces and other public spaces for socializing and community-building.
- Reduce greenhouse gas emissions by encouraging infill development along transit corridors and reducing automobile dependence.
- Conserve stable single family neighborhoods.

Project Characteristics

The Project would establish a Specific Plan and initiate Zone Changes, General Plan Amendments and development, urban design and/or site planning regulations that encourage new development at transit station areas with the goal of promoting transit ridership and creating an active, mixed-use environment in the station areas. The Project would also involve new streetscape plans, modified street standards, and updated parking regulations that enhance the pedestrian experience, promote transit ridership, and encourage a variety of mobility options. Details of the Specific Plan and any proposed General Plan Amendments and Zone Changes will be developed in tandem with the environmental analysis. The Draft EIR will summarize the proposed changes and will identify and analyze development assumptions.

Required Actions may include:

- General Plan Amendments
- Zone Changes
- Adoption of Specific Plan
- Specific Plan Amendments
- Adoption of Design Standards and Guidelines
- Modified Street Designations and Standards
- Streetscape Plans
- New Parking Standards
- Form-based Development Standards

Alternatives

Alternatives to be analyzed in the EIR will be defined based on their potential to reduce or eliminate significant environmental impacts associated with the proposed Project while advancing the above-cited goals and objectives. The specific alternatives to be evaluated in the EIR will include, but are not limited to, the "No Project" alternative as required by California Environmental Quality Act (CEQA) and at least one alternative land use configuration that reduces impacts as compared to the proposed project.

Scope of Environmental Analysis

No Initial Study has been prepared for the project. Based on the Project Description and the Lead Agency's understanding of the environmental issues associated with the proposed project, the following topics have tentatively been identified to be analyzed in detail in the Exposition Corridor Transit Neighborhood Plan EIR.

Aesthetics
Air Quality (including Greenhouse Gas Emissions)
Cultural Resources
Geology, Soils and Hydrology
Hazards and Hazardous Materials
Land Use and Planning
Noise
Population and Housing
Public Services and Utilities (including Recreation and Energy)
Transportation

In addition, the EIR will address cumulative impacts, growth-inducing impacts, and other issues required by CEQA.

PUBLIC SCOPING MEETING: The location, date and time of the public scoping meeting are as follows:

Date:	April 10, 2013
Time:	6 p.m.; Brief presentation at 6:15 p.m.
Location:	IMAN Cultural Center 3376 Motor Avenue Los Angeles, CA 90034

On April 10, 2013 arrive at 6:00 P.M. or later at the IMAN Cultural Center to provide public comment, and speak one-on-one with City of Los Angeles planners and consultants regarding the proposed Project. A brief presentation about the Project and the EIR process will be given at 6:15 P.M. The purpose of the scoping meeting is to solicit public comments regarding issues to be addressed in the Draft EIR. The scoping meeting will provide information regarding the proposed Project and the anticipated scope of analyses to be contained in the Draft EIR. The Department of City Planning encourages all interested individuals and organizations to attend this meeting.

The Department of City Planning welcomes all comments regarding potential environmental impacts of the proposed Project. All comments will be considered in the preparation of the Draft EIR. **Written comments** must be submitted to this office by **April 15, 2013**. Written comments will also be accepted at the public scoping meeting described above.

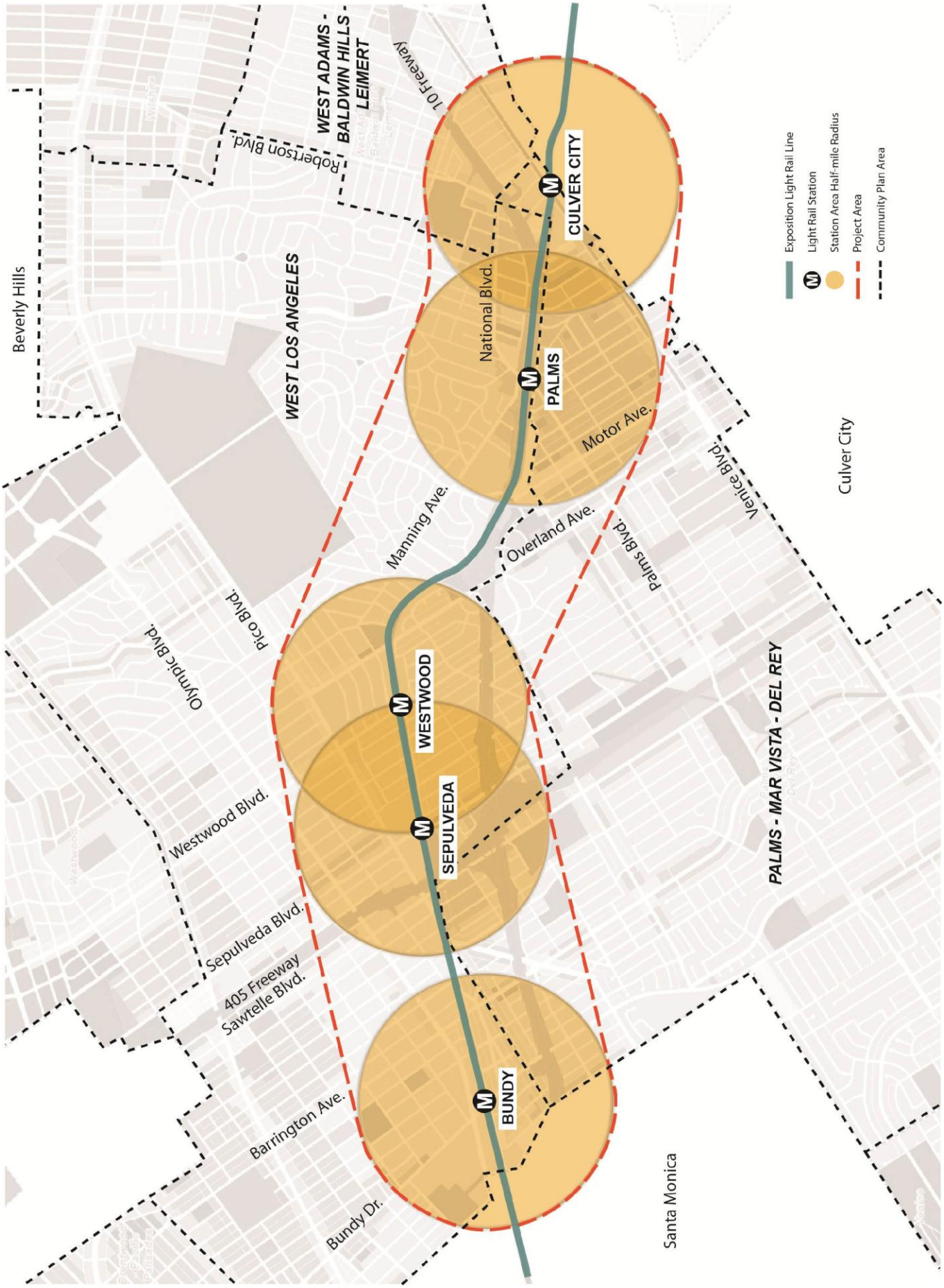
Please direct your responses to:

Lameese Elqura
Department of City Planning
200 N. Spring Street, Room 667
Los Angeles, California 90012
(213) 978-1178 (phone)
(213) 978-1477 (fax)
lameese.elqura@lacity.org (e-mail)

Michael J. LoGrande
Director of Planning

Patricia Diefenderfer
City Planner, Policy Planning Division

Figure 1: Project Location



STATE OF CALIFORNIA EDMUND G. BROWN JR., *Governor*

PUBLIC UTILITIES COMMISSION
320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013
(213) 576-7083

March 25, 2013

Lameese Elqura
City of Los Angeles
200 North Spring Street, Room 667
Los Angeles, CA 90012

Dear Ms Elqura:

Re: SCH 2013031038 Exposition Corridor Transit Neighborhood Plan NOP

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings in California. The Commission Rail Crossings Engineering Section (RCES) is in receipt of the *Notice of Preparation (NOP)* for the proposed City of Los Angeles (City) Exposition Corridor Transit Neighborhood (ECTN) Plan Project.

The project site area includes the Exposition Light Rail corridor. RCES recommends that the City add language to the ECTN Plan so that any future development adjacent to or near the railroad/light rail right-of-way (ROW) is planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade crossings. This includes considering pedestrian circulation patterns or destinations with respect to railroad ROW and compliance with the Americans with Disabilities Act. Mitigation measures to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade crossings due to increase in traffic volumes and continuous vandal resistant fencing or other appropriate barriers to limit the access of trespassers onto the railroad ROW.

If you have any questions in this matter, please contact me at (213) 576-7076, ykc@cpuc.ca.gov.

Sincerely,

Ken Chiang, P.E.
Utilities Engineer
Rail Crossings Engineering Section
Safety and Enforcement Division

C: State Clearinghouse

STATE OF CALIFORNIA Edmund G. Brown, Jr., *Govemor*

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
(916) 657-5390 - FAX

March 29, 2013

Lameese Elqura

City of Los Angeles City Planning Department
200 North Spring Street, Room 667
Los Angeles, CA 90012

RE: SCH# 2013031038 CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) – "**Exposition Corrido Transit Neighborhood Plan**;" located in the cities of Los Angeles Culver City and Santa Monica; Los Angeles County, California

Dear Lameese Elqura:

The Native American Heritage Commission (NAHC) has reviewed the CEQA Notice regarding the above referenced project. In the 1985 Appellate Court decision (170 Cal App 3rd 604), the court held that the NAHC has jurisdiction and special expertise, as a state agency, over affected Native American resources impacted by proposed projects, including archaeological places of religious significance to Native Americans, and to Native American burial sites.

The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resources, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15064(b)). To adequately comply with this provision and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

Contact the appropriate Information Center for a record search to determine :If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources, which we know that it has. The NAHC recommends that known cultural resources recorded on or adjacent to the APE be listed in the draft Environmental Impact Report.

If an additional archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey. We suggest that this be coordinated with the NAHC, if possible. The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure pursuant to California Government Code Section 6254.10.
Contact has been made to the Native American Heritage Commission for :a Sacred Lands File Check. A list of appropriate Native American Contacts for consultation

concerning the project site has been provided and is attached to this letter to determine if the proposed active might impinge on any cultural resources. Lack of surface evidence of archeological resources does not preclude their subsurface existence.

Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities. Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans. Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

Dave Singleton
Program Analyst
(916) 653-6251

CC: State Clearinghouse

Attachment: Native American Contacts list

Native American Contacts
Los Angeles County
March 29, 2013

LA City/County Native American Indian Comm
Ron Andrade, Director
3175 West 6th St, Rm. 403
Los Angeles , CA 90020
randrade@css.lacounty.gov
(213) 351-5324
(213) 386-3995 FAX

Gabrielino Tongva Nation
Sam Dunlap, Cultural Resources Director
P.O. Box 86908 Gabrielino Tongva
Los Angeles , CA 90086
samdunlap@earthlink.net

(909) 262-9351 - cell

Ti'At Society/Inter-Tribal Council of Pimu
Cindi M. Alvitre, Chairwoman-Manisar
3094 Mace Avenue, Apt. B Gabrielino
Costa Mesa, , CA 92626
calvitre@yahoo.com
(714) 504-2468 Cell

Gabrielino Tongva Indians of California Tribal Council
Robert F. Dorame, Tribal Chair/Cultural Resources
P.O. Box 490 Gabrielino Tongva
Bellflower , CA 90707
gtongva@verizon.net
562-761-6417 - voice
562-761-6417- fax

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
Private Address Gabrielino Tongva
,
tattnlaw@gmail.com
310-570-6567

Gabrielino-Tongva Tribe
Bernie Acuna, Co-Chairperson
P.O. Box 180 Gabrielino
Bonsall , CA 92003
(619) 294-6660-work
(310) 428-5690 - cell
(760) 636-0854- FAX
bacuna1@gabrieinotribe.org

Gabrieleno/Tongva San Gabriel Band of Mission
Anthony Morales, Chairperson
PO Box 693 Gabrielino Tongva
San Gabriel , CA 91778
GTTribalcouncil@aol.com
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 -FAX

Gabrielino-Tongva Tribe
Linda Candelaria, Co-Chairperson
P.O. Box 180 Gabrielino
Bonsall , CA 92003
palmsprings9@yahoo.com
626-676-1184- cell
(760) 636-0854 - FAX

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2012031038; CEQA Notice of Preparation draft Environmental Impact Report (DEIR) for the ENV-2013-622--EIR Exposition Light Rail Line (LRT); located in the cisties of Culver City, Los Angeles and Santa Monica; Los Angeles County, California.

Native American Contacts
Los Angeles County
March 29, 2013

Gabrieleno Band of Mission Indians
Andrew Salas, Chairperson
P.O. Box 393 Gabrielino
Covina , CA 91723
(626) 926-4131
gabrielenoindians@yahoo.com

Gabrielino-Tongva Tribe
Conrad Acuna,
P.O. Box 180 Gabrielino
Bonsall , CA 92003

760-636-0854 - FAX

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2012031038; CEQA Notice of Preparation draft Environmental Impact Report (DEIR) for the ENV-2013-622--EIR Exposition Light Rail Line (LRT); located in the cisties of Culver City, Los Angeles and Santa Monica; Los Angeles County, California.

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

March 29, 2013

Lemeese Elqura
Department of City Planning
200 N. Spring Street, Room 667
Los Angeles, CA 90012

Notice of Preparation of a CEQA Document for the
Exposition Corridor Transit Neighborhood Plan

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft CEQA document. Please send the SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. The lead agency may wish to consider using land use emissions estimating software such as the recently released CalEEMod. This model is available on the SCAQMD Website at: http://www.aqmd.gov/ceqa/models.html.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM2.5 emissions from construction and operational activities and processes. In connection with developing PM2.5 calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM2.5 emissions and compare the results to the recommended PM2.5 significance thresholds. Guidance for calculating PM2.5 emissions and PM2.5 significance thresholds can be found at the following internet address: http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the

recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at http://www.aqmd.gov/ceqa/handbook/LST/LST.html.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: http://www.aqmd.gov/prdas/aqguide/aqguide.html. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: http://www.arb.ca.gov/ch/handbook.pdf. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (http://www.aqmd.gov).

The SCAQMD staff is available to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. If you have any questions regarding this letter, please call Ian MacMillan, Program Supervisor, CEQA Section, at (909) 396-3244.

Sincerely,

Ian MacMillan
Program Supervisor, CEQA Inter-Governmental Review
Planning, Rule Development & Area Sources

IM
LAC130315-01
Control Number

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, REGIONAL PLANNING
IGR/CEQA BRANCH
100 MAIN STREET, MS # 16
LOS ANGELES, CA 90012-3606
PHONE: (213) 897-9140
FAX: (213) 897-1337

Flex your power!
Be energy efficient!

April 8, 2013

Ms. Lameese Elqura
Los Angeles Department of City Planning
200 N. Spring Street, Room 667
Los Angeles, CA 90012

IGR/CRQA No. 130328ZJ/NOP
Exposition Corridor Transit-
Neighborhood Plan
Vic. LA-405, PM 29.846 to 48.033
Vic. LA-10, PM 4.612 to 7.422
SCH#2013031038

Dear Ms. Elqura:
Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the proposed Exposition Corridor Transit Neighborhood Plan. The project runs along the Exposition Light Rail Line (LRT) between the Culver City and Exposition/Bundy transit stations.

The project includes a variety of regulatory changes in the areas along the Exposition LRT corridor encompassing the five stations within the City of Los Angeles boundaries. The station areas to be studied are Culver City, National/Palms, Exposition/Sepulveda, and Exposition/Bundy.

To assist in evaluating the impacts on State transportation facilities, a traffic study should be prepared prior to preparing the Draft Environmental Impact Report (DEIR). Please refer the traffic consultant to the Department's traffic study guide Website:
http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf

Listed below are some elements of what is generally expected in the traffic study:

1. The traffic impact study should include exhibits showing LTR project generated traffic routes to the proposed LTR stations. Trip distribution for all projects should be applied. The Exhibits should show volumes/Geometry/LOS.

2. Include specific proposed mitigation measures for analyzing state facilities. If no geometric mitigation measures are possible, the fair share mitigation fee is to be calculated.

3. Include all approved future projects that will be developed during construction of the LTR.

4. Analyze the following on/off ramps and intersections at the I-10 and I-405 freeways that are located in the vicinity of the LTR proposed stations :

Culver City:

a) I-10 Exposition Blvd EB off ramp at route 187/Robertson Blvd
b) I-10 WB on ramp at National Blvd

National/Palms Station:

a) I-10 WB off ramp at Palms Blvd/Manning Ave.
b) I-10 EB on ramp at Manning Ave.

Exposition/Westwood and Exposition/Sepulveda Ave Station:

a) I-10 WB on/off ramp at Overland Ave.
b) I-10 EB off ramp at National Blvd.
c) I-405 NB on ramp at Cotner Ave.
d) I-405 SB off ramp at Sawtelle Blvd.

Exposition/Bundy Station:

a) I-10 WB off ramp at Bundy Drive.
b) I-10 EB on ramp at Bundy Drive.
c) I-10 WB on/off ramp at Centinela Ave.

5. Please use the Highway Capacity Manual Methodology (HCM) when analyzing state facilities (see below guidelines):

   a) If the level of service is already at LOS E or F before project trips are added, then a significant impact is indicated if the delay increases by 2.5 seconds or greater.

   b) If the level of Service is already at LOS C or D before project trips are added, then a significant impact is indicated if the delay increases by 4 seconds or greater.

We look forward to reviewing the traffic study and expect to receive a copy from the State Clearinghouse when the DEIR is completed. If you would like to expedite the review process or receive early feedback, please feel free to send a copy of the DEIR directly to Caltrans.

If you have any questions about preparing a traffic study on the State Highway and study locations, you may reach Zeron Jefferson, project coordinator at (213) 897-0219 and please refer to IGR #130328/ZJ.

Sincerely,

DIANNA WATSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

SOUTHERN CALIFORNIA

ASSOCIATION of GOVERNMENTS

Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

Officers

President
Glen Becerra, Simi Valley

First Vice President
Greg Pettis, Cathedral City

Second Vice President
Carl Morehouse, San Buenaventura

Immediate Past President
Pam O'Connor, Santa Monica

Executive/Administration Committee Chair

Glen Becerra, Simi Valley

Policy Committee Chairs

Community, Economic and Human Development
Paula Lantz, Pomona

Energy & Environment
Cheryl Viegas-Walker, El Centro

Transportation
Keith Millhouse, Ventura County Transportation Commission

April 10, 2013

Ms. Lameese Elqura
Department of City Planning
200 North Spring Street, Room 667
Los Angeles, CA 90012
Lameese.elqura@lacity.org

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Exposition Corridor Transit Neighborhood Plan [I20130071]

Dear Ms. Elqura:

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the Exposition Corridor Transit Neighborhood Plan to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including its Sustainable Communities Strategy (SCS) component pursuant to SB 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.[1] Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of the regional goals and policies in the RTP/SCS.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the Exposition Corridor Transit Neighborhood Plan. The proposed project is a specific plan to guide future development in portions of West Los Angeles, Palms-Mar Vista-Del Rey, and West Adams-Baldwin Hills-Leimert Community Plan areas located in the City of Los Angeles. As set forth in the attached, SCAG recommends that the draft EIR include a review and consideration of the adopted RTP/SCS goals and that the analyses reflect the most recently adopted growth forecasts.

When available, please send environmental documentation to SCAG's *office in Los Angeles or by email to leep@scag.ca.gov* providing, at a minimum, the full comment period for review. If you have any questions regarding the attached comments, please contact Pamela Lee at (213) 236-1895 or leep@scag.ca.gov. Thank you.

Sincerely,

Jonathan Nadler
Manager, Compliance and Performance Assessment

[1] SB 375 amends CEQA to add Chapter 4.2 Implementation of the Sustainable Communities Strategy, which allows for certain CEQA streamlining for projects consistent with the RTP/SCS. Lead agencies (including local jurisdictions) maintain the discretion and will be solely responsible for determining "consistency" of any future project with the SCS. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a finding of consistency under SB 375 for purposes of CEQA streamlining.

COMMENTS ON THE NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE EXPOSITION CORRIDOR TRANSIT NEIGHBORHOOD PLAN I20130071]

CONSISTENCY WITH RTP/SCS

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS.

RTP/SCS Goals

The 2012-20135 RTP/SCS links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations (see http://rtpscs.scag.ca.gov). The goals included in the 2012 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies. Among the relevant goals of the 2012-2035 RTP/SCS are the following:

SCAG 2012-2035 RTP/SCS GOALS	
RTP/SCS G1:	*Align the plan investments and policies with improving regional economic development and competitiveness*
RTP/SCS G2:	*Maximize mobility and accessibility for all people and goods in the region*
RTP/SCS G3:	*Ensure travel safety and reliability for all people and goods in the region*
RTP/SCS G4:	*Preserve and ensure a sustainable regional transportation system*
RTP/SCS G5:	*Maximize the productivity of our transportation system*
RTP/SCS G6:	*Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)*
RTP/SCS G7:	*Actively encourage and create incentives for energy efficiency, where possible*
RTP/SCS G8:	*Encourage land use and growth patterns that facilitate transit and non-motorized transportation*
RTP/SCS G9:	*Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies*

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the policy and supportive analysis in a table format. Suggested format is as follows:

SCAG 2012-2035 RTP/SCS Goals		
Goal		**Analysis**
RTP/SCS G1:	*Align the plan investments and policies with improving regional economic development and competitiveness.*	*Consistent: Statement as to why* *Not-Consistent: Statement as to why* *or* *Not Applicable: Statement as to why* *DEIR page number reference*
RTP/SCS G2:	*Maximize mobility and accessibility for all people and goods in the region.*	*Consistent: Statement as to why* *Not-Consistent: Statement as to why* *or* *Not Applicable: Statement as to why* *DEIR page number reference*
RTP/SCS G3:	*Ensure travel safety and reliability for all people and goods in the region.*	*Consistent: Statement as to why* *Not-Consistent: Statement as to why* *or* *Not Applicable: Statement as to why* *DEIR page number reference*
etc.	etc.	etc.

Regional Growth Forecasts

The Notice of Preparation of an Environmental Impact Report for the Exposition Corridor Transit Neighborhood Plan should reflect the most recently adopted SCAG forecasts (see http://scag.ca.gov/forecast/index.htm), which are the 2012-2035 RTP/SCS population, household and employment forecasts. The forecasts for the region and applicable jurisdictions are below.

	Adopted SCAG Region Wide Forecasts		Adopted City of Los Angeles Forecasts	
Forecast	**Year 2020**	**Year 2035**	**Year 2020**	**Year 2035**
Population	19,663,000	22,091,000	3,991,700	4,320,600
Households	6,458,000	7,325,000	1,455,700	1,626,600
Employment	8,414,000	9,441,000	1,817,700	1,906,800

MITIGATION

SCAG staff recommends that you review the SCAG 2012-2035 RTP/SCS Final Program EIR List of Mitigation Measures Appendix for additional guidance, as appropriate. The SCAG List of Mitigation Measures may be found here: http://scag.ca.gov/igr/pdf/SCAG_IGRMMRP_2012.pdf

Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952
213.922.2000 Tel
metro.net

Metro

April 10, 2013

Ms. Lameese Elqura
Department of City Planning
200 N. Spring Street, Room 667
Los Angeles, CA 90012

Dear Ms. Elqura:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the proposed Exposition Corridor Transit Neighborhood Plan. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (LACMTA) concerning issues that are germane to our agency's statutory responsibilities in relation to the proposed project.

A Traffic Impact Analysis (TIA), with roadway and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the "2010 Congestion Management Program for Los Angeles County", Appendix D (attached). The geographic area examined in the TIA must include the following, at a minimum:

1. All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic);
2. If CMP arterial segments are being analyzed rather than intersections, the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections;
3. Mainline freeway-monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour; and
4. Caltrans must also be consulted through the NOP process to identify other specific locations to be analyzed on the state highway system.

The CMP TIA requirement also contains two separate impact studies covering roadways and transit, as outlined in Sections D.8.1 – D.9.4. If the TIA identifies no facilities for study based on the criteria above, no further traffic analysis is required. However, projects must still consider transit impacts. For all CMP TIA requirements please see the attached guidelines.

MTA looks forward to reviewing the Draft EIR. If you have any questions regarding this response, please call me at 213-922-2836 or by email at hartwells@metro.net. Please send the Draft EIR to the following address:

MTA CEQA Review Coordination
One Gateway Plaza MS 99-23-2
Los Angeles, CA 90012-2952
Attn: Scott Hartwell

Sincerely,

Scott Hartwell
CEQA Review Coordinator, Long Range Planning

Attachment

APPENDIX

D

GUIDELINES FOR CMP TRANSPORTATION IMPACT ANALYSIS

Important Notice to User: This section provides detailed travel statistics for the Los Angeles area which will be updated on an ongoing basis. Updates will be distributed to all local jurisdictions when available. In order to ensure that impact analyses reflect the best available information, lead agencies may also contact MTA at the time of study initiation. Please contact MTA staff to request the most recent release of "Baseline Travel Data for CMP TIAs."

D.1 OBJECTIVE OF GUIDELINES

The following guidelines are intended to assist local agencies in evaluating impacts of land use decisions on the Congestion Management Program (CMP) system, through preparation of a regional transportation impact analysis (TIA). The following are the basic objectives of these guidelines:

- Promote consistency in the studies conducted by different jurisdictions, while maintaining flexibility for the variety of project types which could be affected by these guidelines.
- Establish procedures which can be implemented within existing project review processes and without ongoing review by MTA.
- Provide guidelines which can be implemented immediately, with the full intention of subsequent review and possible revision.

These guidelines are based on specific requirements of the Congestion Management Program, and travel data sources available specifically for Los Angeles County. References are listed in Section D.10 which provide additional information on possible methodologies and available resources for conducting TIAs.

D.2 GENERAL PROVISIONS

Exhibit D-7 provides the model resolution that local jurisdictions adopted containing CMP TIA procedures in 1993. TIA requirements should be fulfilled within the existing environmental review process, extending local traffic impact studies to include impacts to the regional system. In order to monitor activities affected by these requirements, Notices of Preparation (NOPs) must be submitted to MTA as a responsible agency. Formal MTA approval of individual TIAs is not required.

The following sections describe CMP TIA requirements in detail. In general, the competing objectives of consistency & flexibility have been addressed by specifying standard, or minimum, requirements and requiring documentation when a TIA varies from these standards.

D.3 PROJECTS SUBJECT TO ANALYSIS

In general a CMP TIA is required for all projects required to prepare an Environmental Impact Report (EIR) based on local determination. A TIA is not required if the lead agency for the EIR finds that traffic is not a significant issue, and does not require local or regional traffic impact analysis in the EIR. Please refer to Chapter 5 for more detailed information.

CMP TIA guidelines, particularly intersection analyses, are largely geared toward analysis of projects where land use types and design details are known. Where likely land uses are not defined (such as where project descriptions are limited to zoning designation and parcel size with no information on access location), the level of detail in the TIA may be adjusted accordingly. This may apply, for example, to some redevelopment areas and citywide general plans, or community level specific plans. In such cases, where project definition is insufficient for meaningful intersection level of service analysis, CMP arterial segment analysis may substitute for intersection analysis.

D.4 STUDY AREA

The geographic area examined in the TIA must include the following, at a minimum:

- ❑ All CMP arterial monitoring intersections, including monitored freeway on- or off-ramp intersections, where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic).
- ❑ If CMP arterial segments are being analyzed rather than intersections (see Section D.3), the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.
- ❑ Mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.
- ❑ Caltrans must also be consulted through the Notice of Preparation (NOP) process to identify other specific locations to be analyzed on the state highway system.

If the TIA identifies no facilities for study based on these criteria, no further traffic analysis is required. However, projects must still consider transit impacts (Section D.8.4).

D.5 BACKGROUND TRAFFIC CONDITIONS

The following sections describe the procedures for documenting and estimating background, or non-project related traffic conditions. Note that for the purpose of a TIA, these background estimates must include traffic from all sources without regard to the exemptions specified in CMP statute (e.g., traffic generated by the provision of low and very low income housing, or trips originating outside Los Angeles County. Refer to Chapter 5, Section 5.2.3 for a complete list of exempted projects).

D.5.1 Existing Traffic Conditions. Existing traffic volumes and levels of service (LOS) on the CMP highway system within the study area must be documented. Traffic counts must

be less than one year old at the time the study is initiated, and collected in accordance with CMP highway monitoring requirements (see Appendix A). Section D.8.1 describes TIA LOS calculation requirements in greater detail. Freeway traffic volume and LOS data provided by Caltrans is also provided in Appendix A.

D.5.2 Selection of Horizon Year and Background Traffic Growth. Horizon year(s) selection is left to the lead agency, based on individual characteristics of the project being analyzed. In general, the horizon year should reflect a realistic estimate of the project completion date. For large developments phased over several years, review of intermediate milestones prior to buildout should also be considered.

At a minimum, horizon year background traffic growth estimates must use the generalized growth factors shown in Exhibit D-1. These growth factors are based on regional modeling efforts, and estimate the general effect of cumulative development and other socioeconomic changes on traffic throughout the region. Beyond this minimum, selection among the various methodologies available to estimate horizon year background traffic in greater detail is left to the lead agency. Suggested approaches include consultation with the jurisdiction in which the intersection under study is located, in order to obtain more detailed traffic estimates based on ongoing development in the vicinity.

D.6 PROPOSED PROJECT TRAFFIC GENERATION

Traffic generation estimates must conform to the procedures of the current edition of Trip Generation, by the Institute of Transportation Engineers (ITE). If an alternative methodology is used, the basis for this methodology must be fully documented.

Increases in site traffic generation may be reduced for existing land uses to be removed, if the existing use was operating during the year the traffic counts were collected. Current traffic generation should be substantiated by actual driveway counts; however, if infeasible, traffic may be estimated based on a methodology consistent with that used for the proposed use.

Regional transportation impact analysis also requires consideration of trip lengths. Total site traffic generation must therefore be divided into work and non-work-related trip purposes in order to reflect observed trip length differences. Exhibit D-2 provides factors which indicate trip purpose breakdowns for various land use types.

For lead agencies who also participate in CMP highway monitoring, it is recommended that any traffic counts on CMP facilities needed to prepare the TIA should be done in the manner outlined in Chapter 2 and Appendix A. If the TIA traffic counts are taken within one year of the deadline for submittal of CMP highway monitoring data, the local jurisdiction would save the cost of having to conduct the traffic counts twice.

D.7 TRIP DISTRIBUTION

For trip distribution by direct/manual assignment, generalized trip distribution factors are provided in Exhibit D-3, based on regional modeling efforts. These factors indicate Regional Statistical Area (RSA)-level tripmaking for work and non-work trip purposes.

(These RSAs are illustrated in Exhibit D-4.) For locations where it is difficult to determine the project site RSA, census tract/RSA correspondence tables are available from MTA.

Exhibit D-5 describes a general approach to applying the preceding factors. Project trip distribution must be consistent with these trip distribution and purpose factors; the basis for variation must be documented.

Local agency travel demand models disaggregated from the SCAG regional model are presumed to conform to this requirement, as long as the trip distribution functions are consistent with the regional distribution patterns. For retail commercial developments, alternative trip distribution factors may be appropriate based on the market area for the specific planned use. Such market area analysis must clearly identify the basis for the trip distribution pattern expected.

D.8 IMPACT ANALYSIS

CMP Transportation Impact Analyses contain two separate impact studies covering roadways and transit. Section Nos. D.8.1-D.8.3 cover required roadway analysis while Section No. D.8.4 covers the required transit impact analysis. Section Nos. D.9.1-D.9.4 define the requirement for discussion and evaluation of alternative mitigation measures.

D.8.1 Intersection Level of Service Analysis. The LA County CMP recognizes that individual jurisdictions have wide ranging experience with LOS analysis, reflecting the variety of community characteristics, traffic controls and street standards throughout the county. As a result, the CMP acknowledges the possibility that no single set of assumptions should be mandated for all TIAs within the county.

However, in order to promote consistency in the TIAs prepared by different jurisdictions, CMP TIAs must conduct intersection LOS calculations using either of the following methods:

- The Intersection Capacity Utilization (ICU) method as specified for CMP highway monitoring (see Appendix A); or
- The Critical Movement Analysis (CMA) / Circular 212 method.

Variation from the standard assumptions under either of these methods for circumstances at particular intersections must be fully documented.

TIAs using the 1985 or 1994 Highway Capacity Manual (HCM) operational analysis must provide converted volume-to-capacity based LOS values, as specified for CMP highway monitoring in Appendix A.

D.8.2 Arterial Segment Analysis. For TIAs involving arterial segment analysis, volume-to-capacity ratios must be calculated for each segment and LOS values assigned using the V/C-LOS equivalency specified for arterial intersections. A capacity of 800 vehicles per hour per through traffic lane must be used, unless localized conditions necessitate alternative values to approximate current intersection congestion levels.

D.8.3 Freeway Segment (Mainline) Analysis. For the purpose of CMP TIAs, a simplified analysis of freeway impacts is required. This analysis consists of a demand-to-capacity calculation for the affected segments, and is indicated in Exhibit D-6.

D.8.4 Transit Impact Review. CMP transit analysis requirements are met by completing and incorporating into an EIR the following transit impact analysis:

- ❑ Evidence that affected transit operators received the Notice of Preparation.
- ❑ A summary of existing transit services in the project area. Include local fixed-route services within a ¼ mile radius of the project; express bus routes within a 2 mile radius of the project, and; rail service within a 2 mile radius of the project.
- ❑ Information on trip generation and mode assignment for both AM and PM peak hour periods as well as for daily periods. Trips assigned to transit will also need to be calculated for the same peak hour and daily periods. Peak hours are defined as 7:30-8:30 AM and 4:30-5:30 PM. Both "peak hour" and "daily" refer to average weekdays, unless special seasonal variations are expected. If expected, seasonal variations should be described.
- ❑ Documentation of the assumption and analyses that were used to determine the number and percent of trips assigned to transit. Trips assigned to transit may be calculated along the following guidelines:
  - ➢ Multiply the total trips generated by 1.4 to convert vehicle trips to person trips;
  - ➢ For each time period, multiply the result by one of the following factors:

    3.5% of Total Person Trips Generated for most cases, except:

    10% primarily Residential within 1/4 mile of a CMP transit center
    15% primarily Commercial within 1/4 mile of a CMP transit center
    7% primarily Residential within 1/4 mile of a CMP multi-modal transportation center
    9% primarily Commercial within 1/4 mile of a CMP multi-modal transportation center
    5% primarily Residential within 1/4 mile of a CMP transit corridor
    7% primarily Commercial within 1/4 mile of a CMP transit corridor
    0% if no fixed route transit services operate within one mile of the project

  To determine whether a project is primarily residential or commercial in nature, please refer to the CMP land use categories listed and defined in Appendix E, *Guidelines for New Development Activity Tracking and Self Certification*. For projects that are only partially within the above one-quarter mile radius, the base rate (3.5% of total trips generated) should be applied to all of the project buildings that touch the radius perimeter.

- ❑ Information on facilities and/or programs that will be incorporated in the development plan that will encourage public transit use. Include not only the jurisdiction's TDM Ordinance measures, but other project specific measures.

- Analysis of expected project impacts on current and future transit services and proposed project mitigation measures, and;
- Selection of final mitigation measures remains at the discretion of the local jurisdiction/lead agency. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the existing mitigation monitoring requirements of CEQA.

D.9 IDENTIFICATION AND EVALUATION OF MITIGATION

D.9.1 Criteria for Determining a Significant Impact. For purposes of the CMP, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$), causing LOS F ($V/C > 1.00$); if the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$). The lead agency may apply a more stringent criteria if desired.

D.9.2 Identification of Mitigation. Once the project has been determined to cause a significant impact, the lead agency must investigate measures which will mitigate the impact of the project. Mitigation measures proposed must clearly indicate the following:

- Cost estimates, indicating the fair share costs to mitigate the impact of the proposed project. If the improvement from a proposed mitigation measure will exceed the impact of the project, the TIA must indicate the proportion of total mitigation costs which is attributable to the project. This fulfills the statutory requirement to exclude the costs of mitigating inter-regional trips.
- Implementation responsibilities. Where the agency responsible for implementing mitigation is not the lead agency, the TIA must document consultation with the implementing agency regarding project impacts, mitigation feasibility and responsibility.

Final selection of mitigation measures remains at the discretion of the lead agency. The TIA must, however, provide a summary of impacts and mitigation measures. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the mitigation monitoring requirements contained in CEQA.

D.9.3 Project Contribution to Planned Regional Improvements. If the TIA concludes that project impacts will be mitigated by anticipated regional transportation improvements, such as rail transit or high occupancy vehicle facilities, the TIA must document:

- Any project contribution to the improvement, and
- The means by which trips generated at the site will access the regional facility.

D.9.4 Transportation Demand Management (TDM). If the TIA concludes or assumes that project impacts will be reduced through the implementation of TDM measures, the TIA must document specific actions to be implemented by the project which substantiate these conclusions.

D.10 REFERENCES

1. *Traffic Access and Impact Studies for Site Development: A Recommended Practice*, Institute of Transportation Engineers, 1991.
2. *Trip Generation*, 5th Edition, Institute of Transportation Engineers, 1991.
3. *Travel Forecast Summary: 1987 Base Model - Los Angeles Regional Transportation Study (LARTS)*, California State Department of Transportation (Caltrans), February 1990.
4. *Traffic Study Guidelines*, City of Los Angeles Department of Transportation (LADOT), July 1991.
5. *Traffic/Access Guidelines*, County of Los Angeles Department of Public Works.
6. *Building Better Communities*, Sourcebook, Coordinating Land Use and Transit Planning, American Public Transit Association.
7. *Design Guidelines for Bus Facilities*, Orange County Transit District, 2nd Edition, November 1987.
8. *Coordination of Transit and Project Development*, Orange County Transit District, 1988.
9. *Encouraging Public Transportation Through Effective Land Use Actions*, Municipality of Metropolitan Seattle, May 1987.

CITY OF CULVER CITY

TRANSPORTATION DEPARTMENT

4343 DUQUESNE AVENUE, CULVER CITY, CA 90232

(310) 253-6500 • FAX (310) 253-6513

Art A. Ida

Transportation Director

April 15, 2013

Lameese Elqura
Department of City Planning
City of Los Angeles
200 North Spring St., Room 667
Los Angeles, CA 90012

RE: Expo Corridor Transit Neighborhood Plan

Dear Ms. Elqura,

Thank you for the opportunity to provide our inputs on the Expo Corridor Transit Neighborhood Plan. Culver CityBus, as a transit provider on the Westside, has been working with Council District 5, LADOT, and LA Planning on the needs on bus facilities at the Expo stations, and we are submitting our inputs on the Expo Corridor Transit Neighborhood Plan below:

Expo Culver City Station

Prior to the start of operation of the Expo Light Rail (Expo) Phase 1, Culver City conducted an analysis that looked at the infrastructure needs of the future-anticipated feeder bus service at the Culver City Station area. As a result of the analysis, Culver City designated and constructed the Robertson Transit Hub (in the City of Culver City), which is located on the east side of the Robertson Blvd. between Venice and Washington Blvds. The Robertson Transit Hub currently provides five stop/layover spaces that accommodates six bus lines. Given the street configuration of the station area, the analysis also shows a strong need for bus stop/layover spaces on Venice Boulevard farside of the Exposition Blvd. (entrance to the Expo Culver City Station parking lot) on the eastbound direction and nearside of the Robertson Blvd. on the westbound direction. These two locations provide more convenient and direct access to the Expo station for riders of bus service that require stop/layover on Venice Blvd. for operational reasons, and a minimum of four bus stop/layover spaces (pending current and future site constraints) per direction should be established/planned.

Expo Phase 2 Stations in the City of Los Angeles

In order to maximize the mobility benefits of the Expo to the region, it is critical to provide proper bus facilities at the station and station area. Culver CityBus requests that, to the extent possible, **a minimum of four bus stop/layover spaces per direction should be provided or planned to be provided at each of the Expo stations** in Los Angeles, and **areas that would allow buses to terminate and turnaround at/near the stations should be identified**. Culver CityBus currently provides service to the future Expo Westwood and Sepulveda Stations. In addition to the comments above, we have additional comments on the Sepulveda Station below:

Sepulveda Station

1. Currently, there is no sidewalk connection on the west side of Sepulveda Blvd. from the station to the office building on the southwest corner of the Sepulveda/Pico intersection. This location is a major transfer point for bus

riders who will use the local and rapid bus lines on Pico Blvd. to connect to/from the Expo Sepulveda Station, and sidewalk connection needs to be established there to allow for safe pedestrian access to the station;

2. Culver CityBus operates both local and rapid bus lines on Sepulveda Blvd. connecting from UCLA to the future Expo Sepulveda Station, the LAX Transit Center, and the Green Line Aviation Station. It is anticipated that there will be significant rise in demand on these bus lines once Expo Phase 2 starts operation, and Culver CityBus is requesting four stop/layover spaces on southbound Sepulveda Blvd. in front of the station and a minimum of two spaces on northbound Sepulveda Blvd. in front of the station to be established to accommodate the Culver CityBus service. Pending site constraints and future developemnts, four stop/layover spaces on northbound Sepulveda Blvd. in front of the station are still recommended to be planned for the future.

Bus Stop/Sidewalk Improvements

For all the Expo stations in the Expo Corridor Transit Neighborhood Plan, Culver CityBus is recommending the following:

1. The sidewalk needs to be, at the minimum, 12-foot wide to accommodate pedestrian circulation and waiting spaces at the bus stops in the station area;
2. Concrete bus pads should be constructed at designated bus stop zones;
3. Bus benches and shelters should be provided at the bus stops and should be located to the back of the sidewalk to create a more pleasant waiting environment for bus patrons; and,
4. Tree wells and other landscapes should not conflict with the bus door zones at the bus stops.

Again, thank you for the opportunity to provide our inputs on the Expo Corridor Transit Neighborhood Plan. We understand that it takes time to create a transit-friendly environment that is conducive to the use of transit service and better transit operational efficiency; the site constraints of today may be resolved over time when re-developments and other improvement projects occur. The Expo Corridor Transit Neighborhood Plan plays an important role in guiding these improvements, and we look forward to the improvements at the station area that will have long-lasting impacts to improving the mobility of the region.

If you have any questions, please feel free to contact my staff at the contact information below:

Diana Chang
Senior Management Analyst/Transportation Planner
diana.chang@culvercity.org
(310) 253-6566

Best Regards,

Art A. Ida
Transportation Director

FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

File: SC.CE.

DATE: April 18, 2013

TO: Lameese Elqura, Planning Assistant
Department of City Planning

FROM: Ali Poosti, Division Manager
Wastewater Engineering Services Division
Bureau of Sanitation

SUBJECT: **EXPOSITION CORRIDOR TRANSIT NEIGHBORHOOD PLAN – NOTICE OF PREPARATION EIR**

This is in response to your March 14, 2013 letter requesting wastewater service information for the proposed 15.2-mile-long transit project running along the Exposition Right-of-Way between Downtown Los Angeles and the City of Santa Monica. The Bureau of Sanitation, Wastewater Engineering Services Division (WESD) has reviewed the request and found the project to be related to construction of a transit line and five stations along the Exposition Light Rail Transit corridor only.

Based on the project description, we have determined the project is unrelated to sewer capacity availability and therefore do not have sufficient detail to offer an analysis at this time. However, as you develop your project alignment, please ensure that you put in place mitigation measures whenever your project comes near, in contact with or interferes with a sewer infrastructure to guarantee the continued safe operation of such structures. Should the project description change or details on construction become available, please continue to send us information so that we may determine if a sewer assessment is required in the future.

If you have any questions, please call Kwasi Berko of my staff at (323) 342-1562.

KB/AP:tn

0FORM. GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

April 30, 2013

To: Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012
Attention: Lameese Elqura

From: Fire Department

Subject: EXPOSITION CORRIDOR TRANSIT NEIHBORHOOD PLAN
ENV 2013-0622-EIR

PROJECT LOCATION

Corridor along Exposition Light Rail Line (LRT) between the Culver City and Exposition/Bundy transit stations.

PROJECT DESCRIPTION

The City of Los Angeles is preparing a Specific Plan and other regulatory changes for the Exposition Light Rail corridor, which would guide the future development of the area within the boundaries indicated in Figure 1. The Project Area is located within City Council Districts 5, 10, and 11, and comprises portions of the West Los Angeles, Palms-Mar Vista-Del Rey, and West Adams-Baldwin Hills-Leimert Community Plan areas. The Project Area is located entirely within the incorporated City of Los Angeles, and abuts the City of Culver City and the City of Santa Monica. Note that not all properties show in the Project Area will be affected.

Background

The Metro Exposition Light Rail Line is a 15.2-mile-long transit line running between Downtown Los Angeles and the City of Santa Monica. The majority of the line runs along the Exposition Right-of-Way, roughly parallel to the Santa Monica Freeway. Phase I of the line was completed in 2012. Phase II, extending 6.6 miles from the Phase I terminus in Culver City to the planned Colorado/4th Street station in Santa Monica, is currently under construction and scheduled for completion in 2015/2016.

The Project includes a variety of regulatory changes in the areas along the Exposition LRT corridor encompassing the five stations within the City of Los Angeles boundaries. The station areas to be studied are Culver City; National/Palms; Exposition/Westwood; Exposition/Sepulveda; and Exposition/Bundy.

Within a half-mile radius of each station there is a mix of zoning. Around the National/Palms and Westwood/Exposition stations the zoning is primarily residential. The Westwood/Exposition station area is comprised almost entirely of R1 (single-family residential) zoned properties. Around the Culver City, Sepulveda, and Bundy stations, there is a concentration of industrially zoned land in the immediate vicinity of the transit stations, with a mix of residential, commercial, and public facility zoning nearby,

The following comments are furnished in response to your request for this Department to review the proposed development:

A. Fire Flow

The adequacy of fire protection for a given area is based on required fire-flow, response distance from existing fire stations, and this Department's judgment for needs in the area. In general, the required fire-flow is closely related to land use. The quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard.

Fire-flow requirements vary from 2,000 gallons per minute (G.P.M.) in low density residential areas to 12,000 G.P.M. in high-density commercial or industrial areas. A minimum residual water pressure of 20 pounds per square inch (P.S.I.) is to remain in the water system, with the required gallons per minute flowing.

Improvements to the water system in this area may be required. The cost of improving the water system may be charged to the developer. For more detailed information regarding water main improvements, the developer shall contact the Water Services Section of the Department of Water and Power.

All water systems and roadways are to be improved to the satisfaction of the Fire Department prior to the issuance of any building permits.

B. Response Distance, Apparatus, and Personnel

The Fire Department has existing fire stations at the following locations for initial response into the area of the proposed development:

Fire Station No. 68
5023 W. Washington Blvd.
Los Angeles, CA 90019
Engine,
Paramedic Rescue Ambulance,

Fire Station No. 58
1556 S. Robertson Blvd.
Los Angeles, CA 90035
Assessment Engine,
Paramedic Rescue Ambulance,
BLS Rescue Ambulance

Fire Station No. 43
3690 S. Motor Ave.
Los Angeles, CA 90034
Engine,
Paramedic Rescue Ambulance

Fire Station No. 92
10556 W. Pico Blvd.
Los Angeles, CA 90064
Assessment Light Force,
Paramedic Rescue Ambulance,

Fire Station No. 59
11505 W. Olympic Blvd.
Los Angeles, CA 90064
Assessment Engine,
Paramedic Rescue Ambulance,
EMS Battalion Caption
Rehab Air Tender,

Fire Station No. 62
11970 W. Venice Blvd.
Los Angeles, CA 90066
Assessment Engine,
Paramedic Rescue Ambulance,

Fire Station No. 63
1930 Shell Avenue
Los Angeles, CA 90291
Task Force,
Paramedic Rescue Ambulance,

Fire Station No. 37
1090 S. Veteran Ave.
Los Angeles, CA 90024
Task Force,
Paramedic Rescue Ambulance,

Based on these criteria (response distance from existing fire stations), fire protection would be considered (adequate).

The proposed project would have a cumulative impact on fire protection services.

The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.

C. Firefighting Personnel Access

No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

D. Firefighting Apparatus Access

Access for Fire Department apparatus and personnel to and into all structures shall be required.

The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.

Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.

Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.

Where access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet.

All access roads, including fire lanes, shall be maintained in an unobstructed manner, removal of obstructions shall be at the owner's expense. The entrance to all required fire lanes or required private driveways shall be posted with a sign no less than three square feet in area in accordance with Section 57.09.05 of the Los Angeles Municipal Code.

No building or portion of a building shall be constructed more than 300 feet from an approved fire hydrant. Distance shall be computed along path of travel.

Those plot plans be approved by the Fire Department showing fire hydrants and access for each phase of the project prior to the recording of the final map for that phase. Each phase shall comply independently with code requirements.

All street intersections with a level of service of "E" or "F" decreases the level or service of fire protection and emergency medical services provided by this Department.

CONCLUSION

Definitive plans and specifications shall be submitted to this Department and requirements for necessary permits satisfied prior to commencement of any portion of this project.

The Los Angeles Fire Department continually evaluates fire station placement and overall Department services for the entire City, as well as specific areas. The development of this proposed project, along with other approved and planned projects in the immediate area, may result in the need for the following:

1. Increased staffing for existing facilities.
2. Additional fire protection facilities.
3. Relocation of present fire protection facilities.

For additional information and comments contact Metro Rail Project Coordinator Mike Thomas (Battalion Chief) at (213) 922-7269 or Inspector Steve Douglas at (213) 922-7193.

BRIAN L. CUMMINGS
Fire Chief

Mark Stormes, Fire Marshal
Bureau of Fire Prevention and Public Safety

MS:RED:vlj

Is the City Planning Politburo Performing Outreach or Just Outrage?

ALPERN ON PLANNING - Officially, the City Department of Planning is conducting a Transit Neighborhood Plans Project to best determine the right land use for the neighborhoods surrounding the five West LA-adjacent Expo Line stations (which includes the Venice/Robertson station located at the Culver City border).

Certainly, walkable neighborhoods, transit-oriented development and affordable housing opportunities abound as the Westside Expo Line becomes reality. Unofficially and unfortunately, however, the "outreach" meetings are potentially as dangerous to the Westside as they otherwise should be helpful to it.

The Exposition Corridor Transit Neighborhood Plan has an Environmental Scoping Meeting on Wednesday, April 10, 2013 at 6 p.m. at the IMAN Cultural Center (3376 Motor Ave., parking is available onsite or on Motor Ave.). A brief presentation about the Project and the EIR process will be given at 6:15 p.m.

I strongly recommend that all transit advocates and neighborhood leaders (particularly those of us who fought for the Expo Line) attend this meeting, and provide the input for which L.A. City Planning needs. Yet I also strongly recommend that the following questions be pointedly asked of Planning, which is increasingly behaving more like a Politburo than a proper branch of the L.A. civil service:

1) Is this true "outreach," or an official way of stating on the EIR for this Project that "outreach" was performed but, in actuality, was a session where transit-oriented development was asked for but overdevelopment was strongly cautioned against...and which is ignored in the EIR?

2) After being asked by Planning at the last outreach meeting held at the Henry Medina Parking Enforcement Building a few months ago to provide input as if there were no Casden Project next to the Exposition/Sepulveda Expo Line station being planned, and after informing Planning overwhelmingly that the Casden Project was entirely opposed by those who attended, yet after learning that Planning and the Casden developers met in private on December 27th to virtually rubber stamp the Casden Project, is the IMAN meeting just "window dressing" to show there was a token opportunity for community input (regardless of what the input was)?

3) After years of meeting with (and apparently being ignored by) City Planning in the hopes of creating an updated West LA Community Plan, why is the public now demanded to have all public input on the Exposition Corridor Transit Neighborhood Plan Draft EIR by April 15th? Why was the LA Community Plan not as fast-tracked as is the Exposition Corridor Transit Neighborhood Plan...or is this corridor being spot-zoned to the suffering of the rest of the region, and to the suffering of all those Westsiders who fought so hard for the Expo Line?

4) Why did LA City Planning officials ignore Metro's requests for planning almost a decade ago (unlike Culver City and Santa Monica, which have been working with planners, developers and residents for over a decade...and are still working with them to find the right compromises for Expo Line station-adjacent development), yet are now rushing through this project over the protests of all the neighborhood groups, Sierra Club and pro-transit groups who otherwise expected environmentally-appropriate and sustainable development in the City of Los Angeles?

5) Why is the City of LA Planning "going it alone" without working with the LADOT and Metro on this Exposition Corridor Transit Neighborhood Plan, and does it allow for the future north-south transit lines on the 405 and Crenshaw Line corridors?

6) Will the Martin Cadillac redevelopment project next to the Bundy/Olympic Expo Line station (replacing a 100,000 sq. ft. project) into a 807,000 sq. ft. residential and commercial project, be agreed to behind closed doors, regardless of what the community (even transit advocates) want, so long as the developer and the proper political connections have been made as we saw with the Casden project? *There is a Public Scoping Meeting for this project scheduled for April 3 at the Olympic Collection at 11301 Olympic Blvd. #204 from 6-8:00 pm.*

7) Is there any room left in LA for industrial zoning (where jobs and commercial development are located), now that the Exposition/Sepulveda and Bundy/Olympic projects are now being rezoned away from industrial to commercial/residential, and is the previous call from Mayor Villaraigosa, Councilmember Koretz and Councilmember-Elect Bonin to create a Silicon Beach technology corridor along the Expo Line to be dropped in favor of creating some quick land and money grabs for residential developers?

8) Is there any hope for Metro, the LADOT and the City of L.A. Planning to work together to create a true West LA Community Plan Update that includes the Exposition Corridor Transit Neighborhood Plan, and which includes a Westside Regional Transportation/Transit Center at Exposition/Sepulveda, where the future-but-budgeted Expo Line and north-south 405/Sepulveda Corridor transit line will connect with the 405 and 10 freeways, and with Pico and Sepulveda Blvds.?

9) Are there truly bicycle and pedestrian and bus amenities planned for all transit-adjacent developments in order for them to be truly transit-oriented, and not just transit-adjacent, and is the term "transit-oriented" just a buzzword shield to accommodate and facilitate overdevelopment?

10) Finally, is the rushed and nebulously-detailed method that LA Planning doing for the Expo Corridor CEQA-compliant, and will it pass legal muster, or is it just a lawsuit waiting to happen, one which will be at risk of a harsh reversal such as that we saw with the wretched decision of the L.A. City Council with the electronic/digital billboard industry? Is this a process that L.A. City Attorneys Carmen Trutanich and Mike Feuer will want to weigh in on, as the once-venerable mass transit effort devolves into a money grab by big developers?

11) Lastly, will this effort be one that kills off the mass transit movement in much of L.A. County, and are mass transit proponents now to find relief that Measure J failed last November?

The LA City Planning Politburo has recently shown a penchant for closed-door decision making and stiff-arming law-abiding residents, and appear willing to ignore Neighborhood Councils and City Councilmembers alike. After years of trying very hard to work with this Planning Politburo, it's very hard for Neighborhood Councils to restore faith in civil servants who are supposed to be true and faithful to the needs of the taxpaying voters of Los Angeles, but are now instruments for special interests and their political allies who have proven more than willing to break the law.

I urge all of you who believe in better transportation and planning for ourselves and for our children to attend the meeting at the IMAN cultural center on April 10, 2013, and I urge City Planning, from Michael LoGrande on down, to stop playing the role of spoiler to all who have fought so hard to improve the mobility, environment, and quality of life for current and future Angelenos.

(Ken Alpern is a Westside Village Zone Director and Boardmember of the Mar Vista Community Council (MVCC), previously co-chaired its Planning and Outreach Committees, and currently is Co-Chair of its MVCC Transportation/Infrastructure Committee. He is co-chair of the CD11 Transportation Advisory Committee and chairs the nonprofit Transit Coalition, and can be reached at Alpern@MarVista.org This email address is being protected from spambots. You need JavaScript enabled to view it. . He also co-chairs the grassroots Friends of the Green Line at www.fogl.us. The views expressed in this article are solely those of Mr. Alpern.)

-cw

CityWatch

Vol 11 Issue 25

Pub: Mar 26, 2013

Angela Vazquez
angmvazquez@gmail.com
Sent: March 20, 2013

Please consider the following my formal feedback for the pedestrian friendly development projects for the expo line:

I would like not only consideration but intentional planning and actual development of affordable housing which preserves the current demographic (income and ethnicity) of the Palms area. Palms is a unique location that allows working class families and single young adults from many backgrounds and professions to share public spaces together - it remains one of the few affordable places to live near business hubs (culver city, to be specific) in LA county.

Angela Vazquez, MSW
Resident at National Bvd and Robertson Blvd

betsy Tutwiler
betsytut@gmail.com
Sent: March 21, 2013

Hello,
I saw on the Patch info regarding the build-out of the area stations. I live in Culver City - Raintree & commute (along with many) to the Westwood Gateway towers at Santa Monica Blvd & Sepulveda. The way the area runs now it would be disastrous to ride a bike up Sepulveda to Santa Monica. It is a very pedestrian unfriendly stretch. Could there be Dash shuttles like the ones in downtown?. I would use the train if I could jump on a shuttle to work. Thank you! Betsy

BRENTWOOD Community Council

149 S. Barrington Ave., Box 194, Los Angeles, CA 90049
www.brentwoodcommunitycouncil.org

April 15, 2013

Lameese Elqura
Department of City Planning
200 N Spring Street, Room 667
Los Angeles, CA 90012 Sent via email: Lameese.Elqura@lacity.org

RE: Expo Transit Oriented Scoping Comments

Dear Ms. Elqura,

The Brentwood Community Council ("BCC") is the broadest based Brentwood community organization. The BCC has 25 seats, including homeowner groups, multi-family dwellings, members-at-large, and organizations including public and private schools, religious, public safety, volunteer, environmental, and business districts. BCC represents over 50,000 residents from Mulholland (north), Wilshire (south), 405 freeway (east), and 26th St. (west).

The Brentwood community is gridlocked by traffic flowing through our area to reach outlying destinations in the shortest amount of time.

Bundy is one of only two north-south streets that link Brentwood to areas south of us, and is therefore of vital importance to our area. The area that surrounds the site of the Exposition stop at Bundy is one of the most gridlocked areas in the entire City during peak hours as commuters from all around the County drive into the Westside in the morning and out at night.

We are deeply concerned that the Transit Oriented Development concept as proposed imposes a "one size fits all" mentality to every Expo stop. In particular, we are strongly opposed to allowing additional density within a half mile radius of the train stop with no regard given to the **traffic implications** that this causes.

Increasing density may be appropriate for some Expo line stop, but within ½ mile from the Bundy stop are many major intersections that already operate at a LOS "D" or "F" during peak hours. This includes Bundy/Olympic, Bundy/Pico, the Bundy entrance to the I-10 freeway, Barrington/Pico, and Barrington/Olympic. Many commuters are cutting through Brentwood and West LA to get to the 405 freeway, and these north-south commuters will not be helped by the Expo line.

We are particularly concerned about allowing increased commercial office space within ½ mile from the Bundy station, as the reason that peak hour gridlock is so bad is that too much office space has been built on the Westside without sufficient infrastructure to support it.

We would also note that insufficient time has been given to give comments during the scoping period, as the meeting to present this TOD plan to Westside residents was Wednesday night, April 10 and comments are due by Monday, April 15. This is simply not enough time to circulate the issue to our membership and solicit comments.

Taking into account that these comments may not be complete since we have not had time to circulate the NOP to our members, our current study requests are as follows:

- The DEIR should be on a **station by station** basis, not as a single set of recommendations that cover all stations. At a minimum, the Bundy stop should be studied separately from the other stations due to the significantly different traffic conditions.

- The study area must be large enough that it covers **all impacted intersections**. In other words, if the edges of the study area show impacted intersections, the study area must be expanded until **no significant impacts** are shown on the borders of the study area. This is the only way to get a good picture of traffic impacts in the area.

Phone: 310-472-9775 Fax: 310-471-7478 Email: GJF165@gmail.com

- The study area should include streets in Santa Monica, east of the 405, and south of the 10 as necessary to ensure that all impacts are covered.

- The study areas should not only look at the area within ½ mile of the station. We have found that traffic studies for other projects near the Expo station had impacts at intersections such as Bundy/Santa Monica, Bundy/Wilshire, Bundy/San Vicente, Bundy/Sunset, Barrington/Santa Monica, Barrington/Wilshire, Barrington/San Vicente, Barrington/Sunset, and Federal/Wilshire, all of which are more than ½ mile away from the Expo station. All of these intersections should be included in the traffic study.

- The traffic study must include the impact of all upcoming projects in the area that have not yet been built, including but not limited to:
  - Wilshire BRT
  - The Casden development at Pico and Sepulveda
  - Papermate (1681 26th Street in Santa Monica)
  - Village Trailer Park (2930 Colorado Avenue in Santa Monica)
  - The development at 3402 Pico Boulevard/2337 & 2403-2409 Centinela Avenue right at the I-10 freeway exit
  - Paseo Nebraska (3020, 3030-3060 Nebraska Avenue, 3025 Olympic Boulevard, & 1819, 1820 Berkeley Street in Santa Monica)
  - Any other pending development adjacent to the Exposition/Bundy train stop

- The study must include alternatives with no commercial office space.

- The study must include alternatives that keep any buildings to a scale in keeping with the rest of the neighborhood, not significantly higher.

- The study must include alternatives that show any projects limited to a size that all significant impacts can be mitigated.

- The study should show alternatives that include easy pedestrian access and bicycle access from surrounding areas to get to and from the station. The study should incorporate ways to get pedestrians across major intersections such as Bundy/Olympic without blocking vehicular traffic and causing dangerous conditions for pedestrians and creating more gridlock. This could include overpasses or underpasses.

Phone: 310-472-9775 Fax: 310-471-7478 Email: GJF165@gmail.com

- The study should include solutions that require no additional lights or stop signs on major streets, which have the potential to further tie up traffic in the area.

- The study should not include any retail area that could be dedicated to a "destination" grocery store such as a Ralphs, Pavilions, Whole Foods, or Trader Joes, or any "big box" retail such as a Target or Costco.

- No alternatives should merely reduce all components of project pro rata. Alternatives should study the reduction of most intensive uses in a greater percentage than less intensive uses.

- No alternatives should be limited by developer's profit objectives for project. Otherwise there would never be a true required downsize alternative.

Thank you for your consideration.

Nancy Freedman

Nancy Freedman
Chair, Brentwood Community Council

Cc: Paul Backstrom

Phone: 310-472-9775 Fax: 310-471-7478 Email: GJF165@gmail.com

Danny Cerezo
danny@the4cornersgroup.com
Sent: April 15, 2013

Hello Lameese,

My name is Danny and I recently attended the Expo Transit Plan presentation you had in Palms the other day. I spoke to one of your colleagues there and I like I said to her, I think this is a great thing! I am a developer and architect so I take great interest in these things. I also lived in Palms for 6 years (just a few blocks away from where you had the meeting) and now I live in Leimert Park. In both cases, fortunately, I am only two blocks from an Expo stop. In Leimert Park, I am two blocks from the Crenshaw stop. In Palms, I was two blocks from the future Palms stop on National.

Anyway, I'm writing to just ask you to study and propose new regulations in two related areas:

1. Parking for strip malls or small retail/commercial. I think it should always be behind the buildings themselves and not in front like you see a lot in L.A. This has the effect of creating a more continuous and harmonious street facade and urban "space." Please push for this!

2. Parking regulations need to adapt and change just as the time we live in adapts and changes. For example, parking shouldn't be tied to number of dwelling units or number of spaces within a dwelling unit. It should be more flexible. Maybe we want to offer small studios with only 1 parking spot. Or a 1 bedroom unit with a parking lift. In Small Lot Subdivisions (my primary focus), we are required to provide 2 car parking regardless of the unit we design. This forces us to make bigger units because it just doesn't make sense to offer smaller units since there will be no room left for cars. I think developers should be given more flexibility here and let the market decide whether the unit is worth renting or buying or not. As the Adaptive Reuse Ordinance has shown, there is a sector of the city that is open to housing with little or no parking.

3. Lastly, parking stall size and turning radiuses need to be addressed as well. In the age of smart cars and hybrids and mini coopers, perhaps we don't need the huge stalls and even huger turning radiuses we are currently mandated to have. This one is a bit tougher I know, but just a thought.

I'm sure there are other issues you're looking at as well, so I'll leave it at that. I do appreciate your service to the city and I look forward to seeing the plan when it comes out.

Thanks so much,

Danny

www.the4cornersgroup.com

Giancarlo Mercado
giancarlo.mercado@lausd.ne
Sent: April 15, 2013

Sorry for sending this so late but here goes:

- Please keep the zoning the way it is especially around the Westwood Blvd station. Busy Pico Blvd is only two short blocks away. Why would you need to bring businesses even closer? Rumor has it that Expo between Westwood and Sepulveda maybe rezoned. We have enough traffic as it is. The Sepulveda Station would be good for mixed use with commercial around it. We also need more busses to connect the Westside with the Valley from this location. Maybe people will ride the Expo line so that they can connect to busses that will take them to Westwood/UCLA, Brentwood, the Getty, the Valley, CSUN, etc. Move the Blue Lines #8,12 from Westwood Blvd to Sepulveda which is wider and attracts more ridership plus Westwood will be blocked by the train several times an hour which will lengthen times and deter riders to their cars or other means.

- Having said this, we still need more green space around the stations. The closest park is miles away. Please allow for open air spaces for families, pets, etc, around the stations. I am thrilled about the bike path!

- Will Expo provide security at these stations? Will they be video cameras? Cops on bikes, etc? I work in downtown and several of my co-workers have stopped taking the Blue Line from Long Beach to downtown due to aggressive panhandlers, vendors, etc.

Thank you for compiling this!

Jim Miers
miers.jim@gmail.com
Sent: March 20, 2013

The Metro Expo Line was intended to improve traffic conditions. The City will probably defeat that purpose if it increases residential or commercial density at Expo stations. I believe the increased auto traffic from more worker/residents will not be offset by those using the Expo instead of cars. Please refer me to any evidence you have to the contrary. The burden of proof in this matter should be on those advocating increased density.

Thank you,
Jim Miers
LA resident
303-888-8914

Jonathan Weiss
jon@expogreenway.org
Sent: April 14, 2013

Please permit me to comment on the Exposition Corridor Transit Neighborhood Plan.

I ask that you consider and value the need for open space – something that is critically short in the area between Sepulveda Boulevard and Overland Avenue.

As defined in The Statewide Park Development and Community Revitalization Act of 2008, Public Resources Code section 5642 (definitions), subdivision (b), a "'Critically underserved community' means a community that meets either of the following: [¶] (1) Has less than three acres of usable parkland per 1,000 residents. …." With much of the area ROW having zero acres of parkland per 1,000 residents, this area along the ROW is "critically underserved." (Per the "Community Fact Finder" site used by the State Parks Department http://www.parkinfo.org/factfinder2011/grantee.html.)

There is proposed parkland between Westwood and Overland Avenues (see http://expogreenway.org/), and it will be important to follow through with that project to help mitigate the shortage of open space.

Thank you,

Jonathan Weiss

10576 Troon Avenue

Los Angeles, CA 9006

Joyce Dillard
dillardjoyce@yahoo.com
Sent: April 15, 2013

You state that this Plan is being created as a Specific Plan, but there are other specific plans within the three Community Plans.

As stated in the OPR General Plan Guidelines (2003):

All principles, goals, objectives, policies, and plan proposals set forth in an area or community

and

"Area plan" and "community plan" are terms for plans that focus on a particular region or community within the overall general plan area. An area or community plan is adopted by resolution as an amendment to the general plan, in the manner set out in §65350, et seq.

and

A specific plan, on the other hand, is a tool for implementing the general plan but is not part of the general plan.

CRENSHAW CORRIDOR exists as a Specific Plan as does the SEPULVEDA CORRIDOR. Please do not neglect any lawsuit judgments or settlements such as the Southern Pacific Transportation Co.

You cover many Community Plans which are the LAND USE ELEMENT in the GENERAL PLAN. You will have to update the GENERAL PLAN.

You need to update the COMPLETE STREETS AND CIRCULATION ELEMENT.

You have not included the effect on the local economy including Small Business and Goods Movement.

You have not anticipated and overlaid the CALTRANS projects.

Missing is the mapping of schools including Charter Schools and private schools.

Seniors and Disabled Persons patterns and injuries should be mapped.

All users of the Transportation Network (streets, roads, and highways) should be identified and analyzed such as:

1. Bicyclists
2. Children

3. Persons with disabilities
4. Motorists
5. Movers of commercial goods
6. Pedestrians
7. Users of public transportation
8. Seniors

The Land Use Plan and Transportation Network should be complementary and connect people with desired destinations. Four considerations should be:

1. Physical
2. Social
3. Health and Safety
4. Economic

You should consider the data on the following:

Assess the number and distribution of households with and without an automobile.

Assess the transportation needs of special groups within the population and the extent to which such needs are being met by existing streets, roads, and highways. (e.g., children, persons with disabilities, and the elderly).

Project future modal split by estimating the percentage of trips by transit, passenger car, van pools, etc.

Assess the adequacy of the existing streets, roads, and highway systems and the need for expansion, improvements, and/or transportation operations management based on projected traffic including that generated by planned land use changes. Consider that the need for expansion should recognize economic principles such as cost effectiveness and efficiency as well as environmental and social consequences

Analyze existing street, road, and highway traffic conditions for all transportation modes to determine current levels of use throughout the entire day. Assess whether existing travel demand or transportation network supply could be better managed to limit the need for expansion of streets, roads, and highways.

Analyze existing performance and levels of service of existing streets, roads, and highways for all transportation modes. Compare projected with desired performance and level of service standards for all transportation modes

Project future traffic volumes for all modes on existing and planned streets, roads, and highways by accounting for the effects of changes in the following built environment characteristics:

- *Density of land uses;*
- *Diversity of land uses;*

- *Design of network;*
- *Destinations (regional accessibility);*
- *Distance to transit;*
- *Demographics;*
- *Development scale; and,*
- *Demand management (i.e. pricing, etc.)*

Determine the effects of projected traffic volumes for all transportation modes on existing street, road, and highway capacities.

Identify physical barriers and other constraints that prevent or inhibit use or access by all modes

Analyze historical data and trends with regard to collisions involving all modes of travel.

Review the CA Highway Patrol's Statewide Integral Traffic Record System to identify areas where safety could be addressed.

Identify problem locations by analyzing injury severity and determining collision frequency relative to exposure by conducting motor vehicle, pedestrian, and bicycle counts.

Review traffic projects pertinent to local planning that are proposed within neighboring jurisdictions.

Review pertinent regional transportation plans and project funding priorities under the regional transportation improvement program.

Analyze the potential effects of alternative plan proposals and implementation measures (related to transportation and/or land use) on desired projected performance and multimodal levels of service.

Analyze the potential effects of alternative plan proposals and implementation measures (related to transportation and/or land use) on residential land uses.

The identification of farm-to-market transportation needs on streets, roads, and highways.

Analyze existing public transit demand on transit capacity and services.

Assess the adequacy of existing transit services and the need for expansion and improvements.

Examine trends in transit use and estimates of future demand.

Assess the needs of people who depend on public transit.

Determine the effects of projected public transit demand on transit capacity and services.

Determine existing and projected performance and levels-of-service standards for transit.

Evaluate the transportation needs that are or are not being met by public or private bus companies.

Examine private bus company plans to provide bus services in the future.

Inventory existing paratransit services, uses, and routes.

Inventory the existing and future needs served by paratransit.

Inventory rail lines and facilities and assess plans for expansion and improvements.

Determine transportation needs that are not being met by railroads.

Identify abandoned railroad right of ways which could be preserved for future transportation corridor use, including bicycle paths and trails, or new passenger rail or bus service.

The identification of farm-to-market transportation needs for rail services.

Identify existing truck routes and determine needed improvements.

The identification of farm-to-market routes.

Assess the adequacy of existing pedestrian routes to determine if all routes meet Americans with Disabilities Act (ADA) Accessibility Guidelines and applicable ADATransition Plans.

Assess historical data and trends with regard to vehicle, bicycle, and pedestrian collisions

Assess the accessibility to transit stops by walking or bicycling and by people of all abilities.

Analyze the adequacy of emergency access and evacuation routes.

Project future needs for future freight trucking terminals and warehouses.

Assess the adequacy and accessibility of goods movement to and from freight truck terminals and warehouses.

Assess the adequacy and accessibility of goods movement from farms to storage facilities.

Consult with neighboring military planners to ensure that military installations, infrastructure, and training activities are considered in the circulation system.

Assess major streets, roads, and highways near or surrounding all military facilities, including the need for development and maintenance of adequate ingress and egress routes.

Assess all military terminals in the same manner as general and commercial terminals.

Assess the adequacy and availability of existing community water, sewer, energy, and drainage facilities, and the need for expansion and improvements.

Assess existing and projected capacity of treatment plants and trunk lines.

Determine the location of existing and proposed power plants, oil and gas pipelines, and major electric transmission lines and corridors.

Assess potential future development of power plants, transmission lines, and renewable and non renewable energy. Consider such factors as the demand for transmission facilities, the transport and storage of hazardous materials, and local transportation impacts of current and future power plant developments.

Assess power line or other utility easements for future bicycle paths or multipurpose paths.

Determine the locations of utility infrastructure that may be blocking the pedestrian right-of-way such as utility poles.

Determine the locations of utility infrastructure that may create hazardous conditions for bicyclists.

Any STORMWATER HARVESTING that is not being used for GROUNDWATER INFILTRATION, under State regulatory jurisdiction, should be analyzed for effects on Public Health and Safety for humans, plants and animals. All liability should be disclosed.

We assume that RECREATION and ENERGY under Public Services and Utilities implies this type of project. It is NOT a Public Utility and is not under the SAFE DRINKING WATER ACT. It is not considered RAIN WATER under the State's definition.

Joyce Dillard
P.O. Box 31377
Los Angeles, CA 90031

Margaret Healy
thehealyfamily1@verizon.net
Sent: April 15, 2013

I very concerned about the proposed changes you envision. I live within a half-mile radius of the Westwood Station, and I have the following questions with regard to the plan:

1) If your goal is to promote transit ridership, how will increased density in this half-mile radius of the Westwood station do anything other than cause clogged streets in the vicinity of the stations, thereby making it difficult for motorists outside the half-mile radius to get to the trains? It will not be feasible for many to ride a bicycle or walk to the station.

2) I am very concerned about homes on the blocks adjacent to the boulevards of Pico, Westwood and Olympic. How will you deal with the impact of increased height levels on such homes?

3) What will be the impact on quality of life for people who have lived in, and have been good stewards of, the homes in our area? What, for example, will be the effect of increased density on mobility, infrastructure, and schools?

4) How will the project as conceived meet your stated objective to "conserve stable single-family neighborhoods?"

5) Since we now have sufficient traffic and density to justify public transit, how will greatly increased density in a concentrated area (i.e. the half-mile radius) not OVERWHELM this area?

Thank you for considering my comments and responding to my questions.

Marilyn Tusher
mltusher@att.net
Sent: April 14, 2013

Dear Ms. Elqura,

I am writing to you today in regards to the above referenced Project/Specific Plan/EIR, and how it relates to my single family residential neighborhood that totally surrounds the future Westwood/Exposition station.

Taking into consideration the nature of my well established single-family neighborhood of Westwood Gardens, and its 600 homes, I would like to see the following in your report:

1. A specific reference to my area which lies within the 1/2 mile radius of the Westwood/Exposition station, and the acknowledgement that it is a stable single family neighborhood, having existed for almost 70 years. As one of the objectives of the Project is to conserve stable single family neighborhoods, I would like to see my neighborhood of Westwood Gardens specifically excluded from any plan for a zone change to increase density for new housing, or any zone change at all.
2. A specific reference to the planned Greenway between Overland and Westwood Blvds. that fullfills another of the project's goals of providing open spaces, and will improve the aesthetics of the community.
3. Walking and bicycling improvements are already included in the planned Greenway and beyond to the west of Westwood Blvd. But the status of the pedestrian sidewalks along Westwood Blvd. are in dire condition at the present. They would just need to be repaired or replaced, without any further changes in the circulation of my neighborhood. Please study as to how they can be improved.

Thank you for your consideration of my concerns. Please keep me on your mailing list for any future developments or meetings.

Marilyn Tusher
2557 Midvale Avenue
Los Angeles, CA 90064

March 23, 2013

Ms. Hakimizadeh,

On behalf of the Palms Neighborhood Council and the Palms community, I would like to submit three comments to the draft EIR. We will also be encouraging stakeholders and Board members to attend the meeting on April 10. Please find the resolutions passed by our NC below:

Native Plants & Trees

Whereas California native plants and trees require far less water than non-natives(saving both water and the energy to move and treat that water), reduce green waste, and, unlike "drought tolerant" non-native exotics, require no soil amendments, provide crucial wildlife habitat, and create a sense of geographical identity;
And Whereas a preponderance of stakeholders surrounding the stations for Phase Two of the Expo Line have expressed a preference for California native landscaping on the right-of-way and adjacent to stations;
Therefore, the Palms Neighborhood Council requests that any public or private streetscape design, redevelopment plan, or other land use funded or incentivized by the Transit Neighborhood Plan being developed by the City of Los Angeles stipulate and require the exclusive use of California native plants and trees.

Incentives for Parking

MOTION: Whereas the lack of MTA parking in the design for the Expo Line Phase Two Palms and Westwood Stations will discourage use of the line and increase congestion and parking scarcity in Palms;
Therefore, the Palms Neighborhood Council requests that the Transit Neighborhood Plan being developed by the City of Los Angeles investigate and pursue incentives to develop devoted Expo Line rider parking as part of a redevelopment plan for the shopping center at 9860 National Blvd. (currently anchored by Vons) in a manner that would preserve the character and services in this development.

Pedestrian Corridor

Whereas the Motor/National section of Palms has a budding nightlife and would benefit greatly from easy pedestrian access from riders on the coming Palms Station on the Expo Line Phase Two;
And Whereas more Palms residents would take advantage of the Expo Line if a well-lit, welcoming pedestrian corridor connected the Motor/National area to the station;
Therefore, the Palms Neighborhood Council requests that the Transit Neighborhood Plan being developed by the City of Los Angeles investigate and pursue incentives to develop a vibrant pedestrian corridor connecting Palms Station with the Motor Avenue and National Blvd. intersection in Palms.

Yours,

Eli Lipmen
President
Palms Neighborhood Council-City of Los Angeles
Like us on Facebook.com/PalmsLA & Follow us on Twitter: @PalmsNC

soro
south robertson
neighborhoods council

Lameese Elqura
Department of City Planning
200 N. Spring Street, Room 667
Los Angeles, CA 90012

Via email: Lameese.Elqura@lacity.org

14 April 2013

Re: Environmental Case ENV-2013-622-EIR

Dear Lameese:

Thank you for offering us the opportunity to comment on the EIR regarding the Exposition Corridor Transit Neighborhood Plan. As I discussed with you at the 4/10/2013 Meeting at the IMAN Center, the South Robertson Neighborhoods Council has some strong ideas about the transit related development surrounding the Venice/Robertson station area. These remarks form part of a longer document submitted as input to the West Adams-Baldwin Hills-Leimert Community Plan. The South Robertson Neighborhoods Council unanimously approved the following recommendations on 9 April 2013.

Doug Fitzsimmons
President

Brian Kite
Vice-President

Terrence Gomes
Treasurer

Beth Ryan
Secretary

Connecting the South Robertson corridor to the TOD area around the Expo Line Metro Station

A number of effort, including this one, address the huge economic opportunities for redevelopment around the Expo Metro stop at Robertson/Venice in a Transit Oriented Development zone (TOD), however we have yet to see a realizable vision for connecting this TOD to the neighboring South Robertson community. There is much talk of the Venice/National gateway to Culver City, little mention of how the TOD can serve as a gateway to *Los Angeles*, specifically with neighboring South Robertson, Venice boulevard heading east from the station, and the burgeoning Arts corridor on La Cienega south of Venice.

Specific Recommendations

a. National Boulevard between Venice and Robertson Boulevards should be reconceived as a mixed-use residential and pedestrian gateway that bridges the TOD to the communities of South Robertson. This street already serves heavy pedestrian traffic from the students of Hamilton High School who use the corridor to connect to the transit opportunities along Venice. The Metro stop only increases this pedestrian use, offering an opportunity to draw the wider commuter community to connect through to South Robertson.

b. In fact, the West Adams-Baldwin Hills-Leimert Community Plan designates this National connection as a Pedestrian Priority Street segment in recognition of this opportunity, yet the conflicting Industrial zoning designation is counterintuitive to that use. The current industrial use coupled with the Freeway underpass makes this street feel very unwelcoming to Pedestrian foot traffic.

c. Among improvements that should be considered here are wider sidewalks, landscaping and other buffers to vehicular traffic lanes, good lighting, trash receptacles that are regularly serviced, elimination of parking under the 10

South Robertson Neighborhoods Council

PO Box 35836
Los Angeles, CA 90035

P: (310) 295-9920
F: (310) 295-9906
E: info@soronc.org

soronc.org

City of Los Angeles Certified Neighborhood Council

Freeway (ridding the community of frequent abandoned and oversize vehicles that park here), reduction of the vehicular lane on the north side of National, as well as benches and signage.

d. There should be a clear vision to connect the two Pedestrian Priority Street segments of National and South Robertson outlined in figure 4-3 of the West Adams-Baldwin Hills-Leimert Community Plan into one cohesive Pedestrian Priority Street segment which connect at National and Robertson. In the current vision of the Plan, these two closely neighboring Pedestrian Priority Streets do not cohesively connect.

e. We feel there is opportunity for a vision that focuses this section of National Boulevard as the *pedestrian* oriented gateway from the Venice/Robertson Metro stop through to South Robertson (and the communities to the North), while refocusing the La Cienega/Jefferson Metro stop as a *transit/connection* point for those who will be connecting to ground transportation from the Metro, feeding up to Century City and Beverly Hills. This would allow La Cienega, which is better equipped to deal with increased ground transit to serve that purpose, and refocus the Robertson corridor, less well equipped to carry more traffic, to focus on a pedestrian use, with possible inclusion of a local DASH.

Opportunities and challenges along South Robertson

The West Adams-Baldwin Hills-Leimert Plan designates the South Robertson area as a Neighborhood District. This designation calls for an area that is highly walkable, drawing local residents out to the commercial corridor to meet their daily needs. Unfortunately, the West Adams-Baldwin Hills-Leimert Plan completely ignores the heavy commuter traffic that uses South Robertson as an access point to the 10 Freeway and as a connector between the 10 Freeway and bustling areas such as Century City, Beverly Hills and West Hollywood. Major development projects that are currently under review in Century City only threaten to exacerbate this problem, depositing more and more traffic on this narrow Boulevard with narrow sidewalks, and creating a less and less desirable walking and pedestrian oriented Neighborhood retail District.

<u>Specific Recommendations</u>

a. Both the West Adams-Baldwin Hills-Leimert Community Plan and the Expo Transit subdistrict vision calls for South Robertson to have bicycle lanes, yet the existing roadway can barely support the current load of cars. The bicycle lane designation, while very desirable to our vision for this community, is at odds with the findings of the TIMP that indicate Robertson is ill-prepared to sustain this use. Of all major roadways that feed into the 10 Freeway, Robertson Boulevard is by far the narrowest. This is further aggravated by the presence of Hamilton High School at the gateway to the Freeway, effectively blocking traffic flow to the Freeway at peak times twice a day.

b. Robertson's roadbed is only 60-66 feet in width and the Plan's analysis rates it at F(1) to F(2) in terms of traffic level of service. Two valuable traffic lanes are taken up for street parking, and there is little opportunity to include bike lanes as the Plan prescribes. We see an opportunity to rethink Robertson to have two lanes of traffic in each direction, a center turn lane between them and a bike lane in each direction, but this would involve removing the current street parking lanes and building a Park-Once parking structure(s) to service the commercial parking requirements. This parking solution is highly desired

by local residents who have long waited for the transformation of the depressed commercial corridor that serves their homes.

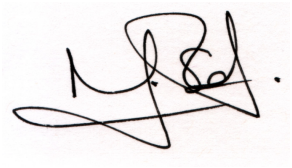
c. While observation may suggest that there is currently plenty of available street parking along South Robertson, we feel this is misleading. Current retail on Robertson only minimally serves the surrounding communities' needs, with a high proliferation of alley-only businesses and retail spaces that are underused or empty. If Robertson Boulevard were to sustain the types of sit-down restaurants and thriving retail that the Plan envisions, the LAMC would require significantly more parking than is currently available. We believe this would have the additional benefits of allowing new uses on Robertson (currently not possible because of the lack of adequate parking) and serve to stimulate the walkability of this boulevard.

d. On the portion of South Robertson that runs south of Cattaraugus (excluding Hamilton High School), we envision an opportunity for high density residential over neighborhood-oriented commercial exceeding the current 3-story limit. This area is currently designated as RD2-1. With its direct access to major transportation including the Freeways and Expo Line, as well as close proximity to Hamilton High School, this could be an ideal location for high density mixed use that could connect the Robertson corridor with the TOD area surrounding the Expo Metro.

Our Neighborhood Council is very interested in the changes around the Expo line and I would appreciate your department's partnership in continuing to keep us well-informed, and offer our residents the chance to comment on developments as they progress by coming to our meetings and presenting ideas.

You can get on the agenda for any of our meetings by contacting Doug Fitzsimmons at president@soronc.org. We meet on the third Thursday of every month and usually need one week's notice to be able to accommodate you in the agenda.

Many thanks,



Marjan Safinia
Chair, Robertson Revitalization Committee

South Brentwood Residents Association

149 South Barrington Ave. #194
Los Angeles, California 90049
www.southbrentwood.org

April 15, 2013

Lameese Elqura
Department of City Planning
200 North Spring Street Room 667
Los Angeles, CA 90012

Via email: Lameese.elqura@lacity.org

Re: Expo Transit Oriented Scoping Comments

Dear Ms. Elqura:

I am writing on behalf of the board and members of the South Brentwood Residents Association. SBRA represents approximately 7,500 residents who live in the area south of San Vicente Blvd., east of Centinela and west of Federal. Wilshire is our southern border.

Bundy is one of only two north-south streets that link Brentwood to areas south of us, and is therefore of vital importance to our area. The area that surrounds the site of the Exposition stop at Bundy is one of the most gridlocked areas in the entire city during peak hours as commuters from all around the County drive into the Westside in the morning and out at night.

We are concerned that the Transit Oriented Development concept as proposed imposes a "one size fits all" mentality to every Expo stop. In particular, we are strongly opposed to allowing additional density within a half mile radius of the train stop with no regard given to the traffic implications that this causes.

Increasing density may be appropriate for some Expo line stop, but within ½ mile from the Bundy stop are many major intersections that already operate at a LOS "D" or "F" during peak hours. This includes Bundy/Olympic, Bundy/Pico, the Bundy entrance to the I-10 freeway, Barrington/Pico, and Barrington/Olympic. Many commuters are cutting through Brentwood and West LA to get to the 405 freeway, and these north-south commuters will not be helped by the Expo line.

We are particularly concerned about allowing increased commercial office space within ½ mile from the Bundy station. The reason that peak hour gridlock is so bad in this area is that too much office space has been built on the Westside without sufficient infrastructure to support it.

We would also note that insufficient time has been given to give comments during the scoping period, as the meeting to present this TOD plan to Westside residents was Wednesday night, April 10 and comments are due by Monday, April 15. This is simply not enough time to circulate the issue to our membership and solicit comments.

Taking into account that these comments may not be complete since we have not had time to circulate the NOP to our members, our current study requests are as follows:

- The DEIR should be on a station by station basis, not as a single set of recommendations that cover all stations. At a minimum, the Bundy stop should be studied separately from the other stations due to the significantly different traffic conditions.

- The study area must be large enough that it covers all impacted intersections. In other words, if the edges of the study area show impacted intersections, the study area must be expanded until no significant impacts are shown on the borders of the study area. This is the only way to get a good picture of traffic impacts in the area.
    - The study area should include streets in Santa Monica, east of the 405, and south of the 10 as necessary to ensure that all impacts are covered.

- The study areas should not only look at the area within ½ mile of the station. We have found that traffic studies for other projects near the Expo station had impacts at intersections such as Bundy/Santa Monica, Bundy/Wilshire, Bundy/San Vicente, Bundy/Sunset, Barrington/Santa Monica, Barrington/Wilshire, Barrington/San Vicente, Barrington/Sunset, and Federal/Wilshire, all of which are more than ½ mile away from the Expo station. All of these intersections should be included in the traffic study.

- The traffic study must include the impact of all upcoming projects in the area that have not yet been built, including but not limited to:
    - Wilshire BRT
    - The Casden development at Pico and Sepulveda
    - Papermate (1681 26th Street in Santa Monica)
    - Village Trailer Park (2930 Colorado Avenue in Santa Monica)
    - The development at 3402 Pico Boulevard/2337 & 2403-2409 Centinela Avenue right at the I-10 freeway exit
    - Paseo Nebraska (3020, 3030-3060 Nebraska Avenue, 3025 Olympic Boulevard, & 1819, 1820 Berkeley Street in Santa Monica)
    - Any other pending development adjacent to the Exposition/Bundy train stop

- The study must include alternatives with no commercial office space.

- The study must include alternatives that keep any buildings to a scale in keeping with the rest of the neighborhood, not significantly higher.

- The study must include alternatives that show any projects limited to a size that all significant impacts can be mitigated.

- The study should show alternatives that include easy pedestrian access and bicycle access from surrounding areas to get to and from the station. The study should incorporate ways to get pedestrians across major intersections such as Bundy/Olympic without blocking vehicular traffic and causing dangerous conditions for pedestrians and creating more gridlock. This could include overpasses or underpasses.

- The study should include solutions that require no additional lights or stop signs on major streets, which have the potential to further tie up traffic in the area.

- The study should not include any retail area that could be dedicated to a “destination” grocery store such as a Ralphs, Pavilions, Whole Foods, or Trader Joes, or any “big box” retail such as a Target or Costco.

- No alternatives should merely reduce all components of project pro rata. Alternatives should study the reduction of most intensive uses in a greater percentage than less intensive uses.

- No alternatives should be limited by developer's profit objectives for project. Otherwise there would never be a true required downsize alternative.

Thank you for your consideration.

Sincerely,

Marylin Krell,
President, SBRA

Lauren Cole
SBRA Traffic & Transportation Chair

Tham Nguyen
amethyss22@hotmail.com
Sent: April 15, 2013

To Whom This May Concern:

I live near the Bundy Station and support the creation of the Expo Corridor Transit Neighborhood Plan. I strongly support and encourage the following:

a) New development should be pedestrian-oriented and provide safe and convenient bicycle parking. Vehicle parking requirements should be capped or reduced. If parking is provided, please consider consolidating parking and encouraging users to park once.

b) Street design and configuration that prioritizes travel by multiple modes, including walking, bicycling, and riding transit, as well as accommodating people of all ages, including the very young and the elderly. Due to the many wide, high-traffic intersections in West LA, crossing the street can be a major barrier for people like my elderly parents. Please enhance crosswalks, reduce crossing distances whenever possible, and provide for more crossing time at the intersections leading to the stations, especially the following: Bundy Dr/Olympic Blvd, Bundy Dr/Pico Blvd, Barrington Ave/Olympic Blvd, Barrington Ave/Pico Blvd. In the traffic analysis, I strongly suggest that the project team use an approach that more accurately reflects the performance of the roadway for all users, not just vehicles.

c) Increase residential, commercial, and retail densities within walking distance of stations, especially near the Bundy Station, and transition industrially zoned areas near this station to other more appropriate locations in the city.

Thank you for the opportunity to comment.

Sincerely,

Tham Nguyen

Westwood Gardens Civic Association
westwoodgardens@gmail.com
Sent: April 15, 2013

Dear Ms. Elqura,

I am writing on behalf of the Board of Directors of the Westwood Gardens Civic Association, a homeowners association in West Los Angeles representing approximately 620 homes bordering Pico Blvd. to the north, National Blvd. to the south, Midvale Ave. to the west and Overland Ave. to the east including the Dunleer Place neighborhood accessed by Coventry from Overland Ave. The WGCA has been in existence for more that sixty years working to maintain a livable quality of life in our residential neighborhood and community.

The residential area around the Westwood station of the Exposition Light Rail Line has been, since its inception, R-1 single family zoned. It is extremely important that this area remain R-1 with the borders described above. Please include this in your report. Westwood Gardens must remain as is with no increase in density.

Sincerely,

Drew DeAscentis

President

Westwood Gardens Civic Association

West of Westwood
Homeowners Association

April 14, 2013

Lameese Elqura
Department of City Planning
200 N. Spring St, Room 667
Los Angeles, CA 90012
lameese.elqura@lacity.org

RE: Scoping Comments for ENV-2013-622-EIR

Dear Ms. Elqura,

Please accept the following scoping comments as part of the record for ENV-2013-622-EIR.

The West of Westwood Home Owners Association (HOA) Board of Directors are writing to you on behalf of approximately 1,200 households in the Rancho Park area to provide suggestions for the Exposition Corridor Transit Neighborhood Plan. West Los Angeles is undergoing a major transformation with the introduction of the Exposition Line. There is serious community concern that the development being planned will be inconsistent with the neighborhood, not live up to its potential and will not provide a community benefit. We are submitting these comments in the hope the City will fairly consider our input. After all, it is those who live in the area that are most impacted by this project and likely to know the impacts various changes will have.

It is our opinion that the scope of this project should be limited to the area immediately adjacent to the LRT stations, not to exceed 100 feet in radius from each station. Having a ½ mile project radius leaves too much variability that could result in project objectives such as promoting transit ridership, encouraging walking and bicycling, and preserving single-family neighborhoods going unrealized. Furthermore, there is tremendous potential for improvement to occur in the station areas that would maximize project goals. Concentrating on station areas makes sense from a planning standpoint, as it is at the stations where there will be a convergence of activity. As a key part of this project, special attention should be directed toward enhancing public safety, maintaining adequate policing and fire protection, providing superior streetscape and more.

The project goal of encouraging walking and biking, and improving street configurations is lauded by our HOA. We would like to put forward the following suggestions as possible ways this project can maximize these goals:

1. Constructing protected bike lanes on Sepulveda south of Pico that separates motorists from bicyclists. Sepulveda is set to be a key corridor for bike travel in the Los Angeles bike network and building a safe network is key to encouraging ridership.
2. Making sidewalk improvements on Westwood Blvd south of Ayres. Because the sidewalks are currently in terrible condition, it makes walking/biking a less desirable mode of transportation.
3. Installing Wayfinding Kiosk(s) that include links to Pico and Westwood businesses, so commuters and residents can find their way by foot and bike.
4. Providing adequate lighting along Exposition Blvd that will be paid for by the City, as to improve public safety.
5. Improving pedestrian/bicyclist mobility and accessibility between North and South Exposition Blvd between Military and Sepulveda. People are no longer able to easily travel between North Exposition Blvd and South Exposition Blvd because of the LRT, except by traveling directly down Military and/or Westwood Blvd. Having to walk around the perimeter decreases the desirability of pedestrian travel through the neighborhood.
6. Designing a safer crossing at Westwood Blvd. The LRT is planned to cross Westwood Blvd at grade stopping traffic every few minutes. A transit plaza is being built to accommodate increased bus services. Westwood station is predicted to be the busiest on the line. Designing crossings that minimize pedestrian/bicyclist interaction with motorists and the train is recommended.

WOWHOA supports the project objective to conserve stable single-family neighborhoods. Any development being contemplated in West Los Angeles and specifically in Rancho Park should be

consistent with the West Los Angeles Community Plan, which characterizes the neighborhood as follows: “Low Density, single-family development comprises a majority of the residential land use in the Community. A mix of multiple-family development includes apartments and condominiums at varying densities and building types (duplexes, small, medium and large complexes and some high rise structures). Commercial land use consists primarily of strip development on major arterials such as Wilshire, Santa Monica, Pico, Sawtelle, and Westwood Boulevards. The majority of commercial facilities are either small-scale and free standing or mini-mall type buildings designed to primarily serve local neighborhoods.” Zone changes are not recommended for areas currently zoned R1 because of the noise, traffic and the aesthetic impacts that could precipitate. Land and zoning changes should not occur outside main thoroughfares such as Wilshire, Santa Monica, Pico, and Sawtelle and should not be done without community agreement.

The current state of West Los Angeles at peak hours is a logjam, so any success this project could have at decreasing greenhouse gasses is supported. Large-scale development, even with the Expo Line and increased bus services being brought to the area, is likely to exacerbate an already congested situation. Allowing increased density if it will contribute to higher greenhouse gas emissions is not recommended. Our roads are already working beyond capacity and cannot support more density. Any plans for development, whether they be mixed use, industrial or commercial, should not be considered if their impacts cannot be fully mitigated with respect to traffic congestion and air pollution. Careful studies are needed to fully evaluate any proposed plans and those studies should account for the combined impacts of all the projects currently being considered in the area. Furthermore, parking and noise studies are also necessary, as they greatly impact the quality of life of people in the area. The City should focus its efforts on increasing parking and reducing noise at the Sepulveda station, where parking is predicted to be limited and the combined noise effects of the LRT and 405 freeway will be enhanced. Any development which will decrease parking or increase noise for local businesses or residences should not be permitted.

The building of the LRT is having the unfortunate consequence of removing open space in the community. The Sara Berman Greenway, which is on the Metro right-of-way between Westwood and Military, has lost many of its trees due to the addition of the LRT. Since the open space on the Greenway has vanished, providing more open space that can offset this loss is welcomed. We implore the City to keep in mind that whatever open space is created should be fully open to the public, contiguous in design (not broken up into enclaves) and should not be contained inside dwellings or enclosed spaces.

As stated above, WOWHOA suggests limiting the project to the area immediately adjacent to the LRT stations. This is the area where the project can maximize its goals and best enhance the lives of those in the community.

Sincerely,

Aaron Rosenfield
Chair, WOWHOA Mobility Committee

cc Paul Koretz

West of Westwood Homeowners Association • P.O. Box 64496 • Los Angeles, CA , 90064
email:wowhoa@ca.rr.com website: www.wowhoa.org
Phone: 310.475.2126

APPENDIX B

Air Quality

Construction Emissions

On-site Emissions										
Equipment			**Equipment Emissions (ppd)**							
	# Equipment	**Hours/Day**	**ROG**	**CO**	**NOX**	**SOX**	**PM10**	**PM2.5**	**CO2**	**CH4**
Dozer	1	8	2.18	8.34	17.88	0.02	0.74	0.68	1,912.74	0.20
Scraper	-	8	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Loader	1	8	0.53	2.97	3.60	0.01	0.24	0.22	534.39	0.05
Excavator	-	8	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Total Off-site emissions (ppd):		**0.31**	**1.30**	**9.66**	**0.00**	**0.14**	**0.13**	**1865.44**
Truck trips		**Worker Vehicle Emissions (ppd)**						
	# of trips/day	**Total VMT/Day**	**ROG**	**CO**	**NOX**	**SOX**	**PM10**	**PM2.5**	**CO2**
HHDD Trucks	*25*	*500.0*	*0.31*	*1.30*	*9.66*	*0.00*	*0.14*	*0.13*	*1865.44*

TOTAL EMISSIONS	**Emissions (ppd)**					
	ROG	**CO**	**NOX**	**SOX**	**PM10**	**PM2.5**
2016	**3**	**13**	**31**	**0**	**1.1**	**1.0**
On-Site	3	11	21	0	1	1
Off-Site	0	1	10	0	0	0
Regional Daily Maximum	**3**	**13**	**31**	**0**	**1**	**1**
THRESHOLD	**75**	**550**	**100**	**150**	**150**	**55**
IMPACT?	NO	NO	NO	NO	NO	NO
On-Site Daily Maximum	**3**	**11**	**21**	**0**	**1**	**1**

On-site Emissions										
Equipment			**Equipment Emissions (ppd)**							
	# Equipment	**Hours/Day**	**ROG**	**CO**	**NOX**	**SOX**	**PM10**	**PM2.5**	**CO2**	**CH4**
Dozer	1	8	2.18	8.34	17.88	0.02	0.74	0.68	1,912.74	0.20
Scraper	1	8	2.01	7.55	16.52	0.02	0.68	0.63	2,099.93	0.18
Loader	1	8	0.53	2.97	3.60	0.01	0.24	0.22	534.39	0.05
Excavator	1	8	0.85	4.20	5.93	0.01	0.30	0.28	956.64	0.08

Total Off-site emissions (ppd):		**0.61**	**2.60**	**19.33**	**0.00**	**0.28**	**0.27**	**3730.87**	
Truck trips		**Worker Vehicle Emissions (ppd)**							
	# of trips/day	**Total VMT/Day**	**ROG**	**CO**	**NOX**	**SOX**	**PM10**	**PM2.5**	**CO2**
HHDD Trucks	*50*	*1,000.0*	*0.61*	*2.60*	*19.33*	*0.00*	*0.28*	*0.27*	*3730.87*

TOTAL EMISSIONS	**Emissions (ppd)**					
	ROG	**CO**	**NOX**	**SOX**	**PM10**	**PM2.5**
Year 2016	**6**	**26**	**63**	**0**	**2.2**	**2.1**
On-Site	6	23	44	0	2	2
Off-Site	1	3	19	0	0	0
Regional Daily Maximum	**6**	**26**	**63**	**0**	**2**	**2**
THRESHOLD	**75**	**550**	**100**	**150**	**150**	**55**
IMPACT?	NO	NO	NO	NO	NO	NO
On-Site Daily Maximum	**6**	**23**	**44**	**0**	**2**	**2**

On-site Emissions										
Equipment			**Equipment Emissions (ppd)**							
	# Equipment	**Hours/Day**	**ROG**	**CO**	**NOX**	**SOX**	**PM10**	**PM2.5**	**CO2**	**CH4**
Dozer	2	8	4.35	16.67	35.75	0.04	1.48	1.36	3,825.47	0.39
Scraper	2	8	4.02	15.11	33.03	0.04	1.37	1.26	4,199.86	0.36
Loader	2	8	1.07	5.95	7.20	0.01	0.48	0.44	1,068.78	0.10
Excavator	2	8	1.70	8.40	11.87	0.02	0.61	0.56	1,913.28	0.15

Total Off-site emissions (ppd):		**1.23**	**5.20**	**38.66**	**0.00**	**0.56**	**0.54**	**7461.74**
Truck trips		**Worker Vehicle Emissions (ppd)**						
	# of trips/day	**Total VMT/Day**	**ROG**	**CO**	**NOX**	**SOX**	**PM10**	**PM2.5**	**CO2**
HHDD Trucks	*100*	*2,000.0*	*1.23*	*5.20*	*38.66*	*0.00*	*0.56*	*0.54*	*7461.74*

TOTAL EMISSIONS	**Emissions (ppd)**					
	ROG	**CO**	**NOX**	**SOX**	**PM10**	**PM2.5**
Year 2016	**12**	**51**	**127**	**0**	**4.5**	**4.1**
On-Site	11	46	88	0	4	4
Off-Site	1	5	39	0	1	1
Regional Daily Maximum	**12**	**51**	**127**	**0**	**4**	**4**
THRESHOLD	**75**	**550**	**100**	**150**	**150**	**55**
IMPACT?	NO	NO	YES	NO	NO	NO
On-Site Daily Maximum	**11**	**46**	**88**	**0**	**4**	**4**

On-site Emissions										
Equipment			**Equipment Emissions (ppd)**							
	# Equipment	**Hours/Day**	**ROG**	**CO**	**NOX**	**SOX**	**PM10**	**PM2.5**	**CO2**	**CH4**
Dozer	2	8	4.35	16.67	35.75	0.04	1.48	1.36	3,825.47	0.39
Scraper	2	8	4.02	15.11	33.03	0.04	1.37	1.26	4,199.86	0.36
Loader	2	8	1.07	5.95	7.20	0.01	0.48	0.44	1,068.78	0.10
Excavator	2	8	1.70	8.40	11.87	0.02	0.61	0.56	1,913.28	0.15

Total Off-site emissions (ppd):		**1.84**	**7.80**	**57.99**	**0.00**	**0.84**	**0.80**	**11192.61**	
Truck trips		**Worker Vehicle Emissions (ppd)**							
	# of trips/day	**Total VMT/Day**	**ROG**	**CO**	**NOX**	**SOX**	**PM10**	**PM2.5**	**CO2**
HHDD Trucks	*150*	*3,000.0*	*1.84*	*7.80*	*57.99*	*0.00*	*0.84*	*0.80*	*11192.61*

TOTAL EMISSIONS	**Emissions (ppd)**					
	ROG	**CO**	**NOX**	**SOX**	**PM10**	**PM2.5**
Year 2016	**13**	**54**	**146**	**0**	**4.8**	**4.4**
On-Site	11	46	88	0	4	4
Off-Site	2	8	58	0	1	1
Regional Daily Maximum	**13**	**54**	**146**	**0**	**5**	**4**
THRESHOLD	**75**	**550**	**100**	**150**	**150**	**55**
IMPACT?	NO	NO	YES	NO	NO	NO
On-Site Daily Maximum	**11**	**46**	**88**	**0**	**4**	**4**

SCAB Fleet Average Emission Factors (Diesel)

OFFROAD

Air Basin	SC

		(lb/hr)	(lb/hr)	(lb/hr)	(lb/hr)	(lb/hr)	(lb/hr)	(lb/hr)
Equipment	**MaxHP**	**ROG**	**CO**	**NOX**	**SOX**	**PM**	**CO2**	**CH4**
Excavators Composite		0.1064	0.5248	0.7416	0.0013	0.0379	120	0.0096
Rubber Tired Dozers Composite		0.2721	1.0420	2.2344	0.0025	0.0924	239	0.0246
Scrapers Composite		0.2513	0.9443	2.0647	0.0027	0.0854	262	0.0227
Tractors/Loaders/Backhoes Composite		0.0666	0.3716	0.4501	0.0008	0.0298	66.8	0.0060

Ref: http://www.aqmd.gov/ceqa/handbook/offroad/offroad.html

EMFAC2014 RATES (grams per mile)							
Vehicle Type	**ROG**	**CO**	**NOX**	**SOX**	**PM10**	**PM2.5**	**CO2**
Year 2014							
Passegner Cars @40 MPH	0.029667	1.221978	0.109303382		0.001617507	0.001	280.5609409
Light-Duty Trucks @ 40MPH	0.09729	3.332976	0.321945878		0.003997055	0.004	324.5126216
T7- single construction- DSL @ 40 MPH	0.278207	1.180426	8.775074052		0.127015229	0.122	1693.815424
Assumptions:							
Construction Year	2014						
Season	Annual						
	Pounds per Mile Conversion						
	ROX	**CO**	**NOX**	**SOX**	**PM10**	**PM2.5**	**CO2**
Passenger Cars	0.00007	0.00269	0.00024	0	0.00000	0.00000	0.61798
Light-Duty Trucks	0.000214	0.007341	0.000709132	0	8.80409E-06	8.13203E-06	0.71478551
T7- single construction- DSL	0.000613	0.0026	0.019328357	0	0.000279769	0.000267667	3.730870978

2014 Estimated Annual Emission Rates
EMFAC 2011 Vehicle Categories
Los Angeles COUNTY
South Coast AIR BASIN
South Coast AQMD

Area	CalYr	Season	Veh	Fuel	MdlYr	Speed	VMT	ROG_RUNEX	TOG_RUNEX	CO_RUNEX	NOX_RUNEX	CO2_RUNEX	RUNEX(Pavley I+	PM10_RUNEX	PM2_5_RUNEX
						(Miles/hr)	(Miles/day)	(gms/mile)	(gms/mile)	(gms/mile)	(gms/mile)	(gms/mile)	(gms/mile)	(gms/mile)	(gms/mile)
Los Angeles (SC)	2014	Annual	LDA	GAS	Aggregated	40	10108299.19	0.03	0.04	1.22	0.11	280.56	255.81	0.0016	0.0015
Los Angeles (SC)	2014	Annual	LDA	DSL	Aggregated	40	69104.11821	0.05	0.05	0.31	0.30	266.55	252.32	0.0321	0.0308
Los Angeles (SC)	2014	Annual	LDT1	GAS	Aggregated	40	900274.94	0.10	0.13	3.33	0.32	324.51	304.25	0.0040	0.0037
Los Angeles (SC)	2014	Annual	LDT1	DSL	Aggregated	40	1338.51	0.17	0.19	0.97	1.29	344.48	276.76	0.1294	0.1238
Los Angeles	2014	Annual	T7 single construction	DSL	Aggregated	40	17249.93	0.28	0.32	1.18	8.78	1693.82	1657.98	0.1270	0.1215

Operational Emissions

CRITERIA POLLUTANT EMISISONS - MOBILE SOURCES

Alternative	Total Project VMT
Existing (2013) Conditions	1,213,805
Existing (2015) Conditions	1,221,195
Existing Plus Project Conditions 2015	1,445,964
2035 No Project	1,297,619
2035 with Project	1,522,388

					g/mile						lb/day					
mph	Distribution	Existing (2013) Conditions	Alternative	Year	ROG	PM10	PM2_5	CO	NOx	SOx	ROG	PM10	PM2_5	CO	NOx	SOx
5	1%	12,586	Existing (2013) Conditions	2013	0.639556	0.095965	0.062397	5.449637	2.866742	0.014849	18	3	2	151	80	0
10	11%	128,373	Existing (2013) Conditions	2013	0.406805	0.082417	0.049589	4.380927	1.649233	0.010762	115	23	14	1,240	467	3
15	27%	330,283	Existing (2013) Conditions	2013	0.250029	0.072043	0.039759	3.572791	0.947142	0.007939	182	52	29	2,602	690	6
20	26%	321,383	Existing (2013) Conditions	2013	0.193402	0.073686	0.041394	3.364745	1.119832	0.006421	137	52	29	2,384	793	5
25	15%	177,916	Existing (2013) Conditions	2013	0.11781	0.061228	0.029509	2.630239	0.470381	0.005159	46	24	12	1,032	185	2
30	8%	94,006	Existing (2013) Conditions	2013	0.096783	0.060534	0.028869	2.381038	0.471671	0.004509	20	13	6	493	98	1
35	3%	36,363	Existing (2013) Conditions	2013	0.085834	0.061573	0.02988	2.188492	0.552129	0.004205	7	5	2	175	44	0
40	2%	29,774	Existing (2013) Conditions	2013	0.079273	0.063168	0.031416	2.050924	0.626842	0.004076	5	4	2	135	41	0
45	5%	55,603	Existing (2013) Conditions	2013	0.075392	0.064954	0.033131	1.950474	0.685682	0.004044	9	8	4	239	84	0
50	1%	16,569	Existing (2013) Conditions	2013	0.073481	0.066279	0.034401	1.879609	0.691013	0.004017	3	2	1	69	25	0
55	1%	14,722	Existing (2013) Conditions	2013	0.076254	0.069316	0.037307	1.831467	0.80602	0.004271	2	2	1	59	26	0
60	0%	3,617	Existing (2013) Conditions	2013	0.086171	0.07492	0.042666	1.840322	0.971787	0.004586	1	1	0	15	8	0
65	0%	-	Existing (2013) Conditions	2013	0.107371	0.086463	0.053707	1.998051	1.284761	0.005253	-	-	-	-	-	-
70	0%	-	Existing (2013) Conditions	2013	0.133455	0.106317	0.072703	2.064046	1.980485	0.006109	-	-	-	-	-	-
5	1%	14,903	Existing Plus Project Conditions 2015	2015	0.522932	0.084349	0.051466	4.590227	2.621179	0.014381	17	3	2	151	86	0
10	11%	152,000	Existing Plus Project Conditions 2015	2015	0.317042	0.072816	0.040567	3.592199	1.43127	0.010359	106	24	14	1,204	480	3
15	27%	391,074	Existing Plus Project Conditions 2015	2015	0.188393	0.064728	0.032914	2.849234	0.753261	0.007627	162	56	28	2,457	649	7
20	26%	380,535	Existing Plus Project Conditions 2015	2015	0.147319	0.065904	0.034095	2.695612	0.884683	0.006163	124	55	29	2,261	742	5
25	15%	210,663	Existing Plus Project Conditions 2015	2015	0.088846	0.057382	0.025973	2.105645	0.367516	0.004976	41	27	12	978	171	2
30	8%	111,308	Existing Plus Project Conditions 2015	2015	0.072361	0.05679	0.025429	1.906601	0.367817	0.00436	18	14	6	468	90	1
35	3%	43,056	Existing Plus Project Conditions 2015	2015	0.062742	0.056916	0.025564	1.749245	0.417308	0.004053	6	5	2	166	40	0
40	2%	35,254	Existing Plus Project Conditions 2015	2015	0.05742	0.057714	0.026337	1.631975	0.479168	0.003955	4	4	2	127	37	0
45	5%	65,837	Existing Plus Project Conditions 2015	2015	0.053843	0.058451	0.027047	1.54241	0.515264	0.00392	8	8	4	224	75	1
50	1%	19,619	Existing Plus Project Conditions 2015	2015	0.051894	0.058944	0.02752	1.478689	0.509709	0.003894	2	3	1	64	22	0
55	1%	17,432	Existing Plus Project Conditions 2015	2015	0.05334	0.060254	0.028774	1.420475	0.605734	0.00415	2	2	1	55	23	0
60	0%	4,283	Existing Plus Project Conditions 2015	2015	0.058933	0.062628	0.031043	1.407042	0.721827	0.004468	1	1	0	13	7	0
65	0%	-	Existing Plus Project Conditions 2015	2015	0.071324	0.068126	0.036301	1.485278	0.957266	0.005156	-	-	-	-	-	-
70	0%	-	Existing Plus Project Conditions 2015	2015	0.078291	0.070858	0.038913	1.50075	1.161443	0.005581	-	-	-	-	-	-
5	1%	13,884	2035 No Project	2035	0.158764	0.058436	0.027026	1.771396	1.972873	0.008312	5	2	1	54	60	0
10	11%	137,942	2035 No Project	2035	0.100017	0.055962	0.024733	1.34751	1.033059	0.006064	30	17	8	410	314	2
15	26%	332,275	2035 No Project	2035	0.059399	0.054302	0.023188	0.841156	0.403298	0.004394	44	40	17	616	295	3
20	26%	343,672	2035 No Project	2035	0.040191	0.0535	0.022448	0.723596	0.201913	0.003465	30	41	17	548	153	3
25	15%	195,682	2035 No Project	2035	0.028024	0.052766	0.021763	0.595213	0.095655	0.002784	12	23	9	257	41	1
30	8%	101,016	2035 No Project	2035	0.022548	0.052483	0.021504	0.540384	0.080972	0.002508	5	12	5	120	18	1
35	3%	38,465	2035 No Project	2035	0.019267	0.052346	0.02138	0.50191	0.078482	0.002424	2	4	2	43	7	0
40	2%	24,391	2035 No Project	2035	0.017182	0.052293	0.021334	0.461534	0.077882	0.002487	1	3	1	25	4	0
45	5%	61,357	2035 No Project	2035	0.015565	0.052255	0.0213	0.426488	0.0723	0.002517	2	7	3	58	10	0
50	2%	31,199	2035 No Project	2035	0.014603	0.052249	0.021296	0.394645	0.066748	0.002596	1	4	1	27	5	0
55	1%	14,327	2035 No Project	2035	0.014871	0.052437	0.021476	0.359459	0.075824	0.003035	0	2	1	11	2	0
60	0%	3,408	2035 No Project	2035	0.015552	0.052554	0.021587	0.338165	0.077658	0.003225	0	0	0	3	1	0
65	0%	-	2035 No Project	2035	0.017225	0.052722	0.021745	0.329968	0.081777	0.003452	-	-	-	-	-	-
70	0%	-	2035 No Project	2035	0.018522	0.053218	0.022221	0.310393	0.113352	0.004499	-	-	-	-	-	-
5	1%	16,289	2035 with Project	2035	0.158764	0.058436	0.027026	1.771396	1.972873	0.008312	6	2	1	64	71	0
10	11%	161,836	2035 with Project	2035	0.100017	0.055962	0.024733	1.34751	1.033059	0.006064	36	20	9	481	369	2
15	26%	389,830	2035 with Project	2035	0.059399	0.054302	0.023188	0.841156	0.403298	0.004394	51	47	20	723	347	4
20	26%	403,202	2035 with Project	2035	0.040191	0.0535	0.022448	0.723596	0.201913	0.003465	36	48	20	643	179	3
25	15%	229,577	2035 with Project	2035	0.028024	0.052766	0.021763	0.595213	0.095655	0.002784	14	27	11	301	48	1
30	8%	118,514	2035 with Project	2035	0.022548	0.052483	0.021504	0.540384	0.080972	0.002508	6	14	6	141	21	1
35	3%	45,128	2035 with Project	2035	0.019267	0.052346	0.02138	0.50191	0.078482	0.002424	2	5	2	50	8	0
40	2%	28,616	2035 with Project	2035	0.017182	0.052293	0.021334	0.461534	0.077882	0.002487	1	3	1	29	5	0
45	5%	71,985	2035 with Project	2035	0.015565	0.052255	0.0213	0.426488	0.0723	0.002517	2	8	3	68	11	0
50	2%	36,603	2035 with Project	2035	0.014603	0.052249	0.021296	0.394645	0.066748	0.002596	1	4	2	32	5	0
55	1%	16,809	2035 with Project	2035	0.014871	0.052437	0.021476	0.359459	0.075824	0.003035	1	2	1	13	3	0
60	0%	3,998	2035 with Project	2035	0.015552	0.052554	0.021587	0.338165	0.077658	0.003225	0	0	0	3	1	0
65	0%	-	2035 with Project	2035	0.017225	0.052722	0.021745	0.329968	0.081777	0.003452	-	-	-	-	-	-
70	0%	-	2035 with Project	2035	0.018522	0.053218	0.022221	0.310393	0.113352	0.004499	-	-	-	-	-	-

		ROG	PM10	PM2_5	CO	NOx	SOx
Existing (2013) Conditions	2013	545	190	103	8,594	2,540	18
Existing Plus Project Conditions 2015	2015	492	203	102	8,167	2,422	21
2035 No Project	2035	133	154	65	2,172	910	11
2035 with Project	2035	156	180	76	2,548	1,068	13

Project Operational Mobile Emissions - Pavely

Alterantive	Total Project VMT
Existing (2013) Conditions	1,213,805
Existing (2015) Conditions	1,221,195
Existing Plus Project Conditions 2015	1,445,964
2035 No Project	1,297,619
2035 with Project	1,522,388

					g/mile					lb/day		gal/day				
mph	Distribution	VMT		Alternative	Year	CO2	CH4	Fuel	NOx	SOx	CO2	CH4	Fuel	NOx	SOx	N2O	GHG
5	1.0%	12,510		Existing (2015) Conditions	2013	1120.159	0.094833	125.6809	0.338622	0.011786	30,894	3	3,466	9	0	0.30	31,045
10	10.5%	127,596		Existing (2015) Conditions	2013	831.5295	0.06166	93.36063	0.291543	0.008756	233,910	17	26,262	82	2	2.59	235,082
15	27.0%	328,285		Existing (2015) Conditions	2013	639.3198	0.042147	71.86854	0.257954	0.00674	462,704	31	52,014	187	5	5.90	465,122
20	26.3%	319,438		Existing (2015) Conditions	2013	511.0651	0.030349	57.47792	0.232628	0.005391	359,913	21	40,478	164	4	5.18	361,883
25	14.6%	176,840		Existing (2015) Conditions	2013	424.0308	0.022976	47.71152	0.213979	0.004475	165,315	9	18,601	83	2	2.64	166,264
30	7.7%	93,437		Existing (2015) Conditions	2013	364.7606	0.018252	41.04907	0.201214	0.00385	75,138	4	8,456	41	1	1.31	75,591
35	3.0%	36,143		Existing (2015) Conditions	2013	325.6295	0.015209	36.6145	0.192974	0.003434	25,947	1	2,917	15	0	0.49	26,109
40	2.4%	29,594		Existing (2015) Conditions	2013	303.0307	0.013359	34.0468	0.186208	0.003193	19,771	1	2,221	12	0	0.38	19,897
45	4.6%	55,266		Existing (2015) Conditions	2013	292.2662	0.012321	32.87279	0.182587	0.003083	35,610	2	4,005	22	0	0.70	35,838
50	1.4%	16,469		Existing (2015) Conditions	2013	291.387	0.011875	32.7823	0.183924	0.003075	10,580	0	1,190	7	0	0.21	10,648
55	1.2%	14,633		Existing (2015) Conditions	2013	301.4462	0.011998	33.86937	0.189087	0.003177	9,725	0	1,093	6	0	0.19	9,787
60	0.3%	3,596		Existing (2015) Conditions	2013	320.5089	0.012632	35.97795	0.201721	0.003374	2,541	0	285	2	0	0.05	2,557
65	0.0%	-		Existing (2015) Conditions	2013	357.0549	0.014092	40.0549	0.214323	0.003757	-	-	-	-	-	-	-
70	0.0%	-		Existing (2015) Conditions	2013	387.5813	0.015137	42.75406	0.223623	0.00401	-	-	-	-	-	-	-
5	1.1%	15,472		Existing Plus Project Conditions 2015	2015	1053.907	0.074056	120.8173	0.262506	0.011331	35,948	3	4,121	9	0	0.28	36,094
10	10.6%	153,712		Existing Plus Project Conditions 2015	2015	781.5809	0.047964	89.75063	0.225907	0.008418	264,860	16	30,414	77	3	2.42	265,956
15	25.6%	370,261		Existing Plus Project Conditions 2015	2015	601.7809	0.032692	69.15029	0.199086	0.006486	491,225	27	56,446	163	5	5.14	493,333
20	26.5%	382,961		Existing Plus Project Conditions 2015	2015	480.8415	0.023459	55.29798	0.179215	0.005187	405,967	20	46,687	151	4	4.78	407,789
25	15.1%	218,053		Existing Plus Project Conditions 2015	2015	398.9161	0.017704	45.88816	0.164616	0.004304	191,769	9	22,060	79	2	2.50	192,670
30	7.8%	112,565		Existing Plus Project Conditions 2015	2015	343.1444	0.014028	39.47561	0.154457	0.003703	85,156	3	9,796	38	1	1.21	85,574
35	3.0%	42,863		Existing Plus Project Conditions 2015	2015	306.3367	0.011672	35.22631	0.147566	0.003304	28,948	1	3,329	14	0	0.44	29,095
40	1.9%	27,180		Existing Plus Project Conditions 2015	2015	285.053	0.010242	32.75434	0.142081	0.003072	17,081	1	1,963	9	0	0.27	17,169
45	4.7%	68,372		Existing Plus Project Conditions 2015	2015	274.7067	0.009435	31.60063	0.139231	0.002964	41,408	1	4,763	21	0	0.66	41,623
50	2.4%	34,766		Existing Plus Project Conditions 2015	2015	274.4375	0.009103	31.55501	0.139505	0.00296	21,034	1	2,419	11	0	0.34	21,143
55	1.1%	15,965		Existing Plus Project Conditions 2015	2015	283.2349	0.009181	32.54214	0.143736	0.003052	9,969	0	1,145	5	0	0.16	10,020
60	0.3%	3,797		Existing Plus Project Conditions 2015	2015	301.5848	0.009672	34.60534	0.152686	0.003246	2,525	0	290	1	0	0.04	2,538
65	0.0%	-		Existing Plus Project Conditions 2015	2015	335.7074	0.010797	38.51405	0.162096	0.003613	-	-	-	-	-	-	-
70	0.0%	-		Existing Plus Project Conditions 2015	2015	363.6709	0.011604	41.11776	0.168913	0.003857	-	-	-	-	-	-	-
5	1.1%	13,884		2035 No Project	2035	763.6959	0.012885	63.89115	0.044777	0.005995	23,377	0	1,956	1	0	0.04	23,399
10	10.6%	137,942		2035 No Project	2035	566.5171	0.008147	47.46439	0.038704	0.004454	172,284	2	14,434	12	1	0.37	172,452
15	25.6%	332,275		2035 No Project	2035	435.3431	0.005423	36.57949	0.033983	0.003433	318,907	4	26,796	25	3	0.79	319,226
20	26.5%	343,672		2035 No Project	2035	347.5637	0.003803	29.24224	0.030429	0.002744	263,338	3	22,156	23	2	0.73	263,612
25	15.1%	195,682		2035 No Project	2035	288.3886	0.002816	24.26211	0.027716	0.002277	124,412	1	10,467	12	1	0.38	124,547
30	7.8%	101,016		2035 No Project	2035	248.1378	0.002196	20.87148	0.025743	0.001959	55,261	0	4,648	6	0	0.18	55,323
35	3.0%	38,465		2035 No Project	2035	221.8141	0.001803	18.62451	0.024304	0.001748	18,810	0	1,579	2	0	0.07	18,832
40	1.9%	24,391		2035 No Project	2035	206.258	0.001572	17.31919	0.023117	0.001625	11,091	0	931	1	0	0.04	11,104
45	4.7%	61,357		2035 No Project	2035	198.6756	0.001441	16.697	0.022389	0.001567	26,875	0	2,259	3	0	0.10	26,906
50	2.4%	31,199		2035 No Project	2035	198.6038	0.001391	16.6855	0.022113	0.001566	13,660	0	1,148	2	0	0.05	13,676
55	1.1%	14,327		2035 No Project	2035	205.1208	0.001399	17.18076	0.022544	0.001612	6,479	0	543	1	0	0.02	6,486
60	0.3%	3,408		2035 No Project	2035	217.9934	0.001475	18.28868	0.023566	0.001716	1,638	0	137	0	0	0.01	1,639
65	0.0%	-		2035 No Project	2035	242.9683	0.001656	20.34041	0.024697	0.001909	-	-	-	-	-	-	-
70	0.0%	-		2035 No Project	2035	263.5502	0.001798	21.80639	0.025282	0.002047	-	-	-	-	-	-	-
5	1.1%	16,888		2035 with Project	2035	763.6959	0.012885	63.89115	0.044777	0.005995	28,434	0	2,379	2	0	0.05	28,462
10	10.7%	163,639		2035 with Project	2035	566.5171	0.008147	47.46439	0.038704	0.004454	204,378	3	17,123	14	2	0.44	204,577
15	24.2%	367,917		2035 with Project	2035	435.3431	0.005423	36.57949	0.033983	0.003433	353,115	4	29,670	28	3	0.87	353,469
20	26.7%	405,756		2035 with Project	2035	347.5637	0.003803	29.24224	0.030429	0.002744	310,909	3	26,158	27	2	0.86	311,232
25	15.6%	237,357		2035 with Project	2035	288.3886	0.002816	24.26211	0.027716	0.002277	150,909	1	12,696	15	1	0.46	151,072
30	7.9%	119,837		2035 with Project	2035	248.1378	0.002196	20.87148	0.025743	0.001959	65,557	1	5,514	7	1	0.21	65,630
35	3.0%	44,925		2035 with Project	2035	221.8141	0.001803	18.62451	0.024304	0.001748	21,969	0	1,845	2	0	0.08	21,994
40	1.3%	20,115		2035 with Project	2035	206.258	0.001572	17.31919	0.023117	0.001625	9,147	0	768	1	0	0.03	9,157
45	4.9%	74,654		2035 with Project	2035	198.6756	0.001441	16.697	0.022389	0.001567	32,699	0	2,748	4	0	0.12	32,737
50	3.5%	52,550		2035 with Project	2035	198.6038	0.001391	16.6855	0.022113	0.001566	23,009	0	1,933	3	0	0.08	23,035
55	1.0%	15,264		2035 with Project	2035	205.1208	0.001399	17.18076	0.022544	0.001612	6,903	0	578	1	0	0.02	6,910
60	0.2%	3,486		2035 with Project	2035	217.9934	0.001475	18.28868	0.023566	0.001716	1,675	0	141	0	0	0.01	1,677
65	0.0%	-		2035 with Project	2035	242.9683	0.001656	20.34041	0.024697	0.001909	-	-	-	-	-	-	-
70	0.0%	-		2035 with Project	2035	263.5502	0.001798	21.80639	0.025282	0.002047	-	-	-	-	-	-	-

								GHG in lb/day	GHG in MT/year
Existing (2015) Conditions	2013	1,432,046	89	160,990	631	15	20	1,439,823	238,379
Existing Plus Project Conditions 2015	2015	1,595,889	82	183,433	577	17	18	1,603,005	265,396
2035 No Project	2035	1,036,132	12	87,054	88	8	3	1,037,201	171,720
2035 with Project	2035	1,208,703	14	101,553	102	10	3	1,209,952	200,321

Project Operational Mobile Emissions - Non-Pavely

Alterantive	Total Project VMT
Existing (2013) Conditions	1,213,805
Existing (2015) Conditions	1,221,195
Existing Plus Project Conditions 2015	1,445,964
2035 No Project	1,297,619
2035 with Project	1,522,388

					g/mile					lb/day						
mph	Distribution	VMT	Alternative	Year	CO2	CH4	Fuel	NOx	SOx	CO2	CH4	Fuel	NOx	SOx	N2O	GHG
5	1.0%	12,510	Existing (2015) Conditions	2013	1173.3	0.094833	125.6809	0.338622	0.011786	32,360	3	3,466	9	0	0.30	32,511
10	10.5%	127,596	Existing (2015) Conditions	2013	871.0856	0.06166	93.36063	0.291543	0.008756	245,037	17	26,262	82	2	2.59	246,209
15	27.0%	328,285	Existing (2015) Conditions	2013	670.1373	0.042147	71.86854	0.257954	0.00674	485,008	31	52,014	187	5	5.90	487,426
20	26.3%	319,438	Existing (2015) Conditions	2013	535.617	0.030349	57.47792	0.232628	0.005391	377,203	21	40,478	164	4	5.18	379,174
25	14.6%	176,840	Existing (2015) Conditions	2013	444.3638	0.022976	47.71152	0.213979	0.004475	173,242	9	18,601	83	2	2.64	174,191
30	7.7%	93,437	Existing (2015) Conditions	2013	382.1573	0.018252	41.04907	0.201214	0.00385	78,722	4	8,456	41	1	1.31	79,174
35	3.0%	36,143	Existing (2015) Conditions	2013	340.7988	0.015209	36.6145	0.192974	0.003434	27,155	1	2,917	15	0	0.49	27,318
40	2.4%	29,594	Existing (2015) Conditions	2013	316.8936	0.013359	34.0468	0.186208	0.003193	20,675	1	2,221	12	0	0.38	20,801
45	4.6%	55,266	Existing (2015) Conditions	2013	306.0214	0.012321	32.87279	0.182587	0.003083	37,286	2	4,005	22	0	0.70	37,514
50	1.4%	16,469	Existing (2015) Conditions	2013	305.2889	0.011875	32.7823	0.183924	0.003075	11,084	0	1,190	7	0	0.21	11,152
55	1.2%	14,633	Existing (2015) Conditions	2013	315.5653	0.011998	33.86937	0.189087	0.003177	10,180	0	1,093	6	0	0.19	10,242
60	0.3%	3,596	Existing (2015) Conditions	2013	335.3841	0.012632	35.97795	0.201721	0.003374	2,659	0	285	2	0	0.05	2,675
65	0.0%	-	Existing (2015) Conditions	2013	373.5777	0.014092	40.0549	0.214323	0.003757	-	-	-	-	-	-	-
70	0.0%	-	Existing (2015) Conditions	2013	398.8362	0.015137	42.75406	0.223623	0.00401	-	-	-	-	-	-	-
5	1.1%	15,472	Existing Plus Project Conditions 2015	2015	1129.631	0.074056	120.8173	0.262506	0.011331	38,531	3	4,121	9	0	0.28	38,677
10	10.6%	153,712	Existing Plus Project Conditions 2015	2015	838.7609	0.047964	89.75063	0.225907	0.008418	284,237	16	30,414	77	3	2.42	285,334
15	25.6%	370,261	Existing Plus Project Conditions 2015	2015	645.8962	0.032692	69.15029	0.199086	0.006486	527,236	27	56,446	163	5	5.14	529,344
20	26.5%	382,961	Existing Plus Project Conditions 2015	2015	516.2313	0.023459	55.29798	0.179215	0.005187	435,847	20	46,687	151	4	4.78	437,668
25	15.1%	218,053	Existing Plus Project Conditions 2015	2015	428.1849	0.017704	45.88816	0.164616	0.004304	205,839	9	22,060	79	2	2.50	206,740
30	7.8%	112,565	Existing Plus Project Conditions 2015	2015	368.2223	0.014028	39.47561	0.154457	0.003703	91,379	3	9,796	38	1	1.21	91,798
35	3.0%	42,863	Existing Plus Project Conditions 2015	2015	328.5284	0.011672	35.22631	0.147566	0.003304	31,045	1	3,329	14	0	0.44	31,192
40	1.9%	27,180	Existing Plus Project Conditions 2015	2015	305.4721	0.010242	32.75434	0.142081	0.003072	18,304	1	1,963	9	0	0.27	18,393
45	4.7%	68,372	Existing Plus Project Conditions 2015	2015	294.7622	0.009435	31.60063	0.139231	0.002964	44,431	1	4,763	21	0	0.66	44,646
50	2.4%	34,766	Existing Plus Project Conditions 2015	2015	294.4351	0.009103	31.55501	0.139505	0.00296	22,567	1	2,419	11	0	0.34	22,676
55	1.1%	15,965	Existing Plus Project Conditions 2015	2015	303.7857	0.009181	32.54214	0.143736	0.003052	10,692	0	1,145	5	0	0.16	10,744
60	0.3%	3,797	Existing Plus Project Conditions 2015	2015	323.2125	0.009672	34.60534	0.152686	0.003246	2,706	0	290	1	0	0.04	2,719
65	0.0%	-	Existing Plus Project Conditions 2015	2015	359.8996	0.010797	38.51405	0.162096	0.003613	-	-	-	-	-	-	-
70	0.0%	-	Existing Plus Project Conditions 2015	2015	384.3186	0.011604	41.11776	0.168913	0.003857	-	-	-	-	-	-	-
5	1.1%	13,884	2035 No Project	2035	599.608	0.012885	63.89115	0.044777	0.005995	18,354	0	1,956	1	0	0.04	18,377
10	10.6%	137,942	2035 No Project	2035	445.3542	0.008147	47.46439	0.038704	0.004454	135,437	2	14,434	12	1	0.37	135,605
15	25.6%	332,275	2035 No Project	2035	343.132	0.005423	36.57949	0.033983	0.003433	251,358	4	26,796	25	3	0.79	251,678
20	26.5%	343,672	2035 No Project	2035	274.2254	0.003803	29.24224	0.030429	0.002744	207,772	3	22,156	23	2	0.73	208,046
25	15.1%	195,682	2035 No Project	2035	227.4637	0.002816	24.26211	0.027716	0.002277	98,129	1	10,467	12	1	0.38	98,263
30	7.8%	101,016	2035 No Project	2035	195.6395	0.002196	20.87148	0.025743	0.001959	43,570	0	4,648	6	0	0.18	43,631
35	3.0%	38,465	2035 No Project	2035	174.5643	0.001803	18.62451	0.024304	0.001748	14,803	0	1,579	2	0	0.07	14,825
40	1.9%	24,391	2035 No Project	2035	162.3317	0.001572	17.31919	0.023117	0.001625	8,729	0	931	1	0	0.04	8,742
45	4.7%	61,357	2035 No Project	2035	156.5187	0.001441	16.697	0.022389	0.001567	21,172	0	2,259	3	0	0.10	21,203
50	2.4%	31,199	2035 No Project	2035	156.446	0.001391	16.6855	0.022113	0.001566	10,761	0	1,148	2	0	0.05	10,776
55	1.1%	14,327	2035 No Project	2035	161.1445	0.001399	17.18076	0.022544	0.001612	5,090	0	543	1	0	0.02	5,097
60	0.3%	3,408	2035 No Project	2035	171.6048	0.001475	18.28868	0.023566	0.001716	1,289	0	137	0	0	0.01	1,291
65	0.0%	-	2035 No Project	2035	190.9309	0.001656	20.34041	0.024697	0.001909	-	-	-	-	-	-	-
70	0.0%	-	2035 No Project	2035	204.7311	0.001798	21.80639	0.025282	0.002047	-	-	-	-	-	-	-
5	1.1%	16,888	2035 with Project	2035	599.608	0.012885	63.89115	0.044777	0.005995	22,325	0	2,379	2	0	0.05	22,352
10	10.7%	163,639	2035 with Project	2035	445.3542	0.008147	47.46439	0.038704	0.004454	160,667	3	17,123	14	2	0.44	160,866
15	24.2%	367,917	2035 with Project	2035	343.132	0.005423	36.57949	0.033983	0.003433	278,321	4	29,670	28	3	0.87	278,675
20	26.7%	405,756	2035 with Project	2035	274.2254	0.003803	29.24224	0.030429	0.002744	245,305	3	26,158	27	2	0.86	245,628
25	15.6%	237,357	2035 with Project	2035	227.4637	0.002816	24.26211	0.027716	0.002277	119,028	1	12,696	15	1	0.46	119,191
30	7.9%	119,837	2035 with Project	2035	195.6395	0.002196	20.87148	0.025743	0.001959	51,687	1	5,514	7	1	0.21	51,760
35	3.0%	44,925	2035 with Project	2035	174.5643	0.001803	18.62451	0.024304	0.001748	17,289	0	1,845	2	0	0.08	17,314
40	1.3%	20,115	2035 with Project	2035	162.3317	0.001572	17.31919	0.023117	0.001625	7,199	0	768	1	0	0.03	7,209
45	4.9%	74,654	2035 with Project	2035	156.5187	0.001441	16.697	0.022389	0.001567	25,761	0	2,748	4	0	0.12	25,798
50	3.5%	52,550	2035 with Project	2035	156.446	0.001391	16.6855	0.022113	0.001566	18,125	0	1,933	3	0	0.08	18,151
55	1.0%	15,264	2035 with Project	2035	161.1445	0.001399	17.18076	0.022544	0.001612	5,423	0	578	1	0	0.02	5,430

60	0.2%	3,486	2035 with Project	2035	171.6048	0.001475	18.28868	0.023566	0.001716	1,319	0	141	0	0	0.01	1,321	
65	0.0%	-	2035 with Project	2035	190.9309	0.001656	20.34041	0.024697	0.001909	-	-	-	-	-	-	-	
70	0.0%	-	2035 with Project	2035	204.7311	0.001798	21.80639	0.025282	0.002047	-	-	-	-	-	-	-	

										GHG in lb/day	GHG in MT/year
1,213,805	Existing (2015) Conditions	2013	1,500,611	89	160,990	631	15	20	1,508,388	249,731
1,445,964	Existing Plus Project Conditions 2015	2015	1,712,813	82	183,433	577	17	18	1,719,929	284,754
1,297,619	2035 No Project	2035	816,464	12	87,054	88	8	3	817,533	135,352
1,522,388	2035 with Project	2035	952,448	14	101,553	102	10	3	953,696	157,895

Daily VMT by Speed and VMT by speed bin for Existing, Existing Plus, Future No Project, and Future with Project

Daily VMT By Speed Bin		
Speed	**Base Year**	**2035**
5	1.0%	1.1%
10	10.5%	10.6%
15	27.0%	25.6%
20	26.3%	26.5%
25	14.6%	15.1%
30	7.7%	7.8%
35	3.0%	3.0%
40	2.4%	1.9%
45	4.6%	4.7%
50	1.4%	2.4%
55	1.2%	1.1%
60	0.3%	0.3%
65	0.0%	0.0%
70	0.0%	0.0%
75	0.0%	0.0%
80	0.0%	0.0%
85	0.0%	0.0%
Total	***100%***	***100%***

Scenario	Existing Conditions 2013	Existing Plus Project Conditions 2015	Future No Project Year 2035	Future with Project Year 2035
VMT	**1,213,805**	**1,241,858**	**1,297,619**	**1,522,388**
5	12,510	12,799	13,884	16,289
10	127,596	130,545	137,942	161,836
15	328,285	335,872	332,275	389,830
20	319,438	326,821	343,672	403,202
25	176,840	180,927	195,682	229,577
30	93,437	95,596	101,016	118,514
35	36,143	36,978	38,465	45,128
40	29,594	30,278	24,391	28,616
45	55,266	56,543	61,357	71,985
50	16,469	16,850	31,199	36,603
55	14,633	14,971	14,327	16,809
60	3,596	3,679	3,408	3,998
65	-	-	-	-
70	-	-	-	-
75	-	-	-	-
80	-	-	-	-
85	-	-	-	-
Total	1,213,805	1,241,858	1,297,619	1,522,388

Emission Calculations - Utilities for Change Areas (Existing 2013)

Exisiting 2013				MT/yr			lb/day				
Land Use	**Water Generated (gpd)**	**CO2**	**CH4**	**N2O**	**CO2e**	**CO2eCon**	**PM**	**SOx**	**VOC**	**CO**	**NOx**
Single Family Residential	55,760	126	0.00	0.001	126	126	-	-	-	-	-
Multifamily Residential	117,291	265	0.006257	0.001	265	265	-	-	-	-	-
Non-Residential	581,819	1,314	0.031035	0.0	1,314	1,317	-	-	-	-	-
	Sum	1,705			1,705	1,708					

WASTEWATER

		MT									
Land Use	**Wastewater Generated (gpd)**	**CO2**	**CH4**	**N2O**	**CO2e**	**CO2eCon**	**PM**	**SOx**	**VOC**	**CO**	**NOx**
Residential	200,830	221	-	-	221	221	-	-	-	-	-
Non-Residential	177,735	196	-	-	196	196	-	-	-	-	-
	Sum	416			416	416					

SOLID WASTE

		MT									
Land Use	**Solid Waste Generated (lbs per day)**	**CO2**	**CH4**	**N2O**	**CO2e**	**CO2eCon**	**PM**	**SOx**	**VOC**	**CO**	**NOx**
Residential	2,590	98	5	-	200	200	-	-	-	-	-
Non-Residential	30,151	1,143	57	-	2,333	2,333	-	-	-	-	-
	Sum	1,241			2,533	2,533					

ELECTRICITY

Land Use	**Electricity Generated (kWh/year)**	**CO2**	**CH4**	**N2O**	**CO2e**	**CO2eCon**	**PM**	**SOx**	**VOC**	**CO**	**NOx**
Residential	2,158,359	1,202	0	0	1,202	1,205	-	-	-	-	-
Commercial	55,431,403	30,873	1	0	30,876	30,937	-	-	-	-	-
	Sum	32,075			32,078	32,141					

NATURAL GAS

Land Use	**Natural Gas Generated (cf/yr)**	**CO2**	**CH4**	**N2O**	**CO2e**	**CO2eCon**	**PM**	**SOx**	**VOC**	**CO**	**NOx**
Single Family Residential	6,323,081	344	0.01	0.01	346	346	0.132	0.010	0.095	0.693	0.194
Multifamily Residential	8,852,376	482	0.01	0.01	485	485	0.184	0.015	0.133	0.970	0.272
Non-Residential	51,621,913	2,810	0.05	0.05	2,828	2,828	1.075	0.085	0.778	5.657	1.587

Emission Calculations - Utilities for Change Area- 2015 with Project

2015 With Project				MT/yr					lb/day		
Land Use	**Water Generated (gpd)**	**CO2**	**CH4**	**N2O**	**CO2e**	**CO2eCon**	**PM**	**SOx**	**VOC**	**CO**	**NOx**
Single Family Residential	27,880	63	0.00	0.000	63	63	-	-	-	-	-
Multifamily Residential	523,503	1,182	0.027925	0.006	1,182	1,185	-	-	-	-	-
Non-Residential	1,351,316	3,052	0.072082	0.0	3,052	3,058	-	-	-	-	-
		4,297			4,298	4,306					

WASTEWATER

		MT									
Land Use	**Wastewater Generated (gpd)**	**CO2**	**CH4**	**N2O**	**CO2e**	**CO2eCon**	**PM**	**SOx**	**VOC**	**CO**	**NOx**
Residential	778,651	857	-	-	857	857	-	-	-	-	-
Non-Residential	266,663	293	-	-	293	293	-	-	-	-	-
		1,150			1,150	1,150					

SOLID WASTE

		MT									
Land Use	**Solid Waste Generated (lbs per day)**	**CO2**	**CH4**	**N2O**	**CO2e**	**CO2eCon**	**PM**	**SOx**	**VOC**	**CO**	**NOx**
Residential	10,292	390	19	-	796	796	-	-	-	-	-
Non-Residential	54,449	2,064	102	-	4,212	4,212	-	-	-	-	-
		2,454			5,009	5,009					

ELECTRICITY

Land Use	**Electricity Generated (kWh/year)**	**CO2**	**CH4**	**N2O**	**CO2e**	**CO2eCon**	**PM**	**SOx**	**VOC**	**CO**	**NOx**
Residential	6,785,848	3,779	0	0	3,780	3,787	-	-	-	-	-
Commercial	137,005,172	76,307	2	0	76,313	76,463	-	-	-	-	-
		80,086			80,093	80,250					

NATURAL GAS

Land Use	**Natural Gas Generated (cf/yr)**	**CO2**	**CH4**	**N2O**	**CO2e**	**CO2eCon**	**PM**	**SOx**	**VOC**	**CO**	**NOx**
Single Family Residential	3,161,541	172	0.00	0.00	173	173	0.066	0.005	0.048	0.346	0.097
Multifamily Residential	44,680,988	2,432	0.04	0.05	2,447	2,447	0.930	0.073	0.673	4.897	1.373
Non-Residential	96,074,917	5,229	0.10	0.10	5,263	5,263	2.000	0.158	1.448	10.529	2.953
		7,834			7,883	7,883					

Emission Calculations - Utilities for Change Area- 2035 No Project

2035 Project				MT/yr					lb/day		
Land Use	**Water Generated (gpd)**	**CO2**	**CH4**	**N2O**	**CO2e**	**CO2eCon**	**PM**	**SOx**	**VOC**	**CO**	**NOx**
Single Family Residential	55,760	126	0.00	0.001	126	126	-	-	-	-	-
Multifamily Residential	110,721	250	0.005906	0.001	250	251	-	-	-	-	-
Non-Residential	698,718	1,578	0.037271	0.0	1,578	1,581	-	-	-	-	-
		1,954			1,954	1,958					

WASTEWATER

MT

Land Use	**Wastewater Generated (gpd)**	**CO2**	**CH4**	**N2O**	**CO2e**	**CO2eCon**	**PM**	**SOx**	**VOC**	**CO**	**NOx**
Residential	216,220	238	-	-	238	238	-	-	-	-	-
Non-Residential	282,012	310	-	-	310	310	-	-	-	-	-
		548			548	548					

SOLID WASTE

MT

Land Use	**Solid Waste Generated (lbs per day)**	**CO2**	**CH4**	**N2O**	**CO2e**	**CO2eCon**	**PM**	**SOx**	**VOC**	**CO**	**NOx**
Residential	2,794	106	5	-	216	216	-	-	-	-	-
Non-Residential	45,788	1,735	86	-	3,542	3,542	-	-	-	-	-
		1,841			3,758	3,758					

ELECTRICITY

Land Use	**Electricity Generated (kWh/year)**	**CO2**	**CH4**	**N2O**	**CO2e**	**CO2eCon**	**PM**	**SOx**	**VOC**	**CO**	**NOx**
Residential	2,214,456	1,233	0	0	1,233	1,236	-	-	-	-	-
Commercial	75,393,207	41,991	1	0	41,995	42,077	-	-	-	-	-
		43,224			43,228	43,313					

NATURAL GAS

Land Use	**Natural Gas Generated (cf/yr)**	**CO2**	**CH4**	**N2O**	**CO2e**	**CO2eCon**	**PM**	**SOx**	**VOC**	**CO**	**NOx**
Single Family Residential	6,323,081	344	0.01	0.01	346	346	0.132	0.010	0.095	0.693	0.194
Multifamily Residential	9,765,806	532	0.01	0.01	535	535	0.203	0.016	0.147	1.070	0.300
Non-Residential	77,524,205	4,220	0.08	0.08	4,246	4,246	1.614	0.127	1.168	8.496	2.383
		5,095			5,128	5,128					

Emission Calculations - Utilities for Change Area- 2035 With Project

2035 With Project				MT/yr					lb/day		
Land Use	**Water Generated (gpd)**	**CO2**	**CH4**	**N2O**	**CO2e**	**CO2eCon**	**PM**	**SOx**	**VOC**	**CO**	**NOx**
Single Family Residential	27,880	63	0.00	0.000	63	63	-	-	-	-	-
Multifamily Residential	558,848	1,262	0.029810	0.006	1,262	1,265	-	-	-	-	-
Non-Residential	1,334,650	3,014	0.071193	0.0	3,015	3,021	-	-	-	-	-
		4,340			4,340	4,348					

WASTEWATER

		MT									
Land Use	**Wastewater Generated (gpd)**	**CO2**	**CH4**	**N2O**	**CO2e**	**CO2eCon**	**PM**	**SOx**	**VOC**	**CO**	**NOx**
Residential	856,330	942	-	-	942	942	-	-	-	-	-
Non-Residential	278,461	306	-	-	306	306	-	-	-	-	-
		1,248			1,248	1,248					

SOLID WASTE

		MT									
Land Use	**Solid Waste Generated (lbs per day)**	**CO2**	**CH4**	**N2O**	**CO2e**	**CO2eCon**	**PM**	**SOx**	**VOC**	**CO**	**NOx**
Residential	11,323	429	21	-	876	876	-	-	-	-	-
Non-Residential	56,746	2,151	107	-	4,390	4,390	-	-	-	-	-
		2,580			5,266	5,266					

ELECTRICITY

Land Use	**Electricity Generated (kWh/year)**	**CO2**	**CH4**	**N2O**	**CO2e**	**CO2eCon**	**PM**	**SOx**	**VOC**	**CO**	**NOx**
Residential	7,362,708	4,101	0	0	4,101	4,109	-	-	-	-	-
Commercial	139,120,815	77,485	2	0	77,492	77,644	-	-	-	-	-
		81,586			81,593	81,753					

NATURAL GAS

Land Use	**Natural Gas Generated (cf/yr)**	**CO2**	**CH4**	**N2O**	**CO2e**	**CO2eCon**	**PM**	**SOx**	**VOC**	**CO**	**NOx**
Single Family Residential	3,161,541	172	0.00	0.00	173	173	0.066	0.005	0.048	0.346	0.097
Multifamily Residential	49,291,383	2,683	0.05	0.05	2,700	2,700	1.026	0.081	0.743	5.402	1.515
Non-Residential	91,757,350	4,994	0.09	0.10	5,026	5,026	1.911	0.151	1.383	10.056	2.821
		7,850			7,899	7,899					

26,072

13,727,354

Emission Calculations - Utilities for Entire Project Area- Existing 2013

Exisiting 2013				MT/yr					lb/day		
Land Use	**Water Generated (gpd)**	**CO2**	**CH4**	**N2O**	**CO2e**	**CO2eCon**	**PM**	**SOx**	**VOC**	**CO**	**NOx**
Single Family Residential	1,043,450	2,357	0.06	0.012	2,357	2,362	-	-	-	-	-
Multifamily Residential	2,977,537	6,725	0.158828	0.034	6,726	6,739	-	-	-	-	-
Non-Residential	1,236,079	2,792	0.065935	0.0	2,792	2,797	-	-	-	-	-
		11,873			11,874	11,898					

WASTEWATER

		MT									
Land Use	**Wastewater Generated (gpd)**	**CO2**	**CH4**	**N2O**	**CO2e**	**CO2eCon**	**PM**	**SOx**	**VOC**	**CO**	**NOx**
Residential	4,753,420	5,229	-	-	5,229	5,229	-	-	-	-	-
Non-Residential	416,367	458	-	-	458	458	-	-	-	-	-
		5,687			5,687	5,687					

SOLID WASTE

		MT									
Land Use	**Solid Waste Generated (lbs per day)**	**CO2**	**CH4**	**N2O**	**CO2e**	**CO2eCon**	**PM**	**SOx**	**VOC**	**CO**	**NOx**
Residential	61,665	2,337	116	-	4,771	4,771	-	-	-	-	-
Non-Residential	68,950	2,613	130	-	5,334	5,334	-	-	-	-	-
		4,950			10,105	10,105					

ELECTRICITY

Land Use	**Electricity Generated (kWh/year)**	**CO2**	**CH4**	**N2O**	**CO2e**	**CO2eCon**	**PM**	**SOx**	**VOC**	**CO**	**NOx**
Residential	49,194,820	27,400	1	0	27,402	27,456	-	-	-	-	-
Commercial	119,378,808	66,489	2	0	66,495	66,626	-	-	-	-	-
		93,889			93,897	94,082					

NATURAL GAS

Land Use	**Natural Gas Generated (cf/yr)**	**CO2**	**CH4**	**N2O**	**CO2e**	**CO2eCon**	**PM**	**SOx**	**VOC**	**CO**	**NOx**
Single Family Residential	118,325,304	6,441	0.12	0.12	6,481	6,481	2.464	0.195	1.783	12.967	3.637
Multifamily Residential	224,726,305	12,232	0.22	0.23	12,309	12,309	4.679	0.369	3.386	24.628	6.908
Non-Residential	116,196,492	6,325	0.12	0.12	6,365	6,365	2.419	0.191	1.751	12.734	3.572

Emission Calculations - Utilities for Entire Project Area- 2015 with Project

2015 With Project				MT/yr					lb/day		
Land Use	**Water Generated (gpd)**	**CO2**	**CH4**	**N2O**	**CO2e**	**CO2eCon**	**PM**	**SOx**	**VOC**	**CO**	**NOx**
Single Family Residential	1,015,570	2,294	0.05	0.012	2,294	2,298	-	-	-	-	-
Multifamily Residential	3,403,153	7,686	0.181531	0.039	7,687	7,702	-	-	-	-	-
Non-Residential	1,952,793	4,411	0.104166	0.0	4,411	4,420	-	-	-	-	-
		14,390			14,392	14,420					

WASTEWATER

		MT									
Land Use	**Wastewater Generated (gpd)**	**CO2**	**CH4**	**N2O**	**CO2e**	**CO2eCon**	**PM**	**SOx**	**VOC**	**CO**	**NOx**
Residential	5,360,077	5,897	-	-	5,897	5,897	-	-	-	-	-
Non-Residential	459,626	506	-	-	506	506	-	-	-	-	-
		6,402			6,402	6,402					

SOLID WASTE

		MT									
Land Use	**Solid Waste Generated (lbs per day)**	**CO2**	**CH4**	**N2O**	**CO2e**	**CO2eCon**	**PM**	**SOx**	**VOC**	**CO**	**NOx**
Residential	69,750	2,643	131	-	5,396	5,396	-	-	-	-	-
Non-Residential	86,898	3,293	163	-	6,723	6,723	-	-	-	-	-
		5,937			12,119	12,119					

ELECTRICITY

Land Use	**Electricity Generated (kWh/year)**	**CO2**	**CH4**	**N2O**	**CO2e**	**CO2eCon**	**PM**	**SOx**	**VOC**	**CO**	**NOx**
Residential	54,063,388	30,111	1	0	30,114	30,173	-	-	-	-	-
Commercial	193,593,642	107,824	3	1	107,834	108,046	-	-	-	-	-
		137,935			137,948	138,219					

NATURAL GAS

Land Use	**Natural Gas Generated (cf/yr)**	**CO2**	**CH4**	**N2O**	**CO2e**	**CO2eCon**	**PM**	**SOx**	**VOC**	**CO**	**NOx**
Single Family Residential	115,163,764	6,268	0.11	0.12	6,308	6,308	2.398	0.189	1.735	12.621	3.540
Multifamily Residential	262,266,373	14,275	0.26	0.27	14,366	14,366	5.461	0.431	3.952	28.742	8.062
Non-Residential	146,381,184	7,968	0.15	0.15	8,018	8,018	3.048	0.241	2.206	16.042	4.500
		28,512			28,692	28,692					

26,072

13,727,354

Emission Calculations - Utilities for Entire Project Area- Future No Project 2035

2035 Project				MT/yr					lb/day		
Land Use	**Water Generated (gpd)**	**CO2**	**CH4**	**N2O**	**CO2e**	**CO2eCon**	**PM**	**SOx**	**VOC**	**CO**	**NOx**
Single Family Residential	1,043,450	2,357	0.06	0.012	2,357	2,362	-	-	-	-	-
Multifamily Residential	2,682,625	6,059	0.143097	0.030	6,059	6,071	-	-	-	-	-
Non-Residential	1,323,336	2,989	0.070590	0.0	2,989	2,995	-	-	-	-	-
		11,404			11,405	11,428					

WASTEWATER MT

Land Use	**Wastewater Generated (gpd)**	**CO2**	**CH4**	**N2O**	**CO2e**	**CO2eCon**	**PM**	**SOx**	**VOC**	**CO**	**NOx**
Residential	4,953,680	5,450	-	-	5,450	5,450	-	-	-	-	-
Non-Residential	510,225	561	-	-	561	561	-	-	-	-	-
		6,011			6,011	6,011					

SOLID WASTE MT

Land Use	**Solid Waste Generated (lbs per day)**	**CO2**	**CH4**	**N2O**	**CO2e**	**CO2eCon**	**PM**	**SOx**	**VOC**	**CO**	**NOx**
Residential	64,321	2,438	121	-	4,976	4,976	-	-	-	-	-
Non-Residential	83,877	3,179	158	-	6,489	6,489	-	-	-	-	-
		5,616			11,465	11,465					

ELECTRICITY

Land Use	**Electricity Generated (kWh/year)**	**CO2**	**CH4**	**N2O**	**CO2e**	**CO2eCon**	**PM**	**SOx**	**VOC**	**CO**	**NOx**
Residential	49,026,813	27,306	1	0	27,308	27,362	-	-	-	-	-
Commercial	140,426,686	78,212	2	0	78,219	78,373	-	-	-	-	-
		105,518			105,528	105,735					

NATURAL GAS **AP-42 for Natural Gas Combustion Tables 1.4.1** 120,000 2.2 2.3 7.6 0.6 5.5 40.0 94.0

Land Use	**Natural Gas Generated (cf/yr)**	**CO2**	**CH4**	**N2O**	**CO2e**	**CO2eCon**	**PM**	**SOx**	**VOC**	**CO**	**NOx**
Single Family Residential	118,325,304	6,441	0.12	0.12	6,481	6,481	2.464	0.195	1.783	12.967	3.637
Multifamily Residential	236,612,170	12,879	0.24	0.25	12,961	12,961	4.927	0.389	3.565	25.930	7.273
Non-Residential	136,670,657	7,439	0.14	0.14	7,486	7,486	2.846	0.225	2.059	14.978	4.201
		26,759			26,928	26,928					

26,072
13,727,354

Emission Calculations - Utilities for Entire Project Area- Future with Project 2035

2035 With Project				MT/yr					lb/day		
Land Use	**Water Generated (gpd)**	**CO2**	**CH4**	**N2O**	**CO2e**	**CO2eCon**	**PM**	**SOx**	**VOC**	**CO**	**NOx**
Single Family Residential	1,015,570	2,294	0.05	0.012	2,294	2,298	-	-	-	-	-
Multifamily Residential	3,130,752	7,071	0.167001	0.036	7,072	7,086	-	-	-	-	-
Non-Residential	1,959,268	4,425	0.104512	0.0	4,426	4,434	-	-	-	-	-
		13,790			13,791	13,818					

WASTEWATER MT

Land Use	Wastewater Generated (gpd)	CO2	CH4	N2O	CO2e	CO2eCon	PM	SOx	VOC	CO	NOx
Residential	5,593,790	6,154	-	-	6,154	6,154	-	-	-	-	-
Non-Residential	506,674	557	-	-	557	557	-	-	-	-	-
		6,711			6,711	6,711					

SOLID WASTE MT

Land Use	Solid Waste Generated (lbs per day)	CO2	CH4	N2O	CO2e	CO2eCon	PM	SOx	VOC	CO	NOx
Residential	72,850	2,761	137	-	5,636	5,636	-	-	-	-	-
Non-Residential	94,835	3,594	178	-	7,337	7,337	-	-	-	-	-
		6,355			12,973	12,973					

ELECTRICITY

Land Use	Electricity Generated (kWh/year)	CO2	CH4	N2O	CO2e	CO2eCon	PM	SOx	VOC	CO	NOx
Residential	54,175,065	30,173	1	0	30,176	30,235	-	-	-	-	-
Commercial	204,154,293	113,706	3	1	113,716	113,940	-	-	-	-	-
		143,879			143,892	144,175					

NATURAL GAS

Land Use	Natural Gas Generated (cf/yr)	CO2	CH4	N2O	CO2e	CO2eCon	PM	SOx	VOC	CO	NOx
Single Family Residential	115,163,764	6,268	0.11	0.12	6,308	6,308	2.398	0.189	1.735	12.621	3.540
Multifamily Residential	276,137,747	15,030	0.28	0.29	15,126	15,126	5.750	0.454	4.161	30.262	8.488
Non-Residential	150,903,802	8,214	0.15	0.16	8,266	8,266	3.142	0.248	2.274	16.537	4.639
		29,513			29,700	29,700					

METHODOLOGY

GHG emissions result from direct and indirect sources. Direct emissions include emissions from fuel combustion in vehicles and natural gas combustion from stationary sources. Indirect sources include off-site emissions occurring as a result of electricity and water consumption and solid waste. In addition, construction activities would result in direct and indirect emissions.

Mobile source emissions were estimated using vehicle miles traveled (VMT) data presented in Section 4.12 Transportation & Traffic, and vehicle emission rates from the CARB's EMFAC2014 model. The VMT data included speed information, which allowed the analysis to account for increased congestion in build scenarios.

Area source emissions related to existing and future demand for water, wastewater treatment and conveyance, solid waste disposal, and energy were obtained according to the methodology explained in Appendix A of the Calculation Details for California Emissions Estimator Model (CalEEMod). GHG emissions result from the energy used to supply, distribute, and treat water and wastewater, as well as from solid waste disposal by landfilling, recycling, or composting as methane and CO2 gas is emitted in the process.

The amount of water used and wastewater generated by a project results in indirect GHG emissions. These emissions are a result of the energy used to supply, distribute, and treat the water and wastewater. Total residential indoor and outdoor water usage was calculated based on rates provided in Table ES-1 of the Pacific Institute "Waste Not Want Not" report. Data for most commercial and industrial land uses was obtained from Appendices E and F of the Pacific Institute's "Waste Not Want Not" report. The estimated amount of water and wastewater was multiplied by electrical intensity factors to calculate the amount of energy consumed. The electricity intensity factors for water and wastewater generation were obtained from the 2006 CEC report, "Refining Estimates of Water-Related Energy Use in California." The electricity intensity factors are reported in units of kilowatt-hour per million gallons of water used, and represent the amount of electricity needed to (1) supply and convey the water from the source, (2) treat the water to usable standards, and (3) distribute the water to individual users. The sum of these factors gives the total electricity required to supply, treat, and distribute water. The electrical utility emission factors per megawatt-hour of 1,228 pounds of CO_2, 0.029 pounds CH_4, and 0.00617 pounds N_2O. Electricity were then used to estimate total GHG emissions based on the total amount of electricity used. According to CalEEMod manual, the Electrical Utility emission factors used are obtained from 2012 E-Grid report for California and from May 2010 Local Government Operations Protocol.

Solid waste is the amount of material that is disposed of by land filling, recycling, or composting. Indirect GHG emissions associated with waste that is disposed of at a landfill were calculated using the following formula:

$Emit_{methane} = Gen.[Collect.(1\text{-}destruct)+ (1\text{-}Collect). (1\text{-}ox)]$

$Emit_{CO2} = Gen.[Collect.destruct+ (1\text{-}Collect). ox\text{-}1]$

Where:

$Emit_{methane}$ = Methane emitted per ton of green waste

$Emit_{CO2}$ = Carbon dioxide emitted per ton of green waste

Gen = Amount of CO_2 or methane generated

Collect = Collection efficiency of landfill gas (75%)

Destruct = Destruction efficiency of landfill gas (98%)

Ox = Oxidation efficiency of methane (10%)

To calculate the CO_2 and methane emissions, CalEEMod's default collection efficiency of 75 percent, destruction efficiency of 98 percent, and oxidation efficiency of 10 percent were assumed. Use of a collection efficiency in the above formula is due to the fact that landfill gas collection systems are not 100 percent efficient in collecting landfill gas. The destruction efficiency the efficiency of the system in destroying unwanted gaseous constituents such as unburned hydrocarbons. The oxidation efficiency takes into account oxidation of methane to CO_2 as it rises through the landfill. No cogeneration was considered in the analysis. These assumptions resulted in CO_2 and CH_4 emissions rates of 0.229 and 0.011 tons CO_2 and CH_4 per ton of solid waste material. GHG emissions due combustion of natural gas in the project area were calculated using emission factors obtained from AP-42 Table 1.4-2 Emission Factors for Criteria Pollutants and Greenhouse Gases from Natural Gas Combustion.

GHG emissions would also be generated by construction activity within the Project Area consistent with the ECTNP. No specific development projects have been proposed in this planning analysis, and an annualized quantification of construction emissions would be speculative. In addition, construction-related GHG emissions would be a negligible percentage of total regional emissions when considering the emissions generated by mobile sources. For example, the 2012-2035 RTP/SCS construction emissions presented for 2035 conditions in Los Angeles County were approximately 0.3 percent of annual mobile source emissions. A similar percentage is expected for construction emissions related to the Proposed Project. Construction emissions are amortized over 30 years in accordance with SCAQMD recommendations.

APPENDIX C

Cultural Resources

Appendix C-1
Report from South Central Coastal Information Center

South Central Coastal Information Center
California State University, Fullerton
Department of Anthropology MH-426
800 North State College Boulevard
Fullerton, CA 92834-6846
657.278.5395 FAX 657.278.5542
anthro.fullerton.edu sccic.html - sccic fullerton.edu
California Historical Resources Information System
Orange, Los Angeles, and Ventura Counties

October 15, 2013 SCCIC #13397.0101

Ms. Deborah Roberts
Terry A Hayes Associates
8522 National Blvd., Ste.102
Culver City, CA 90232
(310) 839-4200

RE: Proposed Exposition Corridor Transit Neighborhood Plan

Dear Ms. Roberts,

As per your request received on October 1, 2013, a records search was conducted for the above referenced project. The search includes a review of all recorded archaeological sites within a -mile radius of the project site as well as a review of cultural resource reports on file. In addition, the California Points of Historical Interest (SPHI), the California Historical Landmarks (SHL), the California Register of Historical Resources (CAL REG), the National Register of Historic Places (NRHP), the California State Historic Resources Inventory (HRI), and the City of Los Angeles Historic-Cultural Monuments (LAHCM) listings were reviewed for the above referenced project site. The following is a discussion of the findings.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

Beverly Hills, CA USGS 7.5 Quadrangle

ARCHAEOLOGICAL RESOURCES:

Eight archaeological sites (19-000055, 19-000068, 19-000074, 19-000382, 19-002479, 19-002967, 19-002968, 19-003803) have been identified on our maps within a -mile radius of the project site. One site is located within the project site. No sites are listed on the Archaeological Determination of Eligibility (DOE) list. This does not preclude the potential for archaeological sites to be identified during project activities. One isolate (19-100249) has been identified within a -mile radius of the project site. No isolates are located within the project site.
(Located within the project site)

HISTORIC BUILT-ENVIRONMENT RESOURCES:

Forty-one above-ground historic resources (19-150323□, 19-150439, 19-150440, 19-150444, 19-162271□, 19-175298□, 19-176179, 19-177336□, 19-177338□, 19-180748□, 19-186673□, 19-186736, 19-186772□, 19-186978, 19-187052, 19-187723, 19-188008, 19-188708, 19-188715, 19-188849, 19-188984, 19-189102, 19-189419, 19-189750□, 19-189753□, 19-189757□, 19-189758□, 19-189759□, 19-189761, 19-189763□, 19-189764□, 19-189765□, 19-189766□, 19-189767□, 19-189768□, 19-189805, 19-190024□, 19-190025□, 19-190026□, 19-190027, 19-190059) have been identified on our maps within a □-mile radius of the project site. Twenty-two above-ground historic resources are located within the project site.
(□□Located within the project site)

ADDITIONAL CULTURAL RESOURCE LISTINGS:

The **California Historic Resources Inventory (HRI)** lists thirty-nine properties that have been evaluated for historical significance within a □-mile radius of the project site **(see enclosed list)**. These are additional resources that are listed in the Historic Properties Data file and are located either within the project site or within the search radius.

The **California Point of Historical Interest (SPHI)** of the Office of Historic Preservation, Department of Parks and Recreation, lists one property within a □-mile radius of the project site **(see below)**.

SPHI-LAN-038 Citizen Publishing Company Building
9355 Culver Boulevard, Culver City
The Citizen Publishing Company Building is the home of a distinguished weekly, community newspaper which has won national recognition and numerous editorial and typographical awards of excellence. Its publisher□s (Eugene Donovan 1886-1948)editorial policies and social involvements yielded him a major role in the civic life of Culver City over a period of more than twenty years. The newspaper was also known for the substantial scope of its printing activities and its noteworthy associations with the Southern California film industry.

The **California Historical Landmarks (SHL)** of the Office of Historic Preservation, Department of Parks and Recreation, lists no properties within a □-mile radius of the project site.

The **California Register of Historical Resources (CAL REG)** lists nine properties within a □-mile radius of the project site **(□see enclosed list).** These are properties determined to have a National Register of Historic Places Status of 1 or 2, a California Historical Landmark numbering 770 and higher, or a Point of Historical Interest listed after 1□1□1998.

The **National Register of Historic Places (NRHP)** lists four properties within a □-mile radius of the project site **(□see enclosed list and see below)**.

Beverly Hills 19-177338 Citizens Publishing Co. Bldg. 9355 Culver Blvd. Culver City NR87000082
Beverly Hills 19-150323 Culver Hotel 9400 Culver City NR97000296

Beverly Hills 19-180748 Washington Bldg. 9720□9732 Washington Blvd. Culver City NR91000635

The **City of Los Angeles Historic-Cultural Monuments (LAHCM)** lists two properties within the project site **(see below)**.

No. 182 Ivy Substation
Completed in July, 1907, to provide power for the ever-expanding system of the Los Angeles Pacific Railway. Its architecture is described as Mission Revival style. Located at 9015 Venice Boulevard. Declared: 2□1□78.

No. 624 Lawrence and Martha Joseph Residence Apartments
3819-3827 Dunn Drive

HISTORIC MAP REVIEW

Santa Monica, CA (1902 □1921) 15□USGS - indicated that in 1902, there was a significant amount of visible development within the project site. There were numerous roads and buildings present within the project site. There were seven buildings, six roads, and the convergence of two rail roads in the western half of the project area. Ballona Creek and the dense urban environment of the historic place name of Palms were located within the eastern half of the project area. The Southern Pacific Railroad (Santa Monica Branch) and numerous intermittent streams ran through the project site as well as the project area radius. The project area was located within the historic place names of La Ballona and Rincon de los Bueyes. Historic place names nearby included Home Junction, Palms, and Ivy. In 1921, there was a significant increase in the amount of development within the project site and project area. In the western portion of the project area there was now the dense urban environment (historic place name of Sawtelle) with many buildings and roads now present. Within the eastern portion of the project area the urban environment of Palms was visibly larger and contained many more buildings and roads. Historic place names nearby now included Sawtell, The Palms, Culver City, and Santa Monica. All other previously mentioned features remained.

PREVIOUS CULTURAL RESOURCES INVESTIGATIONS:

One hundred and two studies (LA98, LA352, LA537, LA704, LA751, LA839, LA947, LA2038, LA2200, LA2256, LA2632, LA2649, LA2838, LA3019, LA3289, LA3357□, LA3501, LA3506, LA3524, LA3525, LA3587□, LA3623□, LA3673, LA3729, LA3739 , LA3746, LA3748□, LA3765□, LA3872□, LA3966□, LA4174, LA4175, LA4184□, LA4239, LA4344, LA4549, LA4570, LA4667□, LA4881□, LA4908, LA 5009, LA5010□, LA5014□, LA5016, LA5030, LA5031, LA5033□, LA5035□, LA5036□, LA5732, LA6122□, LA6127, LA6132, LA6480, LA6488, LA6491□, LA6498□, LA6502□, LA6505, LA6509, LA6517□, LA6521□, LA6524□, LA6713, LA7094□, LA7095, LA7105, LA7119□, LA7953□, LA8002, LA8087□, LA8092, LA8655, LA8749, LA9414, LA9453, LA9673, LA9992□, LA10362□, LA10431, LA10506, LA10574, LA10575, LA10662, LA10766, LA10860, LA10906, LA11114, LA11154□, LA11183, LA11184, LA11214□, LA11224, LA11305□, LA11409, LA11793, LA11926□, LA11994, LA12033□, LA12085, LA12086, LA12111) have been conducted within a □-mile radius of the project site. Of these, thirty-four are located within the project site. There are fourteen additional investigations located on the Beverly Hills, CA 7.5□USGS Quadrangle that are potentially within a □-mile radius of the

project site. The reports are not mapped due to insufficient locational information. *(☐☐Located within the project site)*

RECOMMENDATIONS

Prehistoric cultural resources have been recorded within the ☐-mile radius of the project area footprint. Historic-era cultural resources have been recorded within the project footprint. Based upon the known archaeological sensitivity in the surrounding area, buried prehistoric or historic cultural resources may be present within the project area footprint. Furthermore, significant portions of the project site location have not been previously surveyed for cultural resources. Most of the natural ground surface within the study area is obscured by urban development; consequently, current surface conditions do not allow for an adequate survey of potential surface or sub-surface cultural artifacts. Therefore, an archaeological monitor should be in place during all ground-disturbing activities to identify, record, and evaluate the significance of any archaeological finds during project activities. Additionally, it is recommended that any historic structures (45 years and older) in the area of potential effect be identified, recorded, and evaluated for local, state, or national significance prior to the approval of project plans. Finally, the Native American Heritage Commission should be consulted to identify if any additional traditional cultural properties or other sacred sites are known to be in the area.

The professional consultant you retain may request the records search map, archaeological site records, and bibliography from the Information Center referencing the SCCIC number listed above for a fee (per the fee schedule). For your convenience, you may find a professional consultant☐at www.chrisinfo.org. Any resulting reports by the qualified consultant should be submitted to the South Central Coastal Information Center as soon as possible.

☐The SCCIC does not endorse any particular consultant and makes no claims about the qualifications of any person listed. Each consultant on this list self-reports that they meet current professional standards.

If you have any questions regarding the results presented herein, please contact the office at 657.278.5395 Monday through Thursday 9:00 am to 3:30 pm.

Should you require any additional information for the above referenced project, reference the SCCIC number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Sincerely,
SCCIC

Lindsey Noyes
Lead Staff Researcher

Enclosures:

(X) HRI ☐27 pages
(X) National Register Status Codes ☐1 page

California Historical Resource Status Codes

1 Properties listed in the National Register (NR) or the California Register (CR)

1D Contributor to a district or multiple resource property listed in NR by the Keeper. Listed in the CR.
1S Individual property listed in NR by the Keeper. Listed in the CR.

1CD Listed in the CR as a contributor to a district or multiple resource property by the SHRC
1CS Listed in the CR as individual property by the SHRC.
1CL Automatically listed in the California Register – Includes State Historical Landmarks 770 and above and Points of Historical Interest nominated after December 1997 and recommended for listing by the SHRC.

2 Properties determined eligible for listing in the National Register (NR) or the California Register (CR)

2B Determined eligible for NR as an individual property and as a contributor to an eligible district in a federal regulatory process. Listed in the CR.
2D Contributor to a district determined eligible for NR by the Keeper. Listed in the CR.
2D2 Contributor to a district determined eligible for NR by consensus through Section 106 process. Listed in the CR.
2D3 Contributor to a district determined eligible for NR by Part I Tax Certification. Listed in the CR.
2D4 Contributor to a district determined eligible for NR pursuant to Section 106 without review by SHPO. Listed in the CR.
2S Individual property determined eligible for NR by the Keeper. Listed in the CR.
2S2 Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR.
2S3 Individual property determined eligible for NR by Part I Tax Certification. Listed in the CR.
2S4 Individual property determined eligible for NR pursuant to Section 106 without review by SHPO. Listed in the CR.

2CB Determined eligible for CR as an individual property and as a contributor to an eligible district by the SHRC.
2CD Contributor to a district determined eligible for listing in the CR by the SHRC.
2CS Individual property determined eligible for listing in the CR by the SHRC.

3 Appears eligible for National Register (NR) or California Register (CR) through Survey Evaluation

3B Appears eligible for NR both individually and as a contributor to a NR eligible district through survey evaluation.
3D Appears eligible for NR as a contributor to a NR eligible district through survey evaluation.
3S Appears eligible for NR as an individual property through survey evaluation.

3CB Appears eligible for CR both individually and as a contributor to a CR eligible district through a survey evaluation.
3CD Appears eligible for CR as a contributor to a CR eligible district through a survey evaluation.
3CS Appears eligible for CR as an individual property through survey evaluation.

4 Appears eligible for National Register (NR) or California Register (CR) through other evaluation

4CM Master List - State Owned Properties – PRC §5024.

5 Properties Recognized as Historically Significant by Local Government

5D1 Contributor to a district that is listed or designated locally.
5D2 Contributor to a district that is eligible for local listing or designation.
5D3 Appears to be a contributor to a district that appears eligible for local listing or designation through survey evaluation.

5S1 Individual property that is listed or designated locally.
5S2 Individual property that is eligible for local listing or designation.
5S3 Appears to be individually eligible for local listing or designation through survey evaluation.

5B Locally significant both individually (listed, eligible, or appears eligible) and as a contributor to a district that is locally listed, designated, determined eligible or appears eligible through survey evaluation.

6 Not Eligible for Listing or Designation as specified

6C Determined ineligible for or removed from California Register by SHRC.
6J Landmarks or Points of Interest found ineligible for designation by SHRC.
6L Determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning.
6T Determined ineligible for NR through Part I Tax Certification process.
6U Determined ineligible for NR pursuant to Section 106 without review by SHPO.
6W Removed from NR by the Keeper.
6X Determined ineligible for the NR by SHRC or Keeper.
6Y Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing.
6Z Found ineligible for NR, CR or Local designation through survey evaluation.

7 Not Evaluated for National Register (NR) or California Register (CR) or Needs Revaluation

7J Received by OHP for evaluation or action but not yet evaluated.
7K Resubmitted to OHP for action but not reevaluated.
7L State Historical Landmarks 1-769 and Points of Historical Interest designated prior to January 1998 – Needs to be reevaluated using current standards.
7M Submitted to OHP but not evaluated - referred to NPS.
7N Needs to be reevaluated (Formerly NR Status Code 4)
7N1 Needs to be reevaluated (Formerly NR SC4) – may become eligible for NR w/restoration or when meets other specific conditions.
7R Identified in Reconnaissance Level Survey: Not evaluated.
7W Submitted to OHP for action – withdrawn.

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
							HIST.RES.	DOE-19-00-0293-0000	03/02/00	6Y	
							PROJ.REVW.	FHWA000207C	03/02/00	6Y	
126180		4906 BERRYMAN AVE		CULVER CITY	P	1948	HIST.RES.	DOE-19-02-0112-0000	03/25/02	6Y	
							PROJ.REVW.	FHWA990922X	03/25/02	6Y	
							HIST.RES.	DOE-19-00-0294-0000	03/02/00	6Y	
							PROJ.REVW.	FHWA000207C	03/02/00	6Y	
126181		4941 BERRYMAN AVE		CULVER CITY	P	1949	HIST.RES.	DOE-19-02-0113-0000	03/25/02	6Y	
							PROJ.REVW.	FHWA990922X	03/25/02	6Y	
							HIST.RES.	DOE-19-00-0295-0000	03/02/00	6Y	
							PROJ.REVW.	FHWA000207C	03/02/00	6Y	
126182		5011 BERRYMAN AVE		CULVER CITY	P	1950	HIST.RES.	DOE-19-02-0116-0000	03/25/02	6Y	
							PROJ.REVW.	FHWA990922X	03/25/02	6Y	
							HIST.RES.	DOE-19-00-0296-0000	03/02/00	6Y	
							PROJ.REVW.	FHWA000207C	03/02/00	6Y	
126098		5136 BERRYMAN AVE		CULVER CITY	P	1951	HIST.RES.	DOE-19-02-0042-0000	03/25/02	6Y	
							PROJ.REVW.	FHWA990922X	03/25/02	6Y	
							HIST.RES.	DOE-19-00-0225-0000	03/02/00	6Y	
							PROJ.REVW.	FHWA000207C	03/02/00	6Y	
126097		5140 BERRYMAN AVE		CULVER CITY	P	1951	HIST.RES.	DOE-19-02-0041-0000	03/25/02	6Y	
							PROJ.REVW.	FHWA990922X	03/25/02	6Y	
							HIST.RES.	DOE-19-00-0224-0000	03/02/00	6Y	
							PROJ.REVW.	FHWA000207C	03/02/00	6Y	
126096		5144 BERRYMAN AVE		CULVER CITY	P	1951	HIST.RES.	DOE-19-02-0040-0000	03/25/02	6Y	
							PROJ.REVW.	FHWA990922X	03/25/02	6Y	
							HIST.RES.	DOE-19-00-0223-0000	03/02/00	6Y	
							PROJ.REVW.	FHWA000207C	03/02/00	6Y	
126095		5152 BERRYMAN AVE		CULVER CITY	P	1951	HIST.RES.	DOE-19-02-0039-0000	03/25/02	6Y	
							PROJ.REVW.	FHWA990922X	03/25/02	6Y	
							HIST.RES.	DOE-19-00-0222-0000	03/02/00	6Y	
							PROJ.REVW.	FHWA000207C	03/02/00	6Y	
126171		11323 BRADDOCK DR		CULVER CITY	P	1947	HIST.RES.	DOE-19-02-0103-0000	03/25/02	6Y	
							PROJ.REVW.	FHWA990922X	03/25/02	6Y	
							HIST.RES.	DOE-19-00-0285-0000	03/02/00	6Y	
							PROJ.REVW.	FHWA000207C	03/02/00	6Y	
126174		11329 BRADDOCK DR		CULVER CITY	P	1947	HIST.RES.	DOE-19-02-0106-0000	03/25/02	6Y	
							PROJ.REVW.	FHWA990922X	03/25/02	6Y	
							HIST.RES.	DOE-19-00-0288-0000	03/02/00	6Y	
							PROJ.REVW.	FHWA000207C	03/02/00	6Y	
* + 028014	19-177338	9355 CULVER BLVD	CITIZEN PUBLISHING COMPANY BUILDIN	CULVER CITY	P	1929	HIST.RES.	NPS-87000082-0000	02/12/87	1S	
							HIST.SURV.	0230-0003-0000	02/12/87	1S	
							HIST.RES.	SPHI-LAN-038	09/02/86	7L	
* + 073799		9400 CULVER BLVD	CULVER HOTEL/HUNT HOTEL	CULVER CITY	P	1924	HIST.RES.	NPS-97000296-0000	04/14/97	1S	BC
							NAT.REG.	19-0243	04/14/97	1S	BC
							TAX.CERT.	537.9-19-0173	01/28/88	2S3	
+ 155290		9942 CULVER BLVD	GATEWAY STATION POST OFFICE	CULVER CITY	P	1939	PROJ.REVW.	USPS010215A	04/06/01	2S2	AC
126126		11256 CULVER BLVD		CULVER CITY	P		HIST.RES.	DOE-19-02-0066-0000	03/25/02	6Y	
							PROJ.REVW.	FHWA990922X	03/25/02	6Y	
							HIST.RES.	DOE-19-00-0249-0000	03/02/00	6Y	
							PROJ.REVW.	FHWA000207C	03/02/00	6Y	
126127		11258 CULVER BLVD		CULVER CITY	P		HIST.RES.	DOE-19-02-0067-0000	03/25/02	6Y	
							PROJ.REVW.	FHWA990922X	03/25/02	6Y	
							HIST.RES.	DOE-19-00-0250-0000	03/02/00	6Y	
							PROJ.REVW.	FHWA000207C	03/02/00	6Y	
126167		11277 CULVER BLVD		CULVER CITY	P	1950	HIST.RES.	DOE-19-02-0099-0000	03/25/02	6Y	
							PROJ.REVW.	FHWA990922X	03/25/02	6Y	
							HIST.RES.	DOE-19-00-0281-0000	03/02/00	6Y	

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
							PROJ.REVW.	FHWA990922X	03/25/02	6Y	
							HIST.RES.	DOE-19-00-0237-0000	03/02/00	6Y	
							PROJ.REVW.	FHWA000207C	03/02/00	6Y	
066300		4120 JASMINE AVE	RESIDENTIAL REHABILITATION	CULVER CITY	U		PROJ.REVW.	HUD871019K	11/06/87	6Y	
064881		4249 JASMINE AVE	RESIDENCE	CULVER CITY	U		PROJ.REVW.	HUD860814Q	09/11/86	6Y	
028016	19-177340	4249 JASMINE AVE		CULVER CITY	P	1941	HIST.SURV.	0230-0005-0000		7R	
126184		11485 MCDONALD ST		CULVER CITY	P	1951	HIST.RES.	DOE-19-02-0115-0000	03/25/02	6Y	
							PROJ.REVW.	FHWA990922X	03/25/02	6Y	
							HIST.RES.	DOE-19-00-0298-0000	03/02/00	6Y	
							PROJ.REVW.	FHWA000207C	03/02/00	6Y	
126183		11495 MCDONALD ST		CULVER CITY	P	1951	HIST.RES.	DOE-19-02-0114-0000	03/25/02	6Y	
							PROJ.REVW.	FHWA990922X	03/25/02	6Y	
							HIST.RES.	DOE-19-00-0297-0000	03/02/00	6Y	
							PROJ.REVW.	FHWA000207C	03/02/00	6Y	
126185		11506 MCDONALD ST		CULVER CITY	P	1951	HIST.RES.	DOE-19-02-0117-0000	03/25/02	6Y	
							PROJ.REVW.	FHWA990922X	03/25/02	6Y	
							HIST.RES.	DOE-19-00-0299-0000	03/02/00	6Y	
							PROJ.REVW.	FHWA000207C	03/02/00	6Y	
† 097746		3430 MCMANUS AVE	HORIZON SCHOOL / WASHINGTON SCHOOL	CULVER CITY	D	1935	HIST.RES.	DOE-19-94-0291-0000	04/24/94	2S2	AC
							PROJ.REVW.	HRG940202Z	04/24/94	2S2	AC
159548		4427 OVERLAND AVE	GRACE EVANGELICAL LUTHERAN CHURCH	CULVER CITY	P	1957	PROJ.REVW.	FCC060106N	01/20/06	6Y	
154922		4175 OVERLAND BLVD	CULVER CITY PLUNGE-BATH HOUSE	CULVER CITY	M	1949	PROJ.REVW.	NPS050506D	07/27/05	6Y	
126104		5005 PURDUE AVE		CULVER CITY	P	1947	HIST.RES.	DOE-19-02-0048-0000	03/25/02	6Y	
							PROJ.REVW.	FHWA990922X	03/25/02	6Y	
							HIST.RES.	DOE-19-00-0231-0000	03/02/00	6Y	
							PROJ.REVW.	FHWA000207C	03/02/00	6Y	
126103		5011 PURDUE AVE		CULVER CITY	P	1952	HIST.RES.	DOE-19-02-0047-0000	03/25/02	6Y	
							PROJ.REVW.	FHWA990922X	03/25/02	6Y	
							HIST.RES.	DOE-19-00-0230-0000	03/02/00	6Y	
							PROJ.REVW.	FHWA000207C	03/02/00	6Y	
126102		5015 PURDUE AVE		CULVER CITY	P	1949	HIST.RES.	DOE-19-02-0046-0000	03/25/02	6Y	
							PROJ.REVW.	FHWA990922X	03/25/02	6Y	
							HIST.RES.	DOE-19-00-0229-0000	03/02/00	6Y	
							PROJ.REVW.	FHWA000207C	03/02/00	6Y	
126101		5021 PURDUE AVE		CULVER CITY	P	1927	HIST.RES.	DOE-19-02-0045-0000	03/25/02	6Y	
							PROJ.REVW.	FHWA990922X	03/25/02	6Y	
							HIST.RES.	DOE-19-00-0228-0000	03/02/00	6Y	
							PROJ.REVW.	FHWA000207C	03/02/00	6Y	
126100		5025 PURDUE AVE		CULVER CITY	P	1952	HIST.RES.	DOE-19-02-0044-0000	03/25/02	6Y	
							PROJ.REVW.	FHWA990922X	03/25/02	6Y	
							HIST.RES.	DOE-19-00-0227-0000	03/02/00	6Y	
							PROJ.REVW.	FHWA000207C	03/02/00	6Y	
126099		5031 PURDUE AVE		CULVER CITY	P	1952	HIST.RES.	DOE-19-02-0043-0000	03/25/02	6Y	
							PROJ.REVW.	FHWA990922X	03/25/02	6Y	
							HIST.RES.	DOE-19-00-0226-0000	03/02/00	6Y	
							PROJ.REVW.	FHWA000207C	03/02/00	6Y	
028015	19-177339	3125 ROBERTS AVE		CULVER CITY	P	1936	HIST.SURV.	0230-0004-0000		7R	
064882		3125 ROBERTS AVE	RESIDENCE	CULVER CITY	U		PROJ.REVW.	HUD860814R	09/11/86	6Y	
126160		4260 SAWTELLE BLVD		CULVER CITY	P	1952	HIST.RES.	DOE-19-02-0093-0000	03/25/02	6Y	
							PROJ.REVW.	FHWA990922X	03/25/02	6Y	
							HIST.RES.	DOE-19-00-0275-0000	03/02/00	6Y	
							PROJ.REVW.	FHWA000207C	03/02/00	6Y	
126161		4265 SAWTELLE BLVD		CULVER CITY	P	1946	HIST.RES.	DOE-19-02-0094-0000	03/25/02	6Y	
							PROJ.REVW.	FHWA990922X	03/25/02	6Y	
							HIST.RES.	DOE-19-00-0276-0000	03/02/00	6Y	
							PROJ.REVW.	FHWA000207C	03/02/00	6Y	

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
126130		4216 TULLER AVE		CULVER CITY	P	1946	HIST.RES.	DOE-19-02-0070-0000	03/25/02	6Y	
							PROJ.REVW.	FHWA990922X	03/25/02	6Y	
							HIST.RES.	DOE-19-00-0253-0000	03/02/00	6Y	
							PROJ.REVW.	FHWA000207C	03/02/00	6Y	
126128		4221 TULLER AVE		CULVER CITY	P	1947	HIST.RES.	DOE-19-02-0068-0000	03/25/02	6Y	
							PROJ.REVW.	FHWA990922X	03/25/02	6Y	
							HIST.RES.	DOE-19-00-0251-0000	03/02/00	6Y	
							PROJ.REVW.	FHWA000207C	03/02/00	6Y	
126108		11343 UTOPIA AVE		CULVER CITY	P	1950	HIST.RES.	DOE-19-02-0051-0000	03/25/02	6Y	
							PROJ.REVW.	FHWA990922X	03/25/02	6Y	
							HIST.RES.	DOE-19-00-0234-0000	03/02/00	6Y	
							PROJ.REVW.	FHWA000207C	03/02/00	6Y	
126105		11348 UTOPIA AVE		CULVER CITY	P	1951	HIST.RES.	DOE-19-02-0049-0000	03/25/02	6Y	
							PROJ.REVW.	FHWA990922X	03/25/02	6Y	
							HIST.RES.	DOE-19-00-0232-0000	03/02/00	6Y	
							PROJ.REVW.	FHWA000207C	03/02/00	6Y	
126106		11349 UTOPIA AVE		CULVER CITY	P	1951	HIST.RES.	DOE-19-02-0050-0000	03/25/02	6Y	
							PROJ.REVW.	FHWA990922X	03/25/02	6Y	
							HIST.RES.	DOE-19-00-0233-0000	03/02/00	6Y	
							PROJ.REVW.	FHWA000207C	03/02/00	6Y	
168088		12841 W WASHINGTON BLVD		CULVER CITY	P	1953	PROJ.REVW.	HUD071004B	10/10/07	6Y	
097877		5879 WASHINGTON BLVD	METROPOLITAN COMMUNITY CHURCH	CULVER CITY	P	1930	HIST.RES.	DOE-19-94-0453-0000	06/19/94	6Y	
							PROJ.REVW.	HRG940202Z	06/19/94	6Y	
028012	19-177336	9336 WASHINGTON BLVD	THOMAS INCE / SELZNICK / DEMILLE S	CULVER CITY	P	1918	HIST.SURV.	0230-0001-0000		3S	
⚹+ 073357		9720 WASHINGTON BLVD	WASHINGTON BLDG / FLATIRON BLDG	CULVER CITY	P	1926	HIST.RES.	NPS-91000635-0000	05/28/91	1S	BC
							NAT.REG.	19-0044	05/28/91	1S	BC
							HIST.SURV.	0230-0006-0000	05/28/91	1S	BC
⚹+ 097878		9820 WASHINGTON BLVD	CULVER THEATER	CULVER CITY	M	1945	HIST.RES.	DOE-19-94-0292-0000	04/10/94	5S2	
							PROJ.REVW.	HRG940202Z	04/10/94	5S2	
028013	19-177337	10202 WASHINGTON BLVD	TRIANGLE NEW YORK MOTION PICTURE S	CULVER CITY	P	1915	HIST.SURV.	0230-0002-0000		3S	
126133		11218 WASHINGTON BLVD		CULVER CITY	P	1947	HIST.RES.	DOE-19-02-0073-0000	03/25/02	6Y	
							PROJ.REVW.	FHWA990922X	03/25/02	6Y	
							HIST.RES.	DOE-19-00-0256-0000	03/02/00	6Y	
							PROJ.REVW.	FHWA000207C	03/02/00	6Y	
126109		11338 YOUNGWORTH ST		CULVER CITY	P	1951	HIST.RES.	DOE-19-02-0052-0000	03/25/02	6Y	
							PROJ.REVW.	FHWA990922X	03/25/02	6Y	
							HIST.RES.	DOE-19-00-0235-0000	03/02/00	6Y	
							PROJ.REVW.	FHWA000207C	03/02/00	6Y	
166238		7532 2ND ST		DOWNEY	P	1940	PROJ.REVW.	HUD070326B	03/27/07	6Y	
077602		7965 2ND ST		DOWNEY	U	1937	PROJ.REVW.	HUD920803E	09/08/92	6Y	
028020	19-177344	3RD ST	THIRTEEN MILE POST	DOWNEY	P	1906	HIST.SURV.	0241-0004-0000		7N	
076300		7520 3RD ST		DOWNEY	U	1938	PROJ.REVW.	HUD920324A	04/21/92	6Y	
185579		7545 3RD ST		DOWNEY	P	1941	PROJ.REVW.	HUD100505B	05/13/10	6Y	
129497		8553 5TH ST		DOWNEY	P	1930	HIST.RES.	DOE-19-02-0017-0000	01/31/02	6Y	
							PROJ.REVW.	HUD020128D	01/31/02	6Y	
177489		7973 6TH ST		DOWNEY	P	1936	PROJ.REVW.	HUD091224A	01/21/10	6Y	
162647		8539 6TH ST		DOWNEY	P	1926	PROJ.REVW.	HUD060728F	08/01/06	6Y	
172751		8721 6TH ST		DOWNEY	P	1948	PROJ.REVW.	HUD080811B	08/20/08	6Y	
172553		8449 7TH ST		DOWNEY	P	1957	PROJ.REVW.	HUD080714A	08/06/08	6Y	
164066		8702 7TH ST		DOWNEY	P	1953	PROJ.REVW.	HUD061127F	11/28/06	6Y	
173469		11723 ADENMOOR AVE		DOWNEY	P	1949	PROJ.REVW.	HUD080924C	10/14/08	6Y	
170009		8140 ADOREE ST		DOWNEY	P	1952	PROJ.REVW.	HUD071212T	12/28/07	6Y	
177523		8149 ADOREE ST		DOWNEY	P	1947	PROJ.REVW.	HUD091221B	01/20/10	6Y	
182520		8240 ADOREE ST		DOWNEY	P	1949	PROJ.REVW.	HUD110512R	05/16/11	6Y	
175205		8438 ADOREE ST		DOWNEY	P	1950	PROJ.REVW.	HUD090401H	04/14/09	6Y	

ROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
							PROJ.REVW.	HUD980202K	02/02/98	6Y	
099334	19-175794	3022 BELLEVUE AVE		LOS ANGELES	P	1924	HIST.RES.	DOE-19-94-0084-0000	07/01/94	6Y	
							PROJ.REVW.	HRG940202Z	07/01/94	6Y	
116218		3505 BELLEVUE AVE		LOS ANGELES	P	1944	HIST.RES.	DOE-19-96-0146-0000	02/29/96	6U	
							PROJ.REVW.	HUD960801E	02/29/96	6U	
131458		504 BELLINGHAM AVE	S.B. GLEASON RESIDENCE	LOS ANGELES	P	1936	HIST.RES.	DOE-19-02-0341-0000	03/20/02	2S2	C
							PROJ.REVW.	FTA010604A	03/20/02	2S2	C
131608		5352 BELLINGHAM AVE		LOS ANGELES	P	1954	HIST.RES.	DOE-19-02-0484-0000	03/20/02	6Y	
							PROJ.REVW.	FTA010604A	03/20/02	6Y	
024332	19-170354	500 BELMONT AVE		LOS ANGELES	P	1905	HIST.SURV.	0053-1793-0000		5S2	
024331	19-170353	504 BELMONT AVE		LOS ANGELES	P	1910	HIST.SURV.	0053-1792-0000		5S2	
024333	19-170355	505 BELMONT AVE		LOS ANGELES	P	1910	HIST.SURV.	0053-1794-0000		5S2	
024334	19-170356	1706 BELMONT AVE		LOS ANGELES	P	1910	HIST.SURV.	0053-1795-0000		5S2	
024335	19-170357	1712 BELMONT AVE		LOS ANGELES	P	1898	HIST.SURV.	0053-1796-0000		5S2	
099335	19-175795	1803 BELOIT AVE		LOS ANGELES	P		HIST.RES.	DOE-19-94-0085-0000	04/29/94	6Y	
							PROJ.REVW.	HRG940202Z	04/29/94	6Y	
131800		11934 BEN AVE		LOS ANGELES	P	1945	HIST.RES.	DOE-19-02-0669-0000	03/20/02	6Y	
							PROJ.REVW.	FTA010604A	03/20/02	6Y	
131801		11942 BEN AVE		LOS ANGELES	P	1945	HIST.RES.	DOE-19-02-0670-0000	03/20/02	6Y	
							PROJ.REVW.	FTA010604A	03/20/02	6Y	
115662		2337 BENEDICT CANYON DR	KRESS, GEORGE R., HOUSE	LOS ANGELES	P	1931	HIST.RES.	NPS-98001196-0000	09/25/98	1S	BC
							NAT.REG.	19-0263	05/28/98	3S	BC
119382		2735 BENEDICT ST		LOS ANGELES	P	1922	HIST.RES.	DOE-19-95-0303-0000	08/23/95	6U	
							PROJ.REVW.	HUD950823G	08/23/95	6U	
171638		1035 BERENDO ST		LOS ANGELES	P	1932	PROJ.REVW.	HUD080109F	04/17/08	6U	
171637		1039 BERENDO ST		LOS ANGELES	P	1932	PROJ.REVW.	HUD080109F	04/17/08	6U	
073117	19-174066	4028 BERENICE AVE		LOS ANGELES	U	1902	PROJ.REVW.	HUD910912E	09/19/91	6Y	
	19-155850										
026787	19-172768	4218 BERENICE AVE		LOS ANGELES	P	1911	HIST.SURV.	0053-4121-0000		7N	
	19-156005										
097764	19-175255	4312 BERENICE AVE	LATONA AVENUE SCHOOL	LOS ANGELES	D	1937	HIST.RES.	DOE-19-94-0533-0000	08/15/94	6Y	
							PROJ.REVW.	HRG940202Z	08/15/94	6Y	
024134	19-170156	2230 BERKELEY AVE		LOS ANGELES	P	1910	HIST.SURV.	0053-1595-0000		5S2	
024135	19-170157	2232 BERKELEY AVE		LOS ANGELES	P	1910	HIST.SURV.	0053-1596-0000		5S2	
024136	19-170158	2302 BERKELEY AVE		LOS ANGELES	P	1910	HIST.SURV.	0053-1597-0000		5S2	
024129	19-170151	2303 BERKELEY AVE		LOS ANGELES	P	1915	HIST.SURV.	0053-1590-0000		5S2	
024130	19-170152	2307 BERKELEY AVE		LOS ANGELES	P	1915	HIST.SURV.	0053-1591-0000		5S2	
024131	19-170153	2311 BERKELEY AVE		LOS ANGELES	P	1915	HIST.SURV.	0053-1592-0000		5S2	
024137	19-170159	2312 BERKELEY AVE		LOS ANGELES	P	1910	HIST.SURV.	0053-1598-0000		5S2	
024132	19-170154	2321 BERKELEY AVE		LOS ANGELES	P	1915	HIST.SURV.	0053-1593-0000		5S2	
024133	19-170155	2325 BERKELEY AVE		LOS ANGELES	P	1915	HIST.SURV.	0053-1594-0000		5S2	
024138	19-170160	2326 BERKELEY AVE		LOS ANGELES	P	1915	HIST.SURV.	0053-1599-0000		5S2	
024139	19-170161	2332 BERKELEY AVE		LOS ANGELES	P	1915	HIST.SURV.	0053-1600-0000		5S2	
099210	19-175684	4320 BERKSHIRE AVE	ALBERT SMITH HOUSE	LOS ANGELES	P	1910	HIST.RES.	DOE-19-95-0003-0033	11/20/95	2D2	AC
	19-155913						PROJ.REVW.	FHWA830201A	03/07/95	7M	
099211	19-175685	4333 BERKSHIRE AVE	McKINNEY HOUSE	LOS ANGELES	P	1912	HIST.RES.	DOE-19-95-0003-0034	11/20/95	2D2	AC
	19-155914						PROJ.REVW.	FHWA830201A	03/07/95	7M	
099891	19-175923	4339 BERKSHIRE AVE		LOS ANGELES		1963	HIST.RES.	DOE-19-95-0003-0037	11/20/95	6X	AC
							PROJ.REVW.	FHWA830201A	03/07/95	7M	
074233	19-174133	4345 BERKSHIRE AVE		LOS ANGELES	U	1906	PROJ.REVW.	HUD911212A	01/07/92	6Y	
	19-155915										
099212	19-175686	4345 BERKSHIRE AVE	DAISY EVANS HOUSE	LOS ANGELES	P	1909	HIST.RES.	DOE-19-95-0003-0036	11/20/95	2D2	AC
							PROJ.REVW.	FHWA830201A	03/07/95	7M	

OPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
021581	19-167609	1840 CANYON DR		LOS ANGELES	P	1910	HIST.SURV.	0053-0463-0009		3D	
021582	19-167610	1844 CANYON DR		LOS ANGELES	P	1909	HIST.SURV.	0053-0463-0010		3D	
021583	19-167611	1850 CANYON DR		LOS ANGELES	P	1916	HIST.SURV.	0053-0463-0011		3D	
021586	19-167614	1851 CANYON DR		LOS ANGELES	P	1923	HIST.SURV.	0053-0463-0014		3D	
021584	19-167612	1852 CANYON DR		LOS ANGELES	P	1916	HIST.SURV.	0053-0463-0012		3D	
021585	19-167613	1854 CANYON DR		LOS ANGELES	P	1916	HIST.SURV.	0053-0463-0013		3D	
099370	19-175820	3701 CARDIFF AVE	FELICITY HOUSE	LOS ANGELES	P		HIST.RES.	DOE-19-94-0103-0000	03/31/94	6Y	
							PROJ.REVW.	HRG940202Z	03/31/94	6Y	
175293		5572 CARLIN ST		LOS ANGELES	P	1929	PROJ.REVW.	HUD070529J	07/05/07	6U	
100894	19-176310	6118 CARLOS AVE	VISTA DEL MAR/CARLOS DISTRICT	LOS ANGELES	M	1910	HIST.RES.	DOE-19-94-0444-0002	07/01/94	2D2	
							PROJ.REVW.	HRG940202Z	07/01/94	2D2	
100895	19-176311	6122 CARLOS AVE	VISTA DEL MAR/CARLOS DISTRICT	LOS ANGELES	P		HIST.RES.	DOE-19-94-0444-0003	07/01/94	2D2	
							PROJ.REVW.	HRG940202Z	07/01/94	2D2	
100896	19-176312	6128 CARLOS AVE	VISTA DEL MAR/CARLOS DISTRICT	LOS ANGELES	P	1913	HIST.RES.	DOE-19-94-0444-0004	07/01/94	2D2	
							PROJ.REVW.	HRG940202Z	07/01/94	2D2	
100897	19-176313	6136 CARLOS AVE	VISTA DEL MAR/CARLOS DISTRICT	LOS ANGELES	P	1913	HIST.RES.	DOE-19-94-0444-0005	07/01/94	2D2	
							PROJ.REVW.	HRG940202Z	07/01/94	2D2	
100898	19-176314	6142 CARLOS AVE	VISTA DEL MAR/CARLOS DISTRICT	LOS ANGELES	P	1916	HIST.RES.	DOE-19-94-0444-0006	07/01/94	2D2	
							PROJ.REVW.	HRG940202Z	07/01/94	2D2	
021979	19-168006	CARLTON WY	SELMA-LABAIG DISTRICT	LOS ANGELES	P	1904	HIST.RES.	DOE-19-94-0447-9999	07/01/94	2S2	
							PROJ.REVW.	HRG940202Z	07/01/94	2S2	
129305		CARLTON WY	5900-6000 BLOCKS OF CARLTON, 1500	LOS ANGELES	P		HIST.SURV.	0053-0643-9999		5S2	
021809	19-167836	5401 CARLTON WY		LOS ANGELES	P	1916	HIST.SURV.	0053-0607-0000		5S2	
021810	19-167837	5417 CARLTON WY		LOS ANGELES	P	1917	HIST.SURV.	0053-0608-0000		5S2	
097486	19-175212	5431 CARLTON WY		LOS ANGELES		1917	PROJ.REVW.	FTA950817A	10/10/95	6Y	
116222		5443 CARLTON WY		LOS ANGELES	P	1913	HIST.RES.	DOE-19-96-0150-0000	02/07/96	6U	
							PROJ.REVW.	HUD960801E	02/07/96	6U	
097956	19-175379	5446 CARLTON WY		LOS ANGELES	M	1926	HIST.RES.	DOE-19-94-0105-0000	07/01/94	6Y	
							PROJ.REVW.	HRG940202Z	07/01/94	6Y	
116228		5449 CARLTON WY		LOS ANGELES	P	1913	HIST.RES.	DOE-19-96-0151-0000	02/07/96	6U	
							PROJ.REVW.	HUD960801E	02/07/96	6U	
021756	19-167784	5536 CARLTON WY		LOS ANGELES	P	1908	HIST.SURV.	0053-0591-0017		7N	
021757	19-167785	5540 CARLTON WY		LOS ANGELES	P	1908	HIST.SURV.	0053-0591-0018		7N	
021758	19-167786	5546 CARLTON WY		LOS ANGELES	P	1908	HIST.SURV.	0053-0591-0019		7N	
021759	19-167787	5552 CARLTON WY	DUNNING HOUSE	LOS ANGELES	P	1906	HIST.RES.	DOE-19-94-0484-0000	08/09/94	2S2	C
							PROJ.REVW.	HRG940202Z	08/09/94	2S2	C
							HIST.SURV.	0053-0591-0020		7N	
021760	19-167788	5556 CARLTON WY		LOS ANGELES	P	1916	HIST.SURV.	0053-0591-0021		7N	
021740	19-167768	5600 CARLTON WY		LOS ANGELES	P	1923	HIST.SURV.	0053-0591-0001		7N	
021741	19-167769	5611 CARLTON WY		LOS ANGELES	P	1929	HIST.SURV.	0053-0591-0002		7N	
021742	19-167770	5628 CARLTON WY		LOS ANGELES	P	1917	HIST.SURV.	0053-0591-0003		7N	
021743	19-167771	5632 CARLTON WY		LOS ANGELES	P	1912	HIST.SURV.	0053-0591-0004		7N	
021744	19-167772	5638 CARLTON WY		LOS ANGELES	P	1913	HIST.SURV.	0053-0591-0005		7N	
021745	19-167773	5642 CARLTON WY		LOS ANGELES	P	1917	HIST.SURV.	0053-0591-0006		7N	
021746	19-167774	5646 CARLTON WY		LOS ANGELES	P	1916	HIST.SURV.	0053-0591-0007		7N	
021747	19-167775	5657 CARLTON WY		LOS ANGELES	P	1916	HIST.SURV.	0053-0591-0008		7N	
021748	19-167776	5702 CARLTON WY		LOS ANGELES	P	1914	HIST.SURV.	0053-0591-0009		7N	
021749	19-167777	5706 CARLTON WY		LOS ANGELES	P	1917	HIST.SURV.	0053-0591-0010		7N	
021750	19-167778	5710 CARLTON WY		LOS ANGELES	P	1917	HIST.SURV.	0053-0591-0011		7N	
021751	19-167779	5717 CARLTON WY		LOS ANGELES	P	1920	HIST.SURV.	0053-0591-0012		7N	
021752	19-167780	5721 CARLTON WY		LOS ANGELES	P	1919	HIST.SURV.	0053-0591-0013		7N	
021753	19-167781	5727 CARLTON WY		LOS ANGELES	P	1928	HIST.SURV.	0053-0591-0014		7N	
021754	19-167782	5731 CARLTON WY		LOS ANGELES	P	1923	HIST.SURV.	0053-0591-0015		7N	
021755	19-167783	5738 CARLTON WY		LOS ANGELES	P	1930	PROJ.REVW.	HUD950530K	06/26/95	6Y	
							HIST.SURV.	0053-0591-0016		7N	
021779	19-167806	5827 CARLTON WY		LOS ANGELES	P	1919	HIST.SURV.	0053-0592-0000		7N	

OPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
020755	19-166836	900 EXPOSITION BLVD	NATURAL HISTORY MUSEUM OF LOS ANGE	LOS ANGELES	S	1913	HIST.RES.	NPS-75000434-0000	03/04/75	1S	
							HIST.SURV.	0053-0027-0000	01/01/74	1S	
123824		1208 EXPOSITION BLVD		LOS ANGELES	U	1905	HIST.RES.	DOE-19-00-0061-0000	02/01/00	6Y	
							PROJ.REVW.	HUD000201E	02/01/00	6Y	
097997	19-175407	1340 EXPOSITION BLVD		LOS ANGELES	M	1910	HIST.RES.	DOE-19-94-0134-0000	04/29/94	6Y	
							PROJ.REVW.	HRG940202Z	04/29/94	6Y	
099403	19-175827	2502 EXPOSITION BLVD		LOS ANGELES	M	1922	HIST.RES.	DOE-19-94-0135-0000	04/29/94	6Y	
							PROJ.REVW.	HRG940202Z	04/29/94	6Y	
026578	19-172565	3125 EXPOSITION BLVD		LOS ANGELES	M	1932	HIST.RES.	DOE-19-94-0136-0000	06/02/94	6Y	
	19-157393						PROJ.REVW.	HRG940202Z	06/02/94	6Y	
							HIST.SURV.	0053-3906-0000		5S2	
171218		4801 EXPOSITION BLVD		LOS ANGELES	P	1956	PROJ.REVW.	FCC080409E	05/16/08	6Y	
145890		5202 EXPOSITION BLVD		LOS ANGELES		1947	HIST.RES.	DOE-19-03-0338-0000	01/31/03	6U	
							PROJ.REVW.	HUD030103G	01/31/03	6U	
099002	19-175614	82329 EXPOSITION BLVD	USC-MAY ORMEROD HARRIS HALL AND FI	LOS ANGELES	P	1938	HIST.RES.	DOE-19-94-0001-0018	06/29/94	2D2	ABC
							PROJ.REVW.	HRG940202Z	06/29/94	2D2	ABC
097999	19-175408	1218 FACTORY PL		LOS ANGELES	M		HIST.RES.	DOE-19-94-0137-0000	08/29/94	6Y	
							PROJ.REVW.	HRG940202Z	08/29/94	6Y	
021376	19-167410	2133 FAIRFIELD AVE	RICHARD EAGAN HOME	LOS ANGELES	P	1923	HIST.RES.	NPS-82002189-0094	08/19/82	1D	AC
021375	19-167409	2139 FAIRFIELD AVE		LOS ANGELES	P	1921	HIST.RES.	NPS-82002189-0093	08/19/82	1D	AC
021374	19-167408	2145 FAIRFIELD AVE		LOS ANGELES	P	1949	HIST.RES.	NPS-82002189-0092	08/19/82	1D	AC
083716	19-174566	6162 FAIRFIELD AVE		LOS ANGELES	U	1939	PROJ.REVW.	HUD900930O	09/30/90	6Y	
081620	19-174474	6521 FAIRFIELD AVE		LOS ANGELES	U	1933	PROJ.REVW.	HUD871027C	08/29/89	6Y	
145891		2411 FAIRMOUNT ST		LOS ANGELES		1910	HIST.RES.	DOE-19-03-0339-0000	01/31/03	6U	
							PROJ.REVW.	HUD030103G	01/31/03	6U	
123825		2441 FAIRMOUNT ST	2441-2443 1/2 FAIRMOUNT ST	LOS ANGELES	U	1930	HIST.RES.	DOE-19-00-0062-0000	02/01/00	6Y	
							PROJ.REVW.	HUD000201E	02/01/00	6Y	
069759	19-173844	3108 FAIRMOUNT ST		LOS ANGELES	U	1923	PROJ.REVW.	HUD901115G	12/12/90	6Y	
100396	19-176004	4010 FAIRWAY AVE		LOS ANGELES	P	1926	HIST.RES.	DOE-19-95-0132-0000	06/20/95	6Y	
							PROJ.REVW.	HRG940202Z	06/20/95	6Y	
027399	19-173327	2210 FARGO ST	ST TERESA OF AVILA CHURCH	LOS ANGELES	P	1929	PROJ.REVW.	FHWA081229A	01/27/09	6Y	
							PROJ.REVW.	FCC071115A	01/10/08	2S2	C
							HIST.SURV.	0053-4668-0000		7N	
174895		2213 FARGO ST	ST TERESA OF AVILA CONVENT	LOS ANGELES	P	1950	PROJ.REVW.	FHWA081229A	01/27/09	6Y	
174894		2215 FARGO ST	ST TERESA OF AVILA SCHOOL	LOS ANGELES	P	1950	PROJ.REVW.	FHWA081229A	01/27/09	6Y	
174893		2216 FARGO ST	ST TERESA OF AVILA CHURCH RECTORY	LOS ANGELES	P	1961	PROJ.REVW.	FHWA081229A	01/27/09	6Y	
116334		3023 FARMDALE AVE		LOS ANGELES	P	1928	HIST.RES.	DOE-19-96-0246-0000	09/05/96	6U	
							PROJ.REVW.	HUD970203Z	09/05/96	6U	
171663		3036 FARMDALE AVE		LOS ANGELES	P	1925	PROJ.REVW.	HUD080109F	04/17/08	6U	
146100		3637 FARMDALE AVE	DORSEY HIGH SCHOOL	LOS ANGELES	M	1938	HIST.RES.	DOE-19-04-0018-0000	03/16/04	2S2	C
							PROJ.REVW.	FEMA031024A	03/16/04	2S2	C
024756	19-170776	944 FARNAM ST		LOS ANGELES	P	1930	HIST.SURV.	0053-2225-0000		7N	
131106		979 FARNAM ST		LOS ANGELES		1927	HIST.RES.	DOE-19-02-0182-0000	04/02/02	6Y	
							PROJ.REVW.	HUD020402AG	04/02/02	6Y	
088784	19-174879	3161 FARNSWORTH AVE		LOS ANGELES	P	1924	PROJ.REVW.	HUD940223W	03/28/94	6Y	
081408	19-174442	3206 FARNSWORTH AVE		LOS ANGELES	U	1924	PROJ.REVW.	HUD921103O	12/07/92	6Y	
070521	19-174002	3311 FARNSWORTH AVE		LOS ANGELES	U	1925	PROJ.REVW.	HUD910520X	06/11/91	6Y	
069772	19-173857	3406 FARNSWORTH AVE		LOS ANGELES	U	1924	PROJ.REVW.	HUD901115T	12/12/90	6Y	
069754	19-173839	3421 FARNSWORTH AVE		LOS ANGELES	U	1927	PROJ.REVW.	HUD901115B	12/12/90	6Y	
077556	19-174395	3506 FARNSWORTH AVE		LOS ANGELES	U	9121	PROJ.REVW.	HUD920814C	09/16/92	6Y	
131108		6071 FAYETTE ST		LOS ANGELES		1924	HIST.RES.	DOE-19-02-0183-0000	04/02/02	6Y	
							PROJ.REVW.	HUD020402AG	04/02/02	6Y	
170110		1250 FEDERAL AVE	HOLDERMAN HALL USAR CENTER / ORGAN	LOS ANGELES	F		PROJ.REVW.	USA070613A	07/16/07	6Y	
170109		1250 FEDERAL AVE	HOLDERMAN HALL USAR CENTER / HALL	LOS ANGELES	F		PROJ.REVW.	USA070613A	07/16/07	6Y	
098000	19-175409	2015 FEDERAL AVE		LOS ANGELES	M	1902	HIST.RES.	DOE-19-94-0138-0000	04/29/94	6Y	
							PROJ.REVW.	HRG940202Z	04/29/94	6Y	

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
077378	19-174374	3986 INGRAHM ST		LOS ANGELES	U	1923	PROJ.REVW.	HUD920415A	07/15/92	6Y	
175564		1236 INNES AVE		LOS ANGELES		1905	PROJ.REVW.	HUD080707A	07/22/08	6U	
127523		1245 INNES AVE		LOS ANGELES		1902	HIST.RES.	DOE-19-01-0069-0000	01/31/01	6Y	
							PROJ.REVW.	HUD010201B	01/31/01	6Y	
127524		1247 INNES AVE		LOS ANGELES		1924	HIST.RES.	DOE-19-01-0070-0000	01/31/01	6Y	
							PROJ.REVW.	HUD010201B	01/31/01	6Y	
127525		1249 INNES AVE		LOS ANGELES		1902	HIST.RES.	DOE-19-01-0071-0000	01/31/01	6Y	
							PROJ.REVW.	HUD010201B	01/31/01	6Y	
127526		1251 INNES AVE		LOS ANGELES		1902	HIST.RES.	DOE-19-01-0072-0000	01/31/01	6Y	
							PROJ.REVW.	HUD010201B	01/31/01	6Y	
024984	19-170995	682 IROLO ST	PICADILLY APARTMENTS	LOS ANGELES	P	1929	HIST.SURV.	0053-2374-0000		7N	
153030		5139 IRVINGTON PL		LOS ANGELES		1926	PROJ.REVW.	HUD050404N	04/19/05	6U	
145904		5270 IRVINGTON PL		LOS ANGELES		1923	HIST.RES.	DOE-19-03-0352-0000	01/31/03	6U	
							PROJ.REVW.	HUD030103G	01/31/03	6U	
095721	19-175122	5614 IRVINGTON PL		LOS ANGELES	P	1914	PROJ.REVW.	HUD950406P	04/27/95	6Y	
024677	19-170698 19-156029	901 ISABEL ST	JEFFRIES RESIDENCE	LOS ANGELES	P	1905	HIST.SURV.	0053-2145-0000		3S	
024678	19-170699 19-156030	1941 ISABEL ST	LARK ELLEN HOUSE	LOS ANGELES	P	1919	HIST.SURV.	0053-2146-0000		7N	
024815	19-170835	1971 ISABEL ST	LOY APARTMENTS	LOS ANGELES	P	1928	HIST.SURV.	0053-2284-0000		7R	
069770	19-173855	5160 ITHACA AVE		LOS ANGELES	U	1933	PROJ.REVW.	HUD901115R	12/12/90	6Y	
154056		5179 ITHACA AVE		LOS ANGELES		1924	PROJ.REVW.	HUD040202L	02/02/04	6U	
069902	19-173880	5316 ITHACA AVE		LOS ANGELES	U	1940	PROJ.REVW.	HUD901218P	01/15/91	6Y	
027090	19-173058	325 JACKSON ST	YAMATO HALL/TOKYO CLUB SITE	LOS ANGELES	M	1915	HIST.SURV.	0053-4412-0000		7R	
							HIST.SURV.	0053-0388-0000		7R	
163647		611 JACKSON ST	LAUSD DISTRICT H FACILITIES & MAIN	LOS ANGELES		1937	PROJ.REVW.	FRA031117A	01/15/04	6Y	
024816	19-170836 19-155356	2616 JEFFRIES AVE		LOS ANGELES	P	1915	HIST.SURV.	0053-2285-0000		5S2	
024817	19-170837 19-155352	2630 JEFFRIES AVE		LOS ANGELES	P	1915	HIST.SURV.	0053-2286-0000		5S2	
024818	19-170838 19-155351	2636 JEFFRIES AVE		LOS ANGELES	P	1915	HIST.SURV.	0053-2287-0000		5S2	
024819	19-170839 19-155350	2642 JEFFRIES AVE		LOS ANGELES	P	1920	HIST.SURV.	0053-2288-0000		5S2	
024820	19-170840 19-155348	2801 JEFFRIES AVE		LOS ANGELES	P	1918	HIST.SURV.	0053-2289-0000		5S2	
024821	19-170841 19-155347	2807 JEFFRIES AVE		LOS ANGELES	P	1915	HIST.SURV.	0053-2290-0000		5S2	
024822	19-170842 19-155344	2817 JEFFRIES AVE		LOS ANGELES	P	1914	HIST.SURV.	0053-2291-0000		5S2	
024823	19-170843 19-155340	2832 JEFFRIES AVE		LOS ANGELES	P	1906	HIST.SURV.	0053-2292-0000		5S2	
024824	19-170844 19-155337	2906 JEFFRIES AVE		LOS ANGELES	P	1910	HIST.SURV.	0053-2293-0000		5S2	
024825	19-170845 19-155336	2907 JEFFRIES AVE		LOS ANGELES	P	1912	HIST.SURV.	0053-2294-0000		5S2	
024826	19-170846 19-155979	2911 JEFFRIES AVE		LOS ANGELES	P	1910	HIST.SURV.	0053-2295-0000		5S2	
024827	19-170847 19-155334	2922 JEFFRIES AVE		LOS ANGELES	P	1912	HIST.SURV.	0053-2296-0000		5S2	
024828	19-170848 19-155980	2923 JEFFRIES AVE		LOS ANGELES	P	1913	HIST.SURV.	0053-2297-0000		5S2	
024829	19-170849 19-155332	2927 JEFFRIES AVE		LOS ANGELES	P	1913	HIST.SURV.	0053-2298-0000		5S2	
024830	19-170850 19-155981	3329 JEFFRIES AVE		LOS ANGELES	P	1908	HIST.SURV.	0053-2299-0000		5S2	

ROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
022705	19-168730	6546 LA MIRADA AVE		LOS ANGELES	P	1920	HIST.SURV.	0053-0721-0027		5D2	
185146		14002 LA RUE ST		LOS ANGELES	P	1950	PROJ.REVW.	HUD110809B	08/30/11	6Y	
175686		14042 LA RUE ST		LOS ANGELES	P	1951	PROJ.REVW.	HUD090126A	01/28/09	6U	
171677		14085 LA RUE ST		LOS ANGELES	P	1946	PROJ.REVW.	HUD080109F	04/17/08	6U	
069801	19-173864	2648 LA SALLE AVE		LOS ANGELES	U	1918	PROJ.REVW.	HUD901114A	12/27/90	6Y	
125096		2932 LA SALLE AVE		LOS ANGELES	Y	1906	HIST.RES.	DOE-19-98-0287-0000	02/02/98	6Y	
							PROJ.REVW.	HUD980202K	02/02/98	6Y	
171682		3983 LA SALLE AVE		LOS ANGELES	P	1919	PROJ.REVW.	HUD080109F	04/17/08	6U	
147669		6820 LA TIJERA BLVD	LA TIJERA THEATER	LOS ANGELES	P	1948	PROJ.REVW.	FCC100217A	03/18/10	6Y	
							PROJ.REVW.	FCC091230E	03/10/10	6Y	
							HIST.RES.	DOE-19-03-0435-0000	12/15/03	6Y	
							PROJ.REVW.	FCC031203E	12/15/03	6Y	
147674		6824 LA TIJERA BLVD		LOS ANGELES	P	1950	HIST.RES.	DOE-19-03-0436-0000	12/15/03	6Y	
							PROJ.REVW.	FCC031203E	12/15/03	6Y	
147676		6828 LA TIJERA BLVD		LOS ANGELES	P	1950	HIST.RES.	DOE-19-03-0437-0000	12/15/03	6Y	
							PROJ.REVW.	FCC031203E	12/15/03	6Y	
147677		6830 LA TIJERA BLVD		LOS ANGELES	P	1950	HIST.RES.	DOE-19-03-0438-0000	12/15/03	6Y	
							PROJ.REVW.	FCC031203E	12/15/03	6Y	
168126		15239 LA VALLE ST		LOS ANGELES	P	1953	PROJ.REVW.	HUD070920D	09/21/07	6Y	
083978	19-174607	736 LA VERNE AVE	736-740 LA VERNE	LOS ANGELES	U	1923	PROJ.REVW.	HUD920422G	08/31/93	6Y	
065499	19-173509	764 LA VERNE AVE		LOS ANGELES	U		PROJ.REVW.	HUD881108K	11/14/88	6Y	
021980	19-168007	1510 LABAIG AVE	SELMA-LABAIG DISTRICT CONTRIBUTOR	LOS ANGELES	P	1920	HIST.RES.	DOE-19-94-0447-0022	07/01/94	2D2	
							PROJ.REVW.	HRG940202Z	07/01/94	2D2	
							HIST.SURV.	0053-0644-0001		7N	
021981	19-168008	1514 LABAIG AVE	SELMA-LABAIG DISTRICT COMPONENT	LOS ANGELES	P	1919	HIST.RES.	DOE-19-94-0447-0023	07/01/94	7N	
							PROJ.REVW.	HRG940202Z	07/01/94	7N	
							HIST.SURV.	0053-0644-0002		7N	
021982	19-168009	1518 LABAIG AVE	SELMA-LABAIG DISTRICT CONTRIBUTOR	LOS ANGELES	P	1914	HIST.RES.	DOE-19-94-0447-0024	07/01/94	2D2	
							PROJ.REVW.	HRG940202Z	07/01/94	2D2	
							HIST.SURV.	0053-0644-0003		7N	
021983	19-168010	1524 LABAIG AVE	SELMA-LABAIG DISTRICT CONTRIBUTOR	LOS ANGELES	P	1913	HIST.RES.	DOE-19-94-0114-0025	07/01/94	2D2	
							PROJ.REVW.	HRG940202Z	07/01/94	2D2	
							HIST.SURV.	0053-0644-0004		7N	
021984	19-168011	1552 LABAIG AVE	SELMA-LABAIG DISTRICT CONTRIBUTOR	LOS ANGELES	P	1913	HIST.RES.	DOE-19-94-0447-0026	07/01/94	2D2	
							PROJ.REVW.	HRG940202Z	07/01/94	2D2	
							HIST.SURV.	0053-0644-0005		7N	
021985	19-168012	1554 LABAIG AVE	SELMA-LABAIG DISTRICT CONTRIBUTOR	LOS ANGELES	P	1911	HIST.RES.	DOE-19-94-0447-0027	07/01/94	2D2	
							PROJ.REVW.	HRG940202Z	07/01/94	2D2	
							HIST.SURV.	0053-0644-0006		7N	
021986	19-168013	1561 LABAIG AVE	SELMA-LABAIG DISTRICT CONTRIBUTOR	LOS ANGELES	P	1917	HIST.RES.	DOE-19-94-0447-0028	07/01/94	2D2	
							PROJ.REVW.	HRG940202Z	07/01/94	2D2	
							HIST.SURV.	0053-0644-0007		7N	
021987	19-168014	1562 LABAIG AVE	SELMA-LABAIG DISTRICT CONTRIBUTOR	LOS ANGELES	P	1911	HIST.RES.	DOE-19-94-0447-0029	07/01/94	2D2	
							PROJ.REVW.	HRG940202Z	07/01/94	2D2	
							HIST.SURV.	0053-0644-0008		7N	
100943	19-176333	1565 LABAIG AVE	SELMA-LABAIG DISTRICT CONTRIBUTOR	LOS ANGELES	P		HIST.RES.	DOE-19-94-0447-0030	07/01/94	2D2	
							PROJ.REVW.	HRG940202Z	07/01/94	2D2	
021988	19-168015	1566 LABAIG AVE	SELMA-LABAIG DISTRICT CONTRIBUTOR	LOS ANGELES	P	1911	HIST.RES.	DOE-19-94-0447-0031	07/01/94	2D2	
							PROJ.REVW.	HRG940202Z	07/01/94	2D2	
							HIST.SURV.	0053-0644-0009		7N	
021989	19-168016	1570 LABAIG AVE	SELMA-LABAIG DISTRICT CONTRIBUTOR	LOS ANGELES	P	1953	HIST.RES.	DOE-19-94-0447-0049	07/01/94	2D2	
							PROJ.REVW.	HRG940202Z	07/01/94	2D2	
							HIST.SURV.	0053-0644-0010		7N	
127683		452 LACONIA BLVD		LOS ANGELES		1926	HIST.RES.	DOE-19-01-0166-0000	02/19/01	6Y	
							PROJ.REVW.	HUD010227G	02/19/01	6Y	
027401	19-173329	943 LAGOON AVE	SAINTS PETER & PAUL RECTORY	LOS ANGELES	P	1930	HIST.SURV.	0053-4669-0002		7N	

ROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
026549	19-172536	4946 MELROSE HILL ST		LOS ANGELES	P	1920	HIST.SURV.	0053-3877-0000		5S2	
026555	19-172542	4947 MELROSE HILL ST		LOS ANGELES	P	1918	HIST.SURV.	0053-3883-0000		5S2	
026550	19-172537	4954 MELROSE HILL ST		LOS ANGELES	P	1916	HIST.SURV.	0053-3878-0000		7R	
026556	19-172543	4957 MELROSE HILL ST		LOS ANGELES	P	1916	HIST.SURV.	0053-3884-0000		7R	
026557	19-172544	4959 MELROSE HILL ST		LOS ANGELES	P	1926	HIST.SURV.	0053-3885-0000		7R	
026551	19-172538	4960 MELROSE HILL ST		LOS ANGELES	P	1920	HIST.SURV.	0053-3879-0000		3S	
098094	19-175479	8626 MELVIL ST		LOS ANGELES	P	1921	HIST.RES.	DOE-19-94-0597-0000	09/30/94	6Y	
							PROJ.REVW.	HRG940202Z	09/30/94	6Y	
021019	19-162312	3990 MENLO AVE	EXPOSITION COMMUNITY HOUSE, EXPOSI	LOS ANGELES	M	1929	HIST.SURV.	0053-0199-0000		3S	
	19-167079										
023775	19-169797	5917 MENLO AVE		LOS ANGELES	P	1890	HIST.SURV.	0053-1231-0000		7N	
	19-163022										
184029		7101 MENLO AVE	LA33709D MENLO LODGE	LOS ANGELES	P	1930	PROJ.REVW.	FCC091118E	04/12/10	6Y	
070333	19-173956	8632 MENLO AVE		LOS ANGELES	U	1939	PROJ.REVW.	HUD910430C	05/09/91	6Y	
070291	19-173940	8632 MENLO AVE		LOS ANGELES	U	1939	PROJ.REVW.	HUD910430C	05/09/91	6Y	
088902	19-174883	8801 MENLO AVE		LOS ANGELES	P	1942	PROJ.REVW.	HUD940211N	04/04/94	6Y	
162427		13828 MENLO AVE		LOS ANGELES		1947	PROJ.REVW.	HUD060501M	06/01/06	6U	
123843		3317 MERCED ST		LOS ANGELES	U	1911	HIST.RES.	DOE-19-00-0080-0000	02/01/00	6Y	
							PROJ.REVW.	HUD000201E	02/01/00	6Y	
026804	19-172784	4300 MERCURY AVE		LOS ANGELES	P	1923	HIST.SURV.	0053-4124-0000		7N	
	19-156021										
123844		5711 MERIDIAN ST	5711-5713 1/2 MERIDIAN ST	LOS ANGELES	U	1923	HIST.RES.	DOE-19-00-0081-0000	02/01/00	6Y	
							PROJ.REVW.	HUD000201E	02/01/00	6Y	
027378	19-173306	2010 MERTON AVE	ST DOMINIC'S CHURCH	LOS ANGELES	P	1924	HIST.SURV.	0053-4654-0000		7N	
	19-155077										
023518	19-169540	916 MESA AVE		LOS ANGELES	P	1900	HIST.SURV.	0053-0971-0000		7R	
023519	19-169541	1011 MESA AVE		LOS ANGELES	P	1915	HIST.SURV.	0053-0972-0000		5S2	
023520	19-169542	1220 MESA AVE		LOS ANGELES	P	1890	HIST.SURV.	0053-0973-0000		5S2	
023521	19-169543	1230 MESA AVE		LOS ANGELES	P	1915	HIST.SURV.	0053-0974-0000		7R	
023522	19-169544	1304 MESA AVE		LOS ANGELES	P	1910	HIST.SURV.	0053-0975-0000		5S2	
023523	19-169545	1611 MESA AVE		LOS ANGELES	P	1898	HIST.SURV.	0053-0976-0000		5S2	
023524	19-169546	1931 MESA AVE		LOS ANGELES	P	1910	HIST.SURV.	0053-0977-0000		5S2	
024687	19-170708	6035 MESA AVE	CHHURCH OF GOD HOLINESS	LOS ANGELES	P	1905	HIST.SURV.	0053-2155-0000		7R	
027398	19-173326	650 MICHELTORENA ST	HOLY VIRGIN MARY RUSSIAN ORTHODOX	LOS ANGELES	P	1928	HIST.SURV.	0053-4667-0000		7N	
098095	19-175480	1511 MICHELTORENA ST	MICHELTORENA ELEMENTARY SCHOOL	LOS ANGELES	M		HIST.RES.	DOE-19-94-0633-0000	09/30/94	6Y	
							PROJ.REVW.	HRG940202Z	09/30/94	6Y	
021020	19-167080	2323 MICHELTORENA ST	TIERMAN HOUSE	LOS ANGELES	P	1940	HIST.SURV.	0053-0200-0000		7N	
025822	19-171811	1914 MICHIGAN AVE	GEORGE R ELLIS RESIDENCE	LOS ANGELES	P	1887	HIST.RES.	DOE-19-97-0060-0000	04/23/97	2S2	C
							PROJ.REVW.	FTA940429A	04/23/97	2S2	C
							HIST.RES.	DOE-19-86-0120-0000	08/05/86	2S2	C
							PROJ.REVW.	HUD860729F	08/05/86	2S2	C
							HIST.SURV.	0053-3227-0000		7N	
114083		1924 MICHIGAN AVE	ABILA RESIDENCE	LOS ANGELES	U	1886	HIST.RES.	DOE-19-97-0062-0000	04/23/97	6Y	
							PROJ.REVW.	FTA940429A	04/23/97	6Y	
114084		1969 MICHIGAN AVE	WYLIE RESIDENCE	LOS ANGELES	U	1890	HIST.RES.	DOE-19-97-0063-0000	04/23/97	6Y	
							PROJ.REVW.	FTA940429A	04/23/97	6Y	
091455	19-174970	2423 MICHIGAN AVE		LOS ANGELES	P	1896	HIST.RES.	DOE-19-94-0675-0000	08/30/94	2S2	C
							PROJ.REVW.	FTA940429A	08/30/94	2S2	C
091433	19-174964	2533 MICHIGAN AVE		LOS ANGELES	P	1891	HIST.RES.	DOE-19-94-0682-0000	08/30/94	6Y	
							PROJ.REVW.	FTA940429A	08/30/94	6Y	
069905	19-173882	2600 MICHIGAN AVE		LOS ANGELES	U	1922	PROJ.REVW.	HUD901218R	01/15/91	6Y	
091410	19-174944	2719 MICHIGAN AVE		LOS ANGELES	P	1894	HIST.RES.	DOE-19-94-0701-0000	08/30/94	6Y	
							PROJ.REVW.	FTA940429A	08/30/94	6Y	
125524		3517 MICHIGAN AVE		LOS ANGELES	U	1923	HIST.RES.	DOE-19-97-0244-0000	10/06/97	6Y	
							PROJ.REVW.	HUD971006G	10/06/97	6Y	
064809	19-173369	4226 MICHIGAN AVE	RESIDENCE	LOS ANGELES	U		PROJ.REVW.	HUD860702E	08/04/86	6Y	

OPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
066361	19-173600	4248 MICHIGAN AVE	REHABILITATION OF HOUSE	LOS ANGELES	U		PROJ.REVW.	HUD871109G	12/15/87	6Y	
021119	19-167176	7634 MIDFIELD AVE	CENTINELA ADOBE	LOS ANGELES	M	1834	HIST.RES.	DOE-19-94-0357-0000	04/01/94	2S2	
							PROJ.REVW.	HRG940202Z	09/30/94	2S2	
							HIST.RES.	NPS-74000522-0000	05/02/74	1S	
							HIST.SURV.	0053-0235-0000	05/02/74	1S	
098096	19-175481	2212 MIDVALE AVE		LOS ANGELES	M	1924	HIST.RES.	DOE-19-94-0576-0000	09/30/94	6Y	
							PROJ.REVW.	HRG940202Z	09/30/94	6Y	
153857		1161 MILLER AVE		LOS ANGELES		1939	PROJ.REVW.	HUD040329B	04/21/04	6U	
021358	19-167392	6707 MILNER RD		LOS ANGELES	P	1925	HIST.RES.	NPS-82002189-0076	08/19/82	1D	AC
021356	19-167390	6708 MILNER RD		LOS ANGELES	P	1926	HIST.RES.	NPS-82002189-0074	08/19/82	1D	AC
021359	19-167393	6717 MILNER RD		LOS ANGELES	P	1924	HIST.RES.	NPS-82002189-0077	08/19/82	1D	AC
021355	19-167389	6718 MILNER RD	MARIE DRESSLER HOME	LOS ANGELES	P	1926	HIST.RES.	NPS-82002189-0073	08/19/82	1D	AC
021354	19-167388	6726 MILNER RD		LOS ANGELES	P	1928	TAX.CERT.	537.9-19-0315	05/19/03	7J	
							HIST.RES.	NPS-82002189-0072	08/19/82	1D	AC
021360	19-167394	6727 MILNER RD		LOS ANGELES	P	1924	HIST.RES.	NPS-82002189-0078	08/19/82	1D	AC
021352	19-167386	6740 MILNER RD	IRENE TEDROW/LENORE COFFEE HOME	LOS ANGELES	P	1928	HIST.RES.	NPS-82002189-0070	08/19/82	1D	AC
021348	19-167382	6746 MILNER RD		LOS ANGELES	P	1923	HIST.RES.	NPS-82002189-0066	08/19/82	1D	AC
021353	19-167387	6747 MILNER RD	WILLIAM WELLMAN/JACK MULHALL HOME	LOS ANGELES	P	1923	HIST.RES.	NPS-82002189-0071	08/19/82	1D	AC
021347	19-167381	6753 MILNER RD		LOS ANGELES	P	1923	HIST.RES.	NPS-82002189-0065	08/19/82	1D	AC
021345	19-167379	6756 MILNER RD		LOS ANGELES	P	1925	HIST.RES.	NPS-82002189-0063	08/19/82	1D	AC
021346	19-167380	6757 MILNER RD		LOS ANGELES	P	1923	HIST.RES.	NPS-82002189-0064	08/19/82	1D	AC
021342	19-167376	6758 MILNER RD		LOS ANGELES	P	1923	HIST.RES.	NPS-82002189-0060	08/19/82	1D	AC
021341	19-167375	6760 MILNER RD		LOS ANGELES	P	1922	HIST.RES.	NPS-82002189-0059	08/19/82	1D	AC
021337	19-167371	6764 MILNER RD		LOS ANGELES	P	1921	HIST.RES.	NPS-82002189-0055	08/19/82	1D	AC
021336	19-167370	6770 MILNER RD	MARQUARDT / CARON HOME	LOS ANGELES	P	1922	HIST.RES.	NPS-82002189-0054	08/19/82	1D	AC
021335	19-167369	6776 MILNER RD		LOS ANGELES	P	1922	HIST.RES.	NPS-82002189-0053	08/19/82	1D	AC
021334	19-167368	6782 MILNER RD		LOS ANGELES	P	1925	HIST.RES.	NPS-82002189-0052	08/19/82	1D	AC
021333	19-167367	6796 MILNER RD		LOS ANGELES	P	1935	HIST.RES.	NPS-82002189-0051	08/19/82	1D	AC
153037		622 MILO TERRACE		LOS ANGELES		1925	PROJ.REVW.	HUD050404N	04/19/05	6U	
180377		9001 MINES AVE		LOS ANGELES	P	1961	PROJ.REVW.	HUD100802K	08/05/10	6U	
							PROJ.REVW.	HUD100802K	08/05/10	6U	
162428		2918 MINTO CT		LOS ANGELES		1924	PROJ.REVW.	HUD060501M	06/01/06	6U	
021043	19-167101	1425 MIRAMAR ST	SAMUEL J LEWIS HOUSE	LOS ANGELES	P	1890	HIST.SURV.	0053-0224-0000		7R	
175349		1907 MIRAMAR ST		LOS ANGELES	P	1949	PROJ.REVW.	HUD070529J	07/05/07	6U	
179993		6608 MIRAMONTE BLVD		LOS ANGELES	P	1909	PROJ.REVW.	HUD070205D	05/01/08	6U	
064808	19-173368	8418 MIRAMONTE BLVD	RESIDENCE	LOS ANGELES	U		PROJ.REVW.	HUD860702D	08/04/86	6Y	
098097	19-175482	1321 MISSION RD	LIVINGSTON RESEARCH CENTER / BUILD	LOS ANGELES	P	1945	HIST.RES.	DOE-19-94-0467-0000	06/04/94	6Y	
							PROJ.REVW.	HRG940202Z	06/04/94	6Y	
065159	19-173463	758 MOBILE AVE	RESIDENCE	LOS ANGELES	U		PROJ.REVW.	HUD870422E	04/27/87	6Y	
024272	19-170294	1006 MOHAWK ST		LOS ANGELES	P	1900	HIST.SURV.	0053-1733-0000		5S2	
024271	19-170293	1007 MOHAWK ST		LOS ANGELES	P	1902	HIST.SURV.	0053-1732-0000		5S2	
024273	19-170295	1010 MOHAWK ST		LOS ANGELES	P	1902	HIST.SURV.	0053-1734-0000		5S2	
024219	19-170241	1121 MOHAWK ST		LOS ANGELES	P	1910	HIST.SURV.	0053-1680-0000		5S2	
024220	19-170242	1122 MOHAWK ST		LOS ANGELES	P	1905	HIST.SURV.	0053-1681-0000		5S2	
024218	19-170240	1129 MOHAWK ST		LOS ANGELES	P	1905	HIST.SURV.	0053-1679-0000		5S2	
024214	19-170236	1135 MOHAWK ST		LOS ANGELES	P	1910	HIST.SURV.	0053-1675-0000		5S2	
024213	19-170235	1141 MOHAWK ST		LOS ANGELES	P	1905	HIST.SURV.	0053-1674-0000		5S2	
024208	19-170230	1202 MOHAWK ST		LOS ANGELES	P	1915	HIST.SURV.	0053-1669-0000		5S2	
024209	19-170231	1206 MOHAWK ST		LOS ANGELES	P	1912	HIST.SURV.	0053-1670-0000		5S2	
024210	19-170232	1212 MOHAWK ST		LOS ANGELES	P	1910	HIST.SURV.	0053-1671-0000		5S2	
024211	19-170233	1216 MOHAWK ST		LOS ANGELES	P	1910	HIST.SURV.	0053-1672-0000		5S2	
024212	19-170234	1222 MOHAWK ST		LOS ANGELES	P	1920	HIST.SURV.	0053-1673-0000		5S2	
024182	19-170204	1306 MOHAWK ST		LOS ANGELES	P	1905	HIST.SURV.	0053-1643-0000		5S2	
024178	19-170200	1310 MOHAWK ST		LOS ANGELES	P	1905	HIST.SURV.	0053-1639-0000		5S2	
024177	19-170199	1316 MOHAWK ST		LOS ANGELES	P	1905	HIST.SURV.	0053-1638-0000		5S2	
024176	19-170198	1319 MOHAWK ST		LOS ANGELES	P	1910	HIST.SURV.	0053-1637-0000		5S2	

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
							PROJ.REVW.	FTA010604A	03/20/02	6Y	
081924	19-174489	4416 MORGAN AVE	RESIDENCE	LOS ANGELES	U	1910	PROJ.REVW.	HUD930412G	05/26/93	6Y	
154061		5739 MORGAN AVE		LOS ANGELES		1915	PROJ.REVW.	HUD040202L	02/02/04	6U	
081126	19-174436	1333 MORROW PL		LOS ANGELES	U	1928	PROJ.REVW.	HUD871027C	01/13/93	6Y	
							PROJ.REVW.	HUD921103J	12/07/92	6Y	
066273	19-173588	1343 MORROW PL	RESIDENCE	LOS ANGELES	U		PROJ.REVW.	HUD870928I	10/28/87	6Y	
125155		1727 MORTON AVE	1727-1729 MORTON AVE	LOS ANGELES	Y		HIST.RES.	DOE-19-98-0339-0000	08/03/98	6Y	
							PROJ.REVW.	HUD980803I	08/03/98	6Y	
065044	19-173456	8241 MORTON AVE	RESIDENCE	LOS ANGELES	U		PROJ.REVW.	HUD870123K	02/19/87	6Y	
024760	19-170780	2916 MOSS AVE		LOS ANGELES	P	1910	HIST.SURV.	0053-2229-0000		5S2	
024761	19-170781	2926 MOSS AVE		LOS ANGELES	P	1912	HIST.SURV.	0053-2230-0000		5S2	
096987	19-175178	3028 MOTOR AVE		LOS ANGELES	P	1937	PROJ.REVW.	HUD950630N	07/20/95	6Y	
100645	19-176193	3402 MOTOR AVE		LOS ANGELES	P	1910	HIST.RES.	DOE-19-94-0569-0000	11/22/94	6Y	
							PROJ.REVW.	HRG940202Z	11/22/94	6Y	
123846		601 MOTT ST		LOS ANGELES	U	1924	HIST.RES.	DOE-19-00-0083-0000	02/01/00	6Y	
							PROJ.REVW.	HUD000201E	02/01/00	6Y	
065447	19-173496	1312 MOTT ST		LOS ANGELES	U		PROJ.REVW.	HUD880829i	10/21/88	6Y	
123768		6222 MOUNT ANGELUS DR		LOS ANGELES	U	1928	HIST.RES.	DOE-19-99-0339-0000	02/01/99	6Y	
							PROJ.REVW.	HUD990201N	02/01/99	6Y	
025490	19-171480	2624 MOZART ST	ADRIAN H OLIN RESIDENCE	LOS ANGELES	P	1902	HIST.RES.	DOE-19-86-0092-0000	06/06/86	2S2	C
	19-156056						PROJ.REVW.	HUD860603H	06/06/86	2S2	C
							HIST.SURV.	0053-2893-0000		7N	
024762	19-170782	1436 MT PLEASANT ST		LOS ANGELES	P	1911	HIST.SURV.	0053-2231-0000		7N	
024763	19-170783	1442 MT PLEASANT ST		LOS ANGELES	P	1911	HIST.SURV.	0053-2232-0000		7N	
127537		4367 MULTNOMAH ST		LOS ANGELES		1941	HIST.RES.	DOE-19-01-0083-0000	01/31/01	6Y	
							PROJ.REVW.	HUD010201B	01/31/01	6Y	
097805	19-175289	1501 MURCHINSON ST	MURCHINSON ELEMENTARY SCHOOL	LOS ANGELES	D	1925	HIST.RES.	DOE-19-94-0570-0000	08/15/94	6Y	
							PROJ.REVW.	HRG940202Z	08/15/94	6Y	
024694	19-170715	234 MUSEUM DR	SOUTHWEST MUSEUM	LOS ANGELES	P	1912	HIST.RES.	NPS-92001270-0000	07/13/07	1S	A
							NAT.REG.	19-0495	05/03/07	3S	A
							HIST.RES.	NPS-92001270-0000	03/11/04	1S	BC
							NAT.REG.	19-0068	01/16/04	3S	BC
							HIST.SURV.	0053-2162-0000	04/03/81	3S	
							HIST.SURV.	0053-0122-0000	09/01/76	3S	
146488		234 MUSEUM DR	SOUTHWEST MUSEUM TUNNEL PORTAL	LOS ANGELES	P	1920	HIST.RES.	NPS-92001270-0001	03/11/04	1D	BC
146489		234 MUSEUM DR	SOUTHWEST MUSEUM LIBRARY	LOS ANGELES	P	1977	HIST.RES.	NPS-92001270-0002	03/11/04	1D	BC
120004		2000 MYRTLE AVE		LOS ANGELES	P	1924	HIST.RES.	DOE-19-99-0060-0000	03/12/99	6Y	
							PROJ.REVW.	HUD990222O	03/12/99	6Y	
025156	19-171159	800 N ALAMEDA ST	LOS ANGELES UNION STATION	LOS ANGELES	P	1938	PROJ.REVW.	FTA010315A	12/05/01	1S	C
							TAX.CERT.	537.9-19-0146	11/20/92	7K	
							HIST.SURV.	0053-2551-0000	12/01/81	7K	
							HIST.RES.	UMTA820708A	06/12/82	7K	
							HIST.SURV.	0053-2345-0000	06/12/82	7K	
							HIST.RES.	NPS-80000811-0000	11/13/80	1S	
							HIST.RES.	DOE-19-79-0018-0000	03/28/79	2S2	AC
							PROJ.REVW.	UMTA781024A	10/24/78	2S2	AC
							HIST.SURV.	0053-0201-0000	09/01/76	7N	
024956	19-170973	900 N ALAMEDA ST	LOS ANGELES POST OFFICE TERMINAL A	LOS ANGELES	F	1938	TAX.CERT.	537.9-19-0238	05/26/05	1S	C
							HIST.SURV.	NPS-85000131-0000	01/11/85	1S	C
							HIST.RES.	DOE-19-83-0001-0000	05/23/83	2S2	AC
							PROJ.REVW.	UMTA820708A	02/23/83	2S2	AC
							PROJ.REVW.	65000962	05/24/83	2S2	AC
025585	19-171574	901 N ALAMEDA ST	CHEVRON STATION	LOS ANGELES	M	1970	HIST.SURV.	0053-2989-0000		7R	
175538		4029 N ALCOVE AVE		LOS ANGELES	P	1938	PROJ.REVW.	HUD080707A	07/22/08	6U	
171625		6920 N ALCOVE AVE		LOS ANGELES		1939	PROJ.REVW.	HUD080109F	04/17/08	6U	

OPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
	19-166307										
098102	19-175483	18445 NAPA ST		LOS ANGELES	M	1922	PROJ.REVW.	HRG940202Z	09/30/94	6Y	
							HIST.RES.	HRG-618	09/30/94	6Y	
125281		11261 NATIONAL BLVD		LOS ANGELES	P	1949	HIST.RES.	DOE-19-00-0098-0000	07/19/00	6Y	
							PROJ.REVW.	FHWA000623B	07/19/00	6Y	
074141	19-174128	5020 NAVARRO ST		LOS ANGELES	U	1911	PROJ.REVW.	HUD911113B	11/26/91	6Y	
070148	19-173926	5246 NAVARRO ST		LOS ANGELES	U	1910	PROJ.REVW.	HUD910305E	04/10/91	6Y	
127538		12071 NEENACH ST		LOS ANGELES		1941	HIST.RES.	DOE-19-01-0084-0000	01/31/01	6Y	
							PROJ.REVW.	HUD010201B	01/31/01	6Y	
021213	19-167261	1537 NEPTUNE AVE	ST JOHNS EPISCOPAL MISSION, ST JOH	LOS ANGELES	P	1882	HIST.SURV.	0053-0317-0000		3S	
							PROJ.REVW.	65006872	09/15/82		
098103	19-175484	7543 NESTLE AVE		LOS ANGELES	P	1946	HIST.RES.	DOE-19-94-0598-0000	09/30/94	6Y	
							PROJ.REVW.	HRG940202Z	09/30/94	6Y	
153577		NEW HAMPSHIRE AVE	7900-8200 BLOCKS NEW HAMPSHIRE AVE	LOS ANGELES			HIST.RES.	DOE-19-00-0098-0009	03/31/00	2D4	C
							PROJ.REVW.	HUD000327A	03/31/00	2D4	C
150078		1320 NEW HAMPSHIRE AVE		LOS ANGELES		1905	HIST.RES.	DOE-19-04-0192-0000	09/30/04	6U	
							PROJ.REVW.	HUD041006D	09/30/04	6U	
081644	19-174478	11228 NEW HAMPSHIRE AVE		LOS ANGELES	U	1928	PROJ.REVW.	HUD871027C	10/30/89	6Y	
085016	19-174645	11817 NEW HAMPSHIRE AVE		LOS ANGELES	P	1928	PROJ.REVW.	HUD931105H	12/15/93	6Y	
025630	19-171619	10707 NEW HAVEN ST		LOS ANGELES	P	1965	HIST.SURV.	0053-3034-0000		7R	
025624	19-171613	500 NEW HIGH ST	LOS ANGELES GAS COMPANY, BRUNSWIG	LOS ANGELES	M	1897	HIST.SURV.	0053-3028-0000		7R	
							TAX.CERT.	537.9-19-0102		2D3	
025617	19-171606	501 NEW HIGH ST	BEAUDRY BUILDING, LOS ANGELES COUN	LOS ANGELES	C	1871	HIST.SURV.	0053-3021-0000		7R	
025622	19-171611	510 NEW HIGH ST	BRUNSWIG DRUG CO-PACKING & WAREHOU	LOS ANGELES	C	1907	TAX.CERT.	537.9-19-0155	04/25/86	6X	
							HIST.SURV.	0053-3026-0000		7R	
025614	19-171603	612 NEW HIGH ST	CATHAY REALTY	LOS ANGELES	P	1925	HIST.SURV.	0053-3018-0000		7R	
025613	19-171602	618 NEW HIGH ST		LOS ANGELES	P	1908	HIST.SURV.	0053-3017-0000		7R	
025612	19-171601	638 NEW HIGH ST		LOS ANGELES	P	1958	HIST.SURV.	0053-3016-0000		7R	
025611	19-171600	648 NEW HIGH ST		LOS ANGELES	P	1890	HIST.SURV.	0053-3015-0000		7R	
025610	19-171599	656 NEW HIGH ST		LOS ANGELES	P	1960	HIST.SURV.	0053-3014-0000		7R	
114085		2001 NEW JERSEY ST	GILMORE RESIDENCE	LOS ANGELES	U	1906	HIST.RES.	DOE-19-97-0064-0000	04/23/97	6Y	
							PROJ.REVW.	FTA940429A	04/23/97	6Y	
114129		2009 NEW JERSEY ST		LOS ANGELES	U	1928	HIST.RES.	DOE-19-97-0072-0000	04/23/97	6Y	
							PROJ.REVW.	FTA940429A	04/23/97	6Y	
114128		2010 NEW JERSEY ST		LOS ANGELES	U	1905	HIST.RES.	DOE-19-97-0071-0000	04/23/97	6Y	
							PROJ.REVW.	FTA940429A	04/23/97	6Y	
114082		2016 NEW JERSEY ST		LOS ANGELES	U	1895	HIST.RES.	DOE-19-97-0061-0000	04/23/97	2S2	C
							PROJ.REVW.	FTA940429A	04/23/97	2S2	C
127661		2747 NEWELL ST		LOS ANGELES		1926	HIST.RES.	DOE-19-00-0362-0000	02/19/01	6Y	
							PROJ.REVW.	HUD010227G	02/19/01	6Y	
024695	19-170716	329 NEWLAND ST		LOS ANGELES	P	1915	HIST.SURV.	0053-2163-0000		7R	
	19-157992										
110022		5411 NEWTONIA DR		LOS ANGELES	P	1920	HIST.RES.	DOE-19-96-0070-0000	02/27/96	6Y	
							PROJ.REVW.	FHWA830201A	02/27/96	6Y	
023856	19-157375	3700 NICOLET AVE	GLORIA HOMES	LOS ANGELES	P	1951	HIST.SURV.	0053-1312-0000		5S2	
	19-169878										
123769		4667 NOB HILL DR		LOS ANGELES	U	1925	HIST.RES.	DOE-19-99-0340-0000	02/01/99	6Y	
							PROJ.REVW.	HUD990201N	02/01/99	6Y	
131132		1025 NOLDEN ST		LOS ANGELES		1912	HIST.RES.	DOE-19-02-0206-0000	04/02/02	6Y	
							PROJ.REVW.	HUD020402AG	04/02/02	6Y	
175580		14003 NORDHOFF ST		LOS ANGELES	P	1947	PROJ.REVW.	HUD080707A	07/22/08	6U	
098105	19-175486	18904 NORDHOFF ST	RANCHO CORDILLERA DEL NORTE	LOS ANGELES	P	1915	HIST.RES.	DOE-19-94-0436-0001	04/29/94	6Y	
							PROJ.REVW.	HRG940202Z	04/29/94	6Y	
098106	19-175487	19005 NORDHOFF ST		LOS ANGELES	P		HIST.RES.	DOE-19-94-0599-0000	09/30/94	6Y	
							PROJ.REVW.	HRG940202Z	09/30/94	6Y	
024764	19-170784	1038 NORDICA ST		LOS ANGELES	P	1937	HIST.SURV.	0053-2233-0000		7N	

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
024982	19-170993	627 NORMANDIE AVE	CHATEAU LA MARTINE APARTMENTS	LOS ANGELES	P	1929	HIST.SURV.	0053-2372-0000		3S	
021908	19-167935	1516 NORMANDIE AVE		LOS ANGELES	P	1927	HIST.SURV.	0053-0625-0000		5S2	
021909	19-167936	1552 NORMANDIE AVE	MOUNT OLIVE METHODIST CHURCH, CHUR	LOS ANGELES	P	1920	HIST.SURV.	0053-0626-0000		5S2	
021910	19-167937	1609 NORMANDIE AVE	THE NORWOOD	LOS ANGELES	P	1928	HIST.SURV.	0053-0627-0000		5S2	
021911	19-167938	1610 NORMANDIE AVE	THE WINSTON	LOS ANGELES	P	1929	HIST.SURV.	0053-0628-0000		3S	
021912	19-167939	1613 NORMANDIE AVE		LOS ANGELES	P	1923	HIST.SURV.	0053-0629-0000		3S	
021914	19-167941	1616 NORMANDIE AVE		LOS ANGELES	P	1928	HIST.SURV.	0053-0631-0000		5S2	
101804	19-176407	1620 NORMANDIE AVE		LOS ANGELES	P		PROJ.REVW.	HUD940922B	04/15/96	6Y	
101805	19-176408	1624 NORMANDIE AVE		LOS ANGELES	P		PROJ.REVW.	HUD940922B	04/15/96	6Y	
101806	19-176409	1627 NORMANDIE AVE		LOS ANGELES	P		PROJ.REVW.	HUD940922B	04/15/96	6Y	
021913	19-167940	1632 NORMANDIE AVE		LOS ANGELES	P	1927	HIST.RES.	DOE-19-94-0488-0000	09/21/94	5S2	
							PROJ.REVW.	HRG940202Z	09/21/94	5S2	
							HIST.SURV.	0053-0630-0000		5S2	
101808	19-176410	1635 NORMANDIE AVE		LOS ANGELES	P		PROJ.REVW.	HUD940922B	04/15/96	6Y	
101809	19-176411	1638 NORMANDIE AVE		LOS ANGELES	P		PROJ.REVW.	HUD940922B	04/15/96	6Y	
101811	19-176412	1640 NORMANDIE AVE		LOS ANGELES	P		PROJ.REVW.	HUD940922B	04/15/96	6Y	
101817	19-176413	1647 NORMANDIE AVE		LOS ANGELES	P		PROJ.REVW.	HUD940922B	04/15/96	6Y	
021714	19-167742	1717 NORMANDIE AVE		LOS ANGELES	P	1925	HIST.RES.	DOE-19-94-0487-0000	09/21/94	6Y	
							PROJ.REVW.	HRG940202Z	09/21/94	6Y	
							HIST.SURV.	0053-0567-0000		3S	
021715	19-167743	1800 NORMANDIE AVE		LOS ANGELES	P	1923	HIST.SURV.	0053-0568-0000		3S	
021716	19-167744	1814 NORMANDIE AVE		LOS ANGELES	P	1930	HIST.RES.	DOE-19-94-0492-0000			
							PROJ.REVW.	HRG940202Z			
							HIST.SURV.	0053-0569-0000		3S	
021717	19-167745	1826 NORMANDIE AVE		LOS ANGELES	P	1922	HIST.SURV.	0053-0570-0000		5S2	
021718	19-167746	1851 NORMANDIE AVE		LOS ANGELES	P	1923	HIST.SURV.	0053-0571-0000		5S2	
083988	19-174609	4584 NORTHRIDGE DR		LOS ANGELES	U	1941	PROJ.REVW.	HUD920601H	08/31/93	6Y	
064869	19-173409	6030 NORTHSIDE DR	RESIDENCE	LOS ANGELES	U		PROJ.REVW.	HUD860814E	09/11/86	6Y	
065500	19-173510	6460 NORTHSIDE DR		LOS ANGELES	U		PROJ.REVW.	HUD881108L	11/14/88	6Y	
100793	19-176253	2235 NORWALK AVE	WOMEN'S CHRISTIAN TEMPERANCE UNION	LOS ANGELES	P	1927	TAX.CERT.	537.9-19-0211	04/23/98	7J	
	19-155205						HIST.RES.	DOE-19-96-0051-0000	09/25/96	2S2	AC
							PROJ.REVW.	HUD960916I	09/25/96	2S2	AC
							HIST.RES.	DOE-19-96-0007-0000	02/07/96	2S2	AC
							PROJ.REVW.	HUD960201A	02/07/96	2S2	AC
098112	19-175492	4825 NORWICH AVE		LOS ANGELES	M	1933	HIST.RES.	DOE-19-94-0577-0000	09/30/94	6Y	
							PROJ.REVW.	HRG940202Z	09/30/94	6Y	
083154	19-174518	5475 NORWICH AVE		LOS ANGELES	P	1929	PROJ.REVW.	HUD930624K	07/29/93	6Y	
131133		8114 NORWICH AVE		LOS ANGELES		1948	HIST.RES.	DOE-19-02-0207-0000	04/02/02	6Y	
							PROJ.REVW.	HUD020402AG	04/02/02	6Y	
100344	19-175988	3826 OAK HILL AVE		LOS ANGELES	P	1907	HIST.RES.	DOE-19-95-0105-0000	02/08/95	6Y	
							PROJ.REVW.	HRG940202Z	02/08/95	6Y	
026169	19-172156	2126 OAK ST	MARLBOROUGH SCHOOL ANNEX	LOS ANGELES	P	1898	HIST.RES.	NPS-91001387-0078	09/27/91	1D	C
077185	19-174347	2134 OAK ST		LOS ANGELES	P	1916	HIST.RES.	NPS-91001387-0079	09/27/91	1D	C
026160	19-172147	2139 OAK ST	FREDERICK H AVERY HOUSE	LOS ANGELES	P	1895	HIST.RES.	NPS-91001387-0077	09/27/92	6X	
077187	19-174348	2142 OAK ST		LOS ANGELES	P	1916	HIST.RES.	NPS-91001387-0080	09/27/91	1D	C
024696	19-170717	4901 OAK TERRACE DR		LOS ANGELES	P	1907	HIST.SURV.	0053-2164-0000		5S2	
024697	19-170718	4927 OAK TERRACE DR		LOS ANGELES	P	1947	HIST.SURV.	0053-2165-0000		7R	
	19-156708										
095172	19-175099	555 OAKFORD DR		LOS ANGELES		1928	PROJ.REVW.	HUD940119D	09/19/94	6Y	
069760	19-173845	3746 OAKHILL AVE		LOS ANGELES	U	1905	PROJ.REVW.	HUD901115H	12/12/90	6Y	
098113	19-175493	3338 OAKHURST AVE		LOS ANGELES	M	1927	HIST.RES.	DOE-19-94-0578-0000	09/30/94	6Y	
							PROJ.REVW.	HRG940202Z	09/30/94	6Y	
069788	19-173860	5111 OAKLAND ST		LOS ANGELES	U	1912	PROJ.REVW.	HUD901106C	12/26/90	6Y	
072852	19-174035	5145 OAKLAND ST		LOS ANGELES	U	1930	PROJ.REVW.	HUD910726C	08/20/91	6Y	
072710	19-174016	5247 OAKLAND ST		LOS ANGELES	U	1925	PROJ.REVW.	HUD910620C	07/22/91	6Y	
069773	19-173858	5377 OAKLAND ST		LOS ANGELES	U	1931	PROJ.REVW.	HUD901115U	12/12/90	6Y	

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
025838	19-171827	1340 PENNSYLVANIA AVE	CATHERINA CHRISTIANS RESIDENCE	LOS ANGELES	P	1907	HIST.RES.	DOE-19-86-0123-0006	08/05/86	2D2	C
							PROJ.REVW.	HUD860729I	08/05/86	2D2	C
							HIST.SURV.	0053-3243-0000		3S	
025839	19-171828	1344 PENNSYLVANIA AVE	ALPHONSE VANDENDAELE RESIDENCE	LOS ANGELES	P	1906	HIST.RES.	DOE-19-86-0123-0007	08/05/86	2D2	C
							PROJ.REVW.	HUD860729I	08/05/86	2D2	C
							HIST.SURV.	0053-3244-0000		3S	
025840	19-171829	1350 PENNSYLVANIA AVE	VANDENDAELE PENNSYLVANIA AVENUE DU	LOS ANGELES	P	1924	HIST.RES.	DOE-19-86-0123-0008	08/05/86	2D2	C
							PROJ.REVW.	HUD860729I	08/05/86	2D2	C
							HIST.SURV.	0053-3245-0000		3S	
025854	19-171843	1512 PENNSYLVANIA AVE	LEWIS A. MARTIN RESIDENCE	LOS ANGELES	P	1905	HIST.RES.	DOE-19-86-0123-0009	08/05/86	2D2	C
							PROJ.REVW.	HUD860729I	08/05/86	2D2	C
							HIST.SURV.	0053-3259-0000		5S2	
091459	19-174973	1814 PENNSYLVANIA AVE		LOS ANGELES	P	1900	HIST.RES.	DOE-19-94-0672-0000	08/30/94	2S2	C
							PROJ.REVW.	FTA940429A	08/30/94	2S2	C
114086		1830 PENNSYLVANIA AVE	McLANE RESIDENCE	LOS ANGELES	U	1911	HIST.RES.	DOE-19-97-0065-0000	04/23/97	6Y	
							PROJ.REVW.	FTA940429A	04/23/97	6Y	
026773	19-172756	2027 PENNSYLVANIA AVE		LOS ANGELES	P	1880	HIST.SURV.	0053-4107-0000		7N	
114087		2906 PENNSYLVANIA AVE	LEFFMAN RESIDENCE	LOS ANGELES	U	1902	HIST.RES.	DOE-19-97-0066-0000	04/23/97	6Y	
							PROJ.REVW.	FTA940429A	04/23/97	6Y	
021253	19-167293	3320 PEPPER ST	RICHARD HENRY DANA BRANCH LIBRARY	LOS ANGELES	M	1926	PROJ.REVW.	HRG940202Z	09/30/94	7K	
							HIST.RES.	NPS-87001007-0000	05/19/87	1S	AC
							HIST.SURV.	0053-0095-0000	01/01/77	3S	
021132	19-167187	PERSHING AVE	STREETCAR DEPOT #66 / NEWS STAND	LOS ANGELES	F	1900	HIST.RES.	DOE-19-81-0001-0010	11/30/81	7K	
							PROJ.REVW.	VET810807A	11/04/81	7K	
							HIST.RES.	NPS-72000232-0000	02/23/72	1S	AC
097004	19-175184	2917 PHELPS AVE		LOS ANGELES	P	1924	PROJ.REVW.	HUD950630T	07/20/95	6Y	
116269		6081 PICKFORD PL		LOS ANGELES	P	1936	HIST.RES.	DOE-19-96-0182-0000	02/29/96	6U	
							PROJ.REVW.	HUD960801E	02/29/96	6U	
175583		4612 PICKFORD ST		LOS ANGELES	P	1913	PROJ.REVW.	HUD080707A	07/22/08	6U	
175584		4616 PICKFORD ST		LOS ANGELES	P	1913	PROJ.REVW.	HUD080707A	07/22/08	6U	
116365		5065 PICKFORD ST		LOS ANGELES	P	1937	HIST.RES.	DOE-19-96-0277-0000	08/27/96	6U	
							PROJ.REVW.	HUD970203Z	08/27/96	6U	
026055	19-172043	PICO BLVD	POWERS PLACE, TERRACE PARK	LOS ANGELES	M	1904	HIST.SURV.	NPS-84000783-0013	05/17/84	1D	AC
026015	19-172003	1600 PICO BLVD	DORIA APARTMENTS	LOS ANGELES	P	1905	HIST.SURV.	0053-3418-0000		3S	
064830	19-173388	1600 PICO BLVD	THE DORIA	LOS ANGELES	U		PROJ.REVW.	HUD860730T	08/12/86	2	C
024700	19-170721	5815 PIEDMONT AVE		LOS ANGELES	P	1900	HIST.SURV.	0053-2168-0000		5S2	
024701	19-170722	6150 PIEDMONT AVE	COMMUNITY CLUBHOUSE, HIGHLAND PARK	LOS ANGELES	M	1903	HIST.SURV.	0053-2169-0000		5S2	
	19-156711										
089907	19-174907	PIER 73	TIMM'S POINT AND LANDING	LOS ANGELES	M		HIST.RES.	SHL-0384-0000	01/03/44	7L	
151347		PIERCE COLLEGE	BLDG #19, LIBRARY AND CAFETERIA, B	LOS ANGELES	P	1948	HIST.RES.	DOE-19-00-0428-0000	12/04/00	6Y	
							PROJ.REVW.	FEMA001120A	12/04/00	6Y	
151343		PIERCE COLLEGE	BUSINESS EDUCATION, BLDG #32	LOS ANGELES	P	1949	HIST.RES.	DOE-19-00-0426-0000	12/04/00	6Y	
							PROJ.REVW.	FEMA001120A	12/04/00	6Y	
151345		PIERCE COLLEGE	BLDG #21, LANGUAGE ARTS/FOREIGN LA	LOS ANGELES	P	1948	HIST.RES.	DOE-19-00-0427-0000	12/04/00	6Y	
							PROJ.REVW.	FEMA001120A	12/04/00	6Y	
182741		13717 PIERCE ST		LOS ANGELES	P	1953	PROJ.REVW.	HUD110502H	05/12/11	6U	
115516		PINE RD	THREE-CAR GARAGE / BUILDING #105	LOS ANGELES	F	1928	HIST.RES.	DOE-19-81-0001-0014	11/30/81	2D2	AC
							PROJ.REVW.	VET810807A	11/04/81	2D2	AC
154062		13065 PINNEY ST		LOS ANGELES		1941	PROJ.REVW.	HUD040202L	02/02/04	6U	
098135	19-175514	11092 PLAINVIEW AVE		LOS ANGELES	M	1928	HIST.RES.	DOE-19-94-0581-0000	09/30/94	6Y	
							PROJ.REVW.	HRG940202Z	09/30/94	6Y	
072882	19-174036	1417 PLAYGROUND ST		LOS ANGELES	U	1915	PROJ.REVW.	HUD910805J	08/21/91	6Y	
025573	19-171562	130 PLAZA ST	HELLMAN BUILDING, VISITORS CENTER	LOS ANGELES	M	1901	TAX.CERT.	537.9-19-0116	09/20/84	2D3	
							HIST.SURV.	0053-2982-0000		3S	AC
020951	19-167016	134 PLAZA ST	OLD PLAZA FIREHOUSE	LOS ANGELES	S	1884	HIST.RES.	SHL-0730-0000	04/08/60	7L	
							HIST.SURV.	0053-0138-0006	06/01/74	1D	BC

OPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
	19-164639										
077201	19-174356	2115 PORTLAND ST	OLIVER P CLARK HOUSE	LOS ANGELES	P	1898	HIST.RES.	NPS-91001387-0087	09/27/92	1D	C
	19-164633										
077216	19-174364	2116 PORTLAND ST	FRANCIS C CAREY HOUSE	LOS ANGELES	P	1898	HIST.RES.	NPS-91001387-0095	09/27/91	1D	C
	19-164640										
077202	19-174357	2121 PORTLAND ST	MORGAN-CONNOR HOUSE	LOS ANGELES	P	1900	HIST.RES.	NPS-91001387-0088	09/27/91	1D	C
	19-164632										
077214	19-174363	2122 PORTLAND ST	MARY E. CURREN HOUSE	LOS ANGELES	P	1901	HIST.RES.	NPS-91001387-0094	09/27/91	1D	C
077212	19-174362	2126 PORTLAND ST	STEWART LYTLE HOUSE	LOS ANGELES	P	1901	HIST.RES.	NPS-91001387-0093	09/27/91	1D	C
	19-164642										
077204	19-174358	2127 PORTLAND ST	WAGY HOUSE	LOS ANGELES	P	1903	HIST.RES.	NPS-91001387-0089	09/27/91	1D	C
	19-164631										
077210	19-174361	2142 PORTLAND ST	TILLOTSON HOUSE	LOS ANGELES	P	1898	HIST.RES.	NPS-91001387-0092	09/27/91	1D	C
	19-164643										
077206	19-174359	2143 PORTLAND ST	DAVID S. BARMORE HOUSE	LOS ANGELES	P	1900	HIST.RES.	NPS-91001387-0090	09/27/91	1D	C
	19-164630										
077148	19-174325	2303 PORTLAND ST	REQUA HOUSE	LOS ANGELES	P	1906	HIST.RES.	NPS-91001387-0040	09/27/91	1D	C
	19-164479										
077146	19-174324	2315 PORTLAND ST		LOS ANGELES	P	1907	HIST.RES.	NPS-91001387-0039	09/27/91	1D	C
	19-164478										
077124	19-174313	2318 PORTLAND ST	HEDGES HOUSE	LOS ANGELES	P	1901	HIST.RES.	NPS-91001387-0028	09/27/91	1D	C
	19-164480										
077144	19-174323	2319 PORTLAND ST		LOS ANGELES	P	1903	HIST.RES.	NPS-91001387-0038	09/27/91	1D	C
	19-164477										
077126	19-174314	2320 PORTLAND ST		LOS ANGELES	P	1903	HIST.RES.	NPS-91001387-0029	09/27/91	1D	C
	19-164481										
077128	19-174315	2324 PORTLAND ST	FERGUSON HOUSE	LOS ANGELES	P	1895	HIST.RES.	NPS-91001387-0030	09/27/91	1D	C
	19-164482										
077140	19-174321	2325 PORTLAND ST	READ HOUSE	LOS ANGELES	P	1895	HIST.RES.	NPS-91001387-0037	09/27/91	1D	C
	19-164476										
077142	19-174322	2331 PORTLAND ST		LOS ANGELES	P	1970	HIST.RES.	NPS-91001387-0036	09/27/91	6X	
077130	19-174316	2332 PORTLAND ST	WIGMORE HOUSE	LOS ANGELES	P	1894	HIST.RES.	NPS-91001387-0031	09/27/91	1D	C
	19-164483										
077132	19-174317	2334 PORTLAND ST	HOTCHKISS HOUSE	LOS ANGELES	P	1904	HIST.RES.	NPS-91001387-0032	09/27/91	1D	C
	19-164484										
077138	19-174320	2335 PORTLAND ST	WALTON HOUSE	LOS ANGELES	P	1893	HIST.RES.	DOE-19-94-0664-0000	11/02/94	2S2	
	19-164475						PROJ.REVW.	HUD941007B	11/02/94	2S2	
							HIST.RES.	NPS-91001387-0035	09/27/91	1D	BC
077134	19-174318	2340 PORTLAND ST	STILSON HOUSE	LOS ANGELES	P	1904	HIST.RES.	NPS-91001387-0033	09/27/91	1D	C
	19-164485										
021192	19-167242	17948 PORTO MARINO WY	VILLA DE LEON	LOS ANGELES	P	1927	HIST.SURV.	0053-0296-0000		3S	
165290		3431 PORTOLA AVE	ALL SAINTS CATHOLIC CHURCH COMPLEX	LOS ANGELES	P	1930	PROJ.REVW.	FCC061106F	03/09/07	6Y	
072772	19-174022	3516 PORTOLA AVE		LOS ANGELES	U	1939	PROJ.REVW.	HUD910703E	07/31/91	6Y	
083150	19-174515	3521 PORTOLA AVE		LOS ANGELES	P	1921	PROJ.REVW.	HUD930624G	07/29/93	6Y	
021193	19-167243	17531 POSETANO RD	CASTELLO DEL MAR (THE CASTLE)	LOS ANGELES	P	1927	HIST.SURV.	0053-0297-0000		7N	
098138	19-175517	2802 POTOMAC AVE		LOS ANGELES	P	1925	HIST.RES.	DOE-19-94-0616-0000	09/30/94	6Y	
							PROJ.REVW.	HRG940202Z	09/30/94	6Y	
175358		3042 POTOMAC AVE		LOS ANGELES	P	1928	PROJ.REVW.	HUD070529J	07/05/07	6U	
069934	19-173897	POWERS PL	TERRACE PARK	LOS ANGELES	M	1904	PROJ.REVW.	HUD860730K	08/12/86	2D2	C
083535	19-174547	8719 PRINCE AVE		LOS ANGELES	U	1938	PROJ.REVW.	HUD900331s	08/16/93	6Y	
064988	19-173445	8772 PRINCE AVE	RESIDENCE	LOS ANGELES	U		PROJ.REVW.	HUD861027F	11/21/86	6Y	
066747	19-173643	8826 PRINCE AVE		LOS ANGELES	U		PROJ.REVW.	HUD880627F	07/21/88	6Y	
066487	19-173613	4027 PRINCETON ST		LOS ANGELES	U		PROJ.REVW.	HUD880208C	03/16/88	6Y	
098139	19-175518	2617 PROSSER AVE		LOS ANGELES	M	1925	HIST.RES.	DOE-19-94-0582-0000	09/30/94	6Y	
							PROJ.REVW.	HRG940202Z	09/30/94	6Y	
064810	19-173370	4129 PURCELL DR	RESIDENCE	LOS ANGELES	U		PROJ.REVW.	HUD860702F	08/04/86	6Y	

!OPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
065450	19-173497	4130 PURCELL DR		LOS ANGELES	U		PROJ.REVW.	HUD8808291	10/21/88	6Y	
180089		2025 PURDUE AVE		LOS ANGELES	P	1912	PROJ.REVW.	HUD100927C	10/12/10	6U	
098140	19-175519	2030 PURDUE AVE		LOS ANGELES	M	1905	HIST.RES.	DOE-19-94-0583-0000	09/30/94	6Y	
							PROJ.REVW.	HRG940202Z	09/30/94	6Y	
155869		4647 PURDUE AVE		LOS ANGELES	P	1925	PROJ.REVW.	FHWA010423D	06/20/01	6Y	
155864		5035 PURDUE AVE		LOS ANGELES	P	1951	PROJ.REVW.	FHWA010423D	06/20/01	6Y	
155863		5045 PURDUE AVE		LOS ANGELES	P	1951	PROJ.REVW.	FHWA010423D	06/20/01	6Y	
155862		5051 PURDUE AVE		LOS ANGELES	P	1951	PROJ.REVW.	FHWA010423D	06/20/01	6Y	
182743		6646 QUAKERTOWN AVE		LOS ANGELES	P	1952	PROJ.REVW.	HUD110502H	05/12/11	6U	
026195	19-172182	1051 QUEEN ANNE PL		LOS ANGELES	P	1920	HIST.SURV.	0053-3523-0000		3S	
026196	19-172183	1097 QUEEN ANNE PL		LOS ANGELES	P	1923	HIST.SURV.	0053-3524-0000		7N	
026197	19-172184	1259 QUEEN ANNE PL		LOS ANGELES	P	1923	HIST.SURV.	0053-3525-0000		7N	
026193	19-172180	1282 QUEEN ANNE PL		LOS ANGELES	P	1925	HIST.SURV.	0053-3521-0000		3S	
026194	19-172181	1286 QUEEN ANNE PL		LOS ANGELES	P	1925	HIST.SURV.	0053-3522-0000		7N	
100667	19-176209	1407 QUINTERO ST		LOS ANGELES	P	1920	HIST.RES.	DOE-19-94-0420-0000	12/20/94	6Y	
							PROJ.REVW.	HRG940202Z	12/20/94	6Y	
154063		7456 RADFORD AVE		LOS ANGELES		1949	PROJ.REVW.	HUD040202L	02/02/04	6U	
125990		7709 RADFORD AVE		LOS ANGELES	Y	1948	HIST.RES.	DOE-19-00-0195-0000	06/06/00	6U	
							PROJ.REVW.	HUD001017Z	06/06/00	6U	
072888	19-174041	4428 RADIUM DR		LOS ANGELES	U	1924	PROJ.REVW.	HUD910812E	08/22/91	6Y	
083818	19-174593	3749 RAMBOZ DR		LOS ANGELES	U	1939	PROJ.REVW.	HUD910909U	08/24/93	6Y	
083694	19-174560	4118 RAMBOZ DR		LOS ANGELES	U	1927	PROJ.REVW.	HUD900630N	08/18/93	6Y	
067269	19-173681	11825 RAMONA BLVD	LENNOX RESIDENTIAL UNITS	LOS ANGELES	U		PROJ.REVW.	HUD890612D	07/12/90	6Y	
067279	19-173691	11854 RAMONA BLVD	LENNOX RESIDENTIAL UNITS	LOS ANGELES	U		PROJ.REVW.	HUD890612D	07/12/90	6Y	
067270	19-173682	11855 RAMONA BLVD	LENNOX RESIDENTIAL UNITS	LOS ANGELES	U		PROJ.REVW.	HUD890612D	07/12/90	6Y	
067271	19-173683	11936 RAMONA BLVD	LENNOX RESIDENTIAL UNITS	LOS ANGELES	U		PROJ.REVW.	HUD890612D	07/12/90	6Y	
067272	19-173684	11956 RAMONA BLVD	LENNOX RESIDENTIAL UNITS	LOS ANGELES	U		PROJ.REVW.	HUD890612D	07/12/90	6Y	
080689	19-174430	3700 RANDOLPH AVE		LOS ANGELES	U	1924	PROJ.REVW.	HUD930219J	03/17/93	6Y	
069898	19-173876	3756 RANDOLPH AVE		LOS ANGELES	U	1923	PROJ.REVW.	HUD901218L	01/15/91	6Y	
125103		3720 RANDOLPH ST		LOS ANGELES	Y	1926	HIST.RES.	DOE-19-98-0295-0000	02/02/98	6Y	
							PROJ.REVW.	HUD980202K	02/02/98	6Y	
096335	19-175139	5104 RANGEVIEW AVE		LOS ANGELES	P	1919	PROJ.REVW.	HUD950515M	06/21/95	6Y	
171701		9004 RATHBURN AVE		LOS ANGELES		1954	PROJ.REVW.	HUD080109F	04/17/08	6U	
175710		14531 RAVEN ST		LOS ANGELES	P	1950	PROJ.REVW.	HUD090126A	01/28/09	6U	
176344		1419 RAYMOND AVE		LOS ANGELES	P	1910	PROJ.REVW.	FCC090618A	07/27/09	6Y	
150083		2924 RAYMOND AVE		LOS ANGELES		1916	HIST.RES.	DOE-19-04-0198-0000	09/30/04	6U	
							PROJ.REVW.	HUD041006D	09/30/04	6U	
100290	19-175952	7511 RAYMOND AVE	RAYMOND ELEMENTARY SCHOOL	LOS ANGELES	D	1922	HIST.RES.	DOE-19-95-0068-0000	01/15/95	6Y	
							PROJ.REVW.	HRG940202Z	01/15/95	6Y	
100292	19-175953	4205 RAYNOL ST		LOS ANGELES	P	1924	HIST.RES.	DOE-19-95-0069-0000	04/05/95	6Y	
							PROJ.REVW.	HRG940202Z	04/05/95	6Y	
083770	19-174577	RECORD AVE		LOS ANGELES	U		PROJ.REVW.	HUD910331U	08/20/93	6Y	
021452	19-167486	RECORD AVE	SEI FUJII PROPERTY	LOS ANGELES	P		HIST.SURV.	0053-0375-0000		7R	
021451	19-167485	1841 REDCLIFF ST	LOS ANGELES JAPANESE CHILDREN'S HO	LOS ANGELES	P	1914	HIST.SURV.	0053-0374-0000		7R	
123854		548 REDFIELD AVE		LOS ANGELES	U	1925	HIST.RES.	DOE-19-00-0091-0000	02/01/00	6Y	
							PROJ.REVW.	HUD000201E	02/01/00	6Y	
024346	19-170368 19-157585	1916 REDONDO BLVD		LOS ANGELES	P	1935	HIST.SURV.	0053-1814-0000		5S2	
024347	19-170369 19-157586	2110 REDONDO BLVD		LOS ANGELES	P	1929	HIST.SURV.	0053-1815-0000		7R	
024348	19-170370 19-157587	2232 REDONDO BLVD		LOS ANGELES	P	1921	HIST.SURV.	0053-1816-0000		7R	
024349	19-170371 19-157588	2300 REDONDO BLVD		LOS ANGELES	P	1920	HIST.SURV.	0053-1817-0000		7R	
024350	19-170372	2306 REDONDO BLVD		LOS ANGELES	P	1927	HIST.SURV.	0053-1818-0000		7R	

OPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
127554		17019 RINALDI ST		LOS ANGELES		1937	HIST.RES.	DOE-19-01-0103-0000	01/31/01	6Y	
							PROJ.REVW.	HUD010201B	01/31/01	6Y	
098162	19-175539	17120 RINALDI ST		LOS ANGELES	P	1948	HIST.RES.	DOE-19-94-0625-0000	09/30/94	6Y	
							PROJ.REVW.	HRG940202Z	09/30/94	6Y	
065164	19-173465	7101 RITA AVE	RESIDENCE	LOS ANGELES	U		PROJ.REVW.	HUD870422J	04/27/87	6Y	
171703		2331 RIVERDALE AVE		LOS ANGELES		1904	PROJ.REVW.	HUD080109F	04/17/08	6U	
157049		RIVERSIDE DR	BRIDGE #53C-1298 / RIVERSIDE DRIVE	LOS ANGELES	M	1938	PROJ.REVW.	FHWA051028B	12/07/05	2S2	C
158938		RIVERSIDE DR	BRIDGE #53C-0160 / RIVERSIDE DRIVE	LOS ANGELES	S	1926	PROJ.REVW.	FHWA050627C	01/30/06	6Y	
097813	19-175297	RIVERSIDE DR	GRIFFITH PARK	LOS ANGELES	M	1896	HIST.RES.	DOE-19-94-0442-9999	04/11/94	2S2	A
							PROJ.REVW.	HRG940202Z	04/11/94	2S2	A
100874	19-176300	RIVERSIDE DR	GRIFFITH PARK-SWIMMING POOL AND BL	LOS ANGELES	M	1927	HIST.RES.	DOE-19-94-0442-0009	04/11/94	2D2	A
							PROJ.REVW.	HRG940202Z	04/11/94	2D2	A
100870	19-176296	RIVERSIDE DR	GRIFFITH PARK-ASTRONOMERS' MONUMEN	LOS ANGELES	M	1934	HIST.RES.	DOE-19-94-0442-0005	04/11/94	2D2	A
							PROJ.REVW.	HRG940202Z	04/11/94	2D2	A
100861	19-176295	RIVERSIDE DR	GRIFFITH PARK-BIRD SANCTUARY	LOS ANGELES	M		HIST.RES.	DOE-19-94-0442-0003	04/11/94	2D2	A
							PROJ.REVW.	HRG940202Z	04/11/94	2D2	A
100873	19-176299	RIVERSIDE DR	GRIFFITH PARK-HARDING GOLF COURSE	LOS ANGELES	M	1927	HIST.RES.	DOE-19-94-0442-0008	04/11/94	2D2	A
							PROJ.REVW.	HRG940202Z	04/11/94	2D2	A
100872	19-176298	RIVERSIDE DR	GRIFFITH PARK-MERRY-GO-ROUND	LOS ANGELES	M	1926	HIST.RES.	DOE-19-94-0442-0007	04/11/94	2D2	A
							PROJ.REVW.	HRG940202Z	04/11/94	2D2	A
100871	19-176297	RIVERSIDE DR	GRIFFITH PARK-LOS FELIZ ADOBE	LOS ANGELES	M	1853	HIST.RES.	DOE-19-94-0442-0006	04/11/94	2D2	A
							PROJ.REVW.	HRG940202Z	04/11/94	2D2	A
100860	19-176294	RIVERSIDE DR	GRIFFITH PARK - MOUNT HOLLYWOOD	LOS ANGELES	M		HIST.RES.	DOE-19-94-0442-0002	04/11/94	2D2	A
							PROJ.REVW.	HRG940202Z	04/11/94	2D2	A
100881	19-176307	RIVERSIDE DR	GRIFFITH PARK-GENE AUTRY WESTERN H	LOS ANGELES	M	1980	HIST.RES.	DOE-19-94-0442-0016	04/11/94	6Y	
							PROJ.REVW.	HRG940202Z	04/11/94	6Y	
100880	19-176306	RIVERSIDE DR	GRIFFITH PARK-TRAVEL TOWN	LOS ANGELES	M	1952	HIST.RES.	DOE-19-94-0442-0015	04/11/94	6Y	
							PROJ.REVW.	HRG940202Z	04/11/94	6Y	
100878	19-176304	RIVERSIDE DR	GRIFFITH PARK-GREEK THEATER	LOS ANGELES	M	1930	HIST.RES.	DOE-19-94-0442-0013	04/11/94	6Y	
							PROJ.REVW.	HRG940202Z	04/11/94	6Y	
100877	19-176303	RIVERSIDE DR	GRIFFITH PARK-LOS ANGELES ZOO	LOS ANGELES	M	1885	HIST.RES.	DOE-19-94-0442-0012	04/11/94	6Y	
							PROJ.REVW.	HRG940202Z	04/11/94	6Y	
100876	19-176302	RIVERSIDE DR	GRIFFITH PARK-MULHOLLAND FOUNTAIN	LOS ANGELES	M		HIST.RES.	DOE-19-94-0442-0011	04/11/94	2D2	A
							PROJ.REVW.	HRG940202Z	04/11/94	2D2	A
100875	19-176301	RIVERSIDE DR	GRIFFITH PARK-BOYS' CAMP	LOS ANGELES	M	1927	HIST.RES.	DOE-19-94-0442-0010	04/11/94	2D2	A
							PROJ.REVW.	HRG940202Z	04/11/94	2D2	A
100859	19-176293	RIVERSIDE DR	GRIFFITH PARK-FERNDELL	LOS ANGELES	M		HIST.RES.	DOE-19-94-0442-0001	04/11/94	2D2	A
							PROJ.REVW.	HRG940202Z	04/11/94	2D2	A
100879	19-176305	RIVERSIDE DR	GRIFFITH PARK-GIRLS' CAMP	LOS ANGELES	M	1949	HIST.RES.	DOE-19-94-0442-0014	04/11/94	6Y	
							PROJ.REVW.	HRG940202Z	04/11/94	6Y	
027097	19-173065	1901 RIVERSIDE DR	DURANS SHOWBOAT BAR-BLOODY XMAS 19	LOS ANGELES	P		HIST.SURV.	0053-4419-0000		7R	
127864		13401 RIVERSIDE DR	CHASE KNOLL APARTMENTS	LOS ANGELES		1949	TAX.CERT.	537.9-19-0328	04/01/04	2S3	
							TAX.CERT.	537.9-19-0253	05/15/01	2S3	
125107		6537 RIVERTON AVE		LOS ANGELES	Y	1941	HIST.RES.	DOE-19-98-0299-0000	02/02/98	6Y	
							PROJ.REVW.	HUD980202K	02/02/98	6Y	
064953	19-173439	3125 ROBERTS AVE	RESIDENCE	LOS ANGELES	U		PROJ.REVW.	HUD860814R	09/11/86	6Y	
+ 097815	19-175298	2955 ROBERTSON BLVD	HAMILTON HIGH SCHOOL	LOS ANGELES	D	1931	HIST.RES.	DOE-19-94-0406-9999	08/15/94	2S2	
							PROJ.REVW.	HRG940202Z	08/15/94	2S2	
+ 100850	19-176288	2955 ROBERTSON BLVD	HAMILTON HIGH SCHOOL-MAIN BLDG	LOS ANGELES	D	1931	HIST.RES.	DOE-19-94-0406-0001	08/15/94	2D2	
							PROJ.REVW.	HRG940202Z	08/15/94	2D2	
+ 100851	19-176289	2955 ROBERTSON BLVD	HAMILTON HIGH SCHOOL-ASSEMBLY HALL	LOS ANGELES	D	1936	HIST.RES.	DOE-19-94-0406-0002	08/15/94	2D2	
							PROJ.REVW.	HRG940202Z	08/15/94	2D2	
083301	19-174531	11659 ROBIN ST		LOS ANGELES	U	1920	PROJ.REVW.	HUD891231U	08/05/93	6Y	
098163	19-175540	5118 ROCKLAND AVE		LOS ANGELES	P	1920	HIST.RES.	DOE-19-94-0593-0000	09/30/94	6Y	
							PROJ.REVW.	HRG940202Z	09/30/94	6Y	
127555		1565 ROCKWOOD ST		LOS ANGELES		1937	HIST.RES.	DOE-19-01-0104-0000	01/31/01	6Y	

OPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
							PROJ.REVW.	FHWA890824B	09/22/89	2S2	C
153940		600 S BASEDALE AVE		LOS ANGELES		1910	PROJ.REVW.	HUD031101B	12/01/03	6U	
175542		9722 S BEACH ST		LOS ANGELES	P	1913	PROJ.REVW.	HUD080707A	07/22/08	6U	
176949		811 S BEACON AVE		LOS ANGELES	P	1905	PROJ.REVW.	HUD091012B	10/22/09	2D2	
176950		817 S BEACON AVE		LOS ANGELES	P	1903	PROJ.REVW.	HUD091012B	10/22/09	2D2	
175543		819 S BEACON AVE		LOS ANGELES	P	1906	PROJ.REVW.	HUD091012B	10/22/09	2D2	
							PROJ.REVW.	HUD080707A	07/22/08	6U	
176955		827 S BEACON AVE		LOS ANGELES	P		PROJ.REVW.	HUD091012B	10/22/09	6Y	
176951		833 S BEACON AVE		LOS ANGELES	P	1905	PROJ.REVW.	HUD091012B	10/22/09	2D2	
176952		837 S BEACON AVE		LOS ANGELES	P	1895	PROJ.REVW.	HUD091012B	10/22/09	2D2	
097576	19-175223	638 S BEACON ST	SAN PEDRO CITY HALL	LOS ANGELES	M	1927	PROJ.REVW.	HRG940202Z	09/30/94	7K	
							HIST.RES.	DOE-19-82-0001-0000	09/15/92	2S2	C
							PROJ.REVW.	FHWA820422A	06/21/82	2S2	C
							HIST.SURV.	0053-4416-0000	06/21/82	2S2	
							PROJ.REVW.	65000994	09/15/82	2S2	
023496	19-169518	921 S BEACON ST	SAN PEDRO YMCA, HARBOR VIEW HOUSE	LOS ANGELES	P	1925	HIST.RES.	DOE-19-94-0451-0000	03/21/94	2S2	A
							PROJ.REVW.	HRG940202Z	03/21/94	2S2	A
							HIST.SURV.	0053-0949-0000		7N	
105484	**19-176450**	**1921 S BENTLEY AVE**		**LOS ANGELES**	**P**	**1940**	**PROJ.REVW.**	**HUD950724A**	**08/04/95**	**6Y**	
080656	19-174427	226 S BERENDO ST		LOS ANGELES	U	1926	PROJ.REVW.	HUD930217M	03/16/93	6Y	
073494	19-174083	235 S BERENDO ST		LOS ANGELES	M	1927	HIST.RES.	DOE-19-94-0493-0000	09/30/94	6Y	
							PROJ.REVW.	HRG940202Z	09/30/94	6Y	
							PROJ.REVW.	HUD930217N	03/16/93	6Y	
							PROJ.REVW.	HUD910930E	10/31/91	6Y	
096869	19-175166	348 S BERENDO ST		LOS ANGELES	P	1923	PROJ.REVW.	HUD950630B	07/20/95	6Y	
134438		1100 S BERENDO ST		LOS ANGELES		1923	HIST.RES.	DOE-19-02-1028-0000	10/09/02	6U	
							PROJ.REVW.	HUD021009N	10/09/02	6U	
132732		1250 S BERENDO ST		LOS ANGELES	P	1924	HIST.RES.	DOE-19-02-0968-0000	05/03/02	6Y	
							PROJ.REVW.	FCC020226D	05/03/02	6Y	
027360	19-173289	1324 S BERENDO ST	PICO HEIGHTS CHRISTIAN CHURCH, KOR	LOS ANGELES	P	1917	HIST.SURV.	0053-4644-0000		7N	
	19-162711										
182685		1401 S BERENDO ST		LOS ANGELES	P	1913	PROJ.REVW.	HUD110502H	05/12/11	6U	
171644		4439 S BERRYMAN AVE		LOS ANGELES	P	1913	PROJ.REVW.	HUD080109F	04/17/08	6U	
125713		458 S BETTY AVE		LOS ANGELES	U	1930	HIST.RES.	DOE-19-99-0355-0000	07/29/99	6Y	
							PROJ.REVW.	HUD990729D	07/29/99	6Y	
175665		3008 S BEVERLY DR		LOS ANGELES	P	1941	PROJ.REVW.	HUD090126A	01/28/09	6U	
182686		3046 S BEVERLY DR		LOS ANGELES	P	1944	PROJ.REVW.	HUD110502H	05/12/11	6U	
125968		421 S BIXEL ST		LOS ANGELES	Y	1913	HIST.RES.	DOE-19-00-0170-0000	05/26/00	6U	
							PROJ.REVW.	HUD001017Z	05/26/00	6U	
151969		1165 S BONNIE BEACH PL		LOS ANGELES	P	1952	HIST.RES.	DOE-19-04-0384-0000	11/05/04	6Y	
							PROJ.REVW.	FCC040806F	11/05/04	6Y	
151970		1167 S BONNIE BEACH PL		LOS ANGELES	P	1923	HIST.RES.	DOE-19-04-0385-0000	11/05/04	6Y	
							PROJ.REVW.	FCC040806B	11/05/04	6Y	
064951	19-173438	1212 S BONNIE BEACH PL	RESIDENCE	LOS ANGELES	U		PROJ.REVW.	HUD860923J	10/07/86	6Y	
026002	19-171990	S BONNIE BRAE ST	SOUTH BONNIE BRAE TRACT HISTORIC D	LOS ANGELES	P	1890	HIST.RES.	NPS-87002401-0000	01/14/88	1S	
							HIST.SURV.	0053-3400-9999	01/14/88	1S	
171649		200 S BONNIE BRAE ST		LOS ANGELES			PROJ.REVW.	HUD080109F	04/17/08	6U	
023934	19-169956	306 S BONNIE BRAE ST		LOS ANGELES	P	1910	HIST.SURV.	0053-1390-0000		7R	
023935	19-169957	320 S BONNIE BRAE ST		LOS ANGELES	P	1890	HIST.SURV.	0053-1391-0000		5S2	
023936	19-169958	403 S BONNIE BRAE ST		LOS ANGELES	P	1898	HIST.SURV.	0053-1392-0000		5S2	
023937	19-169959	411 S BONNIE BRAE ST		LOS ANGELES	P	1915	HIST.SURV.	0053-1393-0000		7R	
023938	19-169960	423 S BONNIE BRAE ST		LOS ANGELES	P	1910	HIST.SURV.	0053-1394-0000		5S2	
023939	19-169961	457 S BONNIE BRAE ST		LOS ANGELES	P	1923	HIST.SURV.	0053-1395-0000		7R	
171650		501 S BONNIE BRAE ST		LOS ANGELES	P	1924	PROJ.REVW.	HUD080109F	04/17/08	6U	
023940	19-169962	504 S BONNIE BRAE ST		LOS ANGELES	P	1925	HIST.SURV.	0053-1396-0000		7R	
023941	19-169963	512 S BONNIE BRAE ST		LOS ANGELES	P	1923	HIST.SURV.	0053-1397-0000		7R	

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
							PROJ.REVW.	FHWA900730C	08/28/90	6Y	
068435	19-173759	3739 S GRAND AVE		LOS ANGELES	P	1936	HIST.RES.	DOE-19-90-0024-0000	08/28/90	6Y	
							PROJ.REVW.	FHWA900730C	08/28/90	6Y	
068436	19-173760	3745 S GRAND AVE		LOS ANGELES	P	1936	HIST.RES.	DOE-19-90-0025-0000	08/28/90	6Y	
	19-166139						PROJ.REVW.	FHWA900730C	08/28/90	6Y	
068439	19-173763	3832 S GRAND AVE		LOS ANGELES	P	1910	HIST.RES.	DOE-19-90-0028-0000	08/28/90	6Y	
							PROJ.REVW.	FHWA900730C	08/28/90	6Y	
068437	19-173761	3833 S GRAND AVE	MRS. HENRIETTA FELDSCHAU RESIDENCE	LOS ANGELES	P	1917	HIST.RES.	DOE-19-90-0026-0000	08/28/90	6Y	
	19-166141						PROJ.REVW.	FHWA900730C	08/28/90	6Y	
068440	19-173764	3836 S GRAND AVE		LOS ANGELES	P	1900	HIST.RES.	DOE-19-90-0029-0000	08/28/90	6Y	
							PROJ.REVW.	FHWA900730C	08/28/90	6Y	
068441	19-173765	3840 S GRAND AVE		LOS ANGELES	P	1918	HIST.RES.	DOE-19-90-0030-0000	08/28/90	6Y	
							PROJ.REVW.	FHWA900730C	08/28/90	6Y	
068438	19-173762	3843 S GRAND AVE		LOS ANGELES	P	1923	HIST.RES.	DOE-19-90-0027-0000	08/28/90	6Y	
							PROJ.REVW.	FHWA900730C	08/28/90	6Y	
068442	19-173766	3846 S GRAND AVE		LOS ANGELES	P	1923	HIST.RES.	DOE-19-90-0031-0000	08/28/90	6Y	
	19-166142						PROJ.REVW.	FHWA900730C	08/28/90	6Y	
068443	19-173767	3852 S GRAND AVE		LOS ANGELES	P	1915	HIST.RES.	DOE-19-90-0032-0000	08/28/90	6Y	
							PROJ.REVW.	FHWA900730C	08/28/90	6Y	
068445	19-173769	3916 S GRAND AVE		LOS ANGELES	P	1925	HIST.RES.	DOE-19-90-0034-0000	08/28/90	6Y	
							PROJ.REVW.	FHWA900730C	08/28/90	6Y	
065566	19-173518	425 S GRAND VIEW ST		LOS ANGELES	U		PROJ.REVW.	HUD881116B	12/09/88	6Y	
025951	19-171940	415 S GRANDE VISTA AVE		LOS ANGELES	P	1890	HIST.SURV.	0053-3358-0000		5S2	
025952	19-171941	429 S GRANDE VISTA AVE		LOS ANGELES	P	1905	HIST.SURV.	0053-3359-0000		7N	
025957	19-171946	436 S GRANDE VISTA AVE		LOS ANGELES	P	1915	HIST.SURV.	0053-3364-0000		7R	
084657	19-174625	453 S GRANDE VISTA AVE		LOS ANGELES	P	1896	PROJ.REVW.	HUD930917E	11/03/93	6Y	
025953	19-171942	507 S GRANDE VISTA AVE		LOS ANGELES	P	1906	HIST.SURV.	0053-3360-0000		7N	
025954	19-171943	513 S GRANDE VISTA AVE		LOS ANGELES	P	1907	HIST.SURV.	0053-3361-0000		3S	
025955	19-171944	518 S GRANDE VISTA AVE		LOS ANGELES	P	1910	HIST.SURV.	0053-3362-0000		3S	
025958	19-171947	523 S GRANDE VISTA AVE		LOS ANGELES	P	1915	HIST.SURV.	0053-3365-0000		7R	
025959	19-171948	524 S GRANDE VISTA AVE		LOS ANGELES	P	1915	HIST.SURV.	0053-3366-0000		7R	
025960	19-171949	544 S GRANDE VISTA AVE		LOS ANGELES	P	1919	PROJ.REVW.	HUD950406SA	04/27/95	6Y	
							HIST.SURV.	0053-3367-0000		7R	
095717	19-175119	548 S GRANDE VISTA AVE		LOS ANGELES	P	1920	PROJ.REVW.	HUD950406SB	04/27/95	6Y	
025961	19-171950	607 S GRANDE VISTA AVE		LOS ANGELES	P	1907	HIST.SURV.	0053-3368-0000		7R	
025962	19-171951	616 S GRANDE VISTA AVE		LOS ANGELES	P	1912	HIST.SURV.	0053-3369-0000		7R	
025963	19-171952	624 S GRANDE VISTA AVE		LOS ANGELES	P	1912	HIST.SURV.	0053-3370-0000		7R	
025956	19-171945	642 S GRANDE VISTA AVE		LOS ANGELES	P	1907	HIST.SURV.	0053-3363-0000		7N	
074294	19-174158	1152 S GRANDE VISTA AVE		LOS ANGELES	U	1927	PROJ.REVW.	HUD911226B	01/15/92	6Y	
175326		6127 S HAAS AVE		LOS ANGELES	P	1926	PROJ.REVW.	HUD070529J	07/05/07	6U	
162412		8111 S HALLDALE AVE		LOS ANGELES		1923	PROJ.REVW.	HUD060501M	06/01/06	6U	
150064		9125 S HALLDALE AVE		LOS ANGELES		1930	HIST.RES.	DOE-19-04-0179-0000	09/30/04	6Y	
							PROJ.REVW.	HUD041006D	09/30/04	6Y	
116338		3123 S HALM AVE		LOS ANGELES	P	1926	HIST.RES.	DOE-19-96-0250-0000	08/27/96	6U	
							PROJ.REVW.	HUD970203Z	08/27/96	6U	
127519		1925 S HARCOURT AVE		LOS ANGELES		1923	HIST.RES.	DOE-19-01-0065-0000	01/31/01	6Y	
							PROJ.REVW.	HUD010201B	01/31/01	6Y	
105485	19-176451	2724 S HARCOURT AVE		LOS ANGELES			PROJ.REVW.	HUD950724B	08/04/95	7K	
064857	19-173407	662 S HARDING AVE	RESIDENCE	LOS ANGELES	U		PROJ.REVW.	HUD860902E	09/09/86	6Y	
069910	19-173883	S HARVARD BLVD	WEST ADAMS HEIGHTS DISTRICT	LOS ANGELES	P		NAT.REG.	19-0079	02/24/94	7W	
							HIST.SURV.	0053-4713-9999	07/15/92	7R	
							HIST.RES.	DOE-19-86-0002-9999	08/01/86	2S2	C
							PROJ.REVW.	HUD860725H	08/01/86	2S2	C
150065		950 S HARVARD BLVD		LOS ANGELES		1921	HIST.RES.	DOE-19-04-0180-0000	09/30/04	6Y	
							PROJ.REVW.	HUD041006D	09/30/04	6Y	
150066		952 S HARVARD BLVD		LOS ANGELES		1921	HIST.RES.	DOE-19-04-0181-0000	09/30/04	6Y	

OPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
							HIST.RES.	DOE-19-86-0002-0011	08/01/86	2D2	AC
							PROJ.REVW.	HUD860725H	08/01/86	2D2	AC
021239	19-165139	2616 S HOBART BLVD	ENGINE HOUSE #18	LOS ANGELES	M	1904	HIST.RES.	NPS-82000968-0000	10/29/82	1S	
	19-167280						HIST.SURV.	0053-0343-0000	01/01/82	1S	
145901		3027 S HOBART BLVD		LOS ANGELES		1905	HIST.RES.	DOE-19-03-0349-0000	01/31/03	6U	
							PROJ.REVW.	HUD030103G	01/31/03	6U	
145902		4265 S HOBART BLVD		LOS ANGELES		1912	HIST.RES.	DOE-19-03-0350-0000	01/31/03	6U	
							PROJ.REVW.	HUD030103G	01/31/03	6U	
127520		6356 S HOBART BLVD		LOS ANGELES		1915	HIST.RES.	DOE-19-01-0066-0000	01/31/01	6Y	
							PROJ.REVW.	HUD010201B	01/31/01	6Y	
175332		7807 S HOBART BLVD		LOS ANGELES	P	1925	PROJ.REVW.	HUD070529J	07/05/07	6U	
175333		9810 S HOBART BLVD		LOS ANGELES	P	1940	PROJ.REVW.	HUD070529J	07/05/07	6U	
125734		11222 S HOBART BLVD		LOS ANGELES	U	1947	HIST.RES.	DOE-19-99-0376-0000	06/14/99	6Y	
							PROJ.REVW.	HUD990614F	06/14/99	6Y	
154051		926 S HOLLINS ST		LOS ANGELES		1909	PROJ.REVW.	HUD040202L	02/02/04	6U	
116344		2436 S HOLT AVE		LOS ANGELES	P	1940	HIST.RES.	DOE-19-96-0256-0000	08/27/96	6U	
							PROJ.REVW.	HUD970203Z	08/27/96	6U	
175563		8311 S HOLY CROSS PL		LOS ANGELES		1944	PROJ.REVW.	HUD080707A	07/22/08	6U	
098050	19-175445	933 S HOOVER ST	SALVATION ARMY - LOS ANGELES KOREA	LOS ANGELES	P	1950	HIST.RES.	DOE-19-94-0042-0000	05/21/94	6L	
							PROJ.REVW.	HRG940202Z	05/21/94	6Y	
027403	19-173331	1183 S HOOVER ST	CENTRAL CHURCH OF CHRIST	LOS ANGELES	P	1930	HIST.SURV.	0053-4670-0000		7N	
098970	19-175607	2434 S HOOVER ST	UNIVERSITY OF SOUTHERN CALIFORNIA	LOS ANGELES	P	1880	HIST.RES.	DOE-19-94-0001-9999	06/29/94	2S2	ABC
							PROJ.REVW.	HRG940202Z	06/29/94	2S2	ABC
096387	19-175142	2600 S HOOVER ST	CASA DE ROSAS, MAIN BUILDING-BUILD	LOS ANGELES	P	1893	HIST.RES.	NPS-04000679-0000	07/14/04	1S	AC
	19-162925						NAT.REG.	19-0438	01/29/04	3S	AC
							HIST.RES.	DOE-19-95-0183-9999	06/26/95	2S2	C
							PROJ.REVW.	HUD950530N	06/26/95	2S2	C
151251		2600 S HOOVER ST	CASA DE ROSAS (BUILDING B)	LOS ANGELES	P	1920	HIST.RES.	NPS-04000679-0001	07/14/04	1D	AC
151253		2600 S HOOVER ST	CASA DE ROSAS (BUILDING D) / ROSE	LOS ANGELES	P	1915	HIST.RES.	NPS-04000679-0003	07/14/04	1D	AC
151252		2600 S HOOVER ST	CASA DE ROSAS (BUILDING C)	LOS ANGELES	P	1907	HIST.RES.	NPS-04000679-0002	07/14/04	1D	AC
027051	19-173031	2633 S HOOVER ST		LOS ANGELES	P	1901	HIST.SURV.	0053-4369-0000		3S	
	19-162931										
145861		2633 S HOOVER ST	DRAKE, CHARLES R, RESIDENCE	LOS ANGELES	P	1901	HIST.RES.	NPS-04000016-0003	02/11/04	1D	C
020940	19-167007	2653 S HOOVER ST	COCKINS, WILLIAM W HOUSE	LOS ANGELES	P	1894	HIST.RES.	NPS-04000016-0002	02/11/04	1D	C
	19-162883						HIST.SURV.	0053-4370-0000		3S	
							HIST.SURV.	0053-0132-0000		7N	
020941	19-162930	2703 S HOOVER ST	SALISBURY, ALFRED J HOUSE	LOS ANGELES	P	1891	HIST.RES.	NPS-04000016-0001	02/11/04	1D	C
	19-167008						HIST.SURV.	0053-4371-0000		3S	
							HIST.SURV.	0053-0133-0000		7N	
027054	19-173034	2903 S HOOVER ST		LOS ANGELES	P	1894	HIST.SURV.	0053-4372-0000		7N	
	19-162929										
027055	19-173035	2905 S HOOVER ST		LOS ANGELES	P	1895	HIST.SURV.	0053-4373-0000		3S	
	19-162928										
027056	19-173036	2919 S HOOVER ST		LOS ANGELES	P	1925	HIST.SURV.	0053-4374-0000		7N	
	19-162927										
097787	19-175274	3424 S HOOVER ST	USC-STOOPS EDUCATION LIBRARY	LOS ANGELES	P	1922	HIST.RES.	DOE-19-94-0001-0005	06/29/94	2D2	ABC
							PROJ.REVW.	HRG940202Z	06/29/94	2D2	ABC
023776	19-169798	5901 S HOOVER ST		LOS ANGELES	P	1921	HIST.SURV.	0053-1232-0000		5S2	
	19-161213										
023777	19-169799	5905 S HOOVER ST		LOS ANGELES	P	1921	HIST.SURV.	0053-1233-0000		5S2	
	19-161214										
023778	19-161215	6101 S HOOVER ST		LOS ANGELES	P	1926	HIST.SURV.	0053-1234-0000		5S2	
	19-169800										
127521		6926 S HOOVER ST		LOS ANGELES		1922	HIST.RES.	DOE-19-01-0067-0000	01/31/01	6Y	
							PROJ.REVW.	HUD010201B	01/31/01	6Y	
127522		6934 S HOOVER ST		LOS ANGELES		1900	HIST.RES.	DOE-19-01-0068-0000	01/31/01	6Y	

OPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
116366		1143 S RIMPAU BLVD		LOS ANGELES	P	1935	HIST.RES.	DOE-19-96-0278-0000	09/05/96	6U	
							PROJ.REVW.	HUD970203Z	09/05/96	6U	
098148	19-175527	2142 S RIMPAU BLVD		LOS ANGELES	P	1921	HIST.RES.	DOE-19-94-0621-0000	09/30/94	6Y	
							PROJ.REVW.	HRG940202Z	09/30/94	6Y	
098149	19-175528	2619 S RIMPAU BLVD		LOS ANGELES	M	1923	HIST.RES.	DOE-19-94-0587-0000	09/30/94	6Y	
							PROJ.REVW.	HRG940202Z	09/30/94	6Y	
098150	19-175529	2620 S RIMPAU BLVD		LOS ANGELES	P	1920	HIST.RES.	DOE-19-94-0588-0000	09/30/94	6Y	
							PROJ.REVW.	HRG940202Z	09/30/94	6Y	
103965	19-176443	2624 S RIMPAU BLVD		LOS ANGELES	P	1940	HIST.RES.	DOE-19-94-0619-0000	09/30/94	6Y	
							PROJ.REVW.	HRG940202Z	09/30/94	6Y	
098151	19-175530	2629 S RIMPAU BLVD		LOS ANGELES	P	1923	HIST.RES.	DOE-19-94-0622-0000	09/30/94	6Y	
							PROJ.REVW.	HRG940202Z	09/30/94	6Y	
103966	19-176444	2632 S RIMPAU BLVD		LOS ANGELES	P	1917	HIST.RES.	DOE-19-94-0620-0000	09/30/94	6Y	
							PROJ.REVW.	HRG940202Z	09/30/94	6Y	
098152	19-175531	2633 S RIMPAU BLVD		LOS ANGELES	P	1923	HIST.RES.	DOE-19-94-0589-0000	09/30/94	6Y	
							PROJ.REVW.	HRG940202Z	09/30/94	6Y	
098155	19-175533	2645 S RIMPAU BLVD		LOS ANGELES	P	1915	HIST.RES.	DOE-19-94-0590-0000	09/30/94	6L	
							PROJ.REVW.	HRG940202Z	09/30/94	6L	
098154	19-175532	2701 S RIMPAU BLVD		LOS ANGELES	P	1921	HIST.RES.	DOE-19-94-0591-0000	09/30/94	6Y	
							PROJ.REVW.	HRG940202Z	09/30/94	6Y	
098156	19-175534	2704 S RIMPAU BLVD		LOS ANGELES	P	1921	HIST.RES.	DOE-19-94-0592-0000	09/30/94	6Y	
							PROJ.REVW.	HRG940202Z	09/30/94	6Y	
116367		2839 S RIMPAU BLVD		LOS ANGELES	P	1925	HIST.RES.	DOE-19-96-0279-0000	08/27/96	6U	
							PROJ.REVW.	HUD970203Z	08/27/96	6U	
098158	19-175535	2951 S RIMPAU BLVD		LOS ANGELES	P	1922	HIST.RES.	DOE-19-94-0623-0000	09/30/94	6Y	
							PROJ.REVW.	HRG940202Z	09/30/94	6Y	
098159	19-175536	2959 S RIMPAU BLVD		LOS ANGELES	P	1922	HIST.RES.	DOE-19-94-0624-0000	09/30/94	6Y	
							PROJ.REVW.	HRG940202Z	09/30/94	6Y	
145925		6111 S RIMPAU BLVD		LOS ANGELES		1924	HIST.RES.	DOE-19-03-0373-0000	01/31/03	6U	
							PROJ.REVW.	HUD030103G	01/31/03	6U	
163471		2717 S ROBERTSON BLVD		LOS ANGELES	P	1951	PROJ.REVW.	FCC060807L	08/28/06	6Y	
065593	19-173523	456 S ROWAN AVE		LOS ANGELES	U		PROJ.REVW.	HUD881121D	12/19/88	6Y	
081555	19-174451	1058 S ROWAN AVE		LOS ANGELES	U	1910	PROJ.REVW.	HUD871027C	05/22/89	6Y	
153099		1074 S ROWAN AVE		LOS ANGELES		1914	PROJ.REVW.	HUD030710C	11/14/03	6U	
125312		1272 S ROWAN AVE	1272-1274 SOUTH ROWAN AVENUE	LOS ANGELES	Y	1923	HIST.RES.	DOE-19-00-0137-0000	02/16/00	6Y	
							PROJ.REVW.	HUD000216G	02/16/00	6Y	
081610	19-174469	522 S SADLER AVE		LOS ANGELES	U	1926	PROJ.REVW.	HUD871027C	08/29/89	6Y	
066746	19-173642	533 S SADLER AVE		LOS ANGELES	U		PROJ.REVW.	HUD880627E	07/21/88	6Y	
083291	19-174526	750 S SADLER AVE		LOS ANGELES	U	1938	PROJ.REVW.	HUD891231K	08/05/93	6Y	
098178	19-175550	517 S SAN JULIAN ST	RUSS HOTEL	LOS ANGELES	P	1920	HIST.RES.	DOE-19-94-0152-0000	08/09/94	6L	
							PROJ.REVW.	HRG940202Z	08/09/94	6L	
070043	19-173914	518 S SAN JULIAN ST	ANGELUS INN	LOS ANGELES	U	1900	PROJ.REVW.	HUD910222X	03/07/91	6Y	
184505		521 S SAN JULIAN ST	SKID ROW HD/HOTEL RUSS	LOS ANGELES	P	1925	PROJ.REVW.	HUD101223J	12/31/10	2D2	C
175713		527 S SAN JULIAN ST		LOS ANGELES		1910	PROJ.REVW.	HUD090126A	01/28/09	6U	
150085		648 S SAN JULIAN ST		LOS ANGELES		1907	HIST.RES.	DOE-19-04-0200-0000	09/30/04	6U	
							PROJ.REVW.	HUD041006D	09/30/04	6U	
027288	19-173220	434 S SAN PEDRO ST	W. DOUGLAS LEE BUILDING, OFFICES O	LOS ANGELES	M	1926	TAX.CERT.	537.9-19-0368	02/13/08	7J	
							HIST.SURV.	0053-4584-0000		3S	
175400		521 S SAN PEDRO ST		LOS ANGELES	P	1912	PROJ.REVW.	HUD070529J	07/05/07	6U	
027331	19-173261	555 S SAN PEDRO ST	CITY TOWEL SUPPLY BUILDING #1, SIX	LOS ANGELES	P	1921	HIST.SURV.	0053-4628-0000		3S	
066254	19-173585	566 S SAN PEDRO ST	TRANSITIONAL HOUSING	LOS ANGELES	U		PROJ.REVW.	HUD871015L	10/22/87	6Y	
154066		635 S SAN PEDRO ST		LOS ANGELES		1921	PROJ.REVW.	HUD040202L	02/02/04	6U	
102812	19-176433	647 S SAN PEDRO ST		LOS ANGELES	P	1915	PROJ.REVW.	HUD960624J	07/30/96	6Y	
							HIST.RES.	DOE-19-96-0187-0000	02/11/96	6U	
							PROJ.REVW.	HUD960801E	02/11/96	6U	
020887	19-166962	740 S SAN PEDRO ST	CAST IRON COMMERCIAL BUILDING	LOS ANGELES	P	1903	HIST.SURV.	0053-0096-0000		3S	

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
183175		1046 S SEASIDE AVE	AL LARSON BOAT SHOP DOCKS	LOS ANGELES	M		PROJ.REVW.	COE100517A	07/29/10	6Y	
183170		1046 S SEASIDE AVE	AL LARSON BOAT SHOP	LOS ANGELES	M	1924	PROJ.REVW.	COE100517A	07/29/10	6Y	
183172		1046 S SEASIDE AVE	AL LARSON BOAT SHOP PAINT SHED	LOS ANGELES	M	1938	PROJ.REVW.	COE100517A	07/29/10	6Y	
183173		1046 S SEASIDE AVE	AL LARSON BOAT SHOP MACHINE SHOP	LOS ANGELES	M	1938	PROJ.REVW.	COE100517A	07/29/10	6Y	
183174		1046 S SEASIDE AVE	AL LARSON BOAT SHOP BUILDING NO. 4	LOS ANGELES	M	1938	PROJ.REVW.	COE100517A	07/29/10	6Y	
027216	19-173148	1400 S SEPULVEDA BLVD	DWP WESTWOOD DISTRIBUTION	LOS ANGELES	M	1932	HIST.SURV.	0053-4512-0000		7N	
065857	19-173534	1929 S SEPULVEDA BLVD	MORRIS PL	LOS ANGELES	U		PROJ.REVW.	FDIC890511M	05/31/89	6Y	
179805		9800 S SEPULVEDA BLVD	LA03XC087/CA-LOS2026B	LOS ANGELES	Y		PROJ.REVW.	FCC100702A	08/05/10	6Y	
027202	19-173138	S SERRANO AVE	SOUTH SERRANO AVENUE HISTORIC DIST	LOS ANGELES	P	1912	HIST.RES.	NPS-87002407-0000	01/28/88	1S	
							HIST.SURV.	0053-4498-9999	01/01/88	1S	
027192	19-173128	400 S SERRANO AVE		LOS ANGELES	P	1915	HIST.SURV.	0053-4498-0009	01/28/88	1D	C
027184	19-173120	403 S SERRANO AVE	GEORGE AND ANNIE ROBERTSON HOUSE	LOS ANGELES	P	1920	HIST.SURV.	0053-4498-0001	01/28/88	1D	C
027193	19-173129	408 S SERRANO AVE	KROHN-LEVERING HOUSE	LOS ANGELES	P	1915	HIST.SURV.	0053-4498-0010	01/28/88	1D	C
027185	19-173121	409 S SERRANO AVE	BRUCE AND ROSE WALLACE HOUSE	LOS ANGELES	P	1916	HIST.SURV.	0053-4498-0002	01/28/88	1D	C
027194	19-173130	414 S SERRANO AVE	ELLEN AND JOHN BOLIEU HOUSE	LOS ANGELES	P	1914	HIST.SURV.	0053-4498-0011	01/28/88	1D	C
027195	19-173131	420 S SERRANO AVE	JOSE AND CONCEPCION DE SAMANIEGO H	LOS ANGELES	P	1914	HIST.SURV.	0053-4498-0012	01/28/88	1D	C
027186	19-173122	421 S SERRANO AVE	REESE AND ELLA DAVIES HOUSE	LOS ANGELES	P	1913	HIST.SURV.	0053-4498-0003	01/28/88	1D	C
027196	19-173132	426 S SERRANO AVE	WALTER E. JEWELL HOUSE	LOS ANGELES	P	1914	HIST.SURV.	0053-4498-0013	01/28/88	1D	C
027187	19-173123	427 S SERRANO AVE	O'MELVENY-VAN NORMAN HOUSE	LOS ANGELES	P	1914	HIST.SURV.	0053-4498-0004	01/28/88	1D	C
027197	19-173133	432 S SERRANO AVE	CYRUS A. KIRKELEY HOUSE	LOS ANGELES	P	1916	HIST.SURV.	0053-4498-0014	01/28/88	1D	C
027198	19-173134	438 S SERRANO AVE		LOS ANGELES	P	1916	HIST.SURV.	0053-4498-0015	01/28/88	1D	C
027188	19-173124	439 S SERRANO AVE	WILLIAM AND DAISY HAYDEN HOUSE	LOS ANGELES	P	1913	HIST.SURV.	0053-4498-0005	01/28/88	7R	C
027199	19-173135	444 S SERRANO AVE	BAREFORD-HUBBARD HOUSE	LOS ANGELES	P	1916	HIST.SURV.	0053-4498-0016	01/28/88	1D	C
027189	19-173125	445 S SERRANO AVE	JAY SPENCE HOUSE	LOS ANGELES	P	1915	HIST.SURV.	0053-4498-0006	01/28/88	1D	C
027200	19-173136	450 S SERRANO AVE	PETERSMEYER-CHOATE HOUSE	LOS ANGELES	P	1915	HIST.SURV.	0053-4498-0017	01/28/88	1D	C
027190	19-173126	451 S SERRANO AVE	WILLIAM & MARY GLASCOCK HOUSE	LOS ANGELES	P	1914	HIST.SURV.	0053-4498-0007	01/28/88	1D	C
027201	19-173137	456 S SERRANO AVE	HENRY W. BROWN HOUSE	LOS ANGELES	P	1915	HIST.SURV.	0053-4498-0018	01/28/88	1D	C
027191	19-173127	457 S SERRANO AVE	WILSON-MILLER HOUSE	LOS ANGELES	P	1915	HIST.SURV.	0053-4498-0008	01/28/88	1D	C
159602		814 S SERRANO AVE		LOS ANGELES	P		HIST.RES.	DOE-19-06-0001-0009	02/15/06	2D2	AC
							PROJ.REVW.	HUD060206J	02/15/06	2D2	AC
159603		820 S SERRANO AVE		LOS ANGELES	P		HIST.RES.	DOE-19-06-0001-0010	02/15/06	2D2	AC
							PROJ.REVW.	HUD060206J	02/15/06	2D2	AC
159604		825 S SERRANO AVE		LOS ANGELES	P		HIST.RES.	DOE-19-06-0001-0011	02/15/06	2D2	AC
							PROJ.REVW.	HUD060206J	02/15/06	2D2	AC
159605		828 S SERRANO AVE		LOS ANGELES	P		HIST.RES.	DOE-19-06-0001-0012	02/15/06	2D2	AC
							PROJ.REVW.	HUD060206J	02/15/06	2D2	AC
159606		840 S SERRANO AVE		LOS ANGELES	P		HIST.RES.	DOE-19-06-0001-0013	02/15/06	2D2	AC
							PROJ.REVW.	HUD060206J	02/15/06	2D2	AC
159607		841 S SERRANO AVE		LOS ANGELES	P		HIST.RES.	DOE-19-06-0001-0014	02/15/06	2D2	AC
							PROJ.REVW.	HUD060206J	02/15/06	2D2	AC
159608		846 S SERRANO AVE		LOS ANGELES	P		HIST.RES.	DOE-19-06-0001-0015	02/15/06	2D2	AC
							PROJ.REVW.	HUD060206J	02/15/06	2D2	AC
159609		854 S SERRANO AVE		LOS ANGELES	P		HIST.RES.	DOE-19-06-0001-0016	02/15/06	2D2	AC
							PROJ.REVW.	HUD060206J	02/15/06	2D2	AC
159610		855 S SERRANO AVE		LOS ANGELES	P		HIST.RES.	DOE-19-06-0001-0017	02/15/06	2D2	AC
							PROJ.REVW.	HUD060206J	02/15/06	2D2	AC
159611		900 S SERRANO AVE		LOS ANGELES	P		HIST.RES.	DOE-19-06-0001-0018	02/15/06	2D2	AC
							PROJ.REVW.	HUD060206J	02/15/06	2D2	AC
159612		901 S SERRANO AVE		LOS ANGELES	P		HIST.RES.	DOE-19-06-0001-0019	02/15/06	2D2	AC
							PROJ.REVW.	HUD060206J	02/15/06	2D2	AC
159674		906 S SERRANO AVE		LOS ANGELES	P		HIST.RES.	DOE-19-06-0001-0051	02/15/06	6Y	
							PROJ.REVW.	HUD060205J	02/15/06	6Y	
159613		909 S SERRANO AVE		LOS ANGELES	P		HIST.RES.	DOE-19-06-0001-0020	02/15/06	2D2	AC
							PROJ.REVW.	HUD060206J	02/15/06	2D2	AC
159614		912 S SERRANO AVE		LOS ANGELES	P		HIST.RES.	DOE-19-06-0001-0021	02/15/06	2D2	AC

OPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
023197	19-169221	1301 TAMARIND AVE		LOS ANGELES	P	1921	HIST.SURV.	0053-0739-0017		5D2	
023200	19-169224	1306 TAMARIND AVE		LOS ANGELES	P	1920	HIST.SURV.	0053-0739-0020		5D2	
023199	19-169223	1309 TAMARIND AVE		LOS ANGELES	P	1922	HIST.SURV.	0053-0739-0019		5D2	
023201	19-169225	1312 TAMARIND AVE		LOS ANGELES	P	1908	HIST.SURV.	0053-0739-0021		5D2	
023202	19-169226	1326 TAMARIND AVE		LOS ANGELES	P	1921	HIST.SURV.	0053-0739-0022		5D2	
023203	19-169227	1332 TAMARIND AVE		LOS ANGELES	P	1912	HIST.SURV.	0053-0739-0023		5D2	
023204	19-169228	1333 TAMARIND AVE		LOS ANGELES	P	1920	HIST.SURV.	0053-0739-0024		5D2	
023205	19-169229	1336 TAMARIND AVE		LOS ANGELES	P	1921	HIST.SURV.	0053-0739-0025		5D2	
023206	19-169230	1339 TAMARIND AVE		LOS ANGELES	P	1920	HIST.SURV.	0053-0739-0026		5D2	
023207	19-169231	1343 TAMARIND AVE		LOS ANGELES	P	1921	HIST.SURV.	0053-0739-0027		5D2	
023208	19-169232	1408 TAMARIND AVE		LOS ANGELES	P	1923	HIST.SURV.	0053-0739-0028		5D2	
023209	19-169233	1412 TAMARIND AVE		LOS ANGELES	P	1917	HIST.SURV.	0053-0739-0029		5D2	
023210	19-169234	1413 TAMARIND AVE		LOS ANGELES	P	1913	HIST.SURV.	0053-0739-0030		5D2	
023211	19-169235	1419 TAMARIND AVE		LOS ANGELES	P	1915	HIST.SURV.	0053-0739-0031		5D2	
023212	19-169236	1425 TAMARIND AVE		LOS ANGELES	P	1920	HIST.SURV.	0053-0739-0032		5D2	
023213	19-169237	1429 TAMARIND AVE		LOS ANGELES	P	1914	HIST.SURV.	0053-0739-0033		5D2	
023214	19-169238	1432 TAMARIND AVE		LOS ANGELES	P	1912	HIST.SURV.	0053-0739-0034		5D2	
023215	19-169239	1433 TAMARIND AVE		LOS ANGELES	P	1905	HIST.SURV.	0053-0739-0035		5D2	
023216	19-169240	1438 TAMARIND AVE		LOS ANGELES	P	1911	HIST.SURV.	0053-0739-0036		5D2	
023217	19-169241	1441 TAMARIND AVE		LOS ANGELES	P	1905	HIST.SURV.	0053-0739-0037		5D2	
023218	19-169242	1444 TAMARIND AVE		LOS ANGELES	P	1923	HIST.SURV.	0053-0739-0038		5D2	
023219	19-169243	1446 TAMARIND AVE		LOS ANGELES	P	1922	HIST.SURV.	0053-0739-0039		5D2	
023220	19-169244	1452 TAMARIND AVE		LOS ANGELES	P	1917	HIST.SURV.	0053-0739-0040		5D2	
023221	19-169245	1462 TAMARIND AVE		LOS ANGELES	P	1921	HIST.SURV.	0053-0739-0041		5D2	
088038	19-174874	1756 TAMARIND AVE		LOS ANGELES	P	1926	PROJ.REVW.	HUD940125L	03/03/94	6Y	
127568		8463 TAMPA AVE		LOS ANGELES		1947	HIST.RES.	DOE-19-01-0117-0000	01/31/01	6Y	
							PROJ.REVW.	HUD010201B	01/31/01	6Y	
072778	19-174023	3816 TAMPICO AVE		LOS ANGELES	U	1924	PROJ.REVW.	HUD910708F	08/01/91	6Y	
127875		4420 TARZON ST		LOS ANGELES	P	1926	HIST.RES.	DOE-19-01-0173-0000	04/10/01	6Y	
							PROJ.REVW.	FCC010309K	04/10/01	6Y	
131606		5352 TEESDALE AVE		LOS ANGELES	P	1948	HIST.RES.	DOE-19-02-0482-0000	03/20/02	6Y	
							PROJ.REVW.	FTA010604A	03/20/02	6Y	
131607		5353 TEESDALE AVE		LOS ANGELES	P	1948	HIST.RES.	DOE-19-02-0483-0000	03/20/02	6Y	
							PROJ.REVW.	FTA010604A	03/20/02	6Y	
100588	19-176141	10436 TELFAIR AVE		LOS ANGELES	P	1940	HIST.RES.	DOE-19-94-0512-0000	12/20/94	6Y	
							PROJ.REVW.	HRG940202Z	12/20/94	6Y	
026561	19-172548	10585 TELFAIR AVE		LOS ANGELES	M	1924	HIST.RES.	DOE-19-94-0168-0000	04/27/94	6Y	
							PROJ.REVW.	HRG940202Z	04/27/94	6Y	
							HIST.SURV.	0053-3889-0000		7R	
069944	19-173904	11055 TELFAIR AVE		LOS ANGELES	U	1915	PROJ.REVW.	HUD910102F	01/24/91	6Y	
116372		1920 TEMPLETON ST		LOS ANGELES	P	1920	HIST.RES.	DOE-19-96-0284-0000	11/12/96	6U	
							PROJ.REVW.	HUD970203Z	11/12/96	6U	
069766	19-173851	4964 TEMPLETON ST		LOS ANGELES	U	1920	PROJ.REVW.	HUD901115N	12/12/90	6Y	
084656	19-174624	5151 TEMPLETON ST		LOS ANGELES	P	1940	PROJ.REVW.	HUD930917D	11/03/93	6Y	
070508	19-174000	5455 TEMPLETON ST		LOS ANGELES	U	1925	PROJ.REVW.	HUD910520V	06/11/91	6Y	
116373		10463 TENNESSEE AVE		LOS ANGELES	P	1936	HIST.RES.	DOE-19-96-0285-0000	09/16/96	6U	
							PROJ.REVW.	HUD970203Z	09/16/96	6U	
027064	19-173042	TERMINAL ST	PROPULSION SYSTEM, FERRYBOAT SIERR	LOS ANGELES	U		HIST.SURV.	0053-4381-0000	01/01/81	2S2	
109944		724 TERMINAL ST		LOS ANGELES	P	1917	HIST.RES.	DOE-19-97-0007-0000	08/01/97	2D2	
							PROJ.REVW.	HUD970721H	08/01/97	2D2	
109947		737 TERMINAL ST		LOS ANGELES	P	1917	HIST.RES.	DOE-19-97-0008-0000	08/01/97	2D2	
							PROJ.REVW.	HUD970721H	08/01/97	2D2	
109948		761 TERMINAL ST		LOS ANGELES	P	1937	HIST.RES.	DOE-19-97-0009-0000	08/01/97	2D2	
							PROJ.REVW.	HUD970721H	08/01/97	2D2	
100589	19-176142	13065 TERRA BELLA ST		LOS ANGELES	P	1925	HIST.RES.	DOE-19-94-0514-0000	12/20/94	6Y	
							PROJ.REVW.	HRG940202Z	12/20/94	6Y	

OPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
026098	19-172086	500 VARAS SQUARE	BUILDING #66 / LUMBER AND PIPE SHE	LOS ANGELES	F	1934	HIST.RES.	NPS-86000326-0039	01/01/84	6X	
026116	19-172104	500 VARAS SQUARE	BUILDING 184 / GARAGES	LOS ANGELES	F	1935	HIST.RES.	NPS-86000326-0057	01/01/84	6X	
026100	19-172088	500 VARAS SQUARE	BUILDING #68 / WAREHOUSE	LOS ANGELES	F	1934	HIST.RES.	NPS-86000326-0041	01/01/84	6X	
026117	19-172105	500 VARAS SQUARE	BUILDING #88, POST ENGINEER MAINTE	LOS ANGELES	F	1916	HIST.RES.	NPS-86000326-0058	01/01/84	6X	
026083	19-172071	500 VARAS SQUARE	BUILDING #51 / DOUBLE NCO HOUSE	LOS ANGELES	F	1933	HIST.RES.	NPS-86000326-0024	01/01/84	1D	
026118	19-172106	500 VARAS SQUARE	BUILDING #93, BACHELOR OFFICERS QU	LOS ANGELES	F	1916	HIST.RES.	NPS-86000326-0059	01/01/84	6X	
026087	19-172075	500 VARAS SQUARE	BUILDING #55 / DOUBLE NCO HOUSE	LOS ANGELES	F	1933	HIST.RES.	NPS-86000326-0028	01/01/84	1D	
026119	19-172107	500 VARAS SQUARE	500 VARAS SQUARE / FORT MACARTHUR	LOS ANGELES	F	1823	NAT.REG.	19-0400	07/16/02	7J	
							HIST.RES.	NPS-86000326-9999	03/12/86	1S	AC
026093	19-172081	500 VARAS SQUARE	BUILDING #42 / EXCHANGE SERVICE ST	LOS ANGELES	F	1951	HIST.RES.	NPS-86000326-0034	01/01/84	6X	
026104	19-172092	500 VARAS SQUARE	BUILDING #76 / FLAMMABLE MATERIALS	LOS ANGELES	F	1918	HIST.RES.	NPS-86000326-0045	01/01/84	6X	
026097	19-172085	500 VARAS SQUARE	BUILDING #64 / POST ENGINEER MAINT	LOS ANGELES	F	1924	HIST.RES.	NPS-86000326-0038	01/01/84	6X	
026110	19-172098	500 VARAS SQUARE	BUILDING #91, ENGINEERING ADMINIST	LOS ANGELES	F	1941	HIST.RES.	NPS-86000326-0051	01/01/84	6X	
026085	19-172073	500 VARAS SQUARE	BUILDING #53 / DOUBLE NCO HOUSE	LOS ANGELES	F	1933	HIST.RES.	NPS-86000326-0026	01/01/84	1D	
026107	19-172095	500 VARAS SQUARE	BUILDING #81 / FIRE STATION	LOS ANGELES	F	1941	HIST.RES.	NPS-86000326-0048	01/01/84	6X	
026095	19-172083	500 VARAS SQUARE	BUILDING #44 / POST ENGINEER FACIL	LOS ANGELES	F	1918	HIST.RES.	NPS-86000326-0036	01/01/84	6X	
026105	19-172093	500 VARAS SQUARE	BUILDING #78, POST ENGINEER MAINTE	LOS ANGELES	F	1918	HIST.RES.	NPS-86000326-0046	01/01/84	6X	
026099	19-172087	500 VARAS SQUARE	BUILDING #67 / LUMBER AND PIPE SHE	LOS ANGELES	F	1934	HIST.RES.	NPS-86000326-0040	01/01/84	6X	
152765		7304 VARNA AVE		LOS ANGELES	P	1954	HIST.RES.	DOE-19-05-0033-0000	03/25/05	6Y	
							PROJ.REVW.	FCC050314E	03/25/05	6Y	
098210	19-175569	7326 VASSAR AVE		LOS ANGELES	M	1919	HIST.RES.	DOE-19-94-0174-0000	04/27/94	6Y	
							PROJ.REVW.	HRG940202Z	04/27/94	6Y	
100595	19-176148	7340 VASSAR AVE		LOS ANGELES	P	1924	HIST.RES.	DOE-19-94-0518-0000	12/20/94	6Y	
							PROJ.REVW.	HRG940202Z	12/20/94	6Y	
021167	19-167221	VENICE BLVD	VENICE SHORT LINE TRACT	LOS ANGELES	D	0	HIST.SURV.	0053-0269-0000	01/01/77	2S	
							PROJ.REVW.	65001085	10/21/77		
099430	19-175841	685 VENICE BLVD	LOS ANGELES POLICE DEPARTMENT, VEN	LOS ANGELES	M	1930	HIST.RES.	DOE-19-94-0175-0000	08/08/94	2S2	AC
							PROJ.REVW.	HRG940202Z	08/08/94	2S2	AC
026019	19-172007	1147 VENICE BLVD	LOS ANGELES PACIFIC RAILROAD SUBST	LOS ANGELES	P	1903	HIST.SURV.	0053-3422-0000		5S2	
021226	19-167271	9015 VENICE BLVD	LOS ANGELES PACIFIC COMPANY IVY PA	LOS ANGELES	M	1907	HIST.RES.	DOE-19-94-0380-0000	08/08/94	2S2	
							PROJ.REVW.	HRG940202Z	09/30/94	2S2	
							ST.FND.PRG	619.0-HP-88-19-004	08/21/92	3S	
							HIST.RES.	NPS-81000155-0000	03/25/81	1S	AC
							HIST.SURV.	0053-0108-0000	07/01/77	3S	
136567		10875 VENICE BLVD		LOS ANGELES	P	1924	HIST.RES.	DOE-19-02-1171-0000	12/18/02	6Y	
							PROJ.REVW.	FCC020923E	12/18/02	6Y	
098213	19-175570	21000 VENTURA BLVD		LOS ANGELES	M		HIST.RES.	DOE-19-94-0176-0000	04/27/94	6Y	
							PROJ.REVW.	HRG940202Z	04/27/94	6Y	
074198	19-174129	2521 VERDE ST		LOS ANGELES	U	1924	PROJ.REVW.	HUD911202D	12/31/91	6Y	
024767	19-170787	3501 VERDUGO RD		LOS ANGELES	P	1920	HIST.SURV.	0053-2236-0000		5S2	
024768	19-170788	3729 VERDUGO RD		LOS ANGELES	P	1959	HIST.SURV.	0053-2237-0000		7R	
167418		4062 VERDUGO RD		LOS ANGELES	P		PROJ.REVW.	FCC070601E	08/09/07	6Y	
116378		6330 VERDUN AVE		LOS ANGELES	P	1940	HIST.RES.	DOE-19-96-0290-0000	09/16/96	6U	
							PROJ.REVW.	HUD970203Z	09/16/96	6U	
143762		VERMONT AVE	VERMONT AVENUE SQUARE HISTORIC DIS	LOS ANGELES	P	1911	HIST.RES.	DOE-19-03-0265-9999	09/17/03	2S2	AC
							PROJ.REVW.	HUD030904A	09/17/03	2S2	AC
069744	19-173836	4621 VERMONT PL		LOS ANGELES	U	1922	PROJ.REVW.	HUD901114D	12/10/90	6Y	
023645	19-169667	319 VERNON AVE		LOS ANGELES	P	1907	HIST.SURV.	0053-1100-0000		7R	
023646	19-169668	330 VERNON AVE		LOS ANGELES	P	1913	HIST.SURV.	0053-1101-0000		5S2	
023647	19-169669	502 VERNON AVE		LOS ANGELES	P	1906	HIST.SURV.	0053-1102-0000		5S2	
023648	19-169670	519 VERNON AVE		LOS ANGELES	P	1923	HIST.SURV.	0053-1103-0000		7R	
023649	19-169671	546 VERNON AVE		LOS ANGELES	P	1906	HIST.SURV.	0053-1104-0000		5S2	
023650	19-169672	550 VERNON AVE		LOS ANGELES	P	1916	HIST.SURV.	0053-1105-0000		5S2	
027217	19-173149	1090 VETERAN AVE	ENGINE COMPANY #37	LOS ANGELES	M	1942	HIST.SURV.	0053-4513-0000		7N	

OPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
026183	19-172170	4159 W PICO BLVD		LOS ANGELES	P	1924	HIST.SURV.	0053-3511-0000		5S2	
026182	19-172169	4174 W PICO BLVD	BEKINS MOVING & STORAGE COMPANY	LOS ANGELES	P	1928	HIST.SURV.	0053-3510-0000		7N	
	19-157466										
166133		4500 W PICO BLVD	BOB'S VACUUM	LOS ANGELES	P	1926	PROJ.REVW.	FCC061122D	01/11/07	6Y	
127547		4550 W PICO BLVD		LOS ANGELES		1926	HIST.RES.	DOE-19-01-0095-0000	01/31/01	6Y	
							PROJ.REVW.	HUD010201B	01/31/01	6Y	
127548		4600 W PICO BLVD		LOS ANGELES		1926	HIST.RES.	DOE-19-01-0096-0000	01/31/01	6Y	
							PROJ.REVW.	HUD010201B	01/31/01	6Y	
027354	19-173283	5213 W PICO BLVD	ENGINE COMPANY #68, FIRE STATION #	LOS ANGELES	M	1929	HIST.RES.	DOE-19-98-0290-0000	02/02/98	6Y	
							PROJ.REVW.	HUD980202K	02/02/98	6Y	
							ST.FND.PRG	619.0-HP-88-19-037	12/21/88	3S	
							HIST.SURV.	0053-4637-0000		3S	
161938		5431 W PICO BLVD		LOS ANGELES	P	1928	PROJ.REVW.	FCC060411G	05/01/06	6Y	
086549	19-174819	5877 W PICO BLVD		LOS ANGELES	P	1940	HIST.SURV.	0053-4818-0000	06/01/92	6Z	
098132	19-175512	8700 W PICO BLVD		LOS ANGELES	M	1927	HIST.RES.	DOE-19-94-0580-0000	09/30/94	6Y	
							PROJ.REVW.	HRG940202Z	09/30/94	6Y	
148134		8906 W PICO BLVD	THE STADIUM THEATHER	LOS ANGELES	P	1966	HIST.RES.	DOE-19-03-0454-0000	09/29/03	2S2	C
							PROJ.REVW.	FCC030902C	09/29/03	2S2	C
171699		10961 W PICO BLVD		LOS ANGELES		1960	PROJ.REVW.	HUD080109F	04/17/08	6U	
180086		16432 W PLUMMER		LOS ANGELES	P	1955	PROJ.REVW.	HUD100927C	10/12/10	6U	
175709		22045 W PROVIDENCIA ST		LOS ANGELES	P	1952	PROJ.REVW.	HUD090126A	01/28/09	6U	
180091		6851 W QUINTON LN		LOS ANGELES	P	1925	PROJ.REVW.	HUD100927C	10/12/10	6U	
024030	19-170052	2027 W RESERVOIR ST		LOS ANGELES	P	1909	HIST.SURV.	0053-1491-0000		5S2	
024032	19-170054	2134 W RESERVOIR ST		LOS ANGELES	P	1890	HIST.SURV.	0053-1493-0000		5S2	
182746		12951 W RUBENS AVE		LOS ANGELES	P	1951	PROJ.REVW.	HUD110502H	05/12/11	6U	
175398		4422 W RUSSELL AVE		LOS ANGELES	P	1910	PROJ.REVW.	HUD070529J	07/05/07	6U	
180095		16254 W SAN FERNANDO MISSON		LOS ANGELES	P	1955	PROJ.REVW.	HUD100927C	10/12/10	6U	
096991	19-175180	5020 W SAN VICENTE BLVD		LOS ANGELES	P	1937	PROJ.REVW.	HUD950630P	07/20/95	6Y	
021244	19-167284	4591 W SANTA MONICA BLVD	CAHUENGA BRANCH LIBRARY	LOS ANGELES	M	1916	HIST.RES.	DOE-19-94-0378-0000	08/27/94	2S2	
							PROJ.REVW.	HRG940202Z	09/30/94	2S2	
							PROJ.REVW.	HUD861217A	04/01/91	7K	
							HIST.RES.	NPS-87001006-0000	05/19/87	1S	AC
024057	19-170079	1844 W SANTA YNEZ ST		LOS ANGELES	P	1908	HIST.SURV.	0053-1518-0000		5S2	
024058	19-170080	1928 W SANTA YNEZ ST		LOS ANGELES	P	1922	HIST.SURV.	0053-1519-0000		5S2	
024059	19-170081	1936 W SANTA YNEZ ST		LOS ANGELES	P	1912	HIST.SURV.	0053-1520-0000		5S2	
175714		11445 W SATICOY ST		LOS ANGELES		1944	PROJ.REVW.	HUD090126A	01/28/09	6U	
024029	19-170051	2227 W SCOTT AVE		LOS ANGELES	P	1907	HIST.SURV.	0053-1490-0000		5S2	
180096		2521 W SCOTT AVE		LOS ANGELES	P	1922	PROJ.REVW.	HUD100927C	10/12/10	6U	
171705		12498 W SHORT AVE		LOS ANGELES		1939	PROJ.REVW.	HUD080109F	04/17/08	6U	
180099		12920 W SHORT AVE		LOS ANGELES	P	1951	PROJ.REVW.	HUD100927C	10/12/10	6U	
152364		4112 W SLAUSEN AVE	GRACE UNITED METHODIST CHURCH	LOS ANGELES	P	1951	PROJ.REVW.	FCC050928F	10/17/05	6Y	
							HIST.RES.	DOE-19-04-0415-0000	12/29/04	6Y	
							PROJ.REVW.	FCC041203D	12/29/04	6Y	
125108		2401 W SLAUSON AVE		LOS ANGELES	Y	1925	HIST.RES.	DOE-19-98-0300-0000	02/02/98	6Y	
							PROJ.REVW.	HUD980202K	02/02/98	6Y	
116437		1700 W SUNSET BLVD	JENSEN'S RECREATION CENTER	LOS ANGELES	P	1924	HIST.RES.	DOE-19-98-0094-0000	06/24/98	2S2	
							PROJ.REVW.	HUD980610C	06/24/98	2S2	
024039	19-170061	2014 W SUNSET BLVD		LOS ANGELES	P	1921	HIST.SURV.	0053-1500-0000		5S2	
024040	19-170062	2022 W SUNSET BLVD		LOS ANGELES	P	1912	HIST.SURV.	0053-1501-0000		7R	
024041	19-170063	2113 W SUNSET BLVD	PRICE BROTHERS	LOS ANGELES	P	1922	HIST.SURV.	0053-1502-0000		5S2	
024042	19-170064	2139 W SUNSET BLVD	ESTUDIO 1	LOS ANGELES	P	1914	HIST.SURV.	0053-1503-0000		5S2	
024043	19-170065	2151 W SUNSET BLVD		LOS ANGELES	P	1923	HIST.SURV.	0053-1504-0000		5S2	
024044	19-170066	2154 W SUNSET BLVD	SLEEP EZ	LOS ANGELES	P	1930	HIST.SURV.	0053-1505-0000		5S2	
024045	19-170067	2229 W SUNSET BLVD		LOS ANGELES	P	1910	HIST.SURV.	0053-1506-0000		5S2	
024046	19-170068	2231 W SUNSET BLVD		LOS ANGELES	P	1909	HIST.SURV.	0053-1507-0000		5S2	
021509	19-167541	6015 W SUNSET BLVD		LOS ANGELES	M	1923	HIST.RES.	DOE-19-94-0504-0000	07/01/94	5D2	

ROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
							PROJ.REVW.	HRG940202Z	12/20/94	6Y	
101361	19-176386	2911 WESTVIEW ST		LOS ANGELES	P	1922	PROJ.REVW.	HUD960207B	03/20/96	6Y	
164543		WESTWOOD BLVD	UCLA CAMPUS DAUGHTERS AMERICAN REV	LOS ANGELES			PROJ.REVW.	FEMA990414A	04/16/99	6Y	
073793	19-174110	1142 WESTWOOD BLVD	RALPHS GROCERY STORE	LOS ANGELES	P	1929	HIST.RES.	NPS-92000969-0000	07/30/92	1S	AC
							HIST.SURV.	0053-4716-0000	07/30/92	1S	AC
							NAT.REG.	19-0071	07/30/92	1S	AC
							TAX.CERT.	537.9-19-0053	08/21/90	2S3	
098265	19-175597	2201 WESTWOOD BLVD		LOS ANGELES	U	1909	HIST.RES.	DOE-19-94-0204-0000	08/08/94	6Y	
							PROJ.REVW.	HRG940202Z	08/08/94	6Y	
145941		529 WHEELING WY		LOS ANGELES		1901	HIST.RES.	DOE-19-03-0388-0000	01/31/03	6U	
							PROJ.REVW.	HUD030103G	01/31/03	6U	
021174	19-167227	WHITE OAK AVE	144 DEODAR TREES	LOS ANGELES	P	1932	HIST.SURV.	0053-0278-0000		3S	
175420		6707 WHITE OAK AVE		LOS ANGELES	P	1949	PROJ.REVW.	HUD070529J	07/05/07	6U	
066367	19-173603	3630 WHITESIDE ST	RESIDENTIAL REHABILITATION	LOS ANGELES	U		PROJ.REVW.	HUD871116F	12/17/87	6Y	
157189		WHITLEY AVE	WHITLEY COURT / GARAGE	LOS ANGELES	P	1919	HIST.RES.	NPS-04000732-0005	07/28/04	1D	AC
023310	19-169334	1720 WHITLEY AVE	WHITLEY COURT / BUNGALOW DUPLEX #1	LOS ANGELES	P	1919	HIST.RES.	NPS-04000732-0001	07/28/04	1D	AC
							HIST.SURV.	0053-0813-0001		3D	
157187		1722 WHITLEY AVE	WHITLEY COURT / BUNGALOW DUPLEX #2	LOS ANGELES	P	1919	HIST.RES.	NPS-04000732-0002	07/28/04	1D	C
023312	19-169336	1724 WHITLEY AVE	WHITLEY COURT / SINGLE-FAMILY RESI	LOS ANGELES	P	1905	HIST.RES.	NPS-04000732-9999	07/28/04	1S	AC
							NAT.REG.	19-0433	04/28/04	3S	AC
							TAX.CERT.	537.9-19-0261	04/20/04	2S3	AC
							HIST.SURV.	0053-0813-9999		3S	
157188		1726 WHITLEY AVE	WHITLEY COURT / BUNGALOW DUPLEX #3	LOS ANGELES	P	1919	HIST.RES.	NPS-04000732-0003	07/28/04	1D	C
023311	19-169335	1728 WHITLEY AVE	WHITLEY COURT / BUNGALOW DUPLEX #4	LOS ANGELES	P	1919	HIST.RES.	NPS-04000732-0004	07/28/04	1D	AC
							HIST.SURV.	0053-0813-0002		3D	
023313	19-169337	1737 WHITLEY AVE	LA LEVENDA	LOS ANGELES	P	1927	HIST.SURV.	0053-0814-0000		3S	
023314	19-169338	1811 WHITLEY AVE	THE FONTENOY	LOS ANGELES	P	1928	HIST.SURV.	0053-0815-0000		3S	
023315	19-169339	1825 WHITLEY AVE	FLEUR DE LIS / WHITLEY APARTMENTS	LOS ANGELES	P	1928	HIST.RES.	DOE-19-88-0025-0000	06/01/88	2S2	C
							PROJ.REVW.	HUD880504A	06/01/88	2S2	C
							HIST.SURV.	0053-0816-0000		3S	
023316	19-169340	1861 WHITLEY AVE	THE HAVENHURST	LOS ANGELES	P	1923	HIST.SURV.	0053-0817-0000		3S	
114859		1921 WHITLEY AVE		LOS ANGELES	P	1925	HIST.RES.	DOE-19-96-0127-0000	06/30/96	2S2	C
							PROJ.REVW.	HUD960213A	06/30/96	2S2	C
021298	19-167332	1959 WHITLEY AVE		LOS ANGELES	P	1932	HIST.RES.	NPS-82002189-0016	08/19/82	1D	AC
021299	19-167333	1965 WHITLEY AVE		LOS ANGELES	P	1925	HIST.RES.	NPS-82002189-0017	08/19/82	1D	AC
021300	19-167334	1969 WHITLEY AVE		LOS ANGELES	P	1923	HIST.RES.	NPS-82002189-0018	08/19/82	1D	AC
021414	19-167448	2002 WHITLEY AVE		LOS ANGELES	P	1923	HIST.RES.	NPS-82002189-0132	08/19/82	1D	AC
021415	19-167449	2008 WHITLEY AVE		LOS ANGELES	P	1925	HIST.RES.	NPS-82002189-0133	08/19/82	1D	AC
021416	19-167450	2014 WHITLEY AVE		LOS ANGELES	P	1923	HIST.RES.	NPS-82002189-0134	08/19/82	1D	AC
021412	19-167446	2015 WHITLEY AVE		LOS ANGELES	P	1923	HIST.RES.	NPS-82002189-0130	08/19/82	1D	AC
021417	19-167451	2018 WHITLEY AVE		LOS ANGELES	P	1923	HIST.RES.	NPS-82002189-0135	08/19/82	1D	AC
021418	19-167452	2022 WHITLEY AVE		LOS ANGELES	P	1923	HIST.RES.	NPS-82002189-0136	08/19/82	1D	AC
021402	19-167436	1987 WHITLEY TERRACE		LOS ANGELES	P	1939	HIST.RES.	NPS-82002189-0120	08/19/82	1D	AC
021410	19-167444	2031 WHITLEY TERRACE		LOS ANGELES	P	1956	HIST.RES.	NPS-82002189-0128	08/19/82	1D	AC
021409	19-167443	2037 WHITLEY TERRACE		LOS ANGELES	P	1928	HIST.RES.	NPS-82002189-0127	08/19/82	1D	AC
021392	19-167426	2073 WHITLEY TERRACE	H J WHITLEY HOME	LOS ANGELES	P	1919	HIST.RES.	NPS-82002189-0110	08/19/82	1D	AC
021401	19-167435	6603 WHITLEY TERRACE	BEVERLY DANGELO HOME	LOS ANGELES	P	1922	HIST.RES.	NPS-82002189-0119	08/19/82	1D	AC
021399	19-167433	6609 WHITLEY TERRACE		LOS ANGELES	P	1976	HIST.RES.	NPS-82002189-0117	08/19/82	1D	AC
021301	19-167335	6612 WHITLEY TERRACE		LOS ANGELES	P	1940	HIST.RES.	NPS-82002189-0019	08/19/82	1D	AC
021398	19-167432	6613 WHITLEY TERRACE		LOS ANGELES	P	1922	HIST.RES.	NPS-82002189-0116	08/19/82	1D	AC
021302	19-167336	6620 WHITLEY TERRACE	H H BARTER HOUSE	LOS ANGELES	P	1922	HIST.RES.	NPS-82002189-0020	08/19/82	1D	AC
021395	19-167429	6621 WHITLEY TERRACE		LOS ANGELES	P	1922	HIST.RES.	NPS-82002189-0113	08/19/82	1D	AC
021303	19-167337	6624 WHITLEY TERRACE		LOS ANGELES	P	1939	HIST.RES.	NPS-82002189-0021	08/19/82	1D	AC
021304	19-167338	6630 WHITLEY TERRACE	WHITLEY HOME	LOS ANGELES	P	1919	HIST.RES.	NPS-82002189-0022	08/19/82	1D	AC
021394	19-167428	6633 WHITLEY TERRACE		LOS ANGELES	P	1921	HIST.RES.	NPS-82002189-0112	08/19/82	1D	AC

ROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
028941	19-178262	2923 MAIN ST		SANTA MONICA	P	1912	HIST.SURV.	0406-0077-0038		5D2	
028942	19-178263	2924 MAIN ST		SANTA MONICA	P	1913	HIST.SURV.	0406-0077-0039		5D2	
028943	19-178264	2925 MAIN ST	FELDMAN GLASS	SANTA MONICA	P	1908	HIST.SURV.	0406-0077-0040		5D2	
028944	19-178265	2929 MAIN ST		SANTA MONICA	P	1922	HIST.SURV.	0406-0077-0041		5D2	
028945	19-178266	2936 MAIN ST	BARRETT'S REFRIGERATION AND APPLIA	SANTA MONICA	P	1928	HIST.SURV.	0406-0077-0042		5D2	
028946	19-178267	2939 MAIN ST		SANTA MONICA	P	1912	HIST.SURV.	0406-0077-0043		5D2	
028947	19-178268	2941 MAIN ST		SANTA MONICA	P	1912	HIST.SURV.	0406-0077-0044		5D2	
028948	19-178269	3001 MAIN ST	SANTA MONICA BPOE LODGE / ELKS CLU	SANTA MONICA	P	1926	HIST.SURV.	0406-0077-0045		3S	
028949	19-178270	3008 MAIN ST		SANTA MONICA	P	1926	HIST.SURV.	0406-0077-0046		5D2	
028663	19-177985	211 MARGUERITA AVE	E. J. WADDELL HOUSE	SANTA MONICA	P	1914	HIST.SURV.	0406-0095-0029		5B	
							HIST.SURV.	0406-0073-0046		7N	
028664	19-177986	233 MARGUERITA AVE		SANTA MONICA	P	1921	HIST.SURV.	0406-0073-0047		5D2	
028665	19-177987	327 MARGUERITA AVE	ALICE S. EATON HOUSE	SANTA MONICA	P	1920	HIST.SURV.	0406-0073-0048		5D2	
028666	19-177988	401 MARGUERITA AVE		SANTA MONICA	P	1906	HIST.SURV.	0406-0073-0049		5D2	
028667	19-177989	415 MARGUERITA AVE	J.W. LYON HOUSE	SANTA MONICA	P	1925	HIST.SURV.	0406-0073-0050		5D2	
028668	19-177990	416 MARGUERITA AVE	H.M. EHRLICH HOUSE	SANTA MONICA	P	1926	HIST.SURV.	0406-0073-0051		5D2	
028669	19-177991	425 MARGUERITA AVE	HELEN E. W. SUTYNS HOUSE	SANTA MONICA	P	1923	HIST.SURV.	0406-0073-0052		5D2	
028670	19-177992	435 MARGUERITA AVE	MORSE DUFFIELD HOUSE	SANTA MONICA	P	1919	HIST.SURV.	0406-0073-0053		5D2	
028671	19-177993	507 MARGUERITA AVE		SANTA MONICA	P	1921	HIST.SURV.	0406-0095-0030		5D1	
							HIST.SURV.	0406-0073-0054		5D1	
028672	19-177994	515 MARGUERITA AVE	AMY CHASE WELCHER HOUSE	SANTA MONICA	P	1922	HIST.SURV.	0406-0073-0055		5D2	
028673	19-177995	624 MARGUERITA AVE		SANTA MONICA	P	1921	HIST.SURV.	0406-0073-0056		5D2	
113859		2009 MARINE ST		SANTA MONICA	P	1941	HIST.RES.	DOE-19-98-0006-0000	01/14/98	6Y	
							PROJ.REVW.	HUD971201E	01/14/98	6Y	
028449	19-177771	MONTANA AVE	MONTANA STREAMLINE DISTRICT	SANTA MONICA	P	1939	HIST.SURV.	0406-0020-9999		5S2	
143055		435 MONTANA AVE		SANTA MONICA	P		HIST.SURV.	0406-0167-0000		6L	
101228		537 MONTANA AVE		SANTA MONICA	P	1927	HIST.RES.	DOE-19-96-0011-0000	03/13/96	6Y	
							PROJ.REVW.	HUD960202C	03/13/96	6Y	
							HIST.SURV.	0406-0168-0000		6L	
101227		602 MONTANA AVE		SANTA MONICA		1940	PROJ.REVW.	HUD960202C	03/13/96	6Y	
028445	19-177767	901 MONTANA AVE		SANTA MONICA	P	1939	HIST.SURV.	0406-0020-0001		7N	
028446	19-177768	909 MONTANA AVE		SANTA MONICA	P	1941	HIST.SURV.	0406-0020-0002		5D2	
028448	19-177770	909 MONTANA AVE		SANTA MONICA	P	1941	HIST.SURV.	0406-0020-0004		5D2	
028447	19-177769	911 MONTANA AVE		SANTA MONICA	P	1941	HIST.SURV.	0406-0020-0003		5D2	
028361	19-177683	1401 MONTANA AVE	TWIGS ET AL	SANTA MONICA	P	1926	HIST.SURV.	0406-0169-0000		5S3	
							HIST.SURV.	0406-0005-0000		5S2	
028362	19-177684	1611 MONTANA AVE		SANTA MONICA	P	1930	HIST.SURV.	0406-0170-0000		5S3	
							HIST.SURV.	0406-0006-0000		5S2	
028363	19-177685	1631 MONTANA AVE	ASHFORD BUILDING, REGENT SQUARE PH	SANTA MONICA	P	1934	HIST.SURV.	0406-0007-0000		5S2	
143074		2928 NEBRASKA AVE		SANTA MONICA	P		HIST.SURV.	0406-0197-0000		5S2	
028873	19-178194	2410 NEILSON WY		SANTA MONICA	U	1923	HIST.SURV.	0406-0076-0059		3D	
113853		1616 OAK ST		SANTA MONICA	P	1937	HIST.RES.	DOE-19-98-0002-0000	01/14/98	6Y	
							PROJ.REVW.	HUD971201A	01/14/98	6Y	
028582	19-177904	OCEAN AVE	LINDA VISTA PARK, PALISADES PARK	SANTA MONICA	M	1892	HIST.SURV.	0406-0061-9999		7N	
028533	19-177855	401 OCEAN AVE	HENRY WEYSE HOUSE	SANTA MONICA	P	1910	HIST.SURV.	0406-0039-0000		3S	
028674	19-177996	419 OCEAN AVE	PROVINCE HOUSE	SANTA MONICA	U	1936	HIST.SURV.	0406-0073-0057		5D2	
028675	19-177997	423 OCEAN AVE		SANTA MONICA	P	1936	HIST.SURV.	0406-0095-0031		5D1	
							HIST.SURV.	0406-0073-0058		5D1	
028676	19-177998	603 OCEAN AVE	EL TOVAR SITE	SANTA MONICA	P	1927	HIST.SURV.	0406-0095-0032		7R	
							HIST.SURV.	0406-0073-0059		7N	
028677	19-177999	701 OCEAN AVE	RIVINGTON PLACE	SANTA MONICA	U	1932	HIST.SURV.	0406-0073-0060		3S	
028534	19-177856	815 OCEAN AVE	LEO J. MUCHENBERGER HOUSE	SANTA MONICA	P	1911	HIST.SURV.	0406-0040-0000		3S	
028584	19-177906	923 OCEAN AVE		SANTA MONICA	P	1936	HIST.SURV.	0406-0171-0000		5S3	
							HIST.SURV.	0406-0063-0000		5S2	
028585	19-177907	927 OCEAN AVE	OCEAN CREST APARTMENTS	SANTA MONICA	P	1922	HIST.SURV.	0406-0172-0000		5S3	
							HIST.SURV.	0406-0064-0000		5S2	

Appendix C-2
Survey LA Methodology

SURVEY LA METHODOLOGY

SurveyLA field methodology is informed by best practices in historic preservation including standards developed by the National Park Service and California Office of Historic Preservation.

Background

Early on in the project, the Office of Historic Resources made the decision to group the surveys by Community Plan Area (CPA). The 35 CPAs constitute the Land Use Element of the City's General Plan and provide established geographic boundaries for survey areas which have been prioritized and phased over a period of years. Developing a methodology to cover a city of almost 500 square miles requires tools that allow field surveyors to move quickly through large geographic areas and provide consistency in evaluating and recording resources. Prior to starting any field work the OHR worked with the Planning Department's GIS Division and consultants to develop a custom-designed map-based mobile field application called the Field Guide Survey System or FiGSS. The FiGSS is used in the field on tablet PCs and is preloaded with information from previous surveys as well as tract maps, built dates, aerial photographs, zoning information, and more. By selecting from drop down lists, surveyors can record an individual property in about 15 minutes, including the architectural description. To guide property evaluations the OHR also directed development of a citywide historic context statement (HCS) using consultants, volunteers, and interns. By 2010 the survey phase officially began; field surveys of all 35 CPAs are scheduled for completion by the end of 2016.

Field Methods

SurveyLA is conducted by field surveyors working under contract to the Department of City Planning, meeting the Secretary of the Interior's professional qualification standards in historic preservation, and with extensive knowledge of Los Angeles. Prior to recording any properties, consultants complete research on the history and development of their Community Plan Area and review information submitted from the public as well as previous surveys and designations. A reconnaissance survey of the area is completed with multiple team members to identify significant properties and the themes they represent and to provide a framework for further research and analysis. Follow-up research may include building permits, newspaper and journal articles, city directories, and historic maps and photographs.

Field surveys cover the period from the incorporation of the City in 1850 to 1980. All surveys are conducted from the public right-of-way. The surveyors record individual properties and historic districts using digital cameras and the FiGSS application. Recording is generally completed using one tablet PC and two team members per CPA - one person to record with the FiGSS application and one person to take photographs. The OHR provided classroom and field training for all consultants in the use of the FiGSS and the HCS prior to starting any field work. Although surveyors walk or drive every street in Los Angeles they only record properties that meet criteria for listing in the National Register of Historic Places and California Register of Historical Resources and for designation as local Historic-Cultural Monuments (HCM) and Historic Preservation Overlay Zones (HPOZ). Some properties with little visibility or requiring more information to assess significance may

be flagged for additional research. Fields surveyors do not record or resurvey properties already designated under the programs listed above. All recorded properties receive California Historical Resources Status Codes developed by the California Office of Historic Preservation.

Survey Data

Survey data are submitted to the City in electronic format; the GIS Division processes the results in report format. All data are peer reviewed by survey team members and are vetted by OHR staff and a professional review committee which includes a representative from the California Office of Historic Preservation. Consultants are responsible for completing a Survey Report for each CPA using a standardized report format developed by the OHR. As surveys are completed the results are published in PDF format by Community Plan Area at survey findings.

Note, this methodology was first published on April 21, 2014.

For additional information please see the Survey LA Field Guide to Survey Evaluation, available at http://preservation.lacity.org/files/Field_Guide_May_2013.pdf. This document includes the Status Codes used in the Survey LA Data.

APPENDIX D

EDR Report

Exposition Corridor Transit Neighborhood Plan
Los Angeles, CA 90064

Inquiry Number: 3742061.1s
September 30, 2013

EDR DataMap™ Area Study

EDR® Environmental Data Resources Inc

440 Wheelers Farms Road
Milford, CT 06461
Toll Free: 800.352.0050
www.edrnet.com

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

Disclaimer - Copyright and Trademark Notice

This Report contains certain information obtained from a variety of public and other sources reasonably available to Environmental Data Resources, Inc. It cannot be concluded from this Report that coverage information for the target and surrounding properties does not exist from other sources. **NO WARRANTY EXPRESSED OR IMPLIED, IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT. ENVIRONMENTAL DATA RESOURCES, INC. SPECIFICALLY DISCLAIMS THE MAKING OF ANY SUCH WARRANTIES, INCLUDING WITHOUT LIMITATION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE. ALL RISK IS ASSUMED BY THE USER. IN NO EVENT SHALL ENVIRONMENTAL DATA RESOURCES, INC. BE LIABLE TO ANYONE, WHETHER ARISING OUT OF ERRORS OR OMISSIONS, NEGLIGENCE, ACCIDENT OR ANY OTHER CAUSE, FOR ANY LOSS OF DAMAGE, INCLUDING, WITHOUT LIMITATION, SPECIAL, INCIDENTAL, CONSEQUENTIAL, OR EXEMPLARY DAMAGES. ANY LIABILITY ON THE PART OF ENVIRONMENTAL DATA RESOURCES, INC. IS STRICTLY LIMITED TO A REFUND OF THE AMOUNT PAID FOR THIS REPORT.** Purchaser accepts this Report "AS IS". Any analyses, estimates, ratings, environmental risk levels or risk codes provided in this Report are provided for illustrative purposes only, and are not intended to provide, nor should they be interpreted as providing any facts regarding, or prediction or forecast of, any environmental risk for any property. Only a Phase I Environmental Site Assessment performed by an environmental professional can provide information regarding the environmental risk for any property. Additionally, the information provided in this Report is not to be construed as legal advice.

Copyright 2013 by Environmental Data Resources, Inc. All rights reserved. Reproduction in any media or format, in whole or in part, of any report or map of Environmental Data Resources, Inc., or its affiliates, is prohibited without prior written permission.

EDR and its logos (including Sanborn and Sanborn Map) are trademarks of Environmental Data Resources, Inc. or its affiliates. All other trademarks used herein are the property of their respective owners.

EXECUTIVE SUMMARY

TARGET PROPERTY INFORMATION

ADDRESS

LOS ANGELES, CA 90064
LOS ANGELES, CA 90064

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records within the requested search area for the following databases:

FEDERAL RECORDS

NPL	National Priority List
Proposed NPL	Proposed National Priority List Sites
Delisted NPL	National Priority List Deletions
NPL LIENS	Federal Superfund Liens
LIENS 2	CERCLA Lien Information
CORRACTS	Corrective Action Report
US ENG CONTROLS	Engineering Controls Sites List
US INST CONTROL	Sites with Institutional Controls
DOT OPS	Incident and Accident Data
US CDL	Clandestine Drug Labs
US BROWNFIELDS	A Listing of Brownfields Sites
DOD	Department of Defense Sites
FUDS	Formerly Used Defense Sites
LUCIS	Land Use Control Information System
CONSENT	Superfund (CERCLA) Consent Decrees
ROD	Records Of Decision
UMTRA	Uranium Mill Tailings Sites
DEBRIS REGION 9	Torres Martinez Reservation Illegal Dump Site Locations
ODI	Open Dump Inventory
US MINES	Mines Master Index File
TSCA	Toxic Substances Control Act
SSTS	Section 7 Tracking Systems
ICIS	Integrated Compliance Information System
PADS	PCB Activity Database System
MLTS	Material Licensing Tracking System
RADINFO	Radiation Information Database
RAATS	RCRA Administrative Action Tracking System
RMP	Risk Management Plans
PRP	Potentially Responsible Parties
2020 COR ACTION	2020 Corrective Action Program List
LEAD SMELTERS	Lead Smelter Sites
FEDERAL FACILITY	Federal Facility Site Information listing
COAL ASH EPA	Coal Combustion Residues Surface Impoundments List
FEMA UST	Underground Storage Tank Listing
SCRD DRYCLEANERS	State Coalition for Remediation of Drycleaners Listing

EXECUTIVE SUMMARY

EPA WATCH LIST ---------- EPA WATCH LIST
US FIN ASSUR ---------- Financial Assurance Information
US HIST CDL ---------- National Clandestine Laboratory Register
PCB TRANSFORMER ---------- PCB Transformer Registration Database
COAL ASH DOE ---------- Steam-Electric Plant Operation Data

STATE AND LOCAL RECORDS

CA HIST Cal-Sites ---------- Historical Calsites Database
CA Toxic Pits ---------- Toxic Pits Cleanup Act Sites
CA LIENS ---------- Environmental Liens Listing
CA CUPA Listings ---------- CUPA Resources List
CA LDS ---------- Land Disposal Sites Listing
CA MCS ---------- Military Cleanup Sites Listing
CA HAULERS ---------- Registered Waste Tire Haulers Listing
CA MWMP ---------- Medical Waste Management Program Listing
CA PROC ---------- Certified Processors Database
CA HWT ---------- Registered Hazardous Waste Transporter Database

TRIBAL RECORDS

INDIAN RESERV ---------- Indian Reservations
INDIAN ODI ---------- Report on the Status of Open Dumps on Indian Lands
INDIAN LUST ---------- Leaking Underground Storage Tanks on Indian Land
INDIAN UST ---------- Underground Storage Tanks on Indian Land
INDIAN VCP ---------- Voluntary Cleanup Priority Listing

EDR PROPRIETARY RECORDS

EDR MGP ---------- EDR Proprietary Manufactured Gas Plants

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified.

Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

FEDERAL RECORDS

CERCLIS: The Comprehensive Environmental Response, Compensation and Liability Information System contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

A review of the CERCLIS list, as provided by EDR, and dated 04/26/2013 has revealed that there are 6 CERCLIS sites within the searched area.

Site	Address	Map ID	Page
MCDONNELL-DOUGLAS AIRCRAFT FAC	***OLYMPIC BLVD. AND CENTI***	***17***	***97***
SANTA MONICA WELL FIELD	***OLYMPIC & CENTINELA BLV***	***17***	***122***

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
BENSON LEHNER CORP.	***1860 FRANKLIN ST.***	***17***	***173***
PLASTIGLADE MFG. CORP.	***3122 NEBRASKA AVE.***	***17***	***243***
AVES TRUST	***2010 S. WESTGATE AVE.***	***17***	***513***
MCDONELL DOUGLAS AIRCRAFT	***3000 OCEAN PARK BLVD.***	***129***	***1967***

CERC-NFRAP: Archived sites are sites that have been removed and archived from the inventory of CERCLIS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

A review of the CERC-NFRAP list, as provided by EDR, and dated 04/26/2013 has revealed that there are 30 CERC-NFRAP sites within the searched area.

Site	Address	Map ID	Page
NEUTRONICS INC.	2908 NEBRASKA AVE.	17	90
REYNOLDS METAL WORKS	1816 STANFORD ST.	17	91
SANTA MONICA MOLD SHOP	1812-1814 STANFORD AVE.	17	91
SWISSOMATIC PRODUCTS	1818 STANDFORD AVE.	17	92
NETHERCUTT LABYS ANTIQUE PARTS	2928 NEBRASKA AVE.	17	96
BOISON-DALE	2932 NEBRASKA AVE.	17	96
BAL-TAC ELECTRONICS, INC.	2944 NEBRASKA AVE.	17	107
CARSON MFG. CO.	3015 NEBRASKA AVE.	17	125
HARRIS ENG CO.	3017 NEBRASKA AVE.	17	126
J.H. THOMPSON/EVAN TOOLS CO.	3019 NEBRASKA AVE.	17	127
AIR TOOL ENGINEERING	3021 NEBRASKA AVE.	17	130
C.F. CLOVINGER	3021 NEBRASKA AVE.	17	130
WESTCOAST WOOD WORKING & MFG.	1816 BERKELEY ST.	17	155
PIPCO INT'L CORP.	1757 STANFORD AVE.	17	171
CALAIR INT'L - S.W. MATERIALS	1724 STANFORD AVE.	17	191
MARSHALL ENGINEERING CO.	1822-1836 FRANKLIN ST.	17	193
J. E. YOUNG PIPELINE CO.	1716 STANFORD AVE.	17	204
T.H. NUGIER CO. / CARSON MFG.	1758 BERKELEY AVE.	17	205
H. BEHLEN & BROS.	1755 BERKELEY AVE.	17	208
W.C. PRODUCTS INC.	1748 BERKELEY AVE.	17	217
EDSAL PRODUCTS	1746 BERKELEY AVE.	17	245
W.S. RHOADES PLASTICS PRODUCTS	1740 BERKELEY AVE.	17	247
ARMAL MFG. CO.	1660 STANFORD AVE.	17	285
REX PRECISION PROD INC	***2131 STONER AVE***	***17***	***414***
CINEMA PRODUCTS	2037 GRANVILLE AVE	17	502
JENNINGS PLATING CO	***1760 PONTIUS AVE***	***17***	***943***
HAYDEN PROP #2	3593 HAYDEN AVE.	104	1825
MICA CORP (AKA NATIONAL PROP)	***3530 HAYDEN AVE.***	***104***	***1842***
STATES BATTERIES INC	5735 W JEFFERSON BLVD	105	1873
MERIT MFG CO	4222 VAN BUREN PLACE	126	1948

EXECUTIVE SUMMARY

RCRA-TSDF: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

A review of the RCRA-TSDF list, as provided by EDR, and dated 07/11/2013 has revealed that there is 1 RCRA-TSDF site within the searched area.

Site	Address	Map ID	Page
3M LOS ANGELES DYNACOLOR	***11915 WEST OLYMPIC BLVD***	***17***	***248***

RCRA-LQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

A review of the RCRA-LQG list, as provided by EDR, and dated 07/11/2013 has revealed that there are 17 RCRA-LQG sites within the searched area.

Site	Address	Map ID	Page
20TH CENTURY FOX FILM CORP.	***10201 W. PICO BLVD***	***6***	***26***
HBOC PETROLEUM 5721	10460 W PICO BLVD	9	50
GTE CA (WEST L.A. PLANT YARD)	11371 PICO	17	374
BARRY AVE PLATING CO INC	***2210 BARRY AVE***	***17***	***422***
WEST LA SERVICE CENTER	12300 NEBRASKA AVENUE	17	470
NATIONAL GENETICS INSTITUTE	2440 S. SEPULVEDA BLVD.	17	630
CVS PHARMACY NO 8879	8985 VENICE BLVD	42	1067
OVERLAND ELEMENTARY SCHOOL	10650 ASHBY AVE	48	1282
LAUSD-CASTLE HEIGHTS ELEMENTAR	***9755 CATTARAUGUS AVENUE***	***53***	***1293***
CHEVIOT HILLS CONTINUATION HIG	9200 CATTARAUGUS AVE	60	1300
PALMS ELEMENTARY SCHOOL	3520 MOTOR AVE	88	1551
BEYOND THE BELL WEST FIELD OFF	2635 COLBY AVE	100	1675
SONY PICTURES STUDIOS	***10202 W. WASHINGTON BLV***	***101***	***1695***
CVS PHARMACY NO 8847	3010 S SEPULVEDA BLVD	102	1803
CLOVER AVENUE ELEMENTARY SCHOO	11020 CLOVER AVE	102	1807
LAUSD - PALMS MIDDLE SCHOOL	10860 WOODBINE STREET	116	1918
THE CULVER STUDIOS	***9336 WEST WASHINGTON BL***	***118***	***1920***

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 07/11/2013 has revealed that there are 162 RCRA-SQG sites within the searched area.

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
WEST AREA HEADQUARTERS	*2459 MOTOR AVE*	*10*	*51*
WORLD OIL CO	*10991 SANTA MONICA*	*11*	*54*
ROTOFLOW CORPORATION	*2235 S CARMELINA AVE*	*17*	*81*
SYSTEM DEVELOPMENT CORPORATION	*3000 OLYMPIC BLVD*	*17*	*84*
DIGITAL MAGIC CO	*3000 W OLYMPIC BLVD STE*	*17*	*85*
DIGITAL MAGIC CO	*3000 W OLYMPIC BLVD STE*	*17*	*87*
HORNBURG JAGUAR	*3300 OLYMPIC BLVD*	*17*	*114*
LOU BALDI'S BODY SHOP	*11708 W PICO BLVD*	*17*	*133*
TELEDYNE CONTROLS S B U OF T T	*12333 W OLYMPIC BLVD*	*17*	*148*
CENTURY MOTORS INC	*11675 WEST PICO BLVD*	*17*	*158*
BAY DISTRICT PAVING CO	*1955 CENTINELA AVE*	*17*	*161*
WESTERN TRUCK SERVICE	*1955 CENTINELA AVE*	*17*	*163*
MARTIN CADILLAC CO INC	*12101 W OLYMPIC BLVD*	*17*	*181*
SUPERIOR AUTOMOTIVE	*11580 W PICO BLVD*	*17*	*211*
SHELL SERVICE STATION	*11944 W OLYMPIC BLVD*	*17*	*220*
CHEVRON STATION 9 0944	*11951 W OLYMPIC BLVD*	*17*	*228*
PIONEER MAGNETICS INC	*3122 NEBRASKA ST*	*17*	*239*
TELEFLORA	*12233 W OLYMPIC BLVD*	*17*	*250*
RAINBO RECORD MFG CORP	*1738 BERKELEY ST*	*17*	*251*
POLEY SERVICE CTR	*2050 BUNDY DR*	*17*	*265*
SPENCER COACHWORKS	*2251 STONER AVENUE*	*17*	*278*
ROLEX AUTHORIZED SERVICE CTR	*2050 BUNDY DR STE 290*	*17*	*281*
DELTA GRAPHICS	*1715 BERKELEY ST*	*17*	*282*
GATEWAY AUTO CENTER	*11464 GATEWAY BLVD*	*17*	*311*
WEBSTER INSTRUMENT INC	*11856 MISSISSIPPI AVE*	*17*	*342*
CALIFORNIA MOTORS PORT ENT	*2309 S FEDERAL AVE*	*17*	*347*
ROLLS ROYCE OF BEVERLY HILLS	*11401 PICO BLVD*	*17*	*364*
GREGG MOTORS ROLLS ROYCE OF BH	*11401 W PICO*	*17*	*369*
OTIS ELEVATOR CO	*2036 ARMACOST*	*17*	*381*
EDWARDS LABELS	*11550 TENNESSEE AVE*	*17*	*388*
T B D ANALYSIS	*2261 FEDERAL AVE*	*17*	*402*
REX PRECISION PROD INC	*2131 STONER AVE*	*17*	*414*
ROGERSON AIRCRAFT CORPORATION	*2223 S FEDERAL*	*17*	*458*
HOOVER ELECTRIC CO DIV TELEFLE	*2100 S STONER AVE*	*17*	*464*
UNILAB WEST LOS ANGELES STAT L	*11915 LAGRANGE AVENUE*	*17*	*465*
COMMUNICATIONS TECHNOLOGY CORP	*2237 2245 FEDERAL AVE*	*17*	*482*
AEROQUIP CORP	*11214 EXPOSITON BLVD*	*17*	*493*
ALLDY SPOT WELDERS CORP	*2035 GRANVILLE*	*17*	*506*
SAWTELLE MAINTENANCE STA	*2410 SAWTELLE BLVD*	*17*	*511*
COMPUARTIST	*2216 FEDERAL*	*17*	*523*
LA WEST LOS ANGELES ANIMAL SHE	*11950 W MISSOURI AVE*	*17*	*545*
SUPERTEK CO, INC	*2231 COLBY AVE*	*17*	*547*
COMPLEX INC THE	*2323 CORINTH AVE*	*17*	*555*
GOLDEN HAMMER	*2231 BUTLER AVE*	*17*	*561*
TREND AUTO WORKS	*2343 SAWTELLE BLVD*	*17*	*577*
MILLER DM INC	2326 SAWTELLE BLVD	17	599
LA FIRE STATION 59	*11505 W OLYMPIC*	*17*	*616*
MICRODROP, INC	*2227 CORINTH AVE*	*17*	*640*
SEASIDE SILVER RECOVERY	*2329-1/2 COTNER AVE*	*17*	*653*
DISCOVERY DESIGN	11054 W PICO BLVD	17	657
HEINZ WEBER INC	*2345 PONTIUS AVE*	*17*	*663*
ED'S WALKER BODY WORKS	*2240 SAWTELLE BLVD*	*17*	*665*
CYPRUS INDUSTRIAL MINERALS INC	*2435 MILITARY AVE*	*17*	*680*
ENTREPRENEUR GP, INC	*2311 PONTIUS AVE*	*17*	*691*
MULTICHROME CO INC	*11165 TENNESSEE AVENUE*	*17*	*697*
NEARLY ME INC	*2250 COTNER AVE*	*17*	*704*

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
AIRCRAFT BEARING CORP	*2238 COTNER AVE*	*17*	*706*
DEPT PUBLIC SOCIAL SVCS	*10961 PICO BLVD*	*17*	*707*
VENTURA DIV OF METAL PRODS GRP	*2222 COTNER AVE*	*17*	*709*
KITS CAMERAS C55	*10850 W PICO SPACE 405*	*17*	*732*
NU LIFE CLEANERS	*2540 OVERLAND AVE PICO*	*17*	*735*
KITS CAMERA 1 HOUR 55	*10800 WEST PICO BLVD UN*	*17*	*778*
PLATINUM PRESS INC	*2056 COTNER*	*17*	*804*
ROYAL CLEANERS	*2324 WESTWOOD BLVD*	*17*	*820*
WORLD OIL CO	*10691 WEST PICO BLVD*	*17*	*826*
JOHN WARD INC.	*2002 COTNER AVE*	*17*	*832*
CIMAX COPIER	*2265 WESTWOOD*	*17*	*852*
LEADER FINE CLEANERS	*10631 W PICO BLVD*	*17*	*860*
DESIGNCRAFT	*1936 PONTIUS AVE*	*17*	*863*
B M W OF BEVERLY HILLS	*2201 WESTWOOD BLVD*	*17*	*866*
THE GLIDDEN CO DBA ICI PAINTS	*10561 W PICO BLVD*	*17*	*889*
LA BEL AIR ST MAINT YARD	*11165 MISSOURI AVENUE*	*17*	*903*
LA FIRE STATION 92	*10556 W PICO BLVD*	*17*	*914*
GOLDEN GLO CLEANER	*10555 PICO BLVD*	*17*	*917*
ROYCE CLEANERS	*10848 W OLYMPIC BLVD*	*17*	*921*
CELEBRITY CLEANER	*10531 PICO BLVD*	*17*	*926*
BATHROOM JEWELRY INC	*1888 S SEPULVEDA BLVD*	*17*	*927*
COMMUNIGRAPHICS	*10524 WEST PICO BLVD SU*	*17*	*930*
ED'S BODY & PAINT	*2100 WESTWOOD BLVD*	*17*	*935*
ED'S WESTWOOD BODY AND PAINT	*2100 WESTWOOD BLVD.*	*17*	*936*
CHINA BOY CLEANERS	*2079 WESTWOOD BLVD*	*17*	*940*
BUBBLE PARK CLEANERS	*2028 WESTWOOD BLVD*	*17*	*950*
R P I	*3960 INCE BLVD STE 200*	*42*	*1002*
ANCHOR PAD INTL	*9046 LINDBLADE ST*	*42*	*1003*
CHEVRON STATION 9 0449	*9094 W WASHINGTON BLVD*	*42*	*1005*
FOX HILLS BUICK GMC PONTIAC	*9099 W WASHINGTON BLVD*	*42*	*1010*
MIKE MILLER TOYOTA CHEVROLET I	*9077 W WASHINGTON BLVD*	*42*	*1014*
CULVER CITY REDEVELOP AGCY	*3825 3833 HOKE AVE*	*42*	*1021*
RICE ENTERPRISES	*3975 LANDMARK ST*	*42*	*1023*
UNITED DETECTOR TECHNOLOGY	*3939 LANDMARK ST*	*42*	*1026*
PEACE PRESS INC	*3828 WILLAT AVVE*	*42*	*1029*
BUERGE VOLKSWAGON	*8855 W WASHINGTON BLVD*	*42*	*1038*
PACE INTERNATIONAL CORP	*3727 S ROBERTSON BLVD*	*42*	*1050*
CULVER CITY REDEV AGENCY	*9070 VENICE BLVD*	*42*	*1051*
ALVIN METALS CO	*8794 NATIONAL BLVD*	*42*	*1053*
DREAMWORKS THE SOLOIST	8794 NATIONAL BLVD	42	1056
MECHANO ENGINEERING	*9021 EXPOSITION BLVD*	*42*	*1112*
MIKE MILLER TOYOTA	*8777 WASHINGTON BLVD*	*42*	*1114*
A A A FLAG AND BANNER MFG CO I	8925 NATIONAL BLVD	42	1157
AAA FLAG & BANNER MFG CO	*8966 NATIONAL BLVD*	*42*	*1168*
BEVERLY HILLS SCANDINAVIAN MTR	*3040 S ROBERTSON BLVD*	*42*	*1194*
LA USD WESTSIDE ALTERNATIVE	*2985 S ROBERTSON BLVD*	*42*	*1211*
FANCY CLEANERS	*2895 S ROBERTSON*	*42*	*1221*
STONER RECREATION CENTER	*1835 STONER AVE*	*45*	*1279*
ADVANTAGE IND	*2818 LA CIENGA BLVD*	*65*	*1308*
ROBERT'S NEGATIVE & STRIPPING	*8567 VENICE BLVD*	*65*	*1315*
PEDESTAL LITHO INC	*8551 VENICE BLVD*	*65*	*1317*
LOS ANGELES PALMS RANCHO PARK	*2920 OVERLAND AVENUE*	*67*	*1322*
ABBOTT TRANSISTOR LABS INC	*2727 S LA CIENEGA BLVD*	*72*	*1330*
FORMER APEX METAL POLISHING	*5977 WEST WASHINGTON BO*	*76*	*1341*
DYNASTY CLEANERS INC	*9836 NATIONAL BLVD*	*77*	*1368*
CHUCK MORGAN CHEVRON	*10830 NATIONAL BLVD.*	*82*	*1400*

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
SHELL SERVICE STATION - 135470	10815 NATIONAL/WESTWOOD	82	1420
WESTDALE MAINT STA	***2723 S SEPULVEDA***	***85***	***1469***
EDS AUTO PARTS	***12208 PICO BLVD***	***87***	***1489***
WONDER MILE CLEANERS	***12009 W PICO BLVD***	***87***	***1492***
PICO WEST CLEANERS	***11925 W PICO BLVD***	***87***	***1496***
PIPERS BODY SHOP	***3568 OVERLAND AVE***	***88***	***1517***
OVERLAND CLEANERS	***3520 OVERLAND AVE***	***88***	***1525***
TABOR CLEANERS	***10407 TABOR ST***	***88***	***1534***
CORNIAL CLEANERS	***3405 OVERLAND AVE***	***88***	***1548***
CHEVIOT PALMS CLEANERS	***3371 MOTOR AVE***	***88***	***1577***
LA FIRE STATION 43	***10234 NATIONAL BLVD***	***88***	***1584***
APARTMENT HOUSE	10300 NATIONAL BLVD	88	1587
BRENTWOOD CHEVIOT BODY SHOP	***3260 MOTOR AVE***	***88***	***1602***
NU LIFE CLEANER	***11686 GATEWAY BLVD***	***93***	***1629***
GATEWAY CLEANERS	***2515 SO BARRINGTON AVE***	***93***	***1636***
ALLEN ALTERNATOR	***11650 GATEWAY***	***93***	***1641***
SWEDISH SERVICE	***11671 GATEWAY BLVD***	***93***	***1642***
DRY CLEAN EXPRESS	***3300 OVERLAND AVE***	***97***	***1662***
PACIFIC BODY AND COLLISION	***10429 WASHINGTON BLVD***	***101***	***1677***
AAMCO TRANSM	***10409 WASHINGTON BLVD***	***101***	***1681***
APARTMENT HOUSE	3840 MOTOR AVE	101	1686
VOLKSGOLF AUTO RPR	***10223 WASHINGTON BLVD***	***101***	***1687***
MGM LABORATORIES INC	***10202 W WASHINGTON BLVD***	***101***	***1706***
HOLIDAY MOTOR HOMES	***10424 VENICE BLVD***	***101***	***1723***
MICHAELS DRAPERY INC	***10335 VENICE BLVD***	***101***	***1728***
MOTOR AVE CLEANERS	***3773 MOTOR AVE***	***101***	***1733***
OMEGA MOTOR SPORTS	***3822 CLARINGTON AVE***	***101***	***1741***
PACIFIC BELL	***3847 CARDIFF AVE***	***101***	***1770***
TIP TOP CLEANERS	***9631 VENICE BLVD***	***101***	***1776***
EATS INC	***3745 DURENGO AVE***	***101***	***1794***
RESEARCH DEVELOPMENT	***9200 EXPOSITION BLVD***	***101***	***1799***
IMAGE EXPERTS 1 HOUR FOTO	***11207 NATIONAL BLVD***	***102***	***1802***
TEXACO SVC STA	***11205 NATIONAL BLVD***	***102***	***1808***
WEST LOS ANGELES MEDICAL GP	***2990 SEPULVEDA BLVD***	***102***	***1814***
WEST DALE CLEANERS	***2961 S SEPULVEDA BLVD***	***102***	***1816***
CREST CLEANERS	***11137 NATIONAL BVD***	***102***	***1818***
LADWP - DS-145	11131 W. NATIONAL BLVD	102	1821
MICA CORP (AKA NATIONAL PROP)	***3530 HAYDEN AVE.***	***104***	***1842***
CYTEC/ CULVER CITY COMPOSITES	3512 HELMS AVE	104	1847
CRYSTAL CLEAN ENT INC	***8640 NATIONAL BLVD***	***104***	***1864***
SPRAYLAT CORP CA	***3465 S LA CIENAGA BLVD***	***105***	***1866***
DSJ PRINTING	***3103 PICO BLVD***	***106***	***1879***
BROADWAY CLEANERS	***3308 PICO BLVD***	***106***	***1881***
APARTMENT HOUSE	10121 TABOR ST	112	1910
APARTMENT HOUSE	10121 TABOR ST.	112	1911
DYNAMIC V I P CLEANERS	***3128 S SEPULVEDA BLVD***	***115***	***1915***
OCEAN PARK CLEANERS	***3435 OCEAN PARK BLVD***	***120***	***1932***
TEXACO SVC STA	***3010 BUNDY***	***127***	***1949***
WEST LA IMPORTED CARS INC.	***10603 VENICE BLVD***	***130***	***1992***
OHMEGA TECHNOLOGIES INC	***4031 ELENDA ST***	***139***	***2019***

EXECUTIVE SUMMARY

RCRA-CESQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

A review of the RCRA-CESQG list, as provided by EDR, and dated 07/11/2013 has revealed that there are 3 RCRA-CESQG sites within the searched area.

Site	Address	Map ID	Page
LANTANA SOUTH D/MAGUIRE PRPOER	3301 EXPOSITION BOULEVA	17	80
RITE AID 5441	9864 NATIONAL BLVD	77	1361
RITE AID 5456	***11321 NATIONAL BLVD***	***107***	***1887***

RCRA NonGen / NLR: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 07/11/2013 has revealed that there are 21 RCRA NonGen / NLR sites within the searched area.

Site	Address	Map ID	Page
Q-TECH CORP	***2201 CARMELINA AVE***	***17***	***93***
CHEVRON STATION 90944	***11951 W OLYMPIC BLVD***	***17***	***237***
3M LOS ANGELES DYNACOLOR	***11915 WEST OLYMPIC BLVD***	***17***	***248***
UNITED VALVE CO	***2034 ARMACOST***	***17***	***385***
WALKER BUERGE FORD *D	***2125 STONER AVE***	***17***	***418***
PLASKON ELECTRONIC MATL CO INC	***12270 NEBRASKA AVE***	***17***	***490***
SEASIDE THOROUGHRED INC	***2327 COTNER AVE REAR***	***17***	***655***
BARLOW PROMOTIONAL PRODUCTS IN	***2330 PONTIUS AVENUE***	***17***	***682***
LASKY COACHWORKS	***2030 SEPULVEDA BLVD***	***17***	***844***
JENNINGS PLATING CO	***1760 PONTIUS AVE***	***17***	***943***
CULVER CITY SUBARU	***8850 WASHINGTON BLVD***	***42***	***1041***
CULVER CITY MAZDA	***8810 W WASHINGTON BLVD***	***42***	***1059***
B & P CONSTRUCTION CO	***8737 VENICE BLVD***	***42***	***1191***
CHEVRON STA 92324	***3029 S ROBERTSON BLVD***	***42***	***1206***
GREEN SCENE THE#	***3637 MOTOR AVE***	***88***	***1523***
CHEVRON STATION NO 91339	***10329 PALMS BLVD***	***88***	***1568***
REDDY COMPANY	***2493 STONER AVENUE***	***93***	***1633***
THE BRANCH BUILDING	***10601 W WASHINGTON BLVD***	***101***	***1676***
WESTERN IMAGING CENTER MED GRO	***9808 VENICE BLVD 2ND FL***	***101***	***1762***
ERICK & SONS TRANSP INC	***2313 32ND ST***	***106***	***1876***
MODERN CLEANERS	***3308 PICO BLVD***	***106***	***1883***

EXECUTIVE SUMMARY

ERNS: The Emergency Response Notification System records and stores information on reported releases of oil and hazardous substances. The source of this database is the U.S. EPA.

A review of the ERNS list, as provided by EDR, and dated 12/31/2012 has revealed that there are 16 ERNS sites within the searched area.

Site	Address	Map ID	Page
Not reported	12100 WEST OLYMPIC BLVD	17	194
Not reported	2222 S. STONER AVE	17	289
Not reported	TRADER JOE'S 11755 WEST	17	346
Not reported	11000 BLOCK OF AYRES AV	17	656
Not reported	10701 W. PICO BLVD	17	816
Not reported	UNOCAL 2954 2036 SOUTH	42	1213
Not reported	10946 EXPOSITION BLVD	52	1291
Not reported	10917 EXPOSITION BLVD	56	1296
Not reported	3100 MANNING AVENUE	63	1303
Not reported	10002 NATIONAL BLVD	77	1347
Not reported	9930 NATIONAL BLVD	77	1350
Not reported	STATION 3795 9930 NATIO	77	1359
Not reported	SERVICE STATION 5795 99	77	1360
Not reported	9836 NATIONAL BLVD	77	1366
Not reported	10612 NATIONAL BLVD	84	1430
Not reported	3533 SOUTH MOTOR AVE	88	1547

HMIRS: The Hazardous Materials Incident Report System contains hazardous material spill incidents reported to the Department of Transportation. The source of this database is the U.S. EPA.

A review of the HMIRS list, as provided by EDR, and dated 12/31/2012 has revealed that there is 1 HMIRS site within the searched area.

Site	Address	Map ID	Page
Not reported	TENNESSEE & BUTLER	17	512

TRIS: The Toxic Chemical Release Inventory System identifies facilities that release toxic chemicals to the air, water, and land in reportable quantities under SARA Title III, Section 313. The source of this database is the U.S. EPA.

A review of the TRIS list, as provided by EDR, and dated 12/31/2011 has revealed that there are 3 TRIS sites within the searched area.

Site	Address	Map ID	Page
BARRY AVENUE PLATING CO	***2210 BARRY AVE.***	***17***	***451***
CALPORTLAND CO WEST LA PLANT	11122 W PICO BLVD	17	604
SPRAYLAT CORP CA	***3465 S LA CIENAGA BLVD***	***105***	***1866***

EXECUTIVE SUMMARY

FTTS: FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act) over the previous five years. To maintain currency, EDR contacts the Agency on a quarterly basis.

A review of the FTTS list, as provided by EDR, and dated 04/09/2009 has revealed that there are 2 FTTS sites within the searched area.

Site	Address	Map ID	Page
LE LYCEE FRANCAIS DE LOS ANGEL	***3261 OVERLAND AVE***	***97***	***1665***
FIRST LUTHERAN SCHOOL OF CULVE	***3754 DUNN DR***	***101***	***1767***

HIST FTTS: A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

A review of the HIST FTTS list, as provided by EDR, and dated 10/19/2006 has revealed that there are 2 HIST FTTS sites within the searched area.

Site	Address	Map ID	Page
LE LYCEE FRANCAIS DE LOS ANGEL	***3261 OVERLAND AVE***	***97***	***1665***
FIRST LUTHERAN SCHOOL OF CULVE	***3754 DUNN DR***	***101***	***1767***

FINDS: The Facility Index System contains both facility information and "pointers" to other sources of information that contain more detail. These include: RCRIS; Permit Compliance System (PCS); Aerometric Information Retrieval System (AIRS); FATES (FIFRA [Federal Insecticide Fungicide Rodenticide Act] and TSCA Enforcement System, FTTS [FIFRA/TSCA Tracking System]; CERCLIS; DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes); Federal Underground Injection Control (FURS); Federal Reporting Data System (FRDS); Surface Impoundments (SIA); TSCA Chemicals in Commerce Information System (CICS); PADS; RCRA-J (medical waste transporters/disposers); TRIS; and TSCA. The source of this database is the U.S. EPA/NTIS.

A review of the FINDS list, as provided by EDR, and dated 03/08/2013 has revealed that there are 215 FINDS sites within the searched area.

Site	Address	Map ID	Page
WEST AREA HEADQUARTERS	***2459 MOTOR AVE***	***10***	***51***
WORLD OIL CO	***10991 SANTA MONICA***	***11***	***54***
P & C AUTO BODY, PETER NEPTUNE	2340 CENTINELA AVE	17	78
ROTOFLOW CORPORATION	***2235 S CARMELINA AVE***	***17***	***81***
SYSTEM DEVELOPMENT CORPORATION	***3000 OLYMPIC BLVD***	***17***	***84***
DIGITAL MAGIC CO	***3000 W OLYMPIC BLVD STE***	***17***	***85***
Q-TECH CORP	***2201 CARMELINA AVE***	***17***	***93***
MCDONNELL-DOUGLAS AIRCRAFT FAC	***OLYMPIC BLVD. AND CENTI***	***17***	***97***
HORNBURG JAGUAR	***3300 OLYMPIC BLVD***	***17***	***114***
SANTA MONICA WELL FIELD	***OLYMPIC & CENTINELA BLV***	***17***	***122***
LOU BALDI'S BODY SHOP	***11708 W PICO BLVD***	***17***	***133***
CENTURY MOTORS INC	***11675 WEST PICO BLVD***	***17***	***158***
BAY DISTRICT PAVING CO	***1955 CENTINELA AVE***	***17***	***161***

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
WESTERN TRUCK SERVICE	***1955 CENTINELA AVE***	***17***	***163***
BENSON LEHNER CORP.	***1860 FRANKLIN ST.***	***17***	***173***
MARTIN CADILLAC COMPANY INCORP	12101 WEST OLYMPIC BOUL	17	185
SUPERIOR AUTOMOTIVE	***11580 W PICO BLVD***	***17***	***211***
SHELL SERVICE STATION	***11944 W OLYMPIC BLVD***	***17***	***220***
CHEVRON STATION 9 0944	***11951 W OLYMPIC BLVD***	***17***	***228***
PIONEER MAGNETICS INC	***3122 NEBRASKA ST***	***17***	***239***
PLASTIGLADE MFG. CORP.	***3122 NEBRASKA AVE.***	***17***	***243***
3M LOS ANGELES DYNACOLOR	***11915 WEST OLYMPIC BLVD***	***17***	***248***
TELEFLORA	***12233 W OLYMPIC BLVD***	***17***	***250***
RAINBO RECORD MFG CORP	***1738 BERKELEY ST***	***17***	***251***
POLEY SERVICE CTR	***2050 BUNDY DR***	***17***	***265***
SPENCER COACHWORKS	***2251 STONER AVENUE***	***17***	***278***
ROLEX AUTHORIZED SERVICE CTR	***2050 BUNDY DR STE 290***	***17***	***281***
DELTA GRAPHICS	***1715 BERKELEY ST***	***17***	***282***
HOWARD BROWN & SONS AUTO BODY	11758 W OLYMPIC BOULEVA	17	306
GATEWAY AUTO CENTER	***11464 GATEWAY BLVD***	***17***	***311***
WEBSTER INSTRUMENT INC	***11856 MISSISSIPPI AVE***	***17***	***342***
CALIFORNIA MOTORS PORT ENT	***2309 S FEDERAL AVE***	***17***	***347***
JUNIOR PROFESSIONAL SCHOOL	2457 SAWTELLE BLVD	17	348
ROLLS ROYCE OF BEVERLY HILLS	***11401 PICO BLVD***	***17***	***364***
GREGG MOTORS ROLLS ROYCE OF BH	***11401 W PICO***	***17***	***369***
OTIS ELEVATOR CO	***2036 ARMACOST***	***17***	***381***
UNITED VALVE CO	***2034 ARMACOST***	***17***	***385***
EDWARDS LABELS	***11550 TENNESSEE AVE***	***17***	***388***
BARRY AVE PLATING CO INC	2218 BARRY AVE.	17	394
T B D ANALYSIS	***2261 FEDERAL AVE***	***17***	***402***
WALKER MOTOR CO INC	2131 STONER AV	17	416
STONER AVENUE SITE	2131 STONER AVENUE	17	416
REX PRECISION PRODS INC	2131 STONER AVENUE	17	416
WALKER BUERGE FORD *D	***2125 STONER AVE***	***17***	***418***
BUERGE MOTOR CAR COMPANY	2125 STONER AVE	17	422
BARRY AVENUE PLATING CO	***2210 BARRY AVE.***	***17***	***451***
C. I. PRINTING, INC	2030 S WESTGATE AVE	17	458
ROGERSON AIRCRAFT CORPORATION	***2223 S FEDERAL***	***17***	***458***
HOOVER ELECTRIC CO DIV TELEFLE	***2100 S STONER AVE***	***17***	***464***
UNILAB WEST LOS ANGELES STAT L	***11915 LAGRANGE AVENUE***	***17***	***465***
LA DEPARTMENT WATER & POWER	12300 NEBRASKA AVE	17	476
WEST LA SERVICE CENTER	12300 NEBRASKA AVENUE	17	476
COMMUNICATIONS TECHNOLOGY CORP	***2237 2245 FEDERAL AVE***	***17***	***482***
PLASKON ELECTRONIC MATERIALS I	12270 NEBRASKA AVE.	17	490
AEROQUIP CORP	***11214 EXPOSITON BLVD***	***17***	***493***
ALLDY SPOT WELDERS CORP	***2035 GRANVILLE***	***17***	***506***
SAWTELLE MAINTENANCE STA	***2410 SAWTELLE BLVD***	***17***	***511***
AVES TRUST	***2010 S. WESTGATE AVE.***	***17***	***513***
COLORNET PRESS	2216 FEDERAL AVENUE	17	518
COMPUARTIST	***2216 FEDERAL***	***17***	***523***
ASTON MARTIN/LAMBORGHINI OF BE	2240 COLBY AVE	17	534
LA WEST LOS ANGELES ANIMAL SHE	***11950 W MISSOURI AVE***	***17***	***545***
SUPERTEK CO, INC	***2231 COLBY AVE***	***17***	***547***
COMPLEX INC THE	***2323 CORINTH AVE***	***17***	***555***
GOLDEN HAMMER	***2231 BUTLER AVE***	***17***	***561***
TREND AUTO WORKS	***2343 SAWTELLE BLVD***	***17***	***577***
MILLER DM INC	2326 SAWTELLE BLVD	17	600
CALIFORNIA PORTLAND CEMENT CO.	***11150 W PICO BL***	***17***	***604***
CALPORTLAND CO WEST LA PLANT	11122 W. PICO BLVD.	17	609

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
BEVERLY COACHCRAFT	2320 SAWTELLE BOULEVARD	17	610
LA FIRE STATION 59	***11505 W OLYMPIC***	***17***	***616***
NATIONAL GENETICS INSTITUTE	2440 S. SEPULVEDA BLVD.	17	633
MICRODROP, INC	***2227 CORINTH AVE***	***17***	***640***
SEASIDE SILVER RECOVERY	***2329-1/2 COTNER AVE***	***17***	***653***
SEASIDE THOROUGHRED INC	***2327 COTNER AVE REAR***	***17***	***655***
DISCOVERY DESIGN	11054 WEST PICO BLVD	17	658
HEINZ WEBER INC	***2345 PONTIUS AVE***	***17***	***663***
ED'S WALKER BODY WORKS	***2240 SAWTELLE BLVD***	***17***	***665***
CYPRUS INDUSTRIAL MINERALS INC	***2435 MILITARY AVE***	***17***	***680***
BARLOW SPECIALTY ADVERTISING I	2330 PONTIUS AV	17	682
BARLOW PROMOTIONAL PRODUCTS IN	***2330 PONTIUS AVENUE***	***17***	***682***
ENTREPRENEUR GP, INC	***2311 PONTIUS AVE***	***17***	***691***
MULTICHROME CO INC	***11165 TENNESSEE AVENUE***	***17***	***697***
NEARLY ME INC	***2250 COTNER AVE***	***17***	***704***
AIRCRAFT BEARING CORP	***2238 COTNER AVE***	***17***	***706***
DEPT PUBLIC SOCIAL SVCS	***10961 PICO BLVD***	***17***	***707***
VENTURA DIV OF METAL PRODS GRP	***2222 COTNER AVE***	***17***	***709***
KITS CAMERAS C55	***10850 W PICO SPACE 405***	***17***	***732***
NU LIFE CLEANERS	***2540 OVERLAND AVE PICO***	***17***	***735***
KITS CAMERA 1 HOUR 55	***10800 WEST PICO BLVD UN***	***17***	***778***
PLATINUM PRESS INC	***2056 COTNER***	***17***	***804***
MONITORING STATION	2351 WESTWOOD BLVD	17	812
ROYAL CLEANERS	***2324 WESTWOOD BLVD***	***17***	***820***
WORLD OIL CO	***10691 WEST PICO BLVD***	***17***	***826***
JOHN WARD INC.	***2002 COTNER AVE***	***17***	***832***
EMBREY PRESS INC	***2295 WESTWOOD BLVD***	***17***	***841***
LASKY COACHWORKS	***2030 SEPULVEDA BLVD***	***17***	***844***
PEP BOYS #614	10644 W PICO BLVD	17	848
CIMAX COPIER	***2265 WESTWOOD***	***17***	***852***
LEADER FINE CLEANERS	***10631 W PICO BLVD***	***17***	***860***
DESIGNCRAFT	***1936 PONTIUS AVE***	***17***	***863***
B M W OF BEVERLY HILLS	***2201 WESTWOOD BLVD***	***17***	***866***
LA BEL AIR ST MAINT YARD	***11165 MISSOURI AVENUE***	***17***	***903***
LA FIRE STATION 92	***10556 W PICO BLVD***	***17***	***914***
GOLDEN GLO CLEANER	***10555 PICO BLVD***	***17***	***917***
ROYCE CLEANERS	***10848 W OLYMPIC BLVD***	***17***	***921***
CELEBRITY CLEANER	***10531 PICO BLVD***	***17***	***926***
BATHROOM JEWELRY INC	***1888 S SEPULVEDA BLVD***	***17***	***927***
COMMUNIGRAPHICS	***10524 WEST PICO BLVD SU***	***17***	***930***
ED'S WESTWOOD BODY AND PAINT	***2100 WESTWOOD BLVD.***	***17***	***936***
CHINA BOY CLEANERS	***2079 WESTWOOD BLVD***	***17***	***940***
JENNINGS PLATING CO	***1760 PONTIUS AVE***	***17***	***943***
BUBBLE PARK CLEANERS	***2028 WESTWOOD BLVD***	***17***	***950***
EQUILON ENTERPRISES	***11574 SANTA MONICA***	***22***	***962***
R P I	***3960 INCE BLVD STE 200***	***42***	***1002***
ANCHOR PAD INTL	***9046 LINDBLADE ST***	***42***	***1003***
CHEVRON STATION 9 0449	***9094 W WASHINGTON BLVD***	***42***	***1005***
FOX HILLS BUICK GMC PONTIAC	***9099 W WASHINGTON BLVD***	***42***	***1010***
MIKE MILLER TOYOTA CHEVROLET I	***9077 W WASHINGTON BLVD***	***42***	***1014***
CULVER CITY REDEVELOP AGCY	***3825 3833 HOKE AVE***	***42***	***1021***
RICE ENTERPRISES	***3975 LANDMARK ST***	***42***	***1023***
UNITED DETECTOR TECHNOLOGY	***3939 LANDMARK ST***	***42***	***1026***
PEACE PRESS INC	***3828 WILLAT AVVE***	***42***	***1029***
BUERGE VOLKSWAGON	***8855 W WASHINGTON BLVD***	***42***	***1038***
CULVER CITY SUBARU	***8850 WASHINGTON BLVD***	***42***	***1041***

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
PACE INTERNATIONAL CORP	***3727 S ROBERTSON BLVD***	***42***	***1050***
CULVER CITY REDEV AGENCY	***9070 VENICE BLVD***	***42***	***1051***
ALVIN METALS CO	***8794 NATIONAL BLVD***	***42***	***1053***
CULVER CITY MAZDA	***8810 W WASHINGTON BLVD***	***42***	***1059***
CVS PHARMACY NO 8879	8985 VENICE BLVD	42	1069
MECHANO ENGINEERING	***9021 EXPOSITION BLVD***	***42***	***1112***
MIKE MILLER TOYOTA	***8777 WASHINGTON BLVD***	***42***	***1114***
AUTO-CHLOR SYS	8934 ELLIS AVE	42	1139
CLASSIC FURNITURE INC	8915 NATIONAL BLVD	42	1148
AAA FLAG & BANNER MFG CO INC	8951 NATIONAL BLVD STE	42	1163
HELMS ANTIQUES INC	***3231 HELMS AVE***	***42***	***1165***
EZ LUBE #20	9014 NATIONAL BLVD	42	1173
B & P CONSTRUCTION CO	***8737 VENICE BLVD***	***42***	***1191***
BEVERLY HILLS SCANDINAVIAN MTR	***3040 S ROBERTSON BLVD***	***42***	***1194***
CHEVRON STA 92324	***3029 S ROBERTSON BLVD***	***42***	***1206***
LA USD WESTSIDE ALTERNATIVE	***2985 S ROBERTSON BLVD***	***42***	***1211***
FANCY CLEANERS	***2895 S ROBERTSON***	***42***	***1221***
STONER RECREATION CENTER	***1835 STONER AVE***	***45***	***1279***
OVERLAND ELEMENTARY SCHOOL	10650 ASHBY AVE	48	1282
LAUSD-CASTLE HEIGHTS ELEMENTAR	***9755 CATTARAUGUS AVENUE***	***53***	***1293***
ADVANTAGE IND	***2818 LA CIENGA BLVD***	***65***	***1308***
ROBERT'S NEGATIVE & STRIPPING	***8567 VENICE BLVD***	***65***	***1315***
PEDESTAL LITHO INC	***8551 VENICE BLVD***	***65***	***1317***
LOS ANGELES PALMS RANCHO PARK	***2920 OVERLAND AVENUE***	***67***	***1322***
FORMER APEX METAL POLISHING	***5977 WEST WASHINGTON BO***	***76***	***1341***
RITE AID 5441	9864 NATIONAL BLVD	77	1360
DYNASTY CLEANERS INC	***9836 NATIONAL BLVD***	***77***	***1368***
JULIA ANN SINGER CENTER	3321 EDITH AVE	79	1391
ADAI SHALOM KDGN	3030 WESTWOOD BLVD	82	1397
CHUCK MORGAN CHEVRON	***10830 NATIONAL BLVD.***	***82***	***1400***
SHELL SERVICE STATION	10815 NATIONAL	82	1408
JIFFY LUBE #1803	3061 OVERLAND AVE.	84	1466
CALTRANS DISTRICT 7	2723 S SEPULVEDA	85	1473
EDS AUTO PARTS	***12208 PICO BLVD***	***87***	***1489***
WONDER MILE CLEANERS	***12009 W PICO BLVD***	***87***	***1492***
PICO WEST CLEANERS	***11925 W PICO BLVD***	***87***	***1496***
PIPERS BODY SHOP	***3568 OVERLAND AVE***	***88***	***1517***
GREEN SCENE THE#	***3637 MOTOR AVE***	***88***	***1523***
OVERLAND CLEANERS	***3520 OVERLAND AVE***	***88***	***1525***
TABOR CLEANERS	***10407 TABOR ST***	***88***	***1534***
CORNIAL CLEANERS	***3405 OVERLAND AVE***	***88***	***1548***
PALMS ELEMENTARY SCHOOL	3520 MOTOR AVE.	88	1553
14142 RB4	3479 MOTOR AVE	88	1561
CHEVRON STATION NO 91339	***10329 PALMS BLVD***	***88***	***1568***
CHEVIOT PALMS CLEANERS	***3371 MOTOR AVE***	***88***	***1577***
LA FIRE STATION 43	***10234 NATIONAL BLVD***	***88***	***1584***
APARTMENT HOUSE	10300 NATIONAL BLVD	88	1588
JON-L INC	***10316 NATIONAL BL***	***88***	***1597***
BRENTWOOD CHEVIOT BODY SHOP	***3260 MOTOR AVE***	***88***	***1602***
NU LIFE CLEANER	***11686 GATEWAY BLVD***	***93***	***1629***
REDDY COMPANY	***2493 STONER AVENUE***	***93***	***1633***
GATEWAY CLEANERS	***2515 SO BARRINGTON AVE***	***93***	***1636***
ALLEN ALTERNATOR	***11650 GATEWAY***	***93***	***1641***
SWEDISH SERVICE	***11671 GATEWAY BLVD***	***93***	***1642***
DRY CLEAN EXPRESS	***3300 OVERLAND AVE***	***97***	***1662***
LE LYCEE FRANCAIS DE LOS ANGEL	***3261 OVERLAND AVE***	***97***	***1665***

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
BEYOND THE BELL WEST FIELD OFF	2635 COLBY AVE	100	1674
THE BRANCH BUILDING	***10601 W WASHINGTON BLVD***	***101***	***1676***
PACIFIC BODY AND COLLISION	***10429 WASHINGTON BLVD***	***101***	***1677***
AAMCO TRANSM	***10409 WASHINGTON BLVD***	***101***	***1681***
VOLKSGOLF AUTO RPR	***10223 WASHINGTON BLVD***	***101***	***1687***
HOLIDAY MOTOR HOMES	***10424 VENICE BLVD***	***101***	***1723***
MICHAELS DRAPERY INC	***10335 VENICE BLVD***	***101***	***1728***
MOTOR AVE CLEANERS	***3773 MOTOR AVE***	***101***	***1733***
OMEGA MOTOR SPORTS	***3822 CLARINGTON AVE***	***101***	***1741***
WESTERN IMAGING CENTER MED GRO	***9808 VENICE BLVD 2ND FL***	***101***	***1762***
FIRST LUTHERAN SCHOOL OF CULVE	***3754 DUNN DR***	***101***	***1767***
PACIFIC BELL	***3847 CARDIFF AVE***	***101***	***1770***
TIP TOP CLEANERS	***9631 VENICE BLVD***	***101***	***1776***
ISKCON INTERNATIONAL GUR	3745 WATSEKA AVE	101	1787
EATS INC	***3745 DURENGO AVE***	***101***	***1794***
RESEARCH DEVELOPMENT	***9200 EXPOSITION BLVD***	***101***	***1799***
IMAGE EXPERTS 1 HOUR FOTO	***11207 NATIONAL BLVD***	***102***	***1802***
TEXACO SVC STA	***11205 NATIONAL BLVD***	***102***	***1808***
WEST LOS ANGELES MEDICAL GP	***2990 SEPULVEDA BLVD***	***102***	***1814***
WEST DALE CLEANERS	***2961 S SEPULVEDA BLVD***	***102***	***1816***
CREST CLEANERS	***11137 NATIONAL BVD***	***102***	***1818***
ERICK & SONS TRANSP INC	***2313 32ND ST***	***106***	***1876***
DSJ PRINTING	***3103 PICO BLVD***	***106***	***1879***
BROADWAY CLEANERS	***3308 PICO BLVD***	***106***	***1881***
MODERN CLEANERS	***3308 PICO BLVD***	***106***	***1883***
RITE AID 5456	***11321 NATIONAL BLVD***	***107***	***1887***
APARTMENT HOUSE	10121 TABOR ST	112	1912
DYNAMIC V I P CLEANERS	***3128 S SEPULVEDA BLVD***	***115***	***1915***
THE CULVER STUDIOS	***9336 WEST WASHINGTON BL***	***118***	***1920***
OCEAN PARK CLEANERS	***3435 OCEAN PARK BLVD***	***120***	***1932***
TEXACO SVC STA	***3010 BUNDY***	***127***	***1949***
MCDONELL DOUGLAS AIRCRAFT	***3000 OCEAN PARK BLVD.***	***129***	***1967***
WEST LA IMPORTED CARS INC.	***10603 VENICE BLVD***	***130***	***1992***
OHMEGA TECHNOLOGIES INC	***4031 ELENDA ST***	***139***	***2019***

US AIRS: The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

A review of the US AIRS list, as provided by EDR, and dated 01/23/2013 has revealed that there is 1 US AIRS site within the searched area.

Site	Address	Map ID	Page
BARRY AVE PLATING CO INC	***2210 BARRY AVE***	***17***	***422***

EXECUTIVE SUMMARY

STATE AND LOCAL RECORDS

CA BOND EXP. PLAN: Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

A review of the CA BOND EXP. PLAN list, as provided by EDR, and dated 01/01/1989 has revealed that there is 1 CA BOND EXP. PLAN site within the searched area.

Site	Address	Map ID	Page
COLORADO PLACE	***BROADWAY AND CLOVERFIEL***	***91***	***1610***

CA SCH: This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category. depending on the level of threat to public health and safety or the. environment they pose.

A review of the CA SCH list, as provided by EDR, and dated 08/05/2013 has revealed that there are 7 CA SCH sites within the searched area.

Site	Address	Map ID	Page
BEVERLY HILLS HIGH SCHOOL	***241 SOUTH MORENO DRIVE***	***1***	***4***
EMERSON MIDDLE SCHOOL	***1650 SELBY AVENUE***	***2***	***8***
PROPOSED HERB ALPERT EDUCATION	***3131 OLYMPIC BOULEVARD***	***17***	***99***
HAMILTON HIGH SCHOOL ADDITION	***2955 ROBERTSON BOULEVAR***	***42***	***1214***
SANTA MONICA COLLEGE, ACADEMY	***1660 STEWART STREET***	***78***	***1384***
LE LYCEE FRANCAIS DE LOS ANGEL	***10309 WEST NATIONAL BOU***	***88***	***1591***
WILLOWS II COMMUNITY SCHOOL	***8490 WARNER DRIVE***	***119***	***1925***

CA SWF/LF: The Solid Waste Facilities/Landfill Sites records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. The data come from the Integrated Waste Management Board's Solid Waste Information System (SWIS) database.

A review of the CA SWF/LF list, as provided by EDR, and dated 05/20/2013 has revealed that there are 6 CA SWF/LF sites within the searched area.

Site	Address	Map ID	Page
BEL AIR ST. MDY	11165 MISSOURI	17	897
BEL AIR STREET MAINTENANCE DIS	***11165 MISSOURI AVENUE***	***17***	***898***
PALISADES STREET MDY	1479 STONER AVENUE	25	975
PALISADES ST. MDY	1479 STONER AVE.	25	975
CALTRANS WESTDALE LVTOP.	2723 SOUTH SEPULVEDA BL	85	1478
MGM DUMP	4001 OVERLAND AVE.	135	2004

EXECUTIVE SUMMARY

CA WMUDS/SWAT: The Waste Management Unit Database System is used for program tracking and inventory of waste management units. The source is the State Water Resources Control Board.

A review of the CA WMUDS/SWAT list, as provided by EDR, and dated 04/01/2000 has revealed that there are 6 CA WMUDS/SWAT sites within the searched area.

Site	Address	Map ID	Page
TWENTIETH CENTURY-FOX STUDIOS	10201 WEST PICO	6	31
YAMANA, S.	2138 1/2 SAWTELLE	17	718
A.B. RUBBISH DISPOSAL	1913 PONTIUS AVENUE	17	884
PACIFIC BRICK COMPANY-SANTA MO	2600 COLORADO	80	1394
SANTA MONICA CITY LANDFILL II	STEWART & EXPOSITION	103	1824
HERCULES INC./MICA CORP	***8536 NATIONAL BLVD***	***104***	***1851***

CA WDS: California Water Resources Control Board - Waste Discharge System.

A review of the CA WDS list, as provided by EDR, and dated 06/19/2007 has revealed that there are 13 CA WDS sites within the searched area.

Site	Address	Map ID	Page
LOCAL RUBBISH CO. INC	2256 BARRY AVE	17	314
BARRY AVE PLATING CO INC	***2210 BARRY AVE***	***17***	***422***
U.S. POSTAL SERVICE	***2306 CORINTH AVE***	***17***	***569***
CALMAT COMPANY CONROCK DIVISIO	***11122 W PICO BLVD***	***17***	***602***
MULTICHROME CO. INC.	***11165 TENNESSEE***	***17***	***700***
CULVER CITY HEAT CO INC	3388 S ROBERTSON BLVD	42	1117
FORMER PIERCE SERVICE STATION	2868 S ROBERTSON BLVD	42	1227
WEST L.A. RECYCLING CENTER	10309 1/2 NATIONAL BLVD	88	1588
THE GILLETTE CO, PAPER MATE DI	***1681 026TH ST***	***92***	***1614***
E V ROBERTS	***8500 STELLER DR***	***104***	***1834***
ANGELUS SHOE POLISH CO	***8640 NATIONAL BLVD***	***104***	***1858***
SPRAYLAT CORP CA	***3465 S LA CIENAGA BLVD***	***105***	***1866***
OHMEGA TECHNOLOGIES INC	***4031 ELENDA ST***	***139***	***2019***

CA NPDES: A listing of NPDES permits, including stormwater.

A review of the CA NPDES list, as provided by EDR, and dated 05/20/2013 has revealed that there are 15 CA NPDES sites within the searched area.

Site	Address	Map ID	Page
BEVERLY HILLS HIGH SCHOOL	***241 SOUTH MORENO DRIVE***	***1***	***4***
BAY DISTRICT PAVING CO	***1955 CENTINELA AVE***	***17***	***161***
DEPARTMENT OF WATER AND POWER	***1840 CENTINELA AVE***	***17***	***262***
ORCHARD SUPPLY HARDWARE WEST L	2020 SOUTH BUNDY AVE	17	290
BARRY AVE PLATING CO INC	***2210 BARRY AVE***	***17***	***422***
WEST GARAGE	***2306 CORINTH AVE***	***17***	***570***
CALMAT COMPANY CONROCK DIVISIO	***11122 W PICO BLVD***	***17***	***602***
NEXCYCLE	***11674 SANTA MONICA BLVD***	***22***	***957***
DSA PHOTOTECH INC	***3383 LIVONIA***	***42***	***1125***
SANTA MONICA COLLEGE, ACADEMY	***1660 STEWART STREET***	***78***	***1384***
SISTERS OF NAZARETH HOUSE RENO	3333 N MANNING AVE	79	1389
SONY MAIN STREET IMPROVEMENTS	***10202 WEST WASHINGTON B***	***101***	***1692***

Site	Address	Map ID	Page
SONY PICTURES STUDIOS	***10202 W WASHINGTON BLVD***	***101***	***1708***
SPRAYLAT CORP CA	***3465 S LA CIENAGA BLVD***	***105***	***1866***
OHMEGA TECHNOLOGIES INC	***4031 ELENDA ST***	***139***	***2019***

CA UIC: A listing of underground control injection wells.

A review of the CA UIC list, as provided by EDR, and dated 03/05/2013 has revealed that there are 11 CA UIC sites within the searched area.

Site	Address	Map ID	Page
CHEVRON U.S.A. INC.		17	188
HILLCREST BEVERLY OIL CORP.		20	952
HILLCREST BEVERLY OIL CORP.		20	953
HILLCREST BEVERLY OIL CORP.		20	953
HILLCREST BEVERLY OIL CORP.		20	954
HILLCREST BEVERLY OIL CORP.		20	954
HILLCREST BEVERLY OIL CORP.		20	954
HILLCREST BEVERLY OIL CORP.		20	955
HILLCREST BEVERLY OIL CORP.		20	955
CHEVRON U.S.A. INC.		71	1329
PETROLEUM SECURITIES COMPANY		110	1908

CA Cortese: The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

A review of the CA Cortese list, as provided by EDR, and dated 07/05/2013 has revealed that there is 1 CA Cortese site within the searched area.

Site	Address	Map ID	Page
FORMER APEX METAL POLISHING	***5977 WEST WASHINGTON BO***	***76***	***1341***

CA HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

A review of the CA HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there are 80 CA HIST CORTESE sites within the searched area.

Site	Address	Map ID	Page
MORF ESTATE	9996 PICO	4	13
ARCO #1251	10350 OLYMPIC	5	13
THRIFTY #20/ARCO #9517	***10801 SANTA MONICA***	***7***	***32***
3 DAY BLINDS	***1901 WESTWOOD BLVD***	***8***	***35***
MOSS PLAZA SHOPPING MALL	***1820 WESTWOOD BLVD***	***8***	***38***
MOBIL #17-FID	***10857 SANTA MONICA BLVD***	***8***	***41***
WORLD OIL CO	***10991 SANTA MONICA***	***11***	***54***
BREN INVESTMENT	***11100 SANTA MONICA***	***12***	***61***

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
TOSCO - 76 STATION #5146	***11305 SANTA MONICA BLVD***	***16***	***70***
EXXON #7-3816	***11261 SANTA MONICA BLVD***	***16***	***71***
AMBROSE COMPANY	***3200 OLYMPIC BLVD***	***17***	***111***
JOHN DRESCHER PROPERTY	***1815 STANFORD***	***17***	***120***
LERNER OIL COMPANY (FORMER)	***2400 BARRINGTON AVE S***	***17***	***135***
MATHEW MAY PROPERTY	***12312 OLYMPIC***	***17***	***140***
MOBIL #18-G8L	12100 OLYMPIC	17	201
76 PRODUCTS STATION #3019	12100 OLYMPIC	17	201
CHEVRON STATION 9 0944	***11951 W OLYMPIC BLVD***	***17***	***228***
ARCO POWER GAS STATION	***11748 OLYMPIC BLVD***	***17***	***320***
STONER AVENUE SITE	***2131 STONER AVENUE***	***17***	***409***
MASAHIKO G FUKUSHIMA	***11200 W PICO BLVD***	***17***	***595***
ED'S WALKER BODY WORKS	***2240 SAWTELLE BLVD***	***17***	***665***
EXXON #7-8432	11350 OLYMPIC	17	672
SOUTHLAND LOCATION #18821	***11075 OLYMPIC***	***17***	***771***
WORLD OIL #63	10691 PICO	17	823
MOBIL #18-FYM (FORMER #11-FYM)	***10863 OLYMPIC BLVD***	***17***	***870***
BEL AIR STREET MAINTENANCE DIS	***11165 MISSOURI AVENUE***	***17***	***898***
WEST L.A. SHELL	***11574 SANTA MONICA***	***22***	***959***
THRIFTY	***11526 SANTA MONICA***	***22***	***964***
T & T SERVICE	***1736 SAWTELLE BLVD***	***23***	***967***
WEST LOS ANGELES POLICE S	***1663 BUTLER***	***24***	***972***
CHEVRON #306435 (FORMER UNOCAL	***2036 ROBERTSON BLVD S***	***28***	***977***
76 PRODUCTS STATION #5210	***11954 SANTA MONICA***	***32***	***986***
GTE BUNDY CENTRAL OFFICE	***1450 BUNDY DR S***	***34***	***995***
CHEVRON #9-0449 (FORMER)	***9094 WASHINGTON BLVD***	***42***	***1006***
RISING SUN AUTOMOTIVE	***9005 WASHINGTON***	***42***	***1019***
CULVER CITY SUBARU	***8850 WASHINGTON BLVD***	***42***	***1041***
CULVER CITY NISSAN	***8840 WASHINGTON BLVD***	***42***	***1047***
CULVER CITY MAZDA	***8810 WASHINGTON***	***42***	***1058***
BILL MURPHY BUICK,INCORPORATED	***3444 WESLEY AVE***	***42***	***1104***
BEACON LAUNDRY	8695 WASHINGTON	42	1146
EXXON #7-8701	3071 ROBERTSON	42	1182
PIERCE SERVICE	***2868 S ROBERTSON BLVD***	***42***	***1228***
ROBERTSON CAR WASH	***2460 S ROBERTSON BLVD***	***42***	***1248***
MOBIL #18-G67 (FORMER #11-G67)	***2305 LA CIENEGA BLVD S***	***43***	***1253***
CHEVRON #9-3691	***2065 LA CIENEGA***	***43***	***1264***
LEO'S TEXACO	***2060 S LA CIENEGA BLVD***	***43***	***1275***
EXXON #7-4157 (FORMER)	***3223 SANTA MONICA BLVD***	***49***	***1286***
KAISER PERMANENTE WEST LA	***6041 CADILLAC***	***51***	***1288***
ABBOTT TRANSISTOR LABS INC	***2727 S LA CIENEGA BLVD***	***72***	***1330***
UNOCAL #5795	***9930 NATIONAL***	***77***	***1352***
SOUTHERN CA GAS CO	***1701 STEWART***	***78***	***1382***
CHEVRON #9-2377	***10830 NATIONAL***	***82***	***1402***
SHELL #204-4530-0708	***10815 NATIONAL***	***82***	***1414***
ARCO #5117	***10612 NATIONAL***	***84***	***1434***
MOBIL #18-G8L	10611 NATIONAL	84	1441
SERVICE STATION 6023	***3061 OVERLAND AVE***	***84***	***1460***
WESTDALE MAINT STA	***2723 S SEPULVEDA***	***85***	***1469***
VACANT LOT	***5866 BLACKWELDER***	***86***	***1479***
7-ELEVEN STORE #13731 (2143)	***3450 OVERLAND AVE***	***88***	***1537***
THE GILLETTE CO, PAPER MATE DI	***1681 026TH ST***	***92***	***1614***
GTE SANTA MONICA PLANT YARD	***2902 EXPOSITION BLVD***	***96***	***1648***
GTE PLANT YARD	***2943 EXPOSITION BL***	***96***	***1652***
SONY PICTURES STUDIOS	10202 WASHINGTON	101	1718
PACIFIC BELL	***3847 CARDIFF AVE***	***101***	***1770***

Site	Address	Map ID	Page
TEXACO USA (FORMER)	***11205 NATIONAL***	***102***	***1805***
THE MICA CORPORATION/HERCULES	***3583 HAYDEN AVE***	***104***	***1827***
E V ROBERTS & ASSOCIATES	8500 STELLAR	104	1838
Not reported	***3540 HAYDEN***	***104***	***1839***
FREDRICK SMITH	***8520 NATIONAL***	***104***	***1849***
HERCULES INC./MICA CORP	***8536 NATIONAL BLVD***	***104***	***1851***
CULVER CITY COMPOSITES CORP	***3512 HELMS AVE***	***104***	***1853***
WESSEN BUICK DEALER (FORM	3101 PICO	106	1879
76 PRODUCTS STATION #4357	11280 NATIONAL	107	1892
WEST COAST LIGHTING	***3317 OCEAN PARK BLVD***	***123***	***1935***
CULVER CITY FIRE STATION #2	***4040 DUQUESNE AVE***	***124***	***1940***
TEXACO #0103	3010 BUNDY	127	1949
UNOCAL	***3470 S SEPULVEDA BLVD***	***128***	***1961***
GOODYEAR TIRE & RUBBER	***10704 VENICE***	***130***	***1971***
WINALL OIL CO #0018	***10646 VENICE BLVD***	***130***	***1981***
TOSCO/UNOCAL #30466	***10638 W CULVER BLVD***	***138***	***2013***

CA SWRCY: A listing of recycling facilities in California.

A review of the CA SWRCY list, as provided by EDR, and dated 06/17/2013 has revealed that there are 2 CA SWRCY sites within the searched area.

Site	Address	Map ID	Page
NEXCYCLE	***11674 SANTA MONICA BLVD***	***22***	***957***
REPLANET LLC	11361 NATIONAL BLVD	107	1886

CA LUST: The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the State Water Resources Control Board Leaking Underground Storage Tank Information System.

A review of the CA LUST list, as provided by EDR, and dated 07/26/2013 has revealed that there are 137 CA LUST sites within the searched area.

Site	Address	Map ID	Page
BEVERLY HILLS HIGH SCHOOL	***241 SOUTH MORENO DRIVE***	***1***	***4***
Status: Completed - Case Closed			
ARCO #1251	10350 OLYMPIC BLVD W	5	13
Status: Completed - Case Closed			
THRIFTY #20/ARCO #9517	***10801 SANTA MONICA***	***7***	***32***
Status: Completed - Case Closed			
THRIFTY #20/ARCO #9517	10801 SANTA MONICA BLVD	7	34
3 DAY BLINDS	***1901 WESTWOOD BLVD***	***8***	***35***
Status: Completed - Case Closed			
MOSS PLAZA SHOPPING MALL	***1820 WESTWOOD BLVD***	***8***	***38***
WESTWOOD TIRE	10901 SANTA MONICA BLVD	8	40
Status: Completed - Case Closed			
MOBIL #17-FID	***10857 SANTA MONICA BLVD***	***8***	***41***
Status: Completed - Case Closed			

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
MOBIL #17-FID	***10857 SANTA MONICA BLVD***	***8***	***46***
WORLD OIL CO	***10991 SANTA MONICA***	***11***	***54***
Status: Completed - Case Closed			
BREN INVESTMENT	11100 SANTA MONICA BLVD	12	60
BREN INVESTMENT	***11100 SANTA MONICA***	***12***	***61***
Status: Completed - Case Closed			
TOSCO S.S. #5146	11305 SANTA MONICA BLVD	16	68
TOSCO - 76 STATION #5146	***11305 SANTA MONICA BLVD***	***16***	***70***
Status: Completed - Case Closed			
EXXON #7-3816	***11261 SANTA MONICA BLVD***	***16***	***71***
Status: Completed - Case Closed			
LANTANA SOUTH LLC-MAQUIRE PROP	3301 EXPOSITION BLVD.	17	79
Status: Completed - Case Closed			
AMBROSE COMPANY	***3200 OLYMPIC BLVD***	***17***	***111***
Status: Completed - Case Closed			
JOHN DRESCHER PROPERTY	***1815 STANFORD***	***17***	***120***
Status: Completed - Case Closed			
LERNER OIL COMPANY (FORMER)	***2400 BARRINGTON AVE S***	***17***	***135***
Status: Completed - Case Closed			
MATHEW MAY PROPERTY	***12312 OLYMPIC BLVD W***	***17***	***138***
76 PRODUCTS STATION #3019	12100 OLYMPIC BLVD W	17	202
Status: Completed - Case Closed			
SHELL SERVICE STATION	11944 OLYMPIC BLVD, WES	17	215
Status: Completed - Case Closed			
CHEVRON STATION 9 0944	***11951 W OLYMPIC BLVD***	***17***	***228***
Status: Completed - Case Closed			
ARCO POWER GAS STATION	***11748 OLYMPIC BLVD***	***17***	***320***
Status: Completed - Case Closed			
LOOMIS	1929 PICO, WEST	17	558
Status: Completed - Case Closed			
WESTERN DISTRICT COLLECTION YA	2027 STONER AVE S.	17	586
Status: Open - Remediation			
MASAHIKO G FUKUSHIMA	***11200 W PICO BLVD***	***17***	***595***
Status: Completed - Case Closed			
EXXON #7-8432	11350 OLYMPIC BLVD W	17	670
Status: Completed - Case Closed			
NU-LIFE CLEANERS	2512-2540 S OVERLAND AV	17	752
Status: Open - Site Assessment			
UNOCAL STATION	***10831 W PICO BLVD***	***17***	***754***
Status: Completed - Case Closed			
SOUTHLAND LOCATION #18821	***11075 OLYMPIC***	***17***	***771***
Status: Completed - Case Closed			
WORLD OIL #63	10691 PICO BLVD W	17	824
Status: Completed - Case Closed			
MOBIL #18-FYM (FORMER #11-FYM)	***10863 OLYMPIC BLVD***	***17***	***870***
Status: Completed - Case Closed			
MOBIL #18-FYM (FORMER #11-FYM)	10863 OLYMPIC BLVD	17	883

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
CITY OF LA - WLA MAINTENANCE Y Status: Open - Eligible for Closure	11168 W MISSOURI AVE	17	893
BEL AIR MAINTENANCE YARD	11165 MISSOURI AVE	17	897
BEL AIR STREET MAINTENANCE DIS Status: Completed - Case Closed	***11165 MISSOURI AVENUE***	***17***	***898***
LA CITY FIRE STATION #92 Status: Completed - Case Closed	10556 PICO BLVD W	17	909
WEST L.A. SHELL Status: Completed - Case Closed	***11574 SANTA MONICA***	***22***	***959***
SHELL SERVICE STATION	11574 SANTA MONICA BLVD	22	960
EQUILON ENTERPRISES Status: Completed - Case Closed	***11574 SANTA MONICA***	***22***	***962***
THRIFTY	***11526 SANTA MONICA***	***22***	***964***
T & T SERVICE	***1736 SAWTELLE BLVD***	***23***	***965***
T & T SERVICE Status: Completed - Case Closed	***1736 SAWTELLE BLVD***	***23***	***967***
WEST LOS ANGELES POLICE S Status: Completed - Case Closed	***1663 BUTLER***	***24***	***972***
CHEVRON #306435 (FORMER UNOCAL Status: Completed - Case Closed	***2036 ROBERTSON BLVD S***	***28***	***977***
76 PRODUCTS STATION #5210 Status: Completed - Case Closed	***11954 SANTA MONICA***	***32***	***986***
GTE BUNDY CENTRAL OFFICE Status: Completed - Case Closed	***1450 BUNDY DR S***	***34***	***995***
CHEVRON #9-0449 (FORMER) Status: Completed - Case Closed	***9094 WASHINGTON BLVD***	***42***	***1006***
CHEVRON #9-0449 (FORMER)	9094 WASHINGTON BLVD	42	1007
RISING SUN AUTOMOTIVE	9005 WASHINGTON BLVD	42	1018
RISING SUN AUTOMOTIVE Status: Completed - Case Closed	***9005 WASHINGTON***	***42***	***1019***
FEDERAL EXPRESS CO Status: Completed - Case Closed	3730 ROBERTSON BLVD S	42	1032
CULVER CITY SUBARU Status: Completed - Case Closed	***8850 WASHINGTON BLVD***	***42***	***1041***
CULVER CITY NISSAN Status: Completed - Case Closed	***8840 WASHINGTON BLVD***	***42***	***1047***
CULVER CITY MAZDA	***8810 WASHINGTON***	***42***	***1058***
CULVER CITY MAZDA Status: Completed - Case Closed	***8810 W WASHINGTON BLVD***	***42***	***1059***
T W S PRODUCTS	8801 WASHINGTON BLVD	42	1088
TWS PROD. Status: Open - Remediation	***8801 WASHINGTON BLVD***	***42***	***1090***
EXPO METRO LINE PROJECT Status: Completed - Case Closed	***8855 EXPOSITION BLVD***	***42***	***1103***
BILL MURPHY BUICK,INCORPORATED Status: Completed - Case Closed	***3444 WESLEY AVE***	***42***	***1104***
GLASSERS AUTO BODY Status: Completed - Case Closed	8750 WASHINGTON BLVD W	42	1118

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
BEACON LAUNDRY	***8695 WASHINGTON BLVD W***	***42***	***1146***
EXXON #7-8701 Status: Completed - Case Closed	3071 ROBERTSON BLVD S	42	1182
CHEVRON STATION 9-2324 Status: Completed - Case Closed	3029 ROBERTSON BLVD, S.	42	1199
PIERCE SERVICE Status: Completed - Case Closed	***2868 S ROBERTSON BLVD***	***42***	***1228***
PIERCE SERVICE STATION FORMER	2868 ROBERTSON BLVD	42	1242
ROBERTSON CAR WASH Status: Completed - Case Closed	***2460 S ROBERTSON BLVD***	***42***	***1248***
MOBIL #18-G67 (FORMER #11-G67) Status: Open - Remediation	***2305 LA CIENEGA BLVD S***	***43***	***1253***
CHEVRON #9-3691 Status: Open - Eligible for Closure	***2065 LA CIENEGA***	***43***	***1264***
CHEVRON #9-3691	2065 LA CIENEGA BLVD	43	1273
LEO'S TEXACO Status: Completed - Case Closed	***2060 S LA CIENEGA BLVD***	***43***	***1275***
EXXON #7-4157 (FORMER)	3223 SANTA MONICA BLVD	49	1285
EXXON #7-4157 (FORMER) Status: Completed - Case Closed	***3223 SANTA MONICA BLVD***	***49***	***1286***
KAISER PERMANENTE WEST LA Status: Completed - Case Closed	***6041 CADILLAC***	***51***	***1288***
BLUM & POE GALLERY Status: Completed - Case Closed	2727 LA CIENEGA, SOUTH	65	1309
ABBOTT TRANSISTOR LABS INC Status: Completed - Case Closed	***2727 S LA CIENEGA BLVD***	***72***	***1330***
ARCO #0194	5884 WASHINGTON BLVD	73	1337
UNOCAL #5795 Status: Completed - Case Closed	***9930 NATIONAL***	***77***	***1352***
NATIONAL OIL Status: Completed - Case Closed	9815 NATIONAL BLVD.	77	1376
SOUTHERN CA GAS CO Status: Completed - Case Closed	***1701 STEWART***	***78***	***1382***
CHEVRON #9-2377 Status: Completed - Case Closed	***10830 NATIONAL***	***82***	***1402***
SHELL #204-4530-0708	10815 NATIONAL BLVD	82	1412
SHELL #204-4530-0708 Status: Completed - Case Closed	***10815 NATIONAL***	***82***	***1414***
NICK'S AUTO REPAIR Status: Open - Site Assessment	8534 WASHINGTON BLVD. W	83	1424
ARCO #5117 Status: Completed - Case Closed	***10612 NATIONAL***	***84***	***1434***
D YI (MOBIL STATION) Status: Completed - Case Closed	***10611 NATIONAL***	***84***	***1445***
Not reported	***10611 NATIONAL BLVD***	***84***	***1450***
SERVICE STATION 6023 Status: Completed - Case Closed	***3061 OVERLAND AVE***	***84***	***1460***
WESTDALE MAINT STA	***2723 S SEPULVEDA***	***85***	***1469***

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
CALTRANS WESTDALE MAINTENANCE Status: Completed - Case Closed	2723 SEPULVEDA BLVD S	85	1475
VACANT LOT	***5866 BLACKWELDER***	***86***	***1479***
MARJAMA PROPERTY Status: Open - Remediation	5927 BLACKWELDER STREET	86	1480
PIPERS BODY SHOP Status: Completed - Case Closed	***3568 OVERLAND AVE***	***88***	***1517***
7-ELEVEN STORE #13731 (2143) Status: Completed - Case Closed	***3450 OVERLAND AVE***	***88***	***1537***
WESTSIDE ARCO #2 Status: Completed - Case Closed	3479 MOTOR AVE	88	1554
WESTSIDE ARCO #2	3479 MOTOR AVE	88	1561
91339 Status: Completed - Case Closed	***10329 PALMS BLVD***	***88***	***1564***
FIRE STATION 43 Status: Completed - Case Closed	***10234 NATIONAL BLVD***	***88***	***1580***
LA CITY FIRE STATION #43	10234 NATIONAL BLVD	88	1583
THE GILLETTE CO, PAPER MATE DI	***1681 026TH ST***	***92***	***1614***
PRICE SELF STORAGE NATIONAL BO Status: Completed - Case Closed	10151 NATIONAL BLVD.	95	1645
GTE SANTA MONICA PLANT YARD	***2902 EXPOSITION BLVD***	***96***	***1648***
GTE PLANT YARD Status: Completed - Case Closed	***2943 EXPOSITION BL***	***96***	***1652***
CULVER CITY AUTO BODY Status: Completed - Case Closed	10223 WASHINGTON BLVD W	101	1689
VOLKSDOLF AUTO REPAIR	***10223 W WASHINGTON BLVD***	***101***	***1690***
SONY MAIN STREET IMPROVEMENTS Status: Completed - Case Closed	***10202 WEST WASHINGTON B***	***101***	***1692***
SONY PICTURES STUDIOS Status: Completed - Case Closed	10202 WASHINGTON BLVD W	101	1693
BROTMAN MEDICAL CENTER Status: Completed - Case Closed	***3828 DELMAS TER***	***101***	***1759***
PACIFIC BELL Status: Completed - Case Closed	***3847 CARDIFF AVE***	***101***	***1770***
TEXACO USA (FORMER) Status: Completed - Case Closed	***11205 NATIONAL***	***102***	***1805***
THE MICA CORPORATION/HERCULES	3583 HAYDEN AVE	104	1826
THE MICA CORPORATION/HERCULES Status: Completed - Case Closed	***3583 HAYDEN AVE***	***104***	***1827***
GEORGE SCHLATTER PROD. Status: Completed - Case Closed	***8476 STELLER DR***	***104***	***1828***
SUNNY DISTRIBUTING	***8476 STELLER DR***	***104***	***1833***
E V ROBERTS Status: Completed - Case Closed	***8500 STELLER DR***	***104***	***1834***
Not reported	***3540 HAYDEN***	***104***	***1839***
FREDRICK SMITH Status: Completed - Case Closed	***8520 NATIONAL***	***104***	***1849***
CULVER CITY COMPOSITES CORP	***3512 HELMS AVE***	***104***	***1853***

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
ANGELUS SHOE POLISH CO	***8640 NATIONAL BLVD***	***104***	***1858***
Status: Completed - Case Closed			
PETER FOREIGN AUTO SERVICE INC	***3007 PICO BLVD***	***106***	***1878***
Status: Completed - Case Closed			
76 PRODUCTS STATION #4357	11280 NATIONAL BLVD	107	1890
SERVICE STATION 4357	***11280 NATIONAL BLVD***	***107***	***1892***
Status: Completed - Case Closed			
CITY OF CULVER CITY FIRE STA 1	9600 W CULVER BLVD	121	1934
Status: Open - Site Assessment			
WEST COAST LIGHTING	***3317 OCEAN PARK BLVD***	***123***	***1935***
Status: Completed - Case Closed			
Not reported	***4040 DUQUESNE AVE***	***124***	***1939***
CULVER CITY FIRE STATION #2	***4040 DUQUESNE AVE***	***124***	***1940***
Status: Completed - Case Closed			
TEXACO SVC STA	***3010 BUNDY***	***127***	***1949***
SHELL	3010 BUNDY DR. S.	127	1952
Status: Completed - Case Closed			
SHELL	3010 BUNDY DR. S.	127	1957
76 STATION #5562	2876 BUNDY	127	1958
Status: Completed - Case Closed			
UNOCAL	***3470 S SEPULVEDA BLVD***	***128***	***1961***
Status: Completed - Case Closed			
GOODYEAR TIRE & RUBBER	10704 VENICE BLVD	130	1970
GOODYEAR TIRE & RUBBER	***10704 VENICE***	***130***	***1971***
Status: Completed - Case Closed			
WINALL OIL CO #0018	***10646 VENICE BLVD***	***130***	***1981***
Status: Completed - Case Closed			
VALERO SERVICE STATION	10332 CULVER BLVD. W.	131	1995
Status: Completed - Case Closed			
TOSCO/UNOCAL #30466	***10638 W CULVER BLVD***	***138***	***2013***
Status: Completed - Case Closed			

CA FID UST: The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.

A review of the CA FID UST list, as provided by EDR, and dated 10/31/1994 has revealed that there are 139 CA FID UST sites within the searched area.

Site	Address	Map ID	Page
TWENTTETH CENTURY	***10201 W PICO BLVD***	***6***	***20***
RANCHO GOLF COURSE	***2459 MOTOR AVE***	***10***	***52***
WORLD OIL CO	***10991 SANTA MONICA***	***11***	***54***
HORIZON HEALTH CORPORATION	***10361 W PICO BLVD***	***14***	***63***
CROWN CAR WASH	10399 PICO BLVD	15	64
BARCO AVIATION, INC	***12322 EXPOSITION BLVD***	***17***	***109***
HORNBURG JAQUAA, INC	***3300 OLYMPIC BLVD***	***17***	***116***
GLASER TRUST/WERNER WALFEN	***12401 OLYMPIC BLVD***	***17***	***132***
UNK	***12333 OLYMPIC BLVD***	***17***	***137***

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
LA MANCHA DEVELOPMENT	*11684 W PICO BLVD*	*17*	*140*
SOUTHWEST LEASING	*12312 W OLYMPIC BLVD*	*17*	*141*
INTERSTATE BRAND CORPORATION	*11941 EXPOSITION BLVD*	*17*	*157*
CENTURY MOTORS INC	*11675 WEST PICO BLVD*	*17*	*158*
BUNDY CLEANERS INC	*2139 S BUNDY DR*	*17*	*165*
MARTIN CADILLAC CO INC	*12101 W OLYMPIC BLVD*	*17*	*181*
MEDICAL CHEMICAL CORPORATION	*1909 CENTINELA AVE*	*17*	*190*
UNION SERVICE STATION 3019	*12100 W OLYMPIC BLVD*	*17*	*195*
SANJO INVESTMENTS	*11580 PICO BLVD*	*17*	*212*
LOVCO WEST INC	*11951 W OLYMPIC BLVD*	*17*	*226*
DEPARTMENT OF WATER AND POWER	*1840 CENTINELA AVE*	*17*	*262*
THE LANDSBURG COMPANY	*11811 W OLYMPIC BLVD*	*17*	*271*
WESTSIDE TOWERS	11835 OLYMPIC BLVD	17	275
WESTSIDE TOWERS	11845 W OLYMPIC BLVD	17	275
RHEUBAN MOTORS INCORPORATED	2252 S BARRINGTON AVE	17	280
FILM AD CORP	*2134 GRANVILLE AVE*	*17*	*292*
POWER GAS #8	*11748 W OLYMPIC BLVD*	*17*	*332*
BAKER'S RADIATOR & WELDING	*2264 BARRY AVE*	*17*	*334*
DAIRY KING MILK FARMS, INC	*11501 EXPOSITION BLVD*	*17*	*337*
SOUTHERN CALIFORNIA GAS CO, PL	*11860 MISSISSIPPI AVE*	*17*	*340*
MARGARET KARDASHIAN	2305 FEDERAL AVE	17	348
LASALLE PARTNERS ASSET MGMT LT	*1990 S BUNDY DR*	*17*	*363*
GREGG MOTORS ROLLS ROYCE OF BH	*11401 W PICO*	*17*	*369*
2OTH CENTURY FOX FILM CORP	*11560 TENNESSEE AVE*	*17*	*372*
BARRY AVE PLATING CO INC	*2210 BARRY AVE*	*17*	*422*
W LOS ANGELES DISTRIBUTION HQ	*12300 NEBRASKA AVE*	*17*	*473*
CORNERSTONE PLAZA	*1940 S BUNDY DR*	*17*	*480*
PLASKON ELECTRONIC MATL CO INC	*12270 NEBRASKA AVE*	*17*	*490*
LOS ANGELES PLANT	*11214 EXPOSITION BLVD*	*17*	*495*
INTEGRATED CEILINGS, INC	*11500 TENNESSEE AVE*	*17*	*505*
CEDAR PETROLEUM	*11301 W PICO BLVD*	*17*	*530*
COMMUNICATIONS TECHNOLOGY	*2237 COLBY AVE*	*17*	*540*
WEST LOS ANGELES ANIMAL SHELTE	*11950 MISSOURI AVE*	*17*	*543*
U.S. POSTAL SERVICE	*2306 CORINTH AVE*	*17*	*569*
L A CITY DEPT OF PUBLIC WORK	*2027 STONER AVE*	*17*	*583*
MASAHIKO G FUKUSHIMA	*11200 W PICO BLVD*	*17*	*595*
CALMAT COMPANY CONROCK DIVISIO	*11122 W PICO BLVD*	*17*	*602*
WEST LOS ANGELES-CAL MAT CO	*11150 W PICO BLVD*	*17*	*606*
LOS ANGELES FIRE STATION 59	11505 W OLYMPIC BLVD	17	618
EDWARD MARKS/DON LEVIN	*11500 OLYMPIC BLVD*	*17*	*628*
R & B ENTERPRISES	*2222 CORINTH AVE*	*17*	*642*
SHELL OIL CO	*2375 S SEPULVEDA BLVD*	*17*	*648*
EXECUTIVE LIFE INSURANCE	*11400 OLYMPIC BLVD*	*17*	*649*
EXXON SERVICE STATION	*11350 W OLYMPIC BLVD*	*17*	*669*
ONE LAMBDA INC	*2435 MILITARY AVE*	*17*	*681*
VIP DRY CLEANING SERVICE INC	*11027 W PICO BLVD*	*17*	*687*
CARLSON DESIGN AND CONSTRUCTIO	*11010 W PICO BLVD*	*17*	*688*
SO CALIF GAS CO	*2326 S SEPULVEDA BLVD*	*17*	*693*
TISHMAN/405 BUILDING ASSOC LTD	*11150 OLYMPIC BLVD*	*17*	*738*
CURRENT OCCUPANT	*2528 OVERLAND AVE*	*17*	*742*
OAK RIDGE DEV	*2516 OVERLAND AVE*	*17*	*749*
UNOCAL STATION	*10831 W PICO BLVD*	*17*	*754*
MONTGOMERY ROSS FISHER, INC	*2126 COTNER AVE*	*17*	*758*
REDMAN PROPERTIES	*2110 COTNER AVE*	*17*	*769*
THE SOUTHLAND CORPORATION	*11079 W OLYMPIC BLVD*	*17*	*770*
7-ELEVEN	*11075 W OLYMPIC BLVD*	*17*	*775*

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
WESTLAND SHOPPING CENTER	*10800 W PICO BLVD*	*17*	*785*
MARGUERINTE D PARK	*2004 SAWTELLE BLVD*	*17*	*790*
SEPULVEDA/PONTIUS/S	*2120 PONTIUS ST*	*17*	*791*
PEP BOYS, MANNY, MOE&JACK OF C	*10644 W PICO BLVD*	*17*	*847*
KAAREN KHALIL	*10863 W OLYMPIC BLVD*	*17*	*878*
ALFRED BANUELOS	*1913 PONTIUS AVE*	*17*	*882*
KWIK #11	*10564 W PICO BLVD*	*17*	*887*
WEST LOS ANGELES DISTRICT YARD	*11168 MISSOURI AVE*	*17*	*895*
SINCLAIR PAINT STORE #14	*10561 W PICO BLVD*	*17*	*896*
BEL AIR STREET MAINT YARD	*11165 MISSOURI AVE*	*17*	*904*
C&K SELF SERVES, INC #4	*2180 WESTWOOD BLVD*	*17*	*907*
CURRENT OCCUPANT	*10850 W OLYMPIC BLVD*	*17*	*911*
FIRE STATION 92	*10556 W PICO BLVD*	*17*	*913*
CLARK PLUMBING COMPANY, INC	*1856 S SEPULVEDA BLVD*	*17*	*933*
JENNINGS PLATING CO	*1760 PONTIUS AVE*	*17*	*943*
DEPARTMENT OF REC & PARKS	*2615 MOTOR AVE*	*21*	*956*
T & T SERVICE	*1736 SAWTELLE BLVD*	*23*	*967*
PIRATE RADIO	*8966 LINDBLADE ST*	*42*	*1017*
CULVER CITY REDEVELOPMENT AGNY	*3813 HOKE ST*	*42*	*1027*
RUSNAK VW INC	*8855 W WASHINGTON BLVD*	*42*	*1045*
CULVER CITY NISSAN	*8840 WASHINGTON BLVD*	*42*	*1047*
PACIFIC BASIN SERVICES	*8928 ELLIS AVE*	*42*	*1138*
BEACON LAUNDRY/DRY CLEAN	*8695 W WASHINGTON BLVD*	*42*	*1142*
BEACON LAUNDRY/CLEANERS INC	*3244 HELMS AVE*	*42*	*1159*
VAN R DENTAL PRODUCTS INC	*8894 REGENT ST*	*42*	*1171*
WALTER A MARKS INC	*8800 VENICE BLVD*	*42*	*1173*
TEXACO SERVICE	*9030 NATIONAL BLVD*	*42*	*1178*
NATIONAL/ROBERTSON CAR WASH	*3071 S ROBERTSON BLVD*	*42*	*1184*
MAUDELENE PUTTON TRUSTEE	*8741 VENICE*	*42*	*1190*
CHEVIOT CHEVRON	*3029 S ROBERTSON BLVD*	*42*	*1205*
ROBERTSON AUTO SERVICES	*2868 S ROBERTSON BLVD*	*42*	*1243*
LEO'S TEXACO	*2060 S LA CIENEGA BLVD*	*43*	*1275*
J J MASTER ELECTRIC CO.	*8550 VENICE BLVD*	*65*	*1313*
MONLEY CONSTRUCTION COMPANY	*2999 OVERLAND AVE*	*67*	*1319*
ABBOTT TRANSISTOR LABS INC	*2727 S LA CIENEGA BLVD*	*72*	*1330*
BILL'S UNOCAL SERVICE	*9930 NATIONAL BLVD*	*77*	*1348*
GEORGE'S CHEVRON	9815 NATIONAL BLVD	77	1378
GOLGUR MANAGEMENT	*10815 NATIONAL BLVD*	*82*	*1413*
ACSC SERVICE CENTER	*3101 OVERLAND AVE*	*84*	*1427*
ARCO #5117	10612 NATIONAL BLVD	84	1430
D YI (MOBIL STATION)	*10611 NATIONAL*	*84*	*1445*
UNOCAL 76 SERVICE STATION#6023	*3061 OVERLAND AVE*	*84*	*1459*
GARAGE GARAGE, INC.	*11800 W PICO BLVD*	*87*	*1503*
MAXWELL F KEMPER	*3701 OVERLAND AVE*	*88*	*1509*
HUGH P PIPER	3568 OVERLAND AVE	88	1516
7-ELEVEN STORE #13731 (2143)	*3450 S OVERLAND AVE*	*88*	*1539*
7-ELEVEN #13731	*3451 OVERLAND AVE*	*88*	*1543*
WESTSIDE ARCO STATION #2	3479 MOTOR AVE	88	1562
ADLY Y ABDELMALAK	*10329 PALMS BLVD*	*88*	*1570*
RICHARD D GADWA	*3405 MOTOR AVE*	*88*	*1573*
VACANT LOT	*3332 MOTOR AVE*	*88*	*1579*
LOS ANGELES FIRE STATION 43	10234 NATIONAL BLVD	88	1584
CHEVIOT PLACE PARTNERS	*3272 MOTOR AVE*	*88*	*1600*
THE GILLETTE CO, PAPER MATE DI	*1681 026TH ST*	*92*	*1614*
GENERAL TELEPHONE CO	*2943 EXPOSITION BLVD*	*96*	*1654*
MIKE MILLER BODY SHOP	*10375 W WASHINGTON BLVD*	*101*	*1683*

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
ELTA M MOBECK	10369 WASHINGTON BLVD	101	1685
VOLKSDOLF AUTO REPAIR	***10223 W WASHINGTON BLVD***	***101***	***1690***
SONY PICTURES STUDIOS	***10202 W WASHINGTON BLVD***	***101***	***1708***
ERICSON EXECUTIVES, INC	***10424 VENICE BLVD***	***101***	***1719***
GARY PETERSON/GN DEV	***10220 VENICE BLVD***	***101***	***1736***
Z & S WEST	***10020 VENICE BLVD***	***101***	***1751***
BROTMAN MEDICAL CENTER	***3827 DELMAS TERR***	***101***	***1761***
WILLIAM I ROFAEL	***9829 VENICE BLVD***	***101***	***1765***
VIOLA JACKSON	***9620 VENICE BLVD***	***101***	***1781***
G L X ENVIRONMENTAL SERVICES	9143 EXPOSITION DR	101	1798
TEXACO STATION	***11205 NATIONAL BLVD***	***102***	***1811***
FERRO CORP/WESTERN BACKIN	***3512 HELMS AVE***	***104***	***1855***
LARRY'S UNOCAL SERVICE CENTER	***11280 NATIONAL BLVD***	***107***	***1897***
WEST COAST LIGHTING	***3317 OCEAN PARK BLVD***	***123***	***1935***
UNOCAL	***3470 S SEPULVEDA BLVD***	***128***	***1961***
WINALL OIL CO #0018	10646 VENICE BLVD	130	1980
WEST LA IMPORTED CARS INC.	***10603 VENICE BLVD***	***130***	***1992***
LORIMAR STUDIOS	***3970 OVERLAND AVE***	***135***	***2005***

CA SLIC: SLIC Region comes from the California Regional Water Quality Control Board.

A review of the CA SLIC list, as provided by EDR, and dated 07/26/2013 has revealed that there are 45 CA SLIC sites within the searched area.

Site	Address	Map ID	Page
MOSS PLAZA DRY CLEANER	***1840 WESTWOOD BLVD***	***8***	***37***
Facility Status: Completed - Case Closed			
MOSS PLAZA SHOPPING MALL	***1820 WESTWOOD BLVD***	***8***	***38***
Facility Status: Completed - Case Closed			
AGI PROPERTIES	12333 OLYMPIC	17	135
MATHEW MAY PROPERTY	***12312 OLYMPIC BLVD W***	***17***	***138***
Facility Status: Completed - Case Closed			
MATHEW MAY PROPERTY	***12312 OLYMPIC***	***17***	***140***
COMMERCIAL DEVELOPMENT	12312 WEST OLYMPIC BLVD	17	144
Facility Status: Completed - Case Closed			
HUDSON ELEMENT LA	12333 WEST OLYMPIC BLVD	17	153
Facility Status: Open - Site Assessment			
BOEING CO. - SUPERCHARGER	1909 CENTINELA AVE	17	189
Facility Status: Completed - Case Closed			
LIBERTY DRY CLEANERS	***11460 GATEWAY BLVD***	***17***	***317***
HUDSON ELEMENT LA	1901, 1925, 1933 S. BUN	17	485
Facility Status: Open - Site Assessment			
HOME JUNCTION PROPERTY	11200-40 WEST PICO BLVD	17	595
Facility Status: Completed - Case Closed			
SPL - HOME JUNCTION	11200-40 PICO	17	599
J STANLEY KLEIN TRUST PROPERTY	10769 PICO BLVD	17	793
Facility Status: Open - Site Assessment			
KINDER-MORGAN SECTION 23 PIPEL	9600 ALAMEDA ST NEAR MI	19	952
Facility Status: Completed - Case Closed			

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
BARRINGTON PLAZA-VONS Facility Status: Completed - Case Closed	11674 SANTA MONICA BLVD	22	957
NEXCYCLE	***11674 SANTA MONICA BLVD***	***22***	***957***
THE CLEANING STORE Facility Status: Completed - Case Closed	***11628 SANTA MONICA BLVD***	***22***	***958***
REGENCY DRY CLEANER (FORMER) Facility Status: Completed - Case Closed	12225 SANTA MONICA BLVD	38	998
DRY CLEANING FACILITY Facility Status: Completed - Case Closed	9016 VENICE BLVD	42	1084
BEACON LAUNDRY & DRY CLEANING Facility Status: Completed - Case Closed	8695 WEST WASHINGTON	42	1140
BEACON LAUNDRY Facility Status: Completed - Case Closed	***8695 WASHINGTON BLVD W***	***42***	***1146***
BEACON LAUNDRY	8695 WASHINGTON	42	1148
EXTRA SPACE DEVELOPMENT LLC Facility Status: Completed - Case Closed	2645 LA CIENEGA	65	1312
J. J. MASTER ELECTRIC Facility Status: Open - Inactive	***8550 VENICE BLVD***	***65***	***1314***
DAVIS FLUORESCENTS Facility Status: Open - Site Assessment	8536 VENICE BLVD	65	1315
DOUBLE TREE INVESTMENT Facility Status: Open - Remediation	***9836 NATIONAL***	***77***	***1372***
WATER GARDEN PHASE I & II DEVE Facility Status: Completed - Case Closed	***2500 COLORADO***	***80***	***1392***
SANTA MONICA BUSINESS PARK	1681 026TH	92	1627
THE GILLETE COMPANY	1681 026TH	92	1627
GTE SANTA MONICA PLANT YARD Facility Status: Completed - Case Closed Facility Status: Open - Assessment & Interim Remedial Action	***2902 EXPOSITION BLVD***	***96***	***1648***
RESCO SELF STORAGE Facility Status: Completed - Case Closed	3743-3781 SOUTH DURANAG	101	1796
RESCO SELF STORAGE	3743-3781 DURANGO	101	1797
BOEING CO.	2801 EXPOSITION	103	1825
FREDERICK SMITH PROPERTY	3545&3555 HAYDEN	104	1839
Not reported Facility Status: Completed - Case Closed	***3540 HAYDEN***	***104***	***1839***
HERCULES PLANT 3 Facility Status: Completed - Case Closed	3520 HAYDEN AVE	104	1845
CAROL PRICE PROPERTY Facility Status: Completed - Case Closed	3521 SCHAEFER ST	104	1846
CAROL PRICE PROPERTY Facility Status: Completed - Case Closed	3521 HELMS AVENUE	104	1846
CULVER CITY COMPOSITES CORP Facility Status: Completed - Case Closed	***3512 HELMS AVE***	***104***	***1853***
CULVER CITY COMPOSITES	3512 HELMS	104	1855
OLYMPIC PLASTICS (FORMER)	5800 JEFFERSON	105	1872
OLYMPIC PLASTICS Facility Status: Completed - Case Closed	5800 WEST JEFFERSON BLV	105	1873

Site	Address	Map ID	Page
EXTRA SPACE	***1707 CLOVERFIELD BLVD.***	***109***	***1900***
Facility Status: Open - Site Assessment			
WILLOWS II COMMUNITY SCHOOL	***8490 WARNER DRIVE***	***119***	***1925***
Facility Status: Completed - Case Closed			
BOEING CO.	3000 OCEAN PARK BLVD	129	1969
Facility Status: Open - Assessment & Interim Remedial Action			

CA UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the CA UST list, as provided by EDR, and dated 07/26/2013 has revealed that there are 62 CA UST sites within the searched area.

Site	Address	Map ID	Page
TWENTIETH CENTURY FOX STUDIOS	10201 W PICO BLVD	6	31
RANCHO GOLF COURSE	2459 MOTOR AVE	10	53
CROWN CAR WASH	***10399 W PICO BLVD***	***15***	***65***
HORNBURG JAGUAR	***3300 OLYMPIC BLVD***	***17***	***114***
BUNDY CLEANERS INC	***2139 S BUNDY DR***	***17***	***167***
MARTIN CADILLAC COMPANY, INC	***12101 W OLYMPIC BLVD***	***17***	***175***
TOSCO CORPORATION #30469	12100 W OLYMPIC BLVD	17	194
OFFICE SUPPLIES	11625 W PICO BLVD	17	204
WEST OLYMPIC SHELL	***11944 W OLYMPIC BLVD***	***17***	***224***
CHEVRON STATION #9-0944	11951 W OLYMPIC BLVD	17	226
WESTSIDE TOWERS	***11845 W OLYMPIC BLVD***	***17***	***276***
POWER GAS	***11748 W OLYMPIC BLVD***	***17***	***318***
FOX TELEVISION STATIONS, INC.	1999 S BUNDY DR	17	356
PAULSON MOTORS INC.	11401 W PICO BLVD	17	368
SAM'S U-DRIVE RENTAL	11371 W PICO BLVD	17	375
BARRY AVE PLATING CO INC	***2210 BARRY AVE***	***17***	***422***
CITY OF LOS ANGELES PARKING EN	11214 EXPOSITION BLVD	17	496
U.S. POSTAL SERVICE	***2306 CORINTH AVE***	***17***	***571***
WEST DISTRICT REFUSE YARD	2027 STONER AVE	17	581
LOS ANGELES FIRE STATION 59	***11505 W OLYMPIC BLVD***	***17***	***620***
EXECUTIVE TOWER	11400 W OLYMPIC BLVD	17	651
TRIDENT CENTER	11355 W OLYMPIC BLVD	17	662
M.P.I. LTD.	11300 W OLYMPIC BLVD	17	695
RYANS AUTO REPAIR	2307 PONTIUS AVE	17	696
TISHMAN/405 BUILDING ASSOCLTD	11150 W OLYMPIC BLVD	17	738
WORLD OIL #63	10691 W PICO BLVD	17	830
SEPULVEDA LA GRANGE PARTNERSHI	2001 S SEPULVEDA BLVD	17	854
MOBIL OIL CORP.	10863 W OLYMPIC BLVD	17	870
SHELL STATION	10564 W PICO BLVD	17	885
WEST LOS ANGELES DISTRICTYARD	***11168 MISSOURI AVE***	***17***	***893***
BEL AIR STREET MAINT YARD	***11165 MISSOURI AVE***	***17***	***900***
CITY OF LOS ANGELES	2615 MOTOR AVE	21	956
T & T SERVICE	***1736 SAWTELLE BLVD***	***23***	***965***
WESTWOOD ONE INC./PIRATE RADIO	8944 LINDBLADE ST	42	1020
FEDERAL EXPRESS	3730 ROBERTSON BLVD	42	1032
BEACON DRY CLEANER	8695 WASHINGTON BLVD	42	1148
BEACON LAUNDRY/CLEANERS INC	3244 HELMS AV	42	1159

Site	Address	Map ID	Page
ROBERTSON CAR WASH	3071 S ROBERTSON BLVD	42	1186
CHEVRON STATION #9-2324	3029 S ROBERTSON BLVD	42	1201
ROBERTSON CAR WASH	***2460 S ROBERTSON BLVD***	***42***	***1248***
TOSCO CORPORATION #30985	9930 NATIONAL BLVD	77	1358
GEORGE'S CHEVRON	***9815 NATIONAL BLVD***	***77***	***1381***
NATIONAL SHELL	10815 NATIONAL BLVD	82	1409
NICKS AUTO REPAIR & S S	8534 WASHINGTON BLVD	83	1426
ARCO SS# 5117	***10612 NATIONAL BLVD***	***84***	***1432***
MOBIL SERVICE STATION	10611 NATIONAL BLVD	84	1443
CAKTRABS WESTDALE MAINT STN.	***2723 S SEPULVEDA BLVD***	***85***	***1473***
HUGH P PIPER	***3568 OVERLAND AVE***	***88***	***1517***
LOS ANGELES UNIFIED SCHOOLDIS	3520 MOTOR AVE	88	1554
WESTSIDE ARCO STATION #2	***3479 MOTOR AVE***	***88***	***1558***
CHEVRON STATION #9-1339	10329 PALMS BLVD	88	1567
LA FIRE STATION 43	***10234 NATIONAL BLVD***	***88***	***1584***
SONY PICTURES STUDIOS	***10202 W. WASHINGTON BLV***	***101***	***1695***
BROTMAN MEDICAL CENTER	3828 DELMAS TER	101	1761
PACIFIC BELL CLCYCA11/H4113	***3847 CARDIFF AVE***	***101***	***1768***
CULVER CITY COMPOSITES CORP	***3512 HELMS AVE***	***104***	***1853***
ANGELUS SHOE POLISH CO	***8640 NATIONAL BLVD***	***104***	***1858***
TOSCO CORPORATION #30639	11280 NATIONAL BLVD	107	1889
CULVER CITY FIRE STATION #1	9600 CULVER BLVD	121	1933
CULVER CITY POLICE DEPT	***4040 DUQUESNE AVE***	***124***	***1943***
FILMLAND DEVELOPMENT INC	10000 WASHINGTON BLVD	125	1946
WINALL #18	10646 VENICE BLVD	130	1975

CA HIST UST: Historical UST Registered Database.

A review of the CA HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 109 CA HIST UST sites within the searched area.

Site	Address	Map ID	Page
CHEVIOT HILL	2459 MOTOR AVE	10	54
CROWN CAR WASH	***10399 W PICO BLVD***	***15***	***65***
GROUP W CABLE	2939 NEBRASKA AVE	17	107
KENTUCKY BRANDS OF CALIF. INC.	3200 OLYMPIC BLVD	17	110
INTERSTATE BRANDS CORPORATION	11941 EXPOSITION BLVD	17	156
BAY DISTRICT PAVING CO	***1955 CENTINELA AVE***	***17***	***161***
BUDY CLEANERS	2139 S BUNDY DR	17	165
MARTIN CADILLAC CO INC	***12101 W OLYMPIC BLVD***	***17***	***181***
MEDICAL CHEMICAL CORPORATION	***1909 CENTINELA AVE***	***17***	***190***
SERVICE STATION 3019	12100 W OLYMPIC BLVD	17	194
UNION OIL SERVICE STATION #301	12100 W OLYMPIC BLVD	17	201
WEST OLYMPIC SHELL	***11944 W OLYMPIC BLVD***	***17***	***224***
90944	11951 W OLYMPIC BLVD	17	225
THE LANDSBURG COMPANY	11811 W OLYMPIC BLVD	17	271
WESTSIDE TOWERS	11835 W OLYMPIC BLVD	17	275
POWER GAS	***11748 W OLYMPIC BLVD***	***17***	***318***
BAKER'S RADIATOR & WELDING	***2264 BARRY AVE***	***17***	***334***
PLAYA DEL REY	11862 MISSISSIPPI AVE	17	340
ROLLS ROYCE OF BEVERLY HILLS,	11401 W PICO BLVD	17	368
WEST LOS ANGELES	11371 W PICO BLVD	17	375
BARRY AVE PLATING CO INC	***2210 BARRY AVE***	***17***	***422***

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
PICO PUMP STATION	11245 EXPOSITION BLVD	17	476
COMMUNICATIONS TECHNOLOGY CORP	***2237 2245 FEDERAL AVE***	***17***	***482***
PLASKON ELECTRONIC MATL CO INC	***12270 NEBRASKA AVE***	***17***	***490***
LOS ANGELES PLANT	11214 EXPOSITION BLVD	17	496
GEORGE'S SAWTELLE TEXACO	11301 W PICO BLVD	17	531
WEST LOS ANGELES ANIMAL SHELTE	11950 MISSOURI AVE	17	544
WEST GARAGE	***2306 CORINTH AVE***	***17***	***570***
O'CONNELL'S SERVICE & REPAIR I	11555 W OLYMPIC BLVD	17	573
WESTERN	2027 STONER AVE	17	581
CENTURY CITY CAR WASH	11200 W PICO BLVD	17	594
SAM'S U-DRIVE	2431 S SEPULVEDA BLVD	17	608
WEST LA	11150 W PICO BLVD	17	609
FIRE STATION 59	11505 W OLYMPIC BLVD	17	618
R & B ENTERPRISES	2222 CORINTH AVE	17	643
EXXON SERVICE STATION	11350 W OLYMPIC BLVD	17	672
TEXACO OVERLAND STATION	2528 OVERLAND AVE	17	741
UNOCAL STATION	***10831 W PICO BLVD***	***17***	***754***
UNION OIL SERVICE STATION LEAS	10831 W PICO BLVD	17	757
MONTGOMERY ROSS FISHER INC	2126 COTNER AVE	17	759
7-ELEVEN	***11075 W OLYMPIC BLVD***	***17***	***775***
RUSSELL'S SERVICE STATION	2004 SAWTELLE BLVD	17	789
WORLD OIL CO	***10691 WEST PICO BLVD***	***17***	***826***
GORDON DUFF	***2055 S SEPULVEDA BLVD***	***17***	***834***
PEP BOYS, MANNY, MOE&JACK OF C	***10644 W PICO BLVD***	***17***	***847***
B M W OF BEVERLY HILLS	***2201 WESTWOOD BLVD***	***17***	***866***
KAAREN KHALIL	10863 W OLYMPIC BLVD	17	868
KWIK #11	10564 W PICO BLVD	17	886
WEST LOS ANGELES DISTRICTYARD	***11168 MISSOURI AVE***	***17***	***893***
SINCLAIR PAINT STORE #14	10561 WEST PICO BLVD.	17	896
BEL AIR STREET MAINT YARD	***11165 MISSOURI AVE***	***17***	***900***
C&K SELF SERVES, INC #4	2180 WESTWOOD BLVD	17	905
93706	10850 W OLYMPIC BLVD	17	912
FIRE STATION 92	10556 W PICO BLVD	17	916
CLARK PLUMBING COMPANY INC.	1856 S SEPULVEDA BLVD	17	933
C.W. CLARK PLUMBING AND HEATIN	1856 S SEPULVEDA BLVD	17	934
JENNINGS PLATING CO	***1760 PONTIUS AVE***	***17***	***943***
T & T SERVICE	***1736 SAWTELLE BLVD***	***23***	***967***
90449	9094 WASHINGTON BLVD	42	1009
XEROX CORPORATION INVENTORY SU	3960 LANDMARK ST	42	1025
RUSNAK VOLKSWAGEN, INC.	8855 WASHINGTON BLVD	42	1046
ALVIN METALS CO	***8794 NATIONAL BLVD***	***42***	***1053***
TWS PROD.	***8801 WASHINGTON BLVD***	***42***	***1090***
MIKE MILLER TOYOTA	***8777 WASHINGTON BLVD***	***42***	***1114***
BEACON LAUNDRY & CLEANERS	8695 WASHINGTON BLVD	42	1141
EXXON SERVICE STATION	3071 S ROBERTSON BLVD	42	1185
92324	3029 S ROBERTSON BLVD	42	1203
PIERCE SERVICE	***2868 S ROBERTSON BLVD***	***42***	***1228***
ROBERTSON CAR WASH	***2460 S ROBERTSON BLVD***	***42***	***1248***
J. J. MASTER ELECTRIC	***8550 VENICE BLVD***	***65***	***1314***
ABBOTT TRANSISTOR LABS INC	***2727 S LA CIENEGA BLVD***	***72***	***1330***
SERVICE STATION 5795	9930 NATIONAL BLVD	77	1351
UNION OIL SERVICE STATION LEAS	9930 NATIONAL BLVD	77	1356
92377	10830 NATIONAL BLVD	82	1398
GOLGUR MGMT.	10815 NATIONAL BLVD	82	1409
ACSC SERVICE CENTER	3101 OVERLAND AVE	84	1429
PRESTIGE STATIONS INC #601	10612 NATIONAL BLVD	84	1431

Site	Address	Map ID	Page
D. YI	10611 NATIONAL BLVD	84	1444
UNION OIL SERVICE STATION LEAS	3061 OVERLAND AVE	84	1455
SERVICE STATION 6023	***3061 OVERLAND AVE***	***84***	***1460***
WESTDALE	2723 S SEPULVEDA BLVD	85	1467
7-ELEVEN STORE #13731 (2143)	***3450 OVERLAND AVE***	***88***	***1537***
WESTSIDE ARCO #2	3479 MOTOR AVE	88	1560
91339	***10329 PALMS BLVD***	***88***	***1564***
FIRE STATION 43	***10234 NATIONAL BLVD***	***88***	***1580***
THE GILLETTE CO, PAPER MATE DI	***1681 026TH ST***	***92***	***1614***
SANTA MONICA	2943 EXPOSITION BLVD	96	1656
SANTA MONICA	***2943 EXPOSITION BLVD***	***96***	***1656***
MGM LABORATORIES INC	***10202 W WASHINGTON BLVD***	***101***	***1706***
MGM/UA ENTERTAINMENT CO.	10202 WASHINGTON BLVD	101	1715
M.G.M. LABORATORIES, INC.	10202 WASHINGTON BLVD	101	1718
99757	10407 VENICE BLVD	101	1725
STUDIO CAR WASH	***10150 VENICE BLVD***	***101***	***1739***
BROTMAN MEDICAL CENTER	***3828 DELMAS TER***	***101***	***1759***
PACIFIC BELL (H4-113)	***3847 CARDIFF AVE***	***101***	***1769***
TEXACO SVC STA	***11205 NATIONAL BLVD***	***102***	***1808***
RUDY'S TEXACO	1120K NATIONAL BLVD	102	1813
FERRO CORPORATION/COMPOSITES D	3512 HELMS AVE # 20	104	1857
ANGELUS SHOE POLISH CO	***8640 NATIONAL BLVD***	***104***	***1858***
PETER FOREIGN AUTO SERVICE INC	***3007 PICO BLVD***	***106***	***1878***
SERVICE STATION 4357	***11280 NATIONAL BLVD***	***107***	***1892***
UNION OIL SERVICE STATION LEAS	11280 NATIONAL BLVD	107	1896
FLANIGAN FARMS	3313 OCEAN PARK BLVD	123	1935
CULVER CITY POLICE DEPARTMENT	***4040 DUQUESNE AVE***	***124***	***1941***
CULVER CITY FIRE STATION #1	***9760 CULVER BLVD***	***124***	***1943***
JOEL CHEVROLET	10101 WASHINGTON BLVD	125	1945
TEXACO SVC STA	***3010 BUNDY***	***127***	***1949***
WINALL (ARCO)	10646 VENICE BLVD	130	1972
SANTA MONICA MUNICIPAL AIRPORT	***3200 AIRPORT AVE***	***136***	***2008***

NY MANIFEST: Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

A review of the NY MANIFEST list, as provided by EDR, has revealed that there are 2 NY MANIFEST sites within the searched area.

Site	Address	Map ID	Page
20TH CENTURY FOX FILM CORP.	***10201 W. PICO BLVD***	***6***	***26***
SONY PICTURES STUDIOS	***10202 W. WASHINGTON BLV***	***101***	***1695***

CA SWEEPS UST: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the CA SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there

are 179 CA SWEEPS UST sites within the searched area.

Site	Address	Map ID	Page
TWENTTETH CENTURY	***10201 W PICO BLVD***	***6***	***20***
MOBIL #17-FID	***10857 SANTA MONICA BLVD***	***8***	***46***
WORLD OIL CO	***10991 SANTA MONICA***	***11***	***54***
HORIZON HEALTH CORPORATION	***10361 W PICO BLVD***	***14***	***63***
CROWN CAR WASH	***10399 W PICO BLVD***	***15***	***65***
BARCO AVIATION, INC	***12322 EXPOSITION BLVD***	***17***	***109***
HORNBURG JAQUAA, INC	***3300 OLYMPIC BLVD***	***17***	***116***
GLASER TRUST/WERNER WALFEN	***12401 OLYMPIC BLVD***	***17***	***132***
UNK	***12333 OLYMPIC BLVD***	***17***	***137***
LA MANCHA DEVELOPMENT	***11684 W PICO BLVD***	***17***	***140***
SOUTHWEST LEASING	***12312 W OLYMPIC BLVD***	***17***	***141***
INTERSTATE BRAND CORPORATION	***11941 EXPOSITION BLVD***	***17***	***157***
CENTURY MOTORS INC	***11675 WEST PICO BLVD***	***17***	***158***
BUNDY CLEANERS INC	***2139 S BUNDY DR***	***17***	***167***
MARTIN CADILLAC COMPANY, INC	***12101 W OLYMPIC BLVD***	***17***	***175***
MEDICAL CHEMICAL CORPORATION	***1909 CENTINELA AVE***	***17***	***190***
DOUGLAS EMMETT CO	11900 OLYMPIC BLVD	17	194
UNION SERVICE STATION 3019	***12100 W OLYMPIC BLVD***	***17***	***195***
SANJO INVESTMENTS	***11580 PICO BLVD***	***17***	***212***
WEST OLYMPIC SHELL SERVICE	11944 W OLYMPIC BLVD	17	223
LOVCO WEST INC	***11951 W OLYMPIC BLVD***	***17***	***226***
THE LANDSBURG COMPANY	***11811 W OLYMPIC BLVD***	***17***	***271***
WESTSIDE TOWERS	***11845 W OLYMPIC BLVD***	***17***	***276***
FILM AD CORP	***2134 GRANVILLE AVE***	***17***	***292***
POWER GAS #8	***11748 W OLYMPIC BLVD***	***17***	***332***
BAKER'S RADIATOR & WELDING	***2264 BARRY AVE***	***17***	***334***
DAIRY KING MILK FARMS, INC	***11501 EXPOSITION BLVD***	***17***	***337***
SOUTHERN CALIFORNIA GAS CO, PL	***11860 MISSISSIPPI AVE***	***17***	***340***
PERMANENT ROOFING	2307 FEDERAL AVE	17	345
LASALLE PARTNERS ASSET MGMT LT	***1990 S BUNDY DR***	***17***	***363***
GREGG MOTORS ROLLS ROYCE OF BH	***11401 W PICO***	***17***	***369***
2OTH CENTURY FOX FILM CORP	***11560 TENNESSEE AVE***	***17***	***372***
GENERAL TELEPHONE CO	11371 W PICO BLVD	17	377
CARPET CRAFT INC./MARILYN GONZ	2036 S WESTGATE AVE	17	400
BARRY AVE PLATING CO INC	***2210 BARRY AVE***	***17***	***422***
W LOS ANGELES DISTRIBUTION HQ	***12300 NEBRASKA AVE***	***17***	***473***
CORNERSTONE PLAZA	***1940 S BUNDY DR***	***17***	***480***
PLASKON ELECTRONIC MATL CO INC	***12270 NEBRASKA AVE***	***17***	***490***
LOS ANGELES PLANT	***11214 EXPOSITION BLVD***	***17***	***495***
INTEGRATED CEILINGS, INC	***11500 TENNESSEE AVE***	***17***	***505***
CEDAR PETROLEUM	***11301 W PICO BLVD***	***17***	***530***
COMMUNICATIONS TECHNOLOGY	***2237 COLBY AVE***	***17***	***540***
WEST LOS ANGELES ANIMAL SHELTE	***11950 MISSOURI AVE***	***17***	***543***
U.S. POSTAL SERVICE	***2306 CORINTH AVE***	***17***	***571***
O'CONNELL'S SERVICE & REPAIR	11555 W OLYMPIC BLVD	17	574
L A CITY DEPT OF PUBLIC WORK	***2027 STONER AVE***	***17***	***583***
ADRAY'S	11201 W PICO BLVD	17	585
MASAHIKO G FUKUSHIMA	***11200 W PICO BLVD***	***17***	***595***
CALMAT COMPANY CONROCK DIVISIO	***11122 W PICO BLVD***	***17***	***602***
WEST LOS ANGELES-CAL MAT CO	***11150 W PICO BLVD***	***17***	***606***
SAM'S U-DRIVE	2431 S SEPULVEDA BLVD	17	608
LOS ANGELES FIRE STATION 59	***11505 W OLYMPIC BLVD***	***17***	***620***
EDWARD MARKS/DON LEVIN	***11500 OLYMPIC BLVD***	***17***	***628***
R & B ENTERPRISES	***2222 CORINTH AVE***	***17***	***642***
SHELL OIL CO	***2375 S SEPULVEDA BLVD***	***17***	***648***

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
EXECUTIVE LIFE INSURANCE	***11400 OLYMPIC BLVD***	***17***	***649***
EXXON SERVICE STATION	***11350 W OLYMPIC BLVD***	***17***	***669***
ONE LAMBDA INC	***2435 MILITARY AVE***	***17***	***681***
VIP DRY CLEANING SERVICE INC	***11027 W PICO BLVD***	***17***	***687***
CARLSON DESIGN AND CONSTRUCTIO	***11010 W PICO BLVD***	***17***	***688***
SO CALIF GAS CO	***2326 S SEPULVEDA BLVD***	***17***	***693***
DSL CONSTRUCTION CORPORATION	11300 W OLYMPIC BLVD	17	695
LA BOARD OF PUBLIC WORKS	10909 W PICO	17	728
TISHMAN/405 BUILDING ASSOC LTD	***11150 OLYMPIC BLVD***	***17***	***738***
CURRENT OCCUPANT	***2528 OVERLAND AVE***	***17***	***742***
OAK RIDGE DEV	***2516 OVERLAND AVE***	***17***	***749***
UNOCAL STATION	***10831 W PICO BLVD***	***17***	***754***
MONTGOMERY ROSS FISHER, INC	***2126 COTNER AVE***	***17***	***758***
REDMAN PROPERTIES	***2110 COTNER AVE***	***17***	***769***
THE SOUTHLAND CORPORATION	***11079 W OLYMPIC BLVD***	***17***	***770***
WESTLAND SHOPPING CENTER	***10800 W PICO BLVD***	***17***	***785***
MARGUERINTE D PARK	***2004 SAWTELLE BLVD***	***17***	***790***
SEPULVEDA/PONTIUS/S	***2120 PONTIUS ST***	***17***	***791***
WORLD OIL CO	***10691 WEST PICO BLVD***	***17***	***826***
GORDON DUFF	***2055 S SEPULVEDA BLVD***	***17***	***834***
PEP BOYS, MANNY, MOE&JACK OF C	***10644 W PICO BLVD***	***17***	***847***
SEPULVEDA LA GRANGE PARTNERSHI	2001 S SEPULVEDA	17	853
ZIPPER-BMW OF BEVERLY HILLS IN	2201 WESTWOOD BLVD	17	865
KAAREN KHALIL	***10863 W OLYMPIC BLVD***	***17***	***878***
ALFRED BANUELOS	***1913 PONTIUS AVE***	***17***	***882***
KWIK #11	***10564 W PICO BLVD***	***17***	***887***
WEST LOS ANGELES DISTRICT YARD	***11168 MISSOURI AVE***	***17***	***895***
SINCLAIR PAINT STORE #14	***10561 W PICO BLVD***	***17***	***896***
BEL AIR STREET MAINT YARD	***11165 MISSOURI AVE***	***17***	***900***
C&K SELF SERVES, INC #4	***2180 WESTWOOD BLVD***	***17***	***907***
CURRENT OCCUPANT	***10850 W OLYMPIC BLVD***	***17***	***911***
FIRE STATION 92	***10556 W PICO BLVD***	***17***	***913***
CLARK PLUMBING COMPANY, INC	***1856 S SEPULVEDA BLVD***	***17***	***933***
JENNINGS PLATING CO	***1760 PONTIUS AVE***	***17***	***943***
VETERAN'S ADMINISTRATION	2000 WESTWOOD BLVD	17	951
DEPARTMENT OF REC & PARKS	***2615 MOTOR AVE***	***21***	***956***
T & T SERVICE	***1736 SAWTELLE BLVD***	***23***	***965***
CHEVRON USA SS # 0449	***9094 W WASHINGTON BLVD***	***42***	***1008***
HAROLDS AUTO SUPPLY	***9076 W WASHINGTON BLVD***	***42***	***1013***
MIKE MILLER TOYOTA CHEVROLET I	***9077 W WASHINGTON BLVD***	***42***	***1014***
MIKE MILLER TOYOTA	***9055 W WASHINGTON BLVD***	***42***	***1016***
PIRATE RADIO	***8966 LINDBLADE ST***	***42***	***1017***
CITY OF CULVER CITY	9037 WASHINGTON BLVD	42	1018
XEROX CORPORATION	***3960 LANDMARK ST***	***42***	***1025***
CULVER CITY REDEVELOPMENT AGNY	***3813 HOKE ST***	***42***	***1027***
FEDERAL EXPRESS	***3730 S ROBERTSON BLVD***	***42***	***1040***
CULVER CITY SUBARU	***8850 WASHINGTON BLVD***	***42***	***1041***
RUSNAK VW INC	***8855 W WASHINGTON BLVD***	***42***	***1045***
CULVER CITY NISSAN	***8840 WASHINGTON BLVD***	***42***	***1047***
CULVER CITY MAZDA	***8810 W WASHINGTON BLVD***	***42***	***1059***
AUTO BODY SHOP	9010 W VENICE BLVD	42	1088
TWS PROD.	***8801 WASHINGTON BLVD***	***42***	***1090***
PACIFIC BASIN SERVICES	***8928 ELLIS AVE***	***42***	***1138***
BEACON LAUNDRY/DRY CLEAN	***8695 W WASHINGTON BLVD***	***42***	***1142***
CULVER TIRE & AUTOMOTIVE CO	***8651 W WASHINGTON BLVD***	***42***	***1156***
BEACON LAUNDRY/CLEANERS INC	***3244 HELMS AVE***	***42***	***1159***

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
VAN R DENTAL PRODUCTS INC	***8894 REGENT ST***	***42***	***1171***
WALTER A MARKS INC	***8800 VENICE BLVD***	***42***	***1173***
TEXACO SERVICE	***9030 NATIONAL BLVD***	***42***	***1178***
NATIONAL/ROBERTSON CAR WASH	***3071 S ROBERTSON BLVD***	***42***	***1184***
MAUDELENE PUTTON TRUSTEE	***8741 VENICE***	***42***	***1190***
CHEVIOT CHEVRON	***3029 S ROBERTSON BLVD***	***42***	***1205***
ROBERTSON AUTO SERVICES	***2868 S ROBERTSON BLVD***	***42***	***1243***
ROBERTSON CAR WASH	***2460 S ROBERTSON BLVD***	***42***	***1248***
LEO'S TEXACO	***2060 S LA CIENEGA BLVD***	***43***	***1275***
J J MASTER ELECTRIC CO.	***8550 VENICE BLVD***	***65***	***1313***
MONLEY CONSTRUCTION COMPANY	***2999 OVERLAND AVE***	***67***	***1319***
ABBOTT TRANSISTOR LABS INC	***2727 S LA CIENEGA BLVD***	***72***	***1330***
BILL'S UNOCAL SERVICE	***9930 NATIONAL BLVD***	***77***	***1348***
GEORGE'S CHEVRON	***9815 NATIONAL BLVD***	***77***	***1381***
CHUCK MORGAN CHEVRON	10830 NATIONAL BLVD	82	1399
GOLGUR MANAGEMENT	***10815 NATIONAL BLVD***	***82***	***1413***
ACSC SERVICE CENTER	***3101 OVERLAND AVE***	***84***	***1427***
ARCO SS# 5117	***10612 NATIONAL BLVD***	***84***	***1432***
Not reported	***10611 NATIONAL BLVD***	***84***	***1450***
UNOCAL 76 SERVICE STATION#6023	***3061 OVERLAND AVE***	***84***	***1459***
CAKTRABS WESTDALE MAINT STN.	***2723 S SEPULVEDA BLVD***	***85***	***1473***
GARAGE GARAGE, INC.	***11800 W PICO BLVD***	***87***	***1503***
NINA CRITCHFIELD/JEFF TITMASS	11797 W PICO BLVD	87	1506
MAXWELL F KEMPER	***3701 OVERLAND AVE***	***88***	***1509***
VINCENT & ESPERENZA GONZALEZ	3630 OVERLAND AVE	88	1514
HUGH P PIPER	***3568 OVERLAND AVE***	***88***	***1517***
7-ELEVEN STORE #13731 (2143)	***3450 S OVERLAND AVE***	***88***	***1539***
7-ELEVEN #13731	***3451 OVERLAND AVE***	***88***	***1543***
LOS ANGELES UNIFIED SCHOOL DIS	3520 MOTOR AVE	88	1551
WESTSIDE ARCO STATION #2	***3479 MOTOR AVE***	***88***	***1558***
ADLY Y ABDELMALAK	***10329 PALMS BLVD***	***88***	***1570***
RICHARD D GADWA	***3405 MOTOR AVE***	***88***	***1573***
VACANT LOT	***3332 MOTOR AVE***	***88***	***1579***
LA FIRE STATION 43	***10234 NATIONAL BLVD***	***88***	***1584***
CHEVIOT PLACE PARTNERS	***3272 MOTOR AVE***	***88***	***1600***
THE GILLETTE CO, PAPER MATE DI	***1681 026TH ST***	***92***	***1614***
GENERAL TELEPHONE CO	***2943 EXPOSITION BLVD***	***96***	***1654***
WERKSTATT BODY SHOP	10429 W WASHINGTON BLVD	101	1681
MIKE MILLER BODY SHOP	***10375 W WASHINGTON BLVD***	***101***	***1683***
ELTA M MOBECK	10369 W WASHINGTON BLVD	101	1684
VERDA ALFSON	3850 MOTOR AVE	101	1685
VOLKSDOLF AUTO REPAIR	***10223 W WASHINGTON BLVD***	***101***	***1690***
SONY PICTURES STUDIOS	***10202 W. WASHINGTON BLV***	***101***	***1695***
ERICSON EXECUTIVES, INC	***10424 VENICE BLVD***	***101***	***1719***
GARY PETERSON/GN DEV	***10220 VENICE BLVD***	***101***	***1736***
STUDIO CAR WASH	***10150 VENICE BLVD***	***101***	***1739***
Z & S WEST	***10020 VENICE BLVD***	***101***	***1751***
BROTMAN MEDICAL CENTER	***3827 DELMAS TERR***	***101***	***1761***
WILLIAM I ROFAEL	***9829 VENICE BLVD***	***101***	***1765***
PACIFIC BELL CLCYCA11/H4113	***3847 CARDIFF AVE***	***101***	***1768***
VIOLA JACKSON	***9620 VENICE BLVD***	***101***	***1781***
G L X ENVIRONMENTAL SERVICES	***9143 EXPOSITION BLVD***	***101***	***1798***
TEXACO STATION	***11205 NATIONAL BLVD***	***102***	***1811***
SUNNY DISTRIBUTING	***8476 STELLER DR***	***104***	***1833***
FERRO CORP/WESTERN BACKIN	***3512 HELMS AVE***	***104***	***1855***
ANGELUS SHOE POLISH CO	***8640 NATIONAL BLVD***	***104***	***1858***

Site	Address	Map ID	Page
LARRY'S UNOCAL SERVICE CENTER	***11280 NATIONAL BLVD***	***107***	***1897***
LAIRD INTL STUDIOS	***9336 W WASHINGTON BLVD***	***118***	***1920***
WEST COAST LIGHTING	***3317 OCEAN PARK BLVD***	***123***	***1935***
CULVER CITY POLICE DEPT	***4040 DUQUESNE AVE***	***124***	***1943***
CULVER CITY FIRE STATION #1	***9760 CULVER BLVD***	***124***	***1943***
FILMLAND DEVELOPMENT INC	***10000 W WASHINGTON BLVD***	***125***	***1944***
UNOCAL	***3470 S SEPULVEDA BLVD***	***128***	***1961***
WINALL ARCO STATION	10646 VENICE BLVD	130	1975
WINALL OIL CO #0018	***10646 VENICE BLVD***	***130***	***1981***
WEST LA IMPORTED CARS INC.	***10603 VENICE BLVD***	***130***	***1992***
HOWARD RYAN	10705 WASHINGTON BLVD	133	2000
LORIMAR STUDIOS	***3970 OVERLAND AVE***	***135***	***2005***

CA CHMIRS: The California Hazardous Material Incident Report System contains information on reported hazardous material incidents, i.e., accidental releases or spills. The source is the California Office of Emergency Services.

A review of the CA CHMIRS list, as provided by EDR, and dated 03/12/2013 has revealed that there are 27 CA CHMIRS sites within the searched area.

Site	Address	Map ID	Page
Not reported	11840-11854 WEST OLYMPI	17	258
Not reported	11480 GATEWAY BLVD (SEV	17	287
Not reported	2222 S. STONER AVE	17	289
Not reported	2231 SOUTH BARRINGTON A	17	303
Not reported	2257 COLBY AVE	17	516
Not reported	2401 SOUTH SEPULVEDA BL	17	647
Not reported	N/B I-405 300' S/OLYMPI	17	720
Date Completed: 30-DEC-89			
KAAREN KHALIL	***10863 W OLYMPIC BLVD***	***17***	***878***
Not reported	3238 SOUTH HUTCHISON AV	42	1161
Not reported	2534 S. VETERAN AVE	52	1292
Not reported	10917 EXPOSITION BLVD.	56	1297
Not reported	3100 MANNING AV	63	1303
Not reported	MANNING AVENUE & QUEENS	70	1326
Not reported	3154 QUEENSBURY DR	70	1328
Not reported	10002 NATIONAL BLVD	77	1347
Not reported	NB 405 FWY & SANTA MONI	81	1395
Date Completed: 17-FEB-89			
Not reported	10611 NATIONAL BLVD	84	1442
D YI (MOBIL STATION)	***10611 NATIONAL***	***84***	***1445***
Not reported	***10611 NATIONAL BLVD***	***84***	***1450***
Not reported	EB SANTA MONICA FY X BU	87	1486
Date Completed: 19-MAR-90			
Not reported	3533 S MOTOR AVE	88	1546
SANTA MONICA	***2943 EXPOSITION BLVD***	***96***	***1656***
SONY PICTURES STUDIOS	***10202 W WASHINGTON BLVD***	***101***	***1708***
E V ROBERTS	***8500 STELLER DR***	***104***	***1834***
Not reported	***3540 HAYDEN***	***104***	***1839***
CULVER CITY POLICE DEPARTMENT	***4040 DUQUESNE AVE***	***124***	***1941***
SANTA MONICA MUNICIPAL AIRPORT	***3200 AIRPORT AVE***	***136***	***2008***

CA AST: The Aboveground Storage Tank database contains registered ASTs. The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the CA AST list, as provided by EDR, and dated 08/01/2009 has revealed that there are 2 CA AST sites within the searched area.

Site	Address	Map ID	Page
Not reported	10310 W PICO	6	32
HORNBURG JAGUAR	3300 OLYMPIC BLVD	17	117

CA Notify 65: Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

A review of the CA Notify 65 list, as provided by EDR, and dated 10/21/1993 has revealed that there are 2 CA Notify 65 sites within the searched area.

Site	Address	Map ID	Page
Not reported	***3975 LANDMARK ST***	***42***	***1024***
GAS SERVICE STATION	9930 NATIONAL BLVD.	77	1355

CA DEED: The use of recorded land use restrictions is one of the methods the DTSC uses to protect the public from unsafe exposures to hazardous substances and wastes .

A review of the CA DEED list, as provided by EDR, and dated 06/10/2013 has revealed that there are 2 CA DEED sites within the searched area.

Site	Address	Map ID	Page
PROPOSED HERB ALPERT EDUCATION	***3131 OLYMPIC BOULEVARD***	***17***	***99***
WESTWAY DEVELOPMENT PROPERTY	***10100 JEFFERSON BLVD***	***141***	***2026***

CA VCP: Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

A review of the CA VCP list, as provided by EDR, and dated 08/05/2013 has revealed that there are 8 CA VCP sites within the searched area.

Site	Address	Map ID	Page
STONER AVENUE SITE	***2131 STONER AVENUE***	***17***	***409***
BARRY AVE PLATING CO INC	***2210 BARRY AVE***	***17***	***422***
12210 1/2 NEBRASKA AVENUE PROP	***12210 1/2 NEBRASKA AVEN***	***17***	***487***
EXPOSITION PHASE 2	***FROM INTERSECTION OF VE***	***42***	***1075***
EXPOSITION LIGHT RAIL	***RIGHT OF WAY FROM WEST***	***42***	***1095***
LA CIENEGA INDUSTRIAL PARK	***3339-3361 LA CIENEGA PL***	***105***	***1874***
EXTRA SPACE	***1707 CLOVERFIELD BLVD.***	***109***	***1900***
WESTWAY DEVELOPMENT PROPERTY	***10100 JEFFERSON BLVD***	***141***	***2026***

EXECUTIVE SUMMARY

CA DRYCLEANERS: A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaners' agents; linen supply; coin-operated laundries and cleaning; drycleaning plants except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

A review of the CA DRYCLEANERS list, as provided by EDR, and dated 12/11/2012 has revealed that there are 21 CA DRYCLEANERS sites within the searched area.

Site	Address	Map ID	Page
MOSS PLAZA DRY CLEANER	***1840 WESTWOOD BLVD***	***8***	***37***
LIBERTY DRY CLEANERS	***11460 GATEWAY BLVD***	***17***	***317***
JSY INC DBA GREENWORLD CLEANER	11682 W OLYMPIC BLVD	17	395
NOUR CLEANERS	11682 OLYMPIC BLVD	17	398
NU LIFE CLEANERS	***2540 OVERLAND AVE PICO***	***17***	***735***
ROYAL CLEANERS	***2324 WESTWOOD BLVD***	***17***	***820***
REGAL CLEANERS	10631 W PICO BLVD	17	859
GOLDEN GLO CLEANER	***10555 PICO BLVD***	***17***	***917***
PERFECT CLEANER	***10531 W PICO BLVD***	***17***	***924***
SMY & H CORPORATION DBA DOVE C	2039 WESTWOOD BLVD	17	948
FANCY CLEANERS	***2895 S ROBERTSON***	***42***	***1221***
DOUBLE TREE INVESTMENT	***9836 NATIONAL***	***77***	***1372***
PICO WEST CLEANERS	***11925 W PICO BLVD***	***87***	***1496***
B&M ROTNER INC DBA OVERLAND CL	3500 OVERLAND AVE	88	1527
CHEVIOT PALMS CLEANERS	***3371 MOTOR AVE***	***88***	***1577***
NU LIFE CLEANER	***11686 GATEWAY BLVD***	***93***	***1629***
GATEWAY CLEANERS	***2515 SO BARRINGTON AVE***	***93***	***1636***
DRY CLEAN EXPRESS	***3300 OVERLAND AVE***	***97***	***1662***
MOTOR AVE CLEANERS	***3773 MOTOR AVE***	***101***	***1733***
TIP TOP CLEANERS	***9631 VENICE BLVD***	***101***	***1776***
DYNAMIC V I P CLEANERS	***3128 S SEPULVEDA BLVD***	***115***	***1915***

CA WIP: Well Investigation Program case in the San Gabriel and San Fernando Valley area.

A review of the CA WIP list, as provided by EDR, and dated 07/03/2009 has revealed that there is 1 CA WIP site within the searched area.

Site	Address	Map ID	Page
COMMUNICATIONS TECHNOLOGY	***2237 COLBY AVE***	***17***	***540***
Facility Status: Historical			

CA ENF: A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

A review of the CA ENF list, as provided by EDR, and dated 04/26/2013 has revealed that there are 8 CA ENF sites within the searched area.

Site	Address	Map ID	Page
ARCO POWER GAS STATION	***11748 OLYMPIC BLVD***	***17***	***320***
PIERCE SERVICE	***2868 S ROBERTSON BLVD***	***42***	***1228***
MOBIL #18-G67 (FORMER #11-G67)	***2305 LA CIENEGA BLVD S***	***43***	***1253***
DOUBLE TREE INVESTMENT	***9836 NATIONAL***	***77***	***1372***
WESTDALE MAINT STA	***2723 S SEPULVEDA***	***85***	***1469***

Site	Address	Map ID	Page
GTE SANTA MONICA PLANT YARD	***2902 EXPOSITION BLVD***	***96***	***1648***
GEORGE SCHLATTER PROD.	***8476 STELLER DR***	***104***	***1828***
WINALL OIL CO #0018	***10646 VENICE BLVD***	***130***	***1981***

CA CDL: A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

A review of the CA CDL list, as provided by EDR, and dated 12/31/2012 has revealed that there are 3 CA CDL sites within the searched area.

Site	Address	Map ID	Page
Not reported	2120 S BENTLEY AVE	17	815
Not reported	3664 HUGHES ST	113	1914
Not reported	***4040 DUQUESNE AVE***	***124***	***1939***

CA RESPONSE: Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

A review of the CA RESPONSE list, as provided by EDR, and dated 08/05/2013 has revealed that there are 2 CA RESPONSE sites within the searched area.

Site	Address	Map ID	Page
FORMER APEX METAL POLISHING	***5977 WEST WASHINGTON BO***	***76***	***1341***
COLORADO PLACE	***BROADWAY AND CLOVERFIEL***	***91***	***1610***

CA HAZNET: The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000-1,000,000 annually, representing approximately 350,000-500,000 shipments. Data from non-California manifests & continuation sheets are not included at the present time. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, & disposal method. The source is the Department of Toxic Substance Control is the agency

A review of the CA HAZNET list, as provided by EDR, and dated 12/31/2012 has revealed that there are 606 CA HAZNET sites within the searched area.

Site	Address	Map ID	Page
P & C AUTO BODY & AUTO SERVICE	2340 CENTINELA AVE	17	74
P&C AUTOMOTIVE SERVICES	2340 CENTINELA AVE	17	76
BEHE INC	2326 CENTINELA AVENUE	17	78
DIGITAL MAGIC CO	***3000 W OLYMPIC BLVD STE***	***17***	***85***
DIGITAL MAGIC CO	***3000 W OLYMPIC BLVD STE***	***17***	***87***
Q-TECH	2201 CARMELINA AVE	17	94
5TH & SUNSET INC	12322 EXPOSITION BLVD	17	109
1X BARCO AVIATION	12322 EXPOSITION BLVD	17	110
SAMIRA MALAK	2414 S BARRINGTON AVE #	17	117
SAMIRA MALAK	2414 S BARRINGTON AVE A	17	118

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
SAMIRA MALAK	2414 S BARRINGTON AVE	17	119
SAMIRA MALAK	2414 S BARRINGTON AVE A	17	119
COPYLAND, INC	11717 PICO BLVD	17	127
KRAUS AUTOMOTIVE INC DBA SANTA	11708 W PICO BLVD	17	134
MASTER IMPORT	11708 PICO BLVD	17	134
G4 MEDIA	12312 W OLYMPIC BLVD	17	141
G-4/G4 MEDIA PRODUCTIONS INC	12312 W OLYMPIC BLVD	17	143
1X SOUTHWEST LEASING CORP	12312 W OLYMPIC BLVD	17	143
KILROY REALTY, LP	12312 W OLYMPIC BLVD	17	144
OLYMPIC CENTINELLA	12312 W OLYMPIC BLVD	17	144
NBC UNIVERSAL	12312 W OLYMPIC BLVD	17	145
JIM MARTIN CONSTRUCTION INC	12312 WEST OLYMPIC BLVD	17	147
MGP VIII PROPERTIES, LLC	12333 W OLYMPIC BLVD	17	147
TELEDYNE ELECTRONIC TECHNOLOGI	12333 W OLYMPIC BLVD	17	151
HUDSON PACIFIC PROPERTY LP	12333 W OLYMPIC BLVD	17	153
PAINTERS WAREHOUSE INC	11941 EXPOSITION BLVD	17	156
CENTURY MOTORS INC	***11675 WEST PICO BLVD***	***17***	***158***
AMBROSE DEVELOPMENT LTD	2139 S BUNDY DR	17	166
TELEFLORA	12233 W OLYMPIC BLVD	17	167
TELEFLORA, LLC	12233 W OLYMPIC BLVD #1	17	169
KR TRIBECA WEST, LLC	12233 W. OLYMPIC BLVD.	17	170
MIKES AUTO REPAIR SHOP	2140 BUNDY DR	17	171
ARCH DIOCESE OF LA/JOAN OF ARC	11534 GATEWAY BLVD	17	175
MARTIN CADILLAC CO INC	***12101 W OLYMPIC BLVD***	***17***	***181***
KILROY REALTY CORP	12200 W OLYMPIC BLVD	17	192
KILROY REALTY LP	12200 W OLYMPIC BLVD	17	192
KILROY REALTY LP	12200 W OLYMPIC BLVD	17	193
ABES UNOCAL	12100 W OLYMPIC BLVD	17	197
UNOCAL SERVICE STATION #3019	12100 W OLYMPIC BLVD	17	199
TOSCO CORPORATION STATION #304	12100 W OLYMPIC BLVD	17	199
PANKOW BUILDERS LTD	12100 W OLYMPIC BLVD	17	200
RAPID RENTAL CORP.	11590 W PICO BLVD	17	206
JEFF'S AUTO SERVICE	11580 PICO BLVD	17	209
SANJO INVESTMENTS	11580 W PICO BLVD	17	210
CHEVRON PRODUCTS COMPANY #9094	11951 W OLYMPIC BLVD	17	213
CHEVRON MART	11951 W OLYMPIC BLVD	17	213
SHELL	11944 W OLYMPIC BLVD	17	218
WEST OLYMPIC SHELL	11944 W OLYMPIC BLVD	17	218
SHELL SERVICE STATION	11944 W OLYMPIC BLVD	17	219
CHEVRON STATION 9 0944	***11951 W OLYMPIC BLVD***	***17***	***228***
CHEVRON STATION 90944	***11951 W OLYMPIC BLVD***	***17***	***237***
PIONEER MAGNETICS INC	***3122 NEBRASKA ST***	***17***	***239***
FOTO WORKS	11915 WEST OLYMPIC BLVD	17	245
WLA MERCEDES AUTO SERVICE INC	11568 PICO BLVD	17	246
DOUGLAS EMMETT & CO	11900 OLYMPIC BLVD	17	255
DOUGLAS EMMETT MANAGEMENT LLC	11900 W OLYMPIC BLVD	17	256
JON DOUGLAS COMPANY	11900 OLYMPIC BLVD	17	256
405 WIDENING-CULVER	2532 SAWTELLE BLVD	17	260
SWATCH GROUP US	2050 BUNDY DR STE 290	17	263
ACTIVE WEST	2050 S BUNDY	17	265
BED BATH & BEYOND #20	11854 W OLYMPIC BLVD	17	266
ABAH LLC	11854 W OLYMPIC BLVD	17	268
ADVANCE AUTO CLINIC	11540 W PICO BLVD	17	270
BODYMEN THE	2245 SO BARRINGTON AVE	17	272
SCANDINAVIAN COACHCRAFT LLC	2251 STONER AVE	17	276
AUTO COLLISION SERVICES	2251 STONER AVE	17	277

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
SPENCER COACHWORKS	***2251 STONER AVENUE***	***17***	***278***
QUICKSILVER TOWING, INC	2252 S BARRINGTON	17	279
DELTA GRAPHICS	***1715 BERKELEY ST***	***17***	***282***
WEST LA SELF STORAGE, LLC	11820 W OLYMPIC BLVD	17	285
ORCHARD SUPPLY HARDWARE	2020 S BUNDY DR	17	291
ORCHARD SUPPLY HARDWARE	2020 S BUNDY DR	17	291
POUSHAK INC	11800 W OLYMPIC BLVD	17	292
VCA CLINICAL LABORATORY	11518 W PICO BLVD	17	293
CSI AUTOMOTIVE	11476 GATEWAY BLVD.	17	295
WEST L.A. PRINT & COPY	11908 MISSISSIPPI AVE	17	296
WALGREENS #12419	11795 W OLYMPIC BLVD	17	296
WINSTON TIRE COMPANY #138	11474 GATEWAY BLVD	17	298
WINSTON TIRE COMPANY #138	11474 GATEWAY BLVD	17	299
SANFORD L P (SANFORD WRITING I	2236 S BARRINGTON AVE	17	300
GRAND STOLEY	11785 OLYMPIC BLVD	17	302
FREEMAN GROUP INC	2231 S BARRINGTON AVE	17	302
HOWARD BROWN & SONS	11758 W OLYMPIC BLVD	17	304
MOSS & CO GATEWAY PLAZA	11464 GATEWAY BLVD	17	310
GATEWAY AUTO CENTER	***11464 GATEWAY BLVD***	***17***	***311***
LIBERTY DRY CLEANERS	11460 GATEWAY BLVD	17	315
TOWER GAS	11748 W OLYMPIC BLVD	17	318
WESTSIDE AUTOHAUS INC	2266 BARRY AVE.	17	333
RODIN & COMPANY, INC.	2255 BARRY AVE	17	335
AMBROSE DEVELOPMENT LTD	11501 EXPOSITION BLVD	17	338
JT AUTOMOTIVE	11501 EXPOSITION BLVD	17	339
JAMES FRANKEL	11501 EXPOSITION BLVD.	17	339
TTE INVORPORATED	2251 SOUTH BARRY AVENUE	17	339
WEBSTER INSTRUMENT INC	11856 MISSISSIPPI AVE	17	344
SANTA MONICA SERVICE	2309 FEDERAL AVE	17	346
MARGARET KARDASHIAN	2305 FEDERAL AVE	17	349
PTC INSTRUMENTS	2301 FEDERAL AVE	17	349
CENTURY CUSTOM COACH	2237 BARRY AVE	17	351
FOX TELEVISION STATIONS INC	1999 S BUNDY DR	17	353
FOX STUDIOS INC	1999 S BUNDY DR	17	353
FOX STUDIOS INC	1999 S BUNDY DR	17	354
FOX TELEVISION STATIONS INC DB	1999 S BUNDY DR	17	354
FOX STUDIOS INC	1999 S BUNDY DR	17	355
FOX TELEVISION STATIONS INC	1999 S BUNDY DR	17	356
FOX STUDIOS INC	1999 S BUNDY DR	17	356
FOX STUDIOS INC	1999 S BUNDY DR	17	357
BRENTWOOD PET CLINIC	11718 OLYMPIC BLVD	17	358
RALPHS GROCERY CO # 210	11727 W OLYMPIC BLVD	17	359
RALPHS GROCERY #210	11727 OLYMPIC BLVD	17	360
RALPH'S GROCERY INC	11727 W OLYMPIC BLVD	17	361
ADVANCED GRAPHIC & PRINTING	2233 BARRY AVE	17	361
CORNERSTONE PLAZA	1990 BUNDY DR SUITE 785	17	362
ROLLS ROYCE OF BEVERLY HILLS	***11401 PICO BLVD***	***17***	***364***
1X RELIANCE DEVELOPMENT GROUP	2048 ARMACOST AVENUE	17	367
LONG BEACH EQUITIES	2042 ARMACOST AVENUE	17	371
AMERICAN SELF STORAGE MANAGEME	11560 TENNESSEE AVE	17	371
FOUNDATION PRESS INC	2050 S WESTGATE AVE	17	372
SAM'S-U-DRIVE	11371 W PICO BLVD	17	376
UNITED RENTALS INC #139	11371 W PICO BLVD	17	378
OTIS ELEVATOR CO	2036 ARMACOST AVE	17	378
UNITED TECHNOLOGIES OTIS ELEVA	2036 ARMACOST	17	380
WESTWOOD MOTORS	11700 W OLYMPIC BLVD	17	382

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
UNITED VALVE CORP	2034 ARMACOST	17	383
EDWARDS COMMUNICATION ASSOCS I	11550 TENNESSEE AVE	17	386
EDWARDS LABELS	***11550 TENNESSEE AVE***	***17***	***388***
VELAGRAPHICS	11538 TENNESSEE AVE	17	394
DOLLAR CLEANER	11682 W OLYMPIC BLVD	17	397
SANTA MONICA SVC	2120 STONER AVE	17	400
CITY OF LOS ANGELES (PUBLIC WO	11361 W PICO BLVD	17	401
CITY OF LOS ANGELES	11361 W PICO BLVD	17	401
T B D ANALYSIS	***2261 FEDERAL AVE***	***17***	***402***
LANSE HASELRIG AUTO RESTORATIO	2261 FEDERAL AVE	17	405
WESTVIEW SCHOOL	11801-11805 MISSISSIPPI	17	405
SCOTT MOTORS	2257 FEDERAL AVE	17	417
BMCC BODY SHOP	2125 STONER	17	421
BARRY AVENUE PLATING CO INC	2210 BARRY AVE	17	452
COLOR IMAGE PRINTING	2030 SOUTH WESTGATE	17	457
AA AUTOMOTIVE AUTO BODY INC	2251 FEDERAL AVE	17	461
O'CONNELLS SERVICE & REPAIR IN	2251 FEDERAL AVE	17	462
WESTWOOD PRINTING	2100 STONER AVENUE	17	465
UNILAB CORPORATION	11915 LAGRANGE AVE	17	467
O'NEIL DATA SYSTEMS INC	2005 ARMACOST AVE	17	469
L A DWP/WEST LA DISTRIBUTION H	12300 NEBRASKA AVE	17	473
LA DEPARTMENT WATER & POWER	12300 NEBRASKA AVE	17	474
OLYMPIC BODY SHOP	11656 OLYMPIC BLVD.	17	477
EXPONENT INC	11777 MISSISSIPPI AVENU	17	481
LASKY COACHWORKS INC	2241 FEDERAL AVE	17	484
TWENITH CENTURY FOX	12210 NEBRASKA AVE	17	486
CITY OF LA GENERAL SERVICES	11214 EXPOSITION BLVD	17	496
STUTTGART AUTOMOTIVE	2018 WESTGATE AVE	17	499
1X BILL FELDMEN	2037 GRANVILLE	17	502
1X TEEN PRODUCTIONS	11500 TENNESSEE	17	503
LEE HOMES	11500 TENNESSEE AVE	17	503
ALLDY SPOT WELDERS CORP	***2035 GRANVILLE***	***17***	***506***
AEROSPACE WELDING INC	2035 GRANVILLE AVE	17	509
INSTANT IMPRESSIONS INC DBA WE	11751 MISSISSIPPI AVE	17	512
COMPUARTIST	2216 FEDERAL AVENUE	17	518
COLORNET PRESS	2216 FEDERAL	17	521
AUTO FITNESS	2254 COLBY AVE	17	524
CURB YOUR ENTHUSIASM INC	1901 S BUNDY DR	17	527
STANLEY CARZ	11614 W OLYMPIC BLVD	17	527
BEST BUY STORE #109	11301 W PICO BLVD	17	527
BEST BUY STORE #109	11301 W PICO BLVD	17	528
HOMER HARVEY	11301 W PICO BLVD	17	528
BEST BUY STORE 109	11301 W PICO BLVD	17	529
THE POST GROUP WEST	11858 LAGRANGE AVE	17	532
ASTON MARTIN/LAMBORGHINI OF BE	2240 COLBY AVE	17	534
NICOL MOTORS	2240 COLBY	17	535
NICOL MOTORS	2240 COLBY AVE	17	536
PREMIER SCHOOLS INC DAB ALADDI	11600 W OLYMPIC BLVD	17	537
STONER AVENUE PROPERTIES LLC	2040 STONER AVE	17	538
HD SUPPLY PLUMBING HVAC LTD HG	2311 PURDUE AVE	17	539
ABA CUSTOM COACH WORKS	2311 PURDUE AVENUE	17	539
HUGHES SUPPLY PLUMBING #HDHG 7	2311 PURDUE AVE	17	540
COMMUNICATIONS MANUFACTURING C	2234 COLBY AVE	17	542
SCANDINAVIAN COACHCRAFT LLC	2234 COLBY AVE	17	543
LA WEST LOS ANGELES ANIMAL SHE	***11950 W MISSOURI AVE***	***17***	***545***
PLATINUM AUTO BODY	2101 S BARRINGTON AVE	17	548

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
INVESTORS BUSINESS DAILY	1941 ARMACOST AVE	17	550
BODY ELEGANCE DETAIL	2219 COLBY	17	550
CALIFORNIA CRYOBANK INC	1935 ARMACOST AVE	17	552
GENERAL MEDICAL COMPANY	1935 ARMACOST AVE	17	552
WEST LA PRINT & COPY PARTNERSH	11577 W OLYMPIC BLVD	17	554
HELD PROPERTIES	2020 STONER AVE	17	559
HELD PROPERTIES INC	2020 STONER AVE	17	560
GOLDEN HAMMER	***2231 BUTLER AVE***	***17***	***561***
U S POSTAL SERVICE	2306 CORINTH AVE	17	567
USPS-VMF	2306 CORINTH AVE	17	567
COPYCO PRINTING	11555 W OLYMPIC BLVD	17	576
SPEED SERVICE	2343 SAWTELLE BLVD	17	580
CITY OF L A GENERAL SERVICES	2027 STONER AVE	17	582
CITY OF L A GENERAL SERVICES	2027 STONER AVE	17	585
JOHN BEST	11201 PICO BLVD	17	591
OLYMPIC CHIROPRACTIC	11545 OLYMPIC BLVD	17	592
MCL PROPERTIES	11543 OLYMPIC BLVD	17	592
MCROSKEY ARMACOST REAL ESTATE	1905 ARMACOST AVE # 191	17	593
ARMACOST WAREHOUSE	1905 ARMACOST AVE	17	593
BEVERLY HILLS LTD	2326 SAWTELLE BLVD	17	600
MANSON PROPERTIES	2045 S BARRINGTON AVE	17	610
BEVERLY COACHCRAFT INC	2320 SAWTELLE BLVD	17	615
CITY OF LOS ANGELES DEPT. OF G	2117 BUTLER AVE	17	616
CITY OF LA GENERAL SERVICES	11505 W OLYMPIC BLVD	17	619
CALIFORNIA PORTLAND CEMENT CO	11122 W PICO BLVD	17	621
MORTON M FELDBAUM DDS	11500 W OLYMPIC BLVD	17	622
OLYMPIC PLAZA	11500 W OLYMPIC BLVD	17	623
WALLY'S AUTO DETAIL	11500 W OLYMPIC BLVD	17	624
TREVOR MEDBERY D.D.S.	11500 OLYMPIC BLVD.	17	625
ALEXANDER PANA DDS	11500 W OLYMPIC BLVD ST	17	626
LARRY PICARD DDS	11500 W OLYMPIC BLVD ST	17	627
WALLY'S AUTOMOTIVE DETAILING	11500 W OLYMPIC BLVD	17	627
WALLEYS AUTOMOTIVE DETAILING	11500 W OLYMPIC BLVD	17	627
PACIFIC DERMATOPATHOLOGY	11500 W OLYMPIC BLVD ST	17	628
WCP COLOR GRAPHICS INC	2440 SO SEPULVEDA BLVD	17	629
NATIONAL GENETICS/DR CONRAD &	2440 S SEPULVEDA BLVD S	17	633
NATIONAL GENETICS INSTITUTE	2440 S SEPULVEDA BLVD S	17	635
NATIONAL GENETICS INSTITUTE	2440 S SEPULVEDA BLVD S	17	636
WEST LA RADIATOR	2304 SAWTELLE BLVD	17	638
YUKI IMPORT SERVICE, INC.	2233 CORINTH AVE	17	640
R&B REALTY GROUP	2222 CORINTH AVE	17	642
R & B ENTERPRISES	2222 CORINTH AVE.	17	644
1X R & B ENTERPRISES	2222 CORINTH AVE.	17	644
TELEFLORA LLC	11444 W OLYMPIC BLVD 4T	17	645
AURORA NATIONAL LIFE ASSURANCE	11444 W OLYMPIC BLVD	17	646
EXECUTIVE LIFE/OLYMPIC PURDUE	11444 W OLYMPIC BLVD	17	646
EXECUTIVE TOWER	11400 W OLYMPIC BLVD ST	17	651
DOUGLAS EMMETT MANAGEMENT LLC	11400 W OLYMPIC BLVD	17	652
CAHILL BUILDING COMPANY	11390 W OLYMPIC BLVD	17	652
1X CAHILL JOHN T	11390 WEST OLYMPIC BLVD	17	652
CAHILL BUILDING CO	11390 W OLYMPIC BLVD	17	653
ANAWALT LUMBER	11060 WEST PICO	17	653
BESSEN BODY SHOP INC	2323 COTNER	17	660
ABBOTT MOTOR BRAKE CLEANING	2246 SAWTELLE BLVD	17	662
HEINZ WEBER INC	***2345 PONTIUS AVE***	***17***	***663***
ED'S WALKER BODY WORKS	2240 SAWTELLE BLVD	17	668

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
KARTEK INC	2310 COTNER AVE	17	674
ADVANCED AUTO TECH	2310 COTNER AVE	17	675
LAZ-BOY	11040 W PICO BLVD	17	676
PREMIERE DENTAL CARE INC	11340 W OLYMPIC BLVD ST	17	677
SNYDER CHIROPRACTIC HEALTH CEN	11340 W OLYMPIC BLVD ST	17	678
MEDCLONE INC	2435 MILITARY AVE	17	679
COLORWISE	2435 MILITARY AVE	17	679
BARLOW PROMOTIONAL PRODUCTS IN	***2330 PONTIUS AVENUE***	***17***	***682***
LAB CORP OF AMERICA - NATIONAL	2311 PONTIUS AVE	17	689
GALI CORP DBA DYNAMATION RESEA	2310 PONTIUS AVE	17	692
RYANS AUTO REPAIR INC	2307 PONTIUS AVE	17	696
MULTICHROME COMPANY INC	11165 TENNESSEE AVE	17	701
KARTEK INC	11165 TENNESSEE AVE	17	703
SAWTELLE SELF STORAGE	2238-2246 SAWTELLE BLVD	17	703
EDITH CHAPLIN	2323 S BENTLEY AVE APT	17	706
ALPHA CONSTRUCTION COMPANY INC	10961 W PICO BLVD	17	709
TWO GUYS FROM SWEDEN	2222 COTNER AVE	17	711
GERMAN ITALIAN MOTOR CAR COMPA	2222 COTNER AVE	17	713
JEFF HRONEK HARDWOOD FLOORS IN	10700 ESTHER AVE	17	714
MIDAS MUFFLER	10950 PICO BLVD	17	714
CALIFORNIA TIRE CO.	10950 W PICO BLVD	17	716
MIDAS MUFFLER	10950 PICO BLVD	17	717
AVIO COACH CRAFT INC	2245 PONTIUS AVE	17	723
WEST COAST TIRE WAREHOUSE INC	2239 PONTIUS AVE	17	726
PACIFIC SPECTRO LABS	2558 OVERLAND AVE	17	729
1X CITY OF LOS ANGELES	10909 WEST PICO BLVD.	17	730
AMERICAN SPEEDY PRINTING CENTE	2219 PONTIUS AVE	17	731
NU LIFE CLEANERS	2540 OVERLAND AVE	17	734
NU LIFE CLEANERS	***2540 OVERLAND AVE PICO***	***17***	***735***
OLYMPIC CENTER	11150 W OLYMPIC CENTER	17	739
DOUGLAS EMMETT & CO	11150 W OLYMPIC	17	740
DOUGLAS, EMMETT, & CO	11150 W OLYMPIC UNIT 15	17	740
DIABLO CONTRUCTORS INC	2120 BELOIT AVE	17	741
BRENT AIR AUTO BODY LTD	2216 S SEPULVEDA BLVD	17	744
BEVERLY EURO MOTORS DBA SUPER	2216 S SEPULVEDA BLVD	17	745
S C BODY & PAINT	2216 S SEPULVEDA BLVD	17	747
RITZ CAMERA CENTERS INC	10850 W PICO SPACE 405	17	747
GEORGES HARDWARE GARDEN SUPPLY	2060 SAWTELLE BLVD	17	751
H A LEWIS & M R FISHER	2126 COTNER AVE	17	758
PREMIERE DENTAL CARE INC	2047 SAWTELLE BLVD	17	759
TERENCE G O'BRIEN DDS	2500 OVERLAND AVE	17	761
NORDSTROM	10830 W PICO BLVD	17	761
NORDSTROM DEPT STORE #343	10830 W PICO BLVD	17	762
BENTLEY PINES	2219 S BENTLEY	17	762
FOX PHOTO INC	10811 PICO BLVD	17	762
NATIONAL GENETICS INSTITUTE	2112 COTNER AVE	17	764
F X PERFORMANCE INC	2110 COTNER AVE	17	765
BLISS AND BOTHWELL AUTO SERVIC	2110 COTNER AVE	17	767
OFFICINA ROSSA LLC DBA FERRARI	2110 COTNER AVE	17	768
SUNRISE PHOTO	2025 SAWTELLE BLVD	17	773
WEST SIDE PAVILLION	10806 W PICO BLVD	17	776
GAP INC #240	10800 W PICO BLVD	17	777
THE MACERICH CO	10800 W PICO BLVD	17	778
KITS CAMERA #55	10800 W PICO BLVD #329	17	780
ANN TAYLOR S0573/WESTSIDE PAVI	10800 W PICO BLVD SPACE	17	781
WESTSIDE PAVILLION	10800 W PICO BLVD	17	781

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
WESTSIDE PAVILION	10800 W PICO BLVD STE 3	17	782
LENSCRAFTERS #580	10800 WEST PICO BLVD ST	17	783
INTERNATIONAL DETAIL	2390 WESTWOOD BLVD	17	787
DAVID YORK DDS	2472 OVERLAND AVE	17	787
GINTERS CLEANERS	10767 W PICO BLVD	17	794
INTERNATIONAL PARTS INC	2117 PONTIUS AVE	17	795
BEVERLY HILLS PORCHE/AUDI	2115 PONTIUS AVE	17	796
CROW COACHWORKS AUTO SERVICE	2101 PONTIUS AVE	17	799
CROWN COACHWORKS INC	2122 SOUTH SEPULVEDA BL	17	802
MACY'S WESTSIDE PAVILLION 206	10730 W PICO BLVD	17	805
ROBINSONS MAY DEPT STORES	10730 W PICO BLVD	17	807
1X MAY CO - WESTLAKE PAVILLION	10730 WEST PICO BLVD	17	807
ROBINSON MAY INC	10730 W PICO BLVD	17	808
MACYS WEST INC	10730 W PICO BLVD	17	808
BESSEN BODY SHOP INCORPORATED	2112 SOUTH SEPULVEDA BL	17	809
WESTSIDE TRANSMISSION & AUTOMO	2050 COTNER AVE	17	810
RPS AUTOMOTIVE	2050 COTNER AVENUE	17	811
JULIAN LANG	2106 SEPULVEDA BLVD	17	812
TAKASHI YOSHINAGA DC	2346 WESTWOOD BLVD	17	813
ASCOT CORPORATION	2028 COTNER AVE	17	814
OAK BROOK INVESTORS	2117 BENTLEY AVE	17	815
1X RANCHO PARK	10701 PICO BLVD	17	816
AMERICAN SAVINGS BANK	10701 PICO BLVD	17	817
ROYAL CLEANERS	2324 WESTWOOD BLVD	17	818
ROYAL CLEANERS	2324 WESTWOOD BLVD	17	819
ROYAL CLEANERS	***2324 WESTWOOD BLVD***	***17***	***820***
WORLD OIL MARKETING COMPANY #6	10691 WEST PICO BLVD	17	831
MAR BAR INC	10680 W PICO BLVD STE 3	17	834
LEE'S FRAME & AXLE	2298 WESTWOOD BLVD	17	837
EMBREY PRESS INC	2295 WESTWOOD BLVD	17	840
JOHNATHAN LAKE	2255 MIDVALE AVE	17	843
LASKY COACHWORKS	***2030 SEPULVEDA BLVD***	***17***	***844***
ARNOLD ROSS DPM & ASSOCIATES	2288 WESTWOOD #100	17	848
PEP BOYS #614	10644 W PICO BLVD	17	849
REGAL CLEANERS	10631 W PICO BLVD	17	857
THE GLIDDEN CO DBA ICI PAINTS	***10561 W PICO BLVD***	***17***	***889***
GOLDEN GLO CLEANER	***10555 PICO BLVD***	***17***	***917***
CHINA BOY CLEANERS	***2079 WESTWOOD BLVD***	***17***	***940***
DENNIS AIGNER	2327 SELBY AVE	26	976
EDWIN COLON	2202 GREENFIELD AVE	29	985
BARBARA RIPS	10596 BLYTHE AVE.	31	986
TOMER TZADOK	2604 PROSSER AVE	35	997
KAREN BERMAN	10448 CHEVIOT DR	39	999
DAN MURPHY	10472 TROON AVE	39	999
DAVID CHOI	10486 LORENZO PL	39	1000
ALEXANDRA ALZNAUER	10760 AYRES AVE	40	1001
CHAD LEVY	10578 BRADBURY RD	41	1001
ABE DONAGI	10546 BRADBURY RD	41	1001
R P I	***3960 INCE BLVD STE 200***	***42***	***1002***
FOX HILLS BUICK GMC PONTIAC	***9099 W WASHINGTON BLVD***	***42***	***1010***
BUERGE VOLKSWAGON	***8855 W WASHINGTON BLVD***	***42***	***1038***
ALVIN METALS CO	***8794 NATIONAL BLVD***	***42***	***1053***
HARTWELL CORP	9035 VENICE BLVD	42	1058
CULVER CITY MAZDA	***8810 W WASHINGTON BLVD***	***42***	***1059***
SAV ON DRUG 9464	8985 VENICE BLVD	42	1065
SCOTT MOTORS	8985 VENICE BLVD	42	1065

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
ALBERTSON'S # 6169	8985 VENICE BLVD STE B	42	1069
CROWN VENICE ASSOCIATES LLC	8985 VENICE BLVD	42	1071
CVS PHARMACY # 8879	8985 VENICE BLVD	42	1072
SAV ON 9464	8985 VENICE BLVD	42	1073
QUALITY CLEANERS	9016 VENICE BLVD	42	1086
EARL SCHEIB OF CALIFORNIA INC	8953 VENICE BLVD	42	1107
EARL SCHEIB OF WEST LA	8953 VENICE BLVD	42	1108
BEVERLY HILLS BODY & PAINT	8949 VENICE BLVD	42	1111
CITY OF L A GENERAL SERVICES	3390 ROBERTSON PL	42	1116
COLLISION EXPERT	8930 VENICE BLVD	42	1122
DAVID K'S T-SHIRT PRINTING	8926 VENICE BLVD	42	1123
DSA/PHOTOTECH INC	3383 LIVONIA AVE	42	1126
B&H AUTO BODY	8918 VENICE BLVD	42	1127
GEORE"S" BODY SHOP	8916 VENICE	42	1130
IRVIN R JACOBSON INC	3375 LIVONIA AVE	42	1131
CLUB PICTURES	8915 ELLIS AVE	42	1133
JACK'S SERVICE CENTER	8916 ELLIS AVENUE	42	1134
JACKS SERVICE CENTER	8916 ELLIS AVE	42	1135
WEST LOS ANGELES AUTOMOTIVE CE	8916 ELLIS AVE	42	1136
LA CIENEGA TRANSMISSIONS	8919 ELLIS AVE	42	1137
LA CIENEGA TRANSMISSIONS	8919 ELLIS AVE	42	1137
HINERFELD-WARD INC	8931 ELLIS AVE	42	1139
M & D AUTO PARTS INC	8922 NATIONAL BLVD	42	1150
BURTON PLASTICS INC	8928 NATIONAL BLVD	42	1152
BURTON PLASTICS	8928 NATIONAL BLVD	42	1152
AUTO FITNESS	8932 NATIONAL BLVD	42	1154
TIM HOMAN	3150 CURTS AVE	42	1160
AAA FLAG & BANNER MFG CO INC	8955 NATIONAL BLVD	42	1167
AAA FLAG & BANNER MFG CO	***8966 NATIONAL BLVD***	***42***	***1168***
DUX INDUSTRIES INC	8894 REGENT ST	42	1172
1X WALTER N. MARKS, INC.	8800 VENICE BLVD.	42	1173
EZ LUBE LLC	9014 NATIONAL BLVD	42	1175
EZ LUBE INC CORPORATE OFFICE	9020 NATIONAL BLVD	42	1176
KARL PARRY PHOTOGRAPHY	3221 HUTCHISON AVE	42	1177
COMPLETE AUTOMOTIVE SYSTEMS	9030 NATIONAL BLVD	42	1180
BEVERLY WOOD INC	9123 NATIONAL BLVD	42	1181
MOBILE CAR WASH	3071 SOUTH ROBERTSON BL	42	1186
THE FOREIGN SPECIALIST	8757 VENICE BLVD	42	1187
MONZA MOTORS CORPORATION	8741 VENICE BLVD	42	1187
BEVERLY HILLS SCANDINAVIAN MTR	***3040 S ROBERTSON BLVD***	***42***	***1194***
BEVERLY HILLS SCANDINAVIAN MOT	3040 S ROBERTSON BLVD	42	1196
LEMANS AT ROBERTSON	3040 S ROBERTSON BLVD	42	1197
CHEVIOT CHEVRON	3029 S ROBERTSON BLVD	42	1201
CHEVRON STATION 92324	3029 S ROBERTSON BLVD	42	1202
CHEVRON PRODUCTS COMPANY #9232	3029 S ROBERTSON BLVD	42	1204
NOVA INSTITUTE OF HEALTH TECHN	3000 S ROBERTSON BLVD,	42	1209
HOME SAVINGS OF AMERICA	3042 LIVONIA AVE	42	1210
LAUSD/ WESTSIDE ALTERNATIVE	2985 S ROBERTSON BLVD	42	1212
LAUSD/ HAMILTON HIGH SCHOOL	2955 ROBERTSON BLVD	42	1217
MIDAS MUFFLER	2930 S ROBERTSON BLVD	42	1219
RPM BRAKE CENTER	2900 S ROBERTSON	42	1220
FANCY CLEANERS	***2895 S ROBERTSON***	***42***	***1221***
FANCY CLEANERS	2895 S ROBERTSON BLVD	42	1225
MICHAEL BROMBERG	10358 CHEVIOT DR	44	1278
ROBERT SKIBINSKI	2851 HADDINGTON DR	44	1279
STONER RECREATION CENTER	***1835 STONER AVE***	***45***	***1279***

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
STONER RECREATION CENTER	1835 STONER AVE	45	1281
CITY OF ENCINO	11502 MISSISSIPPI AVE	47	1281
DINA TECINER	2029 BUTLER AVE	47	1282
LAUSD-OVERLAND ELEMENTARY SCHO	10650 ASHBY AVE	48	1284
WARREN SANDY BECKER	10285 KILRENNY DR	50	1287
BURGMANN	2950 MOTOR AVE.	50	1288
JOEL & AILEEN MORRIS	2527 GREENFIELD AVE	52	1291
GERALDEN GREEN	2544 VETERAN AVE	52	1292
SUSAN AUSTIN	3037 CAVENDISH DR	54	1296
BONNIE WEISS	10616 BUTTERFIELD RD	55	1296
JERRY WEISE	10269 CHEVIOT	57	1298
IRVING METZ	3070 DANNYHILL DR	58	1298
JASON PIETRUSCKA	3060 DANALDA DR	58	1299
RONALD ZINNER	2808 DUNLEER PL	59	1299
VOLKER RADDEN	3111 HADDINGTON DR	61	1301
ADAM ROSENBLATT	3019 HADDINGTON DR	61	1302
ADAM ROSENBLATT	3019 HADDINGTON DR	61	1302
NATHAN PETERSON	3087 MANNING AVE	63	1305
JAMES R. RON	3086 PATRICIA AVE.	63	1305
JUDY LEE	10316 BANNOCKBURN DR	63	1306
MICHAEL PATRICK	3149 SHELBY DR	64	1306
DON BRUMAN	3223 CLUB DR	64	1307
TREVOR ASTBURY	3131 SHELBY DR	64	1307
JENNIFER GLASSMAN	3114 CLUB DR	64	1308
STEVE LEV	10100 ROSSBURY PL	66	1318
NOTRE DAME ACADEMY	2911 OVERLAND AVE	67	1319
NOTRE DAME ACADEMY	2911 OVERLAND AVE	67	1320
NOTRE DAME ACADEMY	2911 OVERLAND AVE	67	1320
CITY OF L A GENERAL SERVICES	2920 OVERLAND AVE	67	1323
NOTRE DAME ACADEMY	2851 OVERLAND AVE	67	1324
PORTOBELLO PLUS MGMT CO INC	3049 S CANFIELD AVE	68	1325
LOS ANGELES DEPT OF WATER & PO	3030 CANFIELD AVE	68	1326
SHARDAD SANJIDEH	10583 DUNLEER DR	69	1326
WILLIAM J GRAHAM TRUST	3326 S CANFIELD AVE	74	1338
JIM HARRIS	3333 BAGLEY AVE APT 7	74	1338
TESSA HICKS	9612 NATIONAL BLVD	74	1339
DANA SMITH	3221 CARDIFF AVE	74	1340
LYNNE SEIDMAN	3200 OAKHURST AVE	74	1340
PAUL EADS	3314 BARBYDELL DR	75	1340
A & A UNION 76	9930 NATIONAL BLVD.	77	1355
CONOCO PHILLIPS # 255795	9930 NATIONAL BLVD	77	1356
UNOCAL SERVICE STATION #5795	9930 NATIONAL BLVD	77	1357
TOSCO CORPORATION STATION #309	9930 NATIONAL BLVD	77	1358
RITE AID #5441	9864 NATIONAL BLVD	77	1360
RITE AID #5441	9864 NATIONAL BLVD	77	1363
RITE AID #5441	9864 NATIONAL BLVD	77	1364
VONS STORE #2100	9860 NATIONAL BLVD	77	1365
1X DOUBLE TREE INVESTMENT INC.	9836 NATIONAL BLVD.	77	1366
DYNASTY CLEANERS	9836 NATIONAL BLVD	77	1367
DYNASTY CLEANERS INC	***9836 NATIONAL BLVD***	***77***	***1368***
GAVIN FLEMINGER	3392 MANNING CT	77	1375
WATERSTONE CHEVIOT HILLS	3324 CASTLE HEIGHTS AVE	77	1376
RAPID #78	9815 NATIONAL BLVD	77	1379
HIRJI AUTO SERVICE	9815 NATIONAL BLVD	77	1381
GEORGE'S CHEVRON	9815 NATIONAL BLVD	77	1381
WILSHIRE RETIREMENT CTR INC	3340 SHELBY DR	77	1382

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
NAZARETH HOUSE	3333 MANNING AVE	79	1387
NAZARETH HOUSE	3333 MANNING AVE	79	1387
NAZARETH HOUSE	3333 MANNING AVE	79	1388
NAZARETH HOUSE	3333 MANNING AVE.,	79	1389
NAZARETH HOUSE	3333 MANNING AVE	79	1390
EUGENE LEE	3132 MIDVALE AVE	82	1396
GRETA DIAZ	3106 GLENDON AVE	82	1397
CHUCK MORGAN CHEVRON	***10830 NATIONAL BLVD.***	***82***	***1400***
NATIONAL CLEANERS LAUNDRY	10835 NATL BLVD	82	1405
MILTON IKEDA	2942 MIDVALE AVE	82	1408
BLANCO & ABRAMS SHELL	10815 NATIONAL BLVD	82	1409
SHELL SERVICE STATION	10815 NATIONAL	82	1410
SHELL	10815 NATIONAL BLVD	82	1412
STERLING HOME OFFICE CARE	10801 NATIONAL BLVD	82	1423
WESTLAND CHIROPRACTIC	10801 NATIONAL BLVD	82	1423
NATIONAL INVESTMENT CO.	10801 NATIONAL BLVD	82	1424
BP WEST COAST PRODUCTS LLC 051	10612 NATIONAL BLVD	84	1430
ARCO PRODUCTS COMPANY	10612 NATIONAL BLVD	84	1440
CIRCLE K STORE #2211234	10611 NATIONAL BLVD	84	1443
JIFFY LUBE #1803	3061 OVERLAND AVE	84	1455
UNOCAL SERVICE STATION #6023	3061 OVERLAND BLVD	84	1456
THE OIL SHOPPE DBA JIFFY LUBE	3061 OVERLAND AVE	84	1464
B N I BUILDING NEWS	3055 OVERLAND AVENUE	84	1466
HOLLYROCK INVESTMENTS	2756 S. SEPULVEDA BLVD	85	1466
CALTRANS D7 MAINTENANCE WESTDA	2723 S SEPULVEDA BLVD	85	1467
BRENDAN BELLINA	2489 ARMACOST AVE	87	1485
ELECTRIC SUPPLY CONNECTION	12220 WEST PICO BLVD	87	1488
WONDER MILE CLEANERS	***12009 W PICO BLVD***	***87***	***1492***
CYCLE PRODUCTS WEST, LLC	11900 W PICO BLVD	87	1494
PAKOS CLEANERS	11925 W PICO BLVD	87	1499
PAKOS CLEANERS	11925 W PICO BLVD	87	1500
WEST LOS ANGELES PLATING CO	11824 WEST PICO BLVD	87	1502
DELTA GRAPHICS	11821 W PICO BLVD	87	1504
LAUSD - POSEIDON SCHOOL	11811 W PICO BLVD	87	1505
F & M MOTORSPORTS	11797 W PICO BLVD	87	1507
FRANKS AUTO UPHOLSTRY	11800 W PICO BLVD	87	1509
11800 W PICO BLVD LLC	11800 W PICO BLVD	87	1509
ROQUE AND MARK COMPANY	3625 MENTONE AVE APT 5	88	1523
PALM KEYSTONE HOA	3555 KEYSTONE AVE	88	1526
MILLER & DESATNIK MANAGEMENT	3555 KEYSTONE AVE	88	1527
OVERLAND CLEANERS	3500 OVERLAND AVE	88	1529
B&M ROTNER OVERLAND CLEANERS	3500 OVERLAND AVE	88	1531
OVERLAND CLEANERS	3500 OVERLAND AVE	88	1532
B&M ROTNER INC DBA OVERLAND CL	3500 OVERLAND AVE	88	1533
7-ELEVEN STORE 2143-13731/ WPD	3450 OVERLAND AVE	88	1541
NATIONAL PROMOTIONS & ADVERTIS	3434 OVERLAND AVE	88	1541
7-ELEVEN STORE #13731	3451 OVERLAND AVE	88	1543
PERFORMING ARTS NETWORK INC	3539 MOTOR AVE	88	1544
CHEVIOT GARDEN COUNTRYVILLA	3533 MOTOR AVE	88	1545
LAUSD-PALMS ELEMENTARY SCHOOL	3520 MOTOR AVE	88	1553
RAINEY CHIROPRACTIC	3505 MOTOR AVENUE	88	1554
WESTSIDE ARCO/MORITA	3479 MOTOR AVE	88	1559
CHEVRON 91339	10329 PALMS BLVD	88	1563
ADLY'S CHEVRON	10329 PALMS BLVD	88	1567
VINTON PROPERTIES LP	3439 VINTON AVE	88	1574
VINTON PROPERTIES LP	3439 VINTON AVE	88	1575

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
VINTON PROPERTIES LP	3435 VINTON AVE	88	1575
VINTON PROPERTIES LP	3435 VINTON AVE	88	1576
CHEVIOT PALMS CLEANERS	***3371 MOTOR AVE***	***88***	***1577***
LAZBEN INVESTMENT CO	3328 MOTOR AVE	88	1580
CITY OF L A GENERAL SERVICES	10234 NATIONAL BLVD	88	1582
NATIONAL PROPERTIES LP	10300 NATIONAL BLVD	88	1586
PRINTEX	10433 NATIONAL BLVD	88	1590
MR POLISH AUTOBODY	10309 NATIONAL BLVD	88	1594
WATERS AUTO BODY	10316 NATIONAL BLVD	88	1595
SCOTT PROPERTIES	10514 NATIONAL BLVD	88	1600
BRENTWOOD CHEVIOT BODY SHOP	3260 MOTOR AVE	88	1605
P & C AUTOBODY & AUTO SERVICE	3260 MOTOR AVE	88	1606
BRAHAMS FAMILY TRUST	10405 IRENE ST APT 102	88	1608
WALTER N MARKS INC	8850 VENICE BLVD	89	1608
LAUSD/ WEBSTER JH	11330 W GRAHAM PL	90	1609
TOM'S AUTO	11722 GATEWAY BLVD	93	1628
7-ELEVEN STORE 17590	2541 BARRINGTON AVE	93	1628
NU-LIFE CLEANERS	11686 GATEWAY BLVD	93	1631
GATEWAY CLEANERS	***2515 SO BARRINGTON AVE***	***93***	***1636***
GATEWAY CLEANERS	2515 S BARRINGTON AVE	93	1639
SWEDISH SERVICE	***11671 GATEWAY BLVD***	***93***	***1642***
NBBC LP	10151 NATIONAL BLVD	95	1647
MIKE FROEHLICH PROPERTIES INC	10136 NATIONAL BLVD	95	1648
DRY CLEAN EXPRESS	3300 OVERLAND AVE STE 1	97	1661
DRY CLEAN EXPRESS	3300 OVERLAND AVE STE 1	97	1664
WOODCLIFF APARTMENTS	3201 OVERLAND AVE	97	1666
MOSS & COMPANY PROPERTY MANAGE	3201 OVERLAND AVE	97	1666
WOODCLIFF APARTMENTS	3201 OVERLAND AVE	97	1668
MOSS & COMPANY PROPERTIES MANA	3201 OVERLAND AVE APT 6	97	1668
MOSS & COMPANY PROPERTY MGMT	3201 OVERLAND AVE APT 7	97	1668
WOODCLIFF APARTMENTS	3201 OVERLAND AVE APT 6	97	1669
WOOD CLIFF APARTMENT	3201 OVERLAND AVE APT 6	97	1669
WOODCLIFF APARTMENTS	3201 OVERLAND AVE APT 7	97	1670
MOSS & COMPANY PROPERTY MGMT	3201 OVERLAND AVE	97	1671
MOSS & COMPANY PROPERTY MANAGE	3201 OVERLAND AVE APT 5	97	1671
WOODCLIFF APARTMENTS	3201 OVERLAND AVE APT 8	97	1671
MOSS & COMPANY PROPERTY MANAGE	3201 OVERLAND AVE APT 9	97	1672
LAUSD/RICHLAND ELEMENTARY	11562 RICHLAND AVE	98	1672
PACIFIC WEST MNGMT/CARSEKA APT	9618 EXPOSITION BLVD	99	1674
EXPOSITION APARTMENTS	9618 EXPOSITION BLVD	99	1674
PACIFIC BODY AND COLLISION	***10429 WASHINGTON BLVD***	***101***	***1677***
VOLKSGOLF AUTO REPAIR	10424 VENICE BLVD #3-4	101	1720
RONY'S CAR PROS	10424 VENICE BLVD	101	1721
HOLIDAY MOTOR HOMES	10424 VENICE BLVD	101	1721
HOLIDAY MOTOR HOMES	10424 VENICE BLVD	101	1723
HOTTIES LUBE & MORE	10424 VENICE BLVD UNIT	101	1725
711 ELEVEN INC	10356 VENICE BLVD	101	1726
CULVER IMPORTS	10301 VENICE BLVD	101	1731
MOTOR AVE CLEANERS	***3773 MOTOR AVE***	***101***	***1733***
LIBERTY TIRES	10231 VENICE BLVD	101	1737
US POSTAL SERVICE PALM STATION	3751 MOTOR AVE	101	1738
ELLIOT GROSS, MD	3831 HUGES AVE, STE 509	101	1742
DARYL HOUSTON MD/JESUS MURO MD	3831 HUGHES AVE	101	1743
DR JOSEPH PAGE MD	3831 HUGHES AVE SUITE 7	101	1745
GEORGE COLOSIMO, MD.	3831 HUGHES AVE. #608	101	1745
UNILAB	3831 HUGHES AVE STE 503	101	1746

Site	Address	Map ID	Page
CLASSICS AUTO BODY INC	3703 S MOTOR AVE	101	1746
JIMS BODY SHOP	3703 SOUTH MOTOR AVENUE	101	1748
GEORGE AGZARIAN MD	10000 VENICE BLVD	101	1751
CULVER PALMS MEDICAL GROUP	10001 VENICE BLVD	101	1753
CITY OF LOS ANGELES GENERAL SE	3690 MOTOR AVE	101	1754
TISCH AUNET FINANCIAL	3815 HUGHES AVE	101	1754
EDWARD DALE COOPER, D.D.S.	9918 VENICE BLVD.	101	1755
RAYMOND E O'NEAL DDS	9914 VENICE BLVD	101	1756
BROTMAN PHYSICIAN PLAZA	9808 VENICE BLVD	101	1763
RITA BRUCES, DDS, INC	9808 VENICE BLVD STE 50	101	1764
DR JOEL A HEIN DDS INC	9800 VENICE BLVD	101	1764
PAUL J BRODY, DPM	9736 VENICE BLVD	101	1768
SO FRESH SO CLEANERS	9631 VENICE BLVD	101	1774
SO FRESH SO CLEANERS	9631 VENICE BLVD	101	1778
TIP TOP CLEANERS	9631 VENICE BLVD	101	1780
ROBERT J BARBER	3833 MAIN ST	101	1784
CLIFF BENJAMIN	3830 MAIN ST	101	1785
UNIFIED WESTERN GROCERS	9434 VENICE BLVD	101	1785
PIP 70 PRINTING INC	9401 VENICE BLVD	101	1786
HISTOLOGY SERVICE GROUP INC	9327 VENICE BLVD	101	1787
HISTOLOGY SERVICE GRP INC	9323 VENICE BLVD	101	1788
1X HISTOLOGY SERVICE GROUP INC	9323 VENICE BLVD	101	1789
MANUEL'S BODY SHOP INC	9301 VENICE BLVD	101	1792
3735 BAGLEY PARTNERS LP	3735 BAGLEY AVE	101	1793
EATS INC	***3745 DURENGO AVE***	***101***	***1794***
BRADFORD INVESTMENTS INC	9143 EXPOSITION DRIVE	101	1797
LUIS WATKINS CUSTOM WROUGHT IR	9200 EXPOSITION BLVD	101	1800
RESEARCH DEVELOPMENT MANUFACTU	9200 EXPOSITION BLVD	101	1801
CREST CLEANERS	***11137 NATIONAL BVD***	***102***	***1818***
MICA CORP (AKA NATIONAL PROP)	***3530 HAYDEN AVE.***	***104***	***1842***
CRYSTAL CLEAN ENT INC	***8640 NATIONAL BLVD***	***104***	***1864***
MODERN CLEANERS	***3308 PICO BLVD***	***106***	***1883***
HORLICK PROPERTIES LTD	10121 TABOR ST	112	1913
HMH ASSOCIATES INC	10121 TABOR ST	112	1914
ROSEWOOD APARTMENT LLC	10760 ROSE AVE	114	1914
OHMEGA TECHNOLOGIES INC	***4031 ELENDA ST***	***139***	***2019***

CA EMI: Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies

A review of the CA EMI list, as provided by EDR, and dated 12/31/2010 has revealed that there are 148 CA EMI sites within the searched area.

Site	Address	Map ID	Page
TWENTTETH CENTURY	***10201 W PICO BLVD***	***6***	***20***
RANCHO GOLF COURSE	***2459 MOTOR AVE***	***10***	***52***
P & C AUTO BODY, PETE NEPTUNE	2340 CENTINELA AVE.	17	73
DURASPAN INC	2225 CARMELINA AVE	17	83
BEVERLY HILLS GUN CLUB	12306 EXPOSITION BL	17	108
LOU BALDI'S BODY SHOP	11708 W. PICO BLVD	17	135
TELEDYNE CONTROLS S B U OF T T	***12333 W OLYMPIC BLVD***	***17***	***148***
BAY DISTRICT PAVING CO	***1955 CENTINELA AVE***	***17***	***161***
BUNDY CLEANERS INC	***2139 S BUNDY DR***	***17***	***165***

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
MARTIN CADILLAC CO INC	12101 W OLYMPIC BLVD	17	177
MARTIN CADILLAC CO INC	12101 W OLYMPIC BLVD.	17	179
MARTIN CADILLAC CO INC	12101 W. OLYMPIC BLVD.	17	185
MARTIN CADILLAC CO INC	12101 W OLYMPIC BLVD	17	186
IGBY'S, JAN M. SMITH DBA	11637 TENNESSEE PL.	17	188
WESTSIDE ASSOCIATES LTD, WESTS	11845 OLYMPIC BLVD #126	17	261
DEPARTMENT OF WATER AND POWER	***1840 CENTINELA AVE***	***17***	***262***
THE BODYMEN	2245 BARRINGTON AV	17	274
JACKS CUSTOM PICTURE FRAMING	11528 W PICO BL	17	286
DYANSON CORP	2230 S BARRINGTON	17	303
HOWARD BROWN & SONS AUTO BODY	11758 W OLYMPIC BOULEVA	17	307
LIBERTY CLEANERS, FAWZI FARAG	11460 GATEWAY AVE	17	308
PARK LANE CLEANERS, CARTEL INV	11460 GATEWAY AV	17	309
HOWARD BROWN & SONS AUTO BODY	2138 GRANVILLE	17	342
CENTURY CUSTOM COACH INC.	2237 S. BARRY AVE.	17	352
BARRY AVE PLATING CO INC	2218 BARRY AVE.	17	390
CONCORD CLNRS, DAN NOURIAN DBA	11682 OLYMPIC BL	17	396
PEPPERS MEXICAN GRILL, ALBERT	11678 OLYMPIC BLVD	17	399
WALKER MOTOR CO, INC	2131 STONER AV	17	406
BUERGE MOTOR CAR COMPANY	2125 STONER AVE	17	419
BARRY AVE PLATING CO INC	***2210 BARRY AVE***	***17***	***422***
BARRY AVE PLATING CO INC	2210 BARRY AVE.	17	454
COLOR IMAGE PRINTING INC	2030 S WESTGATE AVE	17	454
O'NEIL DATA SYSTEMS, INC.	2005 ARMACOST AVE	17	469
NAPOLI AUTO BODY SHOP	11656 OLYMPIC BLVD.	17	477
LASKY COACHWORKS	2241 FEDERAL AVENUE	17	481
PLASKON ELECTRONIC MATL CO INC	***12270 NEBRASKA AVE***	***17***	***490***
CONTOUR BODY WORKS, JAMES F BR	2233 FEDERAL AV	17	498
ALLOY SPOT WELDERS	2035 GRANVILLE AVE.	17	510
COLORNET PRESS	2216-23 FEDERAL AVE	17	519
COLORNET PRESS	2216 FEDERAL AVE.	17	519
COMMUNICATIONS TECHNOLOGY	***2237 COLBY AVE***	***17***	***540***
ARRIBA RESTAURANT, INC	11240 W PICO	17	551
LOS ANGELES BREWING CO., INC.	1845 S BUNDY	17	551
ALVARADIO IND INC	1915 ARMACOST AV	17	556
GOLDEN HAMMER	***2231 BUTLER AVE***	***17***	***561***
GOLDEN CHOPSTICKS,OBLIGACION &	11555 W OLYMPIC BLVD.	17	575
BLACK FOREST BODYWORKS	2343 SAWTELL BLVD	17	579
CALIFORNIA PORTLAND CEMENT CO.	11150 W PICO BLVD	17	602
CALIFORNIA PORTLAND CEMENT CO.	***11150 W PICO BL***	***17***	***604***
BEVERLY COACHCRAFT	2320 SAWTELLE BL.	17	610
NANSAY CORPORATION USA	11500 OLYMPIC BLVD STE	17	624
OLYMPIC BUTLER ASSOCIATES	11444 OLYMPIC BLVD	17	645
OLYMPIC PURDUE ASSOCIATES	11400 W OLYMPIC BLVD, S	17	650
LUIQUI'S RESTAURANT, D. ROSENT	11400 W OLYMPIC BLVD GR	17	651
BESSEN BODY SHOP INC	2323 COTNER	17	659
TRIDENT LIMITED	11355 OLYMPIC BLVD	17	662
ED'S WALKER BODY WORKS	***2240 SAWTELLE BLVD***	***17***	***665***
BARLOW PROMOTIONAL PRODUCTS IN	***2330 PONTIUS AVENUE***	***17***	***682***
M.P.I. LTD.	11300 W. OLYMPIC BLVD,	17	694
NASA INVESTMENT GROUPS,S AKHTA	11301 OLYMPIC BLVD, SUI	17	695
MULTICHROME CO INC	11165 TENNESSEE AVE.	17	699
AVIO COACH CRAFT, AVIO PIOMBET	2245 PONTIUS AV	17	721
THAI DISHES, NIRAMOL CHITRCHAR	10926 PICO BL	17	724
TABLE BARBEQUE RESTAURANT, H K	2125 SAWTELLE BLVD	17	725
ANNA'S RESTAURANT DBA ANTONES	10929 PICO BLVD	17	725

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
NU LIFE CLEANERS	***2540 OVERLAND AVE PICO***	***17***	***735***
TISHMAN/405 BUILDING ASSOC LTD	***11150 OLYMPIC BLVD***	***17***	***738***
FATBURGER OF CALIFORNIA INC #	11104 OLYMPIC BLVD	17	753
WESTLAND SHOPPING CENTER	***10800 W PICO BLVD***	***17***	***785***
WIKI WIKI FOODS INC, WIKI WIKI	10800 W. PICO BLVD.	17	786
GINTERS DRY CLEANERS, JAMES B.	***10767 W PICO BL***	***17***	***793***
CHAZEN PONTIAC BODY SHOP INC	2122 S SEPULVEDA BL	17	801
PLATINUM PRESS, PONY EXPRESS G	2056 COTNER AVE.	17	805
CASTLE CLEANERS	2324 WESTWOOD BLVD.	17	817
ROYAL THAI CUISINE	10668 PICO BLVD	17	826
LEE'S FRAME & AXLE SERVICE	2298 WESTWOOD BL	17	839
EMBREY PRESS INC	***2295 WESTWOOD BLVD***	***17***	***841***
LOUISE'S TRATTORIA DBA LA COCH	10645 PICO BLVD	17	851
PATOUT'S LOUISIANA RESTAURANT	2260 WESTWOOD BLVD	17	855
LEADER CLEANERS	10631 PICO BL	17	855
BEL AIR STREET MAINT YARD	***11165 MISSOURI AVE***	***17***	***904***
GOLDEN GLO CLEANER	***10555 PICO BLVD***	***17***	***917***
ROYCE CLEANERS	***10848 W OLYMPIC BLVD***	***17***	***921***
PERFECT CLEANER	***10531 W PICO BLVD***	***17***	***924***
BATHROOM JEWELRY INC	***1888 S. SEPULVEDA***	***17***	***928***
ED'S BODY & PAINT	***2100 WESTWOOD BLVD***	***17***	***935***
CHINA BOY CLEANERS	***2079 WESTWOOD BLVD***	***17***	***940***
THE CLEANING STORE	***11628 SANTA MONICA BLVD***	***22***	***958***
PIRATE RADIO	***8966 LINDBLADE ST***	***42***	***1017***
WESTERN GLOBE PROD. INC	8985 VENICE BL	42	1064
MARINA PLAZA CLEANERS, JOHN J.	9016 VENICE BL	42	1085
CENTURY ENTER. INC, BEVERLY HI	8951 VENICE BLVD	42	1110
DSA PHOTOTECH INC	***3383 LIVONIA***	***42***	***1125***
B & H BODY SHOP, BAU BA NGUYEN	8918 VENICE BL	42	1129
IRVING R. JACOBSON INC	3375 LIVONIA AVE.	42	1131
BEACON LAUNDRY/DRY CLEAN	***8695 W WASHINGTON BLVD***	***42***	***1142***
SM FURNITURE FINISHING, DBA S	8915 NATIONAL BL	42	1149
CLASSIC FURNITURE INC	8915 NATIONAL BLVD	42	1149
ADAM PAINT SHOP	8931 1/2 NATIONAL BL	42	1159
AAA FLAG & BANNER MFG CO INC	8951 NATIONAL BLVD STE	42	1163
HELMS ANTIQUES INC	***3231 HELMS AVE***	***42***	***1165***
WALTER A MARKS INC	***8800 VENICE BLVD***	***42***	***1173***
BEVERLY HILLS SCANDINAVIAN AUT	3040 SO. ROBERTSON	42	1192
FANCY CLEANERS	2895 S ROBERTSON BL	42	1226
ABBOTT TRANSISTOR LABS INC	***2727 S LA CIENEGA BLVD***	***72***	***1330***
FORMER APEX METAL POLISHING	***5977 WEST WASHINGTON BO***	***76***	***1341***
DYNASTY CLEANERS INC	***9836 NATIONAL BLVD***	***77***	***1368***
NATL CLEANERS & LAUNDRY	10835 NATIONAL BLVD.	82	1406
TEDDY'S CAFE, TEODORO DELGADO,	12043 W PICO BLVD	87	1490
CHAN DARA, INC.	11940 W PICO BLVD.	87	1491
WONDER MILE CLEANERS	***12009 W PICO BLVD***	***87***	***1492***
PICO WEST CLEANERS	***11925 W PICO BLVD***	***87***	***1496***
WEST LA PLATING	11824 WEST PICO BL	87	1501
OVERLAND CLEANERS	3520 OVERLAND	88	1524
TABOR CLEANERS	***10407 TABOR ST***	***88***	***1534***
NATIONAL PROMOTIONS & ADVERTIS	3440 OVERLAND AVE	88	1541
CORNIAL CLEANERS	***3405 OVERLAND AVE***	***88***	***1548***
CUSTOM FURNITURE REFINISHING,	3459 MOTOR AV	88	1572
RITZ ONE HOUR CLEANERS	10433 NATIONAL BL	88	1589
RITZ ONE HOUR CLEANERS & FRENC	10433-7 NATIONAL BL	88	1591
JON-L INC	***10316 NATIONAL BL***	***88***	***1597***

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
BRENTWOOD CHEVIOT BODY SHOP	***3260 MOTOR AVE***	***88***	***1602***
THE GILLETTE CO, PAPER MATE DI	***1681 026TH ST***	***92***	***1614***
NU LIFE CLEANERS, SIMON INKEUN	11686 GATEWAY BLVD.	93	1633
GATEWAY CLEANERS	2515 BARRINGTON AVE.	93	1634
DRYCLEAN EXPRESS, ARTHUR MOLLO	3300 OVERLAND #102	97	1659
SONY PICTURES STUDIOS	***10202 W WASHINGTON BLVD***	***101***	***1708***
MICHAEL'S DRAPERY INC	10335 VENICE BLVD.	101	1727
MARIO'S BODY SHOP	10301 VENICE BLVD.	101	1731
MOTOR AVE CLEANERS	***3773 MOTOR AVE***	***101***	***1733***
BBQ WEST	10200 VENICE BLVD. #105	101	1738
JIM'S BODY SHOP	3703 S MOTOR AVE	101	1746
JIM'S BODY SHOP	3703 SO. MOTOR AVE.	101	1748
NATALEE THAI CUISINE,J. PHOLKO	10036 VENICE BLVD.	101	1750
PACIFIC BELL (H4-113)	***3847 CARDIFF AVE***	***101***	***1769***
TIP TOP CLEANERS	***9631 VENICE BLVD***	***101***	***1776***
ROB'S ROAST BEEF, GILL LEE & M	9609 VENICE BL	101	1782
MANUEL'S BODY SHOP	9301 VENICE BLVD	101	1790
TIMBUCKTOO CO	3779 DURANGO AV	101	1794
IMPULSE DESIGNS INC	3770 DURANGO AV	101	1794
WEST DALE CLEANERS	***2961 S SEPULVEDA BLVD***	***102***	***1816***
FERRO CORP/WESTERN BACKIN	***3512 HELMS AVE***	***104***	***1855***
SPRAYLAT CORP CA	***3465 S LA CIENAGA BLVD***	***105***	***1866***
MODERN CLEANERS	***3308 PICO BLVD***	***106***	***1883***
WEST LA IMPORTED CARS INC.	***10603 VENICE BLVD***	***130***	***1992***
LEAR ASTRONICS CORP	***3400 AIRPORT AV***	***134***	***2000***
PAC AERO ENGINEERING	***3021 AIRPORT AVE***	***137***	***2011***
WESTWAY DEVELOPMENT PROPERTY	***10100 JEFFERSON BLVD***	***141***	***2026***

CA ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the CA ENVIROSTOR list, as provided by EDR, and dated 08/05/2013 has revealed that there are 43 CA ENVIROSTOR sites within the searched area.

Site	Address	Map ID	Page
BEVERLY HILLS HIGH SCHOOL	***241 SOUTH MORENO DRIVE***	***1***	***4***
Status: Inactive - Needs Evaluation			
EMERSON MIDDLE SCHOOL	***1650 SELBY AVENUE***	***2***	***8***
Status: Active			
LA A IR RES TRG CNTR		3	12
Status: Inactive - Needs Evaluation			
PROPOSED HERB ALPERT EDUCATION	***3131 OLYMPIC BOULEVARD***	***17***	***99***
Status: Certified O&M - Land Use Restrictions Only			
CARSON MANUFACTURING COMPANY (	3015 NEBRASKA AVENUE	17	124
Status: No Further Action			

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
C.F. CLOVINGER Status: No Further Action	3021 NEBRASKA AVENUE	17	129
HIGHLAND ENGINEERING Status: No Further Action	1942 BERKEKLEY AVE.	17	187
F. A. NUGIER CO. Status: No Further Action	1758 BERKELEY AVE.	17	205
H. BEHLEN & BROS. (PIONEER MAG Status: No Further Action	1755 BERKELEY STREET	17	207
PIONEER MAGNETICS INC Status: No Further Action	***3122 NEBRASKA ST***	***17***	***239***
STONER AVENUE SITE Status: No Further Action	***2131 STONER AVENUE***	***17***	***409***
BARRY AVE PLATING CO INC Status: Active Status: Refer: Other Agency	***2210 BARRY AVE***	***17***	***422***
12210 1/2 NEBRASKA AVENUE PROP Status: Refer: RWQCB	***12210 1/2 NEBRASKA AVEN***	***17***	***487***
CINEMA PRODUCTS, INC Status: No Further Action	***2037 GRANVILLE AVE***	***17***	***500***
TENNESSEE AVENUE LOFTS Status: Refer: 1248 Local Agency	***11500 TENNESSEE AVE***	***17***	***504***
MULTICHROME CO. INC. Status: Refer: 1248 Local Agency	***11165 TENNESSEE***	***17***	***700***
BATHROOM JEWELRY INC Status: Refer: Other Agency	***1888 S. SEPULVEDA***	***17***	***928***
THE SPORT CLUB COMPANY Status: Refer: 1248 Local Agency	***1815 PONTIUS AVE***	***17***	***939***
JENNINGS PLATING CO Status: Refer: Other Agency	***1760 PONTIUS AVE***	***17***	***943***
FIRST MOTION PIC UNIT Status: Inactive - Needs Evaluation		42	1020
EXPOSITION PHASE 2 Status: Active	***FROM INTERSECTION OF VE***	***42***	***1075***
EXPOSITION LIGHT RAIL Status: Certified	***RIGHT OF WAY FROM WEST***	***42***	***1095***
HAMILTON HIGH SCHOOL ADDITION Status: Inactive - Withdrawn	***2955 ROBERTSON BOULEVAR***	***42***	***1214***
KAISER PERMANENTE WEST LA Status: Refer: Other Agency	***6041 CADILLAC***	***51***	***1288***
FORMER APEX METAL POLISHING Status: Active	***5977 WEST WASHINGTON BO***	***76***	***1341***
SANTA MONICA COLLEGE, ACADEMY Status: Active	***1660 STEWART STREET***	***78***	***1384***
WATER GARDEN PHASE I & II DEVE Status: Refer: Other Agency	***2500 COLORADO***	***80***	***1392***
LE LYCEE FRANCAIS DE LOS ANGEL Status: Refer: 1248 Local Agency Status: Inactive - Needs Evaluation	***10309 WEST NATIONAL BOU***	***88***	***1591***

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
COLORADO PLACE	***BROADWAY AND CLOVERFIEL***	***91***	***1610***
Status: No Further Action			
DOUGLAS AIRCRAFT PLT		96	1658
Status: Inactive - Needs Evaluation			
SPRAYLAT CORP CA	***3465 S LA CIENAGA BLVD***	***105***	***1866***
Status: Refer: Other Agency			
LA CIENEGA INDUSTRIAL PARK	***3339-3361 LA CIENEGA PL***	***105***	***1874***
Status: No Further Action			
EXTRA SPACE	***1707 CLOVERFIELD BLVD.***	***109***	***1900***
Status: Certified O&M - Land Use Restrictions Only			
SANTA MONICA HOUSING PROJECT		111	1909
Status: Inactive - Needs Evaluation			
WILLOWS II COMMUNITY SCHOOL	***8490 WARNER DRIVE***	***119***	***1925***
Status: Certified			
MERIT MANUFACTURING CO	***4222 VAN BUREN PL***	***126***	***1946***
Status: No Further Action			
CLOVER MIL AIRFIELD		132	1999
Status: Inactive - Needs Evaluation			
LEAR ASTRONICS CORP	***3400 AIRPORT AV***	***134***	***2000***
Status: Refer: Other Agency			
SANTA MONICA MUNICIPAL AIRPORT	***3200 AIRPORT AVE***	***136***	***2008***
Status: Inactive - Needs Evaluation			
PAC AERO ENGINEERING	***3021 AIRPORT AVE***	***137***	***2011***
Status: No Further Action			
OHMEGA TECHNOLOGIES INC	***4031 ELENDA ST***	***139***	***2019***
Status: Refer: Other Agency			
SANTA MONICA USAR CNTR		140	2025
Status: Inactive - Needs Evaluation			
WESTWAY DEVELOPMENT PROPERTY	***10100 JEFFERSON BLVD***	***141***	***2026***
Status: Certified O&M - Land Use Restrictions Only			

CA HWP: Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

A review of the CA HWP list, as provided by EDR, and dated 05/28/2013 has revealed that there is 1 CA HWP site within the searched area.

Site	Address	Map ID	Page
3M LOS ANGELES DYNACOLOR	11915 W OLYMPIC BLVD	17	249

EXECUTIVE SUMMARY

EDR PROPRIETARY RECORDS

EDR US Hist Auto Stat: EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR US Hist Auto Stat list, as provided by EDR, has revealed that there are 302 EDR US Hist Auto Stat sites within the searched area.

Site	Address	Map ID	Page
GENE & BOB S SERVICE	2100 OVERLAND AV	13	62
GENE & BOB S SERVICE	2100 OVERLAND TRL	13	63
Not reported	10399 W PICO BLVD	15	64
Not reported	2364 S BEVERLY GLEN BLV	15	68
Not reported	2340 S CENTINELA AVE	17	77
Not reported	2222 S CENTINELA AVE	17	83
Not reported	2200 S CENTINELA AVE	17	90
WALLY'S OLYMPIC UNOCAL	3154 OLYMPIC BLVD	17	107
Not reported	12311 EXPOSITION BLVD	17	113
Not reported	1817 STANFORD ST	17	119
Not reported	11560 GATEWAY BLVD	17	126
Not reported	11708 W PICO BLVD	17	132
DANIELSON B B	11684 PICO BLVD	17	155
DANIELSON B B	11684 PICO BLVD	17	155
COLE & VAN WINKLE	11675 W PICO BLVD	17	158
Not reported	11675 W PICO BLVD	17	158
COLE & VAN WINKLE	11675 W PICO BLVD	17	161
Not reported	12233 W OLYMPIC BLVD	17	169
Not reported	2140 S BUNDY DR	17	171
LAZELLE PAUL	12220 OLYMPIC BLVD	17	188
LAZELLE PAUL	12220 OLYMPIC BLVD	17	188
Not reported	12100 W OLYMPIC BLVD	17	197
WATSON CLARENCE	11941 OLYMPIC BLVD	17	208
Not reported	11580 W PICO BLVD	17	210
Not reported	11951 W OLYMPIC BLVD	17	213
BENSON BURT	11944 OLYMPIC BLVD	17	215
BENSON BURT	11944 OLYMPIC BLVD	17	215
Not reported	11944 W OLYMPIC BLVD	17	217
Not reported	11568 W PICO BLVD	17	246
Not reported	11900 W OLYMPIC BLVD	17	256
Not reported	11845 W OLYMPIC BLVD	17	262
Not reported	11548 W PICO BLVD	17	269
Not reported	2254 S BARRINGTON AVE	17	269
Not reported	11540 W PICO BLVD	17	269
Not reported	2245 S BARRINGTON AVE	17	273
Not reported	2252 S BARRINGTON AVE	17	280
Not reported	11480 GATEWAY BLVD	17	289
Not reported	11476 GATEWAY BLVD	17	294
Not reported	3124 PENNSYLVANIA AVE	17	301
Not reported	11468 GATEWAY BLVD	17	301
Not reported	11758 W OLYMPIC BLVD	17	306

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
Not reported	11758 W OLYMPC BL	17	308
Not reported	11464 GATEWAY BLVD	17	309
Not reported	11748 W OLYMPIC BLVD	17	320
Not reported	2266 BARRY AVE	17	333
Not reported	2264 BARRY AVE	17	334
Not reported	11501 EXPOSITION BLVD	17	338
Not reported	2236 BARRY AVE	17	358
Not reported	2234 BARRY AVE	17	361
Not reported	11401 W PICO BLVD	17	368
Not reported	11700 W OLYMPIC BLVD	17	383
Not reported	2120 STONER AVE	17	399
Not reported	2261 FEDERAL AVE	17	404
Not reported	2257 FEDERAL AVE	17	417
Not reported	2125 STONER AVE	17	420
Not reported	2251 FEDERAL AVE	17	460
Not reported	11656 W OLYMPIC BLVD	17	479
Not reported	2233 FEDERAL AVE	17	498
Not reported	2018 S WESTGATE AVE	17	498
Not reported	2010 S WESTGATE AVE	17	516
Not reported	2254 COLBY AVE	17	526
DANIELSON B B	11301 PICO BLVD	17	526
MC MILLAN PETROLEUM CORP	11301 W PICO BLVD	17	526
MC MILLAN PETROLEUM CORP	11301 W PICO BLVD	17	526
ST HELENS PETROLEUM CO	11301 PICO BLVD	17	526
Not reported	2209 FEDERAL AVE	17	532
HUTCHISON C E	11289 PICO BLVD	17	534
Not reported	2240 COLBY AVE	17	536
Not reported	11285 W PICO BLVD	17	541
Not reported	2221 COLBY AVE	17	549
Not reported	2219 COLBY AVE	17	551
PACIFIC GATEWAY SERVICE STATIO	2357 SAWTELLE BLVD	17	557
RIEDERMAN O H	2357 SAWTELLE BLVD	17	557
JACQUART ALFD	2353 SAWTELLE BLVD	17	560
Not reported	2231 BUTLER AVE	17	573
Not reported	2233 CORINTH AVE	17	639
Not reported	11444 W OLYMPIC BLVD	17	645
FILANC L C	11091 PICO BLVD	17	648
FILANC L C	11091 PICO BLVD	17	648
Not reported	2323 COTNER AVE	17	659
Not reported	2320 COTNER AVE	17	661
SHIELD T B	11350 OLYMPIC BLVD	17	673
SHIELD T B	11350 OLYMPIC BLVD	17	673
Not reported	2310 COTNER AVE	17	675
Not reported	2350 S BENTLEY AVE	17	688
MATTHEWS 0 W	11010 PICO BLVD	17	688
MATTHEWS 0 W	11010 PICO BLVD	17	688
Not reported	2307 PONTIUS AVE	17	696
Not reported	2222 COTNER AVE	17	710
STAPP B R	2152 SAWTELLE BLVD	17	714
FLOYD THOS	2152 SAWTELLE BLVD	17	714
Not reported	10950 W PICO BLVD	17	716
GARRETT E W	2136 SAWTELLE BLVD	17	719
GARRETT E W	2136 SAWTELLE BLVD	17	719
Not reported	2239 PONTIUS AVE	17	726
ISHIZAWA HAROLD	2115 SAWTELLE BLVD	17	727
BRUIN MOTOR CO	2109 SAWTELLE BLVD	17	728

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
BRUIN MOTOR CO	2109 SAWTELLE BLVD	17	728
FUJIMOTO ROBT	2101 SAWTELLE BLVD	17	729
FUJIMOTO ROBT	2101 SAWTELLE BLVD	17	729
Not reported	2219 PONTIUS AVE	17	730
ELDREDGE R J	10901 PICO BLVD	17	732
EIDRIDGE R J	10901 PICO BLVD	17	732
Not reported	11150 W OLYMPIC BLVD	17	740
Not reported	2216 S SEPULVEDA BLVD	17	746
IKKANDA TOM	2060 SAWTELLE BLVD	17	749
IKKANDA TOM	2060 SAWTELLE BLVD	17	750
DICKSON N E	11100 OLYMPIC BLVD	17	753
DICKSON N E	11100 OLYMPIC BLVD	17	754
OLSON A C	10831 PICO BLVD	17	754
OLSON A C	10831 PICO BLVD	17	754
Not reported	2110 COTNER AVE	17	768
VAN DEEVEN H R	10799 PICO BLVD	17	773
VAN DEEVEN H R	10799 PICO BLVD	17	773
STEAMS E R	11075 OLYMPIC BLVD	17	775
STEAMS E R	11075 OLYMPIC BLVD	17	776
Not reported	10800 W PICO BLVD	17	786
KOGA ITARO	2004 SAWTELLE BLVD	17	792
KOGA I	2004 SAWTELLE BLVD	17	792
KOGA I	2004 SAWTELLE BLVD	17	792
Not reported	2115 PONTIUS AVE	17	796
Not reported	11159 MISSISSIPPI AVE	17	798
Not reported	2101 PONTIUS AVE	17	799
Not reported	2122 S SEPULVEDA BLVD	17	801
Not reported	11151 MISSISSIPPI AVE	17	802
Not reported	2355 WESTWOOD BLVD	17	805
Not reported	2050 COTNER AVE	17	809
Not reported	2100 S SEPULVEDA BLVD	17	813
HARRINGTON J W	10701 PICO BLVD	17	815
HARRINGTON J W	10701 PICO BLVD	17	815
CHARLES FRANK	2055 PONTIUS AV	17	816
CHARLES FRANK	2055 PONTIUS AVE	17	816
Not reported	10691 W PICO BLVD	17	830
Not reported	2000 COTNER AVE	17	834
Not reported	2054 S SEPULVEDA BLVD	17	835
DALBY JOS	2029 PONTIUS AV	17	835
DALBY JOS	2029 PONTIUS AVE	17	836
Not reported	2027 PONTIUS AVE	17	836
Not reported	2042 S SEPULVEDA BLVD	17	836
Not reported	2298 WESTWOOD BLVD	17	837
COOLEY W S	2015 PONTIUS AV	17	840
COOLEY W S	2015 PONTIUS AVE	17	840
Not reported	2030 S SEPULVEDA BLVD	17	846
Not reported	2029 S SEPULVEDA BLVD	17	846
Not reported	10644 W PICO BLVD	17	848
Not reported	2285 WESTWOOD BLVD	17	850
Not reported	2024 S SEPULVEDA BLVD	17	850
Not reported	2022 S SEPULVEDA BLVD	17	851
STOKES W L	11150 LA GRANGE AVE	17	851
CHANDLER J R	11150 LA GRANGE AVE	17	851
Not reported	2265 WESTWOOD BLVD	17	853
Not reported	2001 S SEPULVEDA BLVD	17	854
CRAFT R R	10601 PICO BLVD	17	862

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
HEYLER J B	10601 PICO BLVD	17	863
Not reported	1933 PONTIUS AVE	17	865
NEILSEN J G	2211 WESTWOOD BLVD	17	865
Not reported	10863 W OLYMPIC BLVD	17	877
FOSTER BROS INC	2201 WESTWOOD BLVD	17	882
Not reported	10564 W PICO BLVD	17	886
MARTIN G E	2180 WESTWOOD BLVD	17	905
MARTIN G E	2180 WESTWOOD BLVD	17	905
Not reported	1900 S SEPULVEDA BLVD	17	924
Not reported	1884 S SEPULVEDA BLVD	17	930
Not reported	1860 S SEPULVEDA BLVD	17	932
Not reported	2100 WESTWOOD BLVD	17	934
TAYLOR J P E	2100 WESTWOOD BLVD	17	938
ECKER I J	2100 WESTWOOD BLVD	17	938
Not reported	10506 ILONA AVE	18	952
Not reported	1741 COLBY AVE	24	972
Not reported	1740 BUTLER AVE	24	972
Not reported	2575 PATRICIA AVE	30	986
Not reported	1522 ARMACOST AVE	33	995
Not reported	2326 GREENFIELD AVE	36	998
Not reported	2321 VETERAN AVE	36	998
Not reported	10526 BUTTERFIELD RD	37	998
Not reported	10458 LORENZO PL	39	1000
Not reported	8888 WASHINGTON BLVD	42	1029
Not reported	3814 WILLAT AVE	42	1031
Not reported	3741 ROBERTSON BLVD	42	1031
Not reported	8839 EXPOSITION BLVD	42	1088
Not reported	3444 WESLEY ST	42	1106
Not reported	8949 VENICE BLVD	42	1112
Not reported	8828 NATIONAL BLVD	42	1116
Not reported	8750 WASHINGTON BLVD	42	1121
Not reported	8930 VENICE BLVD	42	1122
Not reported	8931 VENICE BLVD	42	1123
PHILLIPS DAVID	8747 WASHINGTON BLVD	42	1129
Not reported	3368 S ROBERTSON BLVD	42	1130
Not reported	8916 ELLIS AVE	42	1135
Not reported	8919 ELLIS AVE	42	1136
WHALEN E J	8907 VENICE BLVD	42	1138
PIERCE F W	8900 NATIONAL BLVD	42	1139
Not reported	8700 WASHINGTON BLVD	42	1139
Not reported	8680 WASHINGTON BLVD	42	1148
Not reported	8922 NATIONAL BLVD	42	1150
Not reported	8932 NATIONAL BLVD	42	1154
Not reported	3336 S ROBERTSON BLVD	42	1156
Not reported	8651 WASHINGTON BLVD	42	1158
Not reported	3146 CURTS AVE	42	1162
Not reported	8964 NATIONAL BLVD	42	1168
LAYANA HERMAN	9000 NATIONAL BLVD	42	1175
Not reported	9014 NATIONAL BLVD	42	1175
CARTER H R	9001 NATIONAL BLVD	42	1177
Not reported	9030 NATIONAL BLVD	42	1180
Not reported	3074 S ROBERTSON BLVD	42	1181
NATIONAL ROBERTSON MOBIL GAS S	3071 S ROBERTSON BLVD	42	1184
Not reported	3241 FAY AVE	42	1187
MANUEL A J	8741 VENICE BLVD	42	1189
Not reported	3047 S ROBERTSON BLVD	42	1192

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
Not reported	3040 S ROBERTSON BLVD	42	1197
Not reported	8720 VENICE BLVD	42	1199
Not reported	3029 S ROBERTSON BLVD	42	1208
Not reported	8664 VENICE BLVD	42	1210
Not reported	8971 KRAMERWOOD PL	42	1213
Not reported	2930 S ROBERTSON BL	42	1218
Not reported	2930 S ROBERTSON BLVD	42	1219
Not reported	2900 ROBERTSON PL	42	1220
Not reported	2900 S ROBERTSON BLVD	42	1221
Not reported	2868 S ROBERTSON BLVD	42	1228
Not reported	2806 S ROBERTSON BLVD	42	1246
ZASTROW F A	2800 S ROBERTSON BLVD	42	1246
HUSEBY L A	2520 S ROBERTSON BLVD	42	1247
Not reported	11925 IOWA AVE	46	1281
HILLS MOTOR CO	3256-3141 W COLORADO	62	1303
Not reported	2640 LA CIENEGA AVE	65	1311
Not reported	2627 LA CIENEGA AVE	65	1312
Not reported	8540 VENICE BLVD	65	1315
Not reported	8559 VENICE BLVD	65	1317
GAMER WM	9530 NATIONAL BLVD	74	1339
Not reported	3250 OAKHURST AVE	74	1339
Not reported	9930 NATIONAL BLVD	77	1352
Not reported	9815 NATIONAL BLVD	77	1379
Not reported	10815 NATIONAL BLVD	82	1420
Not reported	2945 WESTWOOD BLVD	82	1422
Not reported	8534 WASHINGTON BLVD	83	1424
GLINBERG BENJ	8501 W WASHINGTON BLVD	83	1426
Not reported	10611 NATIONAL BLVD	84	1445
Not reported	3061 OVERLAND AVE	84	1458
HUBBELL F R	3454 PICO BLVD	87	1485
KNAPP GEO	12342 PICO BLVD	87	1487
KNAPP G S	12342 PICO BLVD	87	1487
SCHLEGEL MAURICE	12324 PICO BLVD	87	1488
Not reported	11812 W PICO BLVD	87	1505
Not reported	11801 W PICO BLVD	87	1506
WEST PICO MOTORS	11797 W PICO BLVD	87	1506
Not reported	11797 W PICO BLVD	87	1507
Not reported	11800 W PICO BLVD	87	1508
Not reported	3701 OVERLAND AVE	88	1510
Not reported	3684 OVERLAND AVE	88	1510
Not reported	3678 OVERLAND AVE	88	1511
Not reported	3664 OVERLAND AVE	88	1512
Not reported	3627 OVERLAND AVE	88	1512
Not reported	3625 OVERLAND AVE	88	1513
Not reported	3634 OVERLAND AVE	88	1513
Not reported	3630 OVERLAND AVE	88	1513
Not reported	3549 OVERLAND AVE	88	1515
Not reported	3547 OVERLAND AVE	88	1515
Not reported	3568 OVERLAND AVE	88	1516
Not reported	3479 MOTOR AVE	88	1562
Not reported	10329 PALMS BLVD	88	1568
Not reported	3405 MOTOR AVE	88	1574
Not reported	3375 MOTOR AVE	88	1576
Not reported	10316 NATIONAL BLVD	88	1596
Not reported	10425 IRENE ST	88	1601
Not reported	3260 MOTOR AVE	88	1601

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
Not reported	11722 GATEWAY BLVD	93	1627
Not reported	11671 GATEWAY BLVD	93	1644
Not reported	2940 MILITARY AVE	94	1645
Not reported	10429 WASHINGTON BLVD	101	1680
Not reported	10409 WASHINGTON BLVD	101	1681
Not reported	10375 WASHINGTON BLVD	101	1683
Not reported	10301 WASHINGTON BLVD	101	1685
Not reported	10223 WASHINGTON BLVD	101	1692
Not reported	10201 WASHINGTON BL	101	1714
Not reported	10201 WASHINGTON BLVD	101	1715
Not reported	10424 VENICE BLVD	101	1720
Not reported	10424 VENICE BL	101	1720
Not reported	10424 VENICE BLVD	101	1722
Not reported	3851 JASMINE AVE	101	1727
Not reported	10303 VENICE BLVD	101	1730
Not reported	10301 VENICE BLVD	101	1730
Not reported	10150 VENICE BLVD	101	1740
Not reported	3822 CLARINGTON AVE	101	1740
Not reported	3831 HUGHES AVE	101	1745
Not reported	3703 MOTOR AVE	101	1750
Not reported	3767 CLARINGTON AVE	101	1758
Not reported	9801 VENICE BLVD	101	1766
Not reported	3847 CARDIFF AVE	101	1770
Not reported	3755 WATSEKA AVE	101	1786
Not reported	9301 VENICE BLVD	101	1791
Not reported	3719 S CANFIELD AVE	101	1797
Not reported	2931 S SEPULVEDA BLVD	102	1823
Not reported	3111 PICO BLVD	106	1881
Not reported	3317 PICO BLVD	106	1885
MARVIN & STEPHENS	3429 PICO BLVD	106	1885
PEAK D V	3449 PICO BLVD	106	1886
Not reported	11280 NATIONAL BLVD	107	1889
COOLEY L S	3330 OCEAN PARK BLVD	123	1938
KNAPP G S	3332 OCEAN PARK BLVD	123	1939
Not reported	4032 LINCOLN AVE	124	1939
Not reported	10602 VENICE BLVD	130	1991
Not reported	10603 VENICE BLVD	130	1994

EDR US Hist Cleaners: EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR US Hist Cleaners list, as provided by EDR, has revealed that there are 119 EDR US Hist Cleaners sites within the searched area.

Site	Address	Map ID	Page
THOMPSON J V	3278 OLYMPIC BLVD	17	113
SHAIHOE WONG	3266 OLYMPIC BLVD	17	114

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
BAY CLEANERS	11713 W PICO BLVD	17	131
BAY CLEANERS	11713 W PICO BLVD	17	131
KONBLETT C L	11664 PICO BLVD	17	172
KONBLETT C L	11664 PICO BLVD	17	172
GREPPIN MAXINE MRS	11660 PICO BLVD	17	173
LEE JAS	12021/2 W OLYMPIC BLVD	17	189
Not reported	11630 TENNESSEE AVE	17	254
Not reported	11901 W OLYMPIC BLVD	17	255
SAM SING	2506 SAWTELLE BLVD	17	258
MCDONALD JOHN	2507 SAWTELLE BLVD	17	258
SAM SING	2506 SAWTELLE BLVD	17	258
Not reported	11460 GATEWAY BLVD	17	316
LO VERSO DOMINICK	11460 PICO BLVD	17	351
Not reported	11682 W OLYMPIC BLVD	17	394
SMITH C C	11630 OLYMPIC BLVD	17	513
SMITH C C	11630 OLYMPIC BLVD	17	513
DRAKE L C	11628 OLYMPIC BLVD	17	513
DRAKE L C	11628 OLYMPIC BLVD	17	513
MULKEY EDNA MRS	2405 SAWTELLE BLVD	17	516
Not reported	2453 S SEPULVEDA BLVD	17	550
ARNOLD S INC	11054 W PICO BLVD	17	656
ARNOLD S INC	11054 W PICO BLVD WES	17	657
ARNOLDS INC	11054 PICO BLVD	17	657
ARNOLDS INC	11054 PICO BLVD	17	657
SINGLETON C M	10978 PICO BLVD	17	704
TYER ETHEL MRS	10978 PICO BLVD	17	704
HICK.RAN B G	10962 PICO BLVD	17	705
HICK.RAN B G	10962 PICO BLVD	17	706
Not reported	2109 SAWTELLE BLVD	17	728
Not reported	2540 OVERLAND AVE	17	733
Not reported	11108 W OLYMPIC BLVD	17	750
EL RANCHO CLEANERS	2024 SAWTELLE BLVD	17	775
AVALON CLEANERS	10789 PICO BLVD	17	777
AVALON CLEANERS	10789 PICO BLVD	17	777
MASTER FRENCH CLEANERS	2387 WESTWOOD BLVD	17	787
MASTER FRENCH CLEANERS	2387 WESTWOOD BLVD	17	787
DAY CRIST SERVICE	2385 WESTWOOD BLVD	17	789
Not reported	2458 OVERLAND AVE	17	796
Not reported	2456 OVERLAND AVE	17	798
Not reported	2324 WESTWOOD BLVD	17	818
Not reported	10631 W PICO BLVD	17	859
MANHATTAN LAUNDRY & CLEANING	10619 PICO BLVD	17	862
MANHATTAN LAUNDRY & CLEANING	10619 PICO BLVD	17	862
Not reported	10576 W PICO BLVD	17	868
Not reported	10575 W PICO BLVD	17	868
Not reported	2180 WESTWOOD BLVD	17	906
Not reported	10555 W PICO BLVD	17	920
Not reported	10848 W OLYMPIC BLVD	17	921
HARRISON & ALLEN	2375 PROSSER AVE	17	923
GINTER R W	2375 PROSSER AV	17	924
Not reported	2150 WESTWOOD BLVD	17	924
Not reported	10531 W PICO BLVD	17	925
NUESS MILTON	2131 WESTWOOD BLVD	17	932
COOK C P MRS	2131 WESTWOOD BLVD	17	932
Not reported	2079 WESTWOOD BLVD	17	943
Not reported	2039 WESTWOOD BLVD	17	948

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
CROCKER C M.	2041 WESTWOOD BLVD	17	949
GRAVES W H	2041 WESTWOOD BLVD	17	949
Not reported	2029 WESTWOOD BLVD	17	950
Not reported	1616 S BARRINGTON AVE	27	976
Not reported	9016 VENICE BLVD	42	1085
BEACON LAUNDRY CO	8695 WASHINGTON BLVD	42	1146
LIPMAN NATHAN	9227 NATIONAL BLVD	42	1181
Not reported	2895 S ROBERTSON BLVD	42	1224
Not reported	2893 S ROBERTSON BLVD	42	1227
Not reported	8959 HARGIS ST	42	1245
Not reported	2733 S ROBERTSON BLVD	42	1246
Not reported	2695 S ROBERTSON BLVD	42	1246
Not reported	8970 BEVERLYWOOD ST	42	1247
Not reported	2600 S ROBERTSON BLVD	42	1247
BURNHAM JAY	2521 S ROBERTSON BLVD	42	1247
Not reported	11923 IOWA AVE	46	1281
Not reported	2640 LA CIENEGA AVE	65	1311
Not reported	9838 NATIONAL BLVD	77	1365
Not reported	9836 NATIONAL BLVD	77	1375
Not reported	10835 NATIONAL BLVD	82	1407
Not reported	6144 WASHINGTON BLVD	83	1426
CAPITOL CLEANERS DYERS INC	8521 W WASHINGTON BLVD	83	1426
Not reported	2400 S BUNDY DR	87	1485
JACOBSON ALF	12223 PICO BLVD	87	1488
JACOBSON ALF	12223 PICO BLVD	87	1488
BEACON	12036 PICO BLVD	87	1490
CALIFORNIA RUG CLEANING CO	12020 PICO BLVD	87	1491
BALL IRVING	12020 PICO BLVD	87	1491
Not reported	11927 W PICO BLVD	87	1495
Not reported	11925 W PICO BLVD	87	1496
Not reported	3500 OVERLAND AVE	88	1529
Not reported	10407 TABOR ST	88	1534
Not reported	3551 MENTONE AVE	88	1536
Not reported	3407 OVERLAND AVE	88	1547
Not reported	3405 OVERLAND AVE	88	1550
Not reported	10404 PALMS BLVD	88	1550
Not reported	3371 MOTOR AVE	88	1576
Not reported	10433 NATIONAL BLVD	88	1589
Not reported	10547 NATIONAL BLVD	88	1608
Not reported	2541 S BARRINGTON AVE	93	1628
Not reported	11686 GATEWAY BLVD	93	1629
Not reported	2515 S BARRINGTON AVE	93	1635
Not reported	2507 S BARRINGTON AVE	93	1640
Not reported	3300 OVERLAND AVE	97	1660
RUSSELL A C	10251/2 W WASHINGTON	101	1687
Not reported	3773 MOTOR AVE	101	1732
Not reported	9909 VENICE BLVD	101	1758
Not reported	3847 CARDIFF AVE	101	1770
Not reported	9631 VENICE BLVD	101	1775
Not reported	9607 VENICE BLVD	101	1782
Not reported	3809 MAIN ST	101	1786
Not reported	11137 NATIONAL BLVD	102	1820
Not reported	2955 S SEPULVEDA BLVD	102	1821
Not reported	2953 S SEPULVEDA BLVD	102	1823
MODERN CLEANERS	3238 PICO BLVD	106	1881
Not reported	2916 SAWTELLE BLVD	107	1899

EXECUTIVE SUMMARY

Site	Address	Map ID	Page
Not reported	10510 WOODBINE ST	108	1900
Not reported	3128 S SEPULVEDA BLVD	115	1917
Not reported	10825 ROSE AVE	116	1919
Not reported	2610 S BUNDY DR	117	1919
Not reported	3110 FEDERAL AVE	122	1935

EXECUTIVE SUMMARY

Please refer to the end of the findings report for unmapped orphan sites due to poor or inadequate address information.

EDR DataMap® Area Study

Exposition Corridor Transit Neighborhood Plan

- Listed Sites
- Earthquake Epicenters (Richter 5 or greater)
- Search Boundary
- Roads
- Major Roads
- Waterways
- Railroads
- Contour Lines
- Pipelines
- Powerlines
- Fault Lines
- Water
- Superfund Sites
- Federal DOD Sites
- Indian Reservations BIA
- 100-Yr Flood Zones
- National Wetland Inventory

Los Angeles, CA

0 1/2 1

Scale in Miles

EDR® Environmental Data Resources Inc

Copyright © 2013 EDR, Inc. © 2010 Tele Atlas Rel. 07/2009.

MAP FINDINGS SUMMARY

Database	Total Plotted
FEDERAL RECORDS	
NPL	0
Proposed NPL	0
Delisted NPL	0
NPL LIENS	0
CERCLIS	6
CERC-NFRAP	30
LIENS 2	0
CORRACTS	0
RCRA-TSDF	1
RCRA-LQG	17
RCRA-SQG	162
RCRA-CESQG	3
RCRA NonGen / NLR	21
US ENG CONTROLS	0
US INST CONTROL	0
ERNS	16
HMIRS	1
DOT OPS	0
US CDL	0
US BROWNFIELDS	0
DOD	0
FUDS	0
LUCIS	0
CONSENT	0
ROD	0
UMTRA	0
DEBRIS REGION 9	0
ODI	0
US MINES	0
TRIS	3
TSCA	0
FTTS	2
HIST FTTS	2
SSTS	0
ICIS	0
PADS	0
MLTS	0
RADINFO	0
FINDS	215
RAATS	0
RMP	0
PRP	0
2020 COR ACTION	0
US AIRS	1
LEAD SMELTERS	0
FEDERAL FACILITY	0
COAL ASH EPA	0
FEMA UST	0

MAP FINDINGS SUMMARY

Database	Total Plotted
SCRD DRYCLEANERS	0
EPA WATCH LIST	0
US FIN ASSUR	0
US HIST CDL	0
PCB TRANSFORMER	0
COAL ASH DOE	0

STATE AND LOCAL RECORDS

CA HIST Cal-Sites	0
CA BOND EXP. PLAN	1
CA SCH	7
CA Toxic Pits	0
CA SWF/LF	6
CA WMUDS/SWAT	6
CA WDS	13
CA NPDES	15
CA UIC	11
CA Cortese	1
CA HIST CORTESE	80
CA SWRCY	2
CA LUST	137
CA FID UST	139
CA SLIC	45
CA UST	62
CA HIST UST	109
CA LIENS	0
CA CUPA Listings	0
NY MANIFEST	2
CA SWEEPS UST	179
CA CHMIRS	27
CA LDS	0
CA AST	2
CA MCS	0
CA Notify 65	2
CA DEED	2
CA VCP	8
CA DRYCLEANERS	21
CA WIP	1
CA ENF	8
CA CDL	3
CA RESPONSE	2
CA HAZNET	606
CA EMI	148
CA ENVIROSTOR	43
CA HAULERS	0
CA HWP	1
CA MWMP	0
CA PROC	0
CA HWT	0

TRIBAL RECORDS

INDIAN RESERV	0

MAP FINDINGS SUMMARY

Database	Total Plotted
INDIAN ODI	0
INDIAN LUST	0
INDIAN UST	0
INDIAN VCP	0
EDR PROPRIETARY RECORDS	
EDR MGP	0
EDR US Hist Auto Stat	302
EDR US Hist Cleaners	119

NOTES:

Sites may be listed in more than one database

1 BEVERLY HILLS HIGH SCHOOL
241 SOUTH MORENO DRIVE
BEVERLY HILLS, CA 90212

CA SCH **1001614433**
CA NPDES **N/A**
CA LUST
CA ENVIROSTOR

SCH:

Facility ID:	19820129
Site Type:	School Investigation
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	26
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304411
Assembly:	50
Senate:	26
Special Program Status:	Not reported
Status:	Inactive - Needs Evaluation
Status Date:	07/02/2003
Restricted Use:	NO
Funding:	School District
Latitude:	34.06130
Longitude:	-118.4108
APN:	4319001900
Past Use:	* EDUCATIONAL SERVICES
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	BEVERLY HILLS USD-BEVERLY HILLS HIGH SCL
Alias Type:	Alternate Name
Alias Name:	4319001900
Alias Type:	APN
Alias Name:	T0603792986
Alias Type:	GeoTracker Global ID
Alias Name:	304411
Alias Type:	Project Code (Site Code)
Alias Name:	19820129
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Inspections/Visit (Non LUR)
Completed Date:	05/08/2003
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	07/02/2003
Comments:	The modernization project was completed in 2001.
Future Area Name:	Not reported
Future Sub Area Name:	Not reported

BEVERLY HILLS HIGH SCHOOL (Continued) **1001614433**

Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

NPDES:
Npdes Number: CAS000002
Facility Status: Terminated
Agency Id: 0
Region: 4
Regulatory Measure Id: 265282
Order No: 2009-0009-DWQ
Regulatory Measure Type: Enrollee
Place Id: Not reported
WDID: 4 19C338744
Program Type: Construction
Adoption Date Of Regulatory Measure: Not reported
Effective Date Of Regulatory Measure: 12/29/2005
Expiration Date Of Regulatory Measure: Not reported
Termination Date Of Regulatory Measure: 09/02/2010
Discharge Name: Beverly Hills Unified School District
Discharge Address: 255 S Lasky Dr
Discharge City: Beverly Hills
Discharge State: California
Discharge Zip: 90212

LUST:
Region: STATE
Global Id: T0603792986
Latitude: 34.0625843
Longitude: -118.4114138
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 01/29/2008
Lead Agency: LOS ANGELES COUNTY
Case Worker: JOA
Local Agency: LOS ANGELES COUNTY
RB Case Number: R-16760
LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Diesel
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603792986
Contact Type: Local Agency Caseworker
Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov

BEVERLY HILLS HIGH SCHOOL (Continued) **1001614433**

Phone Number: 6264583507

Global Id: T0603792986
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

Regulatory Activities:

Global Id: T0603792986
Action Type: ENFORCEMENT
Date: 01/29/2008
Action: Closure/No Further Action Letter

Global Id: T0603792986
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0603792986
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603792986
Action Type: Other
Date: 01/01/1950
Action: Leak Stopped

LUST REG 4:

Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: R-16760
Status: Leak being confirmed
Substance: Diesel
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: Not reported
Global ID: T0603792986
W Global ID: Not reported
Staff: UNK
Local Agency: 19000
Cross Street: Not reported
Enforcement Type: Not reported
Date Leak Discovered: 8/19/1998
Date Leak First Reported: 10/27/1999
Date Leak Record Entered: Not reported
Date Confirmation Began: 10/27/1999
Date Leak Stopped: 8/19/1998
Date Case Last Changed on Database: 10/27/1999

BEVERLY HILLS HIGH SCHOOL (Continued) **1001614433**

Date the Case was Closed:		Not reported
How Leak Discovered:	Repair Tank	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		4651.2797568733043782777 6284
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	BEVERLY HILLS UNIFIED SCHOOL D	
RP Address:	255 LASKY DR., BEVERLY HILLS, CA 90212	
Program:	LUST	
Lat/Long:	34.06254 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	Not reported	

ENVIROSTOR:

Site Type:	School Investigation
Site Type Detailed:	School
Acres:	26
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Facility ID:	19820129
Site Code:	304411
Assembly:	50
Senate:	26
Special Program:	Not reported
Status:	Inactive - Needs Evaluation
Status Date:	07/02/2003
Restricted Use:	NO
Site Mgmt. Req.:	NONE SPECIFIED
Funding:	School District

BEVERLY HILLS HIGH SCHOOL (Continued) **1001614433**

Latitude: 34.06130
Longitude: -118.4108
APN: 4319001900
Past Use: * EDUCATIONAL SERVICES
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED, NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: BEVERLY HILLS USD-BEVERLY HILLS HIGH SCL
Alias Type: Alternate Name
Alias Name: 4319001900
Alias Type: APN
Alias Name: T0603792986
Alias Type: GeoTracker Global ID
Alias Name: 304411
Alias Type: Project Code (Site Code)
Alias Name: 19820129
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 05/08/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 07/02/2003
Comments: The modernization project was completed in 2001.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

---

2 **EMERSON MIDDLE SCHOOL** **CA SCH** **S113473407**
1650 SELBY AVENUE **CA ENVIROSTOR** **N/A**
LOS ANGELES, CA 90024

SCH:

Facility ID: 60001877
Site Type: School Cleanup
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 5.2
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Rana Georges
Supervisor: Yolanda Garza

EMERSON MIDDLE SCHOOL (Continued) **S113473407**

Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304644
Assembly:	54
Senate:	26
Special Program Status:	Not reported
Status:	Active
Status Date:	04/11/2013
Restricted Use:	NO
Funding:	School District
Latitude:	34.05384
Longitude:	-118.4364
APN:	NONE SPECIFIED
Past Use:	INCINERATOR - OTHER, SCHOOL - MIDDLE
Potential COC:	Arsenic, Lead
Confirmed COC:	Arsenic, Lead
Potential Description:	SOIL
Alias Name:	304644
Alias Type:	Project Code (Site Code)
Alias Name:	60001877
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	06/26/2013
Comments:	DTSC approved the Site with further action determination
Completed Area Name:	Area 1
Completed Sub Area Name:	Not reported
Completed Document Type:	4.15 Request
Completed Date:	07/12/2013
Comments:	Partial site approval and acceptance of SFPD form 4.15
Completed Area Name:	Area 2
Completed Sub Area Name:	Not reported
Completed Document Type:	Supplemental Site Investigation Tech Memo
Completed Date:	06/20/2013
Comments:	DTSC provided verbal clearance to move forward with sampling given the timeline the District was working with.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	04/29/2013
Comments:	Fully executed MEOA sent (FedEx) to District.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	School Cleanup Agreement
Completed Date:	06/17/2013
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Area 2

EMERSON MIDDLE SCHOOL (Continued) **S113473407**

Schedule Sub Area Name:	Not reported
Schedule Document Type:	Supplemental Site Investigation Report
Schedule Due Date:	11/28/2013
Schedule Revised Date:	Not reported
Schedule Area Name:	Area 2
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Removal Action Workplan
Schedule Due Date:	12/11/2013
Schedule Revised Date:	Not reported
Schedule Area Name:	Area 2
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Community Profile
Schedule Due Date:	11/20/2013
Schedule Revised Date:	Not reported
Schedule Area Name:	Area 2
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Fact Sheets
Schedule Due Date:	09/22/2013
Schedule Revised Date:	Not reported
Schedule Area Name:	Area 2
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Public Notice
Schedule Due Date:	09/28/2013
Schedule Revised Date:	Not reported

ENVIROSTOR:

Site Type:	School Cleanup
Site Type Detailed:	School
Acres:	5.2
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Rana Georges
Supervisor:	Yolanda Garza
Division Branch:	Southern California Schools & Brownfields Outreach
Facility ID:	60001877
Site Code:	304644
Assembly:	54
Senate:	26
Special Program:	Not reported
Status:	Active
Status Date:	04/11/2013
Restricted Use:	NO
Site Mgmt. Req.:	NONE SPECIFIED
Funding:	School District
Latitude:	34.05384
Longitude:	-118.4364
APN:	NONE SPECIFIED
Past Use:	INCINERATOR - OTHER, SCHOOL - MIDDLE
Potential COC:	Arsenic, Lead
Confirmed COC:	Arsenic, Lead, Arsenic, Lead
Potential Description:	SOIL
Alias Name:	304644
Alias Type:	Project Code (Site Code)
Alias Name:	60001877
Alias Type:	Envirostor ID Number

EMERSON MIDDLE SCHOOL (Continued) **S113473407**

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	06/26/2013
Comments:	DTSC approved the Site with further action determination
Completed Area Name:	Area 1
Completed Sub Area Name:	Not reported
Completed Document Type:	4.15 Request
Completed Date:	07/12/2013
Comments:	Partial site approval and acceptance of SFPD form 4.15
Completed Area Name:	Area 2
Completed Sub Area Name:	Not reported
Completed Document Type:	Supplemental Site Investigation Tech Memo
Completed Date:	06/20/2013
Comments:	DTSC provided verbal clearance to move forward with sampling given the timeline the District was working with.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	04/29/2013
Comments:	Fully executed MEOA sent (FedEx) to District.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	School Cleanup Agreement
Completed Date:	06/17/2013
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Area 2
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Supplemental Site Investigation Report
Schedule Due Date:	11/28/2013
Schedule Revised Date:	Not reported
Schedule Area Name:	Area 2
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Removal Action Workplan
Schedule Due Date:	12/11/2013
Schedule Revised Date:	Not reported
Schedule Area Name:	Area 2
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Community Profile
Schedule Due Date:	11/20/2013
Schedule Revised Date:	Not reported
Schedule Area Name:	Area 2
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Fact Sheets
Schedule Due Date:	09/22/2013
Schedule Revised Date:	Not reported
Schedule Area Name:	Area 2

EMERSON MIDDLE SCHOOL (Continued) **S113473407**

Schedule Sub Area Name: Not reported
Schedule Document Type: Public Notice
Schedule Due Date: 09/28/2013
Schedule Revised Date: Not reported

---

3 **LA A IR RES TRG CNTR** **CA ENVIROSTOR** **S109548240**
N/A

LOS ANGELES, CA

ENVIROSTOR:
Site Type: Military Evaluation
Site Type Detailed: FUDS
Acres: Not reported
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Douglas Bautista
Division Branch: Cleanup Cypress
Facility ID: 80000276
Site Code: Not reported
Assembly: 54
Senate: 26
Special Program: Not reported
Status: Inactive - Needs Evaluation
Status Date: 07/01/2005
Restricted Use: NO
Site Mgmt. Req.: NONE SPECIFIED
Funding: DERA
Latitude: 34.05277
Longitude: -118.4569
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED, NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CA99799F547400
Alias Type: Federal Facility ID
Alias Name: J09CA0414
Alias Type: INPR
Alias Name: 80000276
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported

LA A IR RES TRG CNTR (Continued) **S109548240**

Schedule Revised Date: Not reported

---

4 **MORF ESTATE** **CA HIST CORTESE** **S105027335**
9996 PICO **N/A**
WEST LOS ANGELES, CA 90064

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 3061

---

5 **ARCO #1251** **CA HIST CORTESE** **S105024658**
10350 OLYMPIC **N/A**
LOS ANGELES, CA 90064

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900640016

---

5 **ARCO #1251** **CA LUST** **S101297189**
10350 OLYMPIC BLVD W **N/A**
RANCHO PARK, CA 90064

LUST:
Region: STATE
Global Id: T0603701162
Latitude: 34.0516489
Longitude: -118.41827
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 02/03/2009
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: DMB
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900640016
LOC Case Number: Not reported
File Location: Regional Board
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603701162
Contact Type: Regional Board Caseworker
Contact Name: DAVID M. BJOSTAD
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4th Street, Suite 200
City: Los Angeles
Email: dbjostad@waterboards.ca.gov
Phone Number: Not reported

ARCO #1251 (Continued) **S101297189**

Global Id: T0603701162
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

Regulatory Activities:

Global Id: T0603701162
Action Type: RESPONSE
Date: 01/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603701162
Action Type: RESPONSE
Date: 01/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603701162
Action Type: RESPONSE
Date: 04/24/2008
Action: Other Workplan

Global Id: T0603701162
Action Type: RESPONSE
Date: 07/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603701162
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603701162
Action Type: RESPONSE
Date: 09/04/2008
Action: Request for Closure

Global Id: T0603701162
Action Type: RESPONSE
Date: 01/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603701162
Action Type: RESPONSE
Date: 10/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603701162
Action Type: ENFORCEMENT
Date: 04/20/2001
Action: * Historical Enforcement

Global Id: T0603701162
Action Type: ENFORCEMENT

ARCO #1251 (Continued) **S101297189**

Date: 07/13/2007
Action: Site Visit / Inspection / Sampling

Global Id: T0603701162
Action Type: ENFORCEMENT
Date: 02/03/2009
Action: Closure/No Further Action Letter

Global Id: T0603701162
Action Type: ENFORCEMENT
Date: 01/30/2009
Action: Notification - Preclosure

Global Id: T0603701162
Action Type: RESPONSE
Date: 07/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603701162
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603701162
Action Type: RESPONSE
Date: 07/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603701162
Action Type: REMEDIATION
Date: 01/01/1950
Action: Free Product Removal

Global Id: T0603701162
Action Type: RESPONSE
Date: 09/04/2008
Action: Other Report / Document

Global Id: T0603701162
Action Type: RESPONSE
Date: 10/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603701162
Action Type: REMEDIATION
Date: 01/01/1950
Action: Soil Vapor Extraction (SVE)

Global Id: T0603701162
Action Type: RESPONSE
Date: 04/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603701162
Action Type: RESPONSE
Date: 10/15/2004
Action: Monitoring Report - Quarterly

ARCO #1251 (Continued) **S101297189**

Global Id: T0603701162
Action Type: REMEDIATION
Date: 01/01/1950
Action: Free Product Removal

Global Id: T0603701162
Action Type: REMEDIATION
Date: 01/01/1950
Action: Ex Situ Physical/Chemical Treatment (other than P&T, SVE, or Excavation)

Global Id: T0603701162
Action Type: RESPONSE
Date: 01/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603701162
Action Type: RESPONSE
Date: 07/31/2002
Action: Other Report / Document

Global Id: T0603701162
Action Type: RESPONSE
Date: 07/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603701162
Action Type: RESPONSE
Date: 10/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603701162
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603701162
Action Type: RESPONSE
Date: 05/15/2003
Action: Unknown

Global Id: T0603701162
Action Type: RESPONSE
Date: 04/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603701162
Action Type: RESPONSE
Date: 07/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603701162
Action Type: RESPONSE
Date: 04/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603701162

ARCO #1251 (Continued) **S101297189**

Action Type: RESPONSE
Date: 07/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603701162
Action Type: RESPONSE
Date: 04/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603701162
Action Type: Other
Date: 01/01/1950
Action: Leak Stopped

Global Id: T0603701162
Action Type: RESPONSE
Date: 01/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603701162
Action Type: RESPONSE
Date: 10/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603701162
Action Type: RESPONSE
Date: 04/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603701162
Action Type: RESPONSE
Date: 01/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603701162
Action Type: ENFORCEMENT
Date: 06/15/2004
Action: Staff Letter

Global Id: T0603701162
Action Type: ENFORCEMENT
Date: 03/09/2004
Action: Staff Letter

Global Id: T0603701162
Action Type: ENFORCEMENT
Date: 06/25/2002
Action: Staff Letter

Global Id: T0603701162
Action Type: ENFORCEMENT
Date: 02/25/2003
Action: Staff Letter

Global Id: T0603701162
Action Type: ENFORCEMENT
Date: 01/23/2009

ARCO #1251 (Continued) **S101297189**

Action: Site Visit / Inspection / Sampling

Global Id: T0603701162
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0603701162
Action Type: RESPONSE
Date: 01/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603701162
Action Type: RESPONSE
Date: 07/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603701162
Action Type: ENFORCEMENT
Date: 07/24/2001
Action: Staff Letter

Global Id: T0603701162
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603701162
Action Type: REMEDIATION
Date: 01/01/1950
Action: In Situ Physical/Chemical Treatment (other than SVE)

Global Id: T0603701162
Action Type: ENFORCEMENT
Date: 08/07/2007
Action: * Verbal Communication

Global Id: T0603701162
Action Type: RESPONSE
Date: 04/27/2007
Action: Request for Closure

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900640016
Status: Post remedial action monitoring
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: EDFPGTVE
Global ID: T0603701162
W Global ID: Not reported
Staff: TCS

ARCO #1251 (Continued) **S101297189**

Local Agency:	19050	
Cross Street:	KERWOOD	
Enforcement Type:	SEL	
Date Leak Discovered:	10/15/1985	
Date Leak First Reported:		10/15/1985
Date Leak Record Entered:	12/31/1986	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	11/6/1985	
Date Case Last Changed on Database:		7/15/2002
Date the Case was Closed:		Not reported
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	Tank	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		7771.330885282806740831602 4036
Source of Cleanup Funding:		Tank
Preliminary Site Assessment Workplan Submitted:		8/31/1998
Preliminary Site Assessment Began:		9/18/1998
Pollution Characterization Began:		9/18/1998
Remediation Plan Submitted:		9/23/1999
Remedial Action Underway:		11/23/1999
Post Remedial Action Monitoring Began:		2/8/2001
Enforcement Action Date:		4/20/2001
Historical Max MTBE Date:		1/1/1965
Hist Max MTBE Conc in Groundwater:		78
Hist Max MTBE Conc in Soil:		430
Significant Interim Remedial Action Taken:		Yes
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	KELLY BROWN	
RP Address:	5882 BOLSA AVE., SUITE #200	
Program:	LUST	
Lat/Long:	34.0516489 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	SVE OPERATED FROM 3/1993 TO 2/1996 AND SHUT DOWN.; 10/15/00 3RD QTR STATUS RPT 2000; 11/21/00 REMEDIAL ACTION PLAN; 3/29/01 WP FOR OFF SITE GROUNDWATER; 4/15/01 1ST QTR GW MON RPT 2001	

6 TWENTTETH CENTURY — **CA FID UST** — **S101583973**
10201 W PICO BLVD — **CA SWEEPS UST** — **N/A**
LOS ANGELES, CA 90064 — **CA EMI**

CA FID UST:

Facility ID:	19007712
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	10201 W PICO BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900640000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

SWEEPS UST:

Status:	Active
Comp Number:	4488
Number:	1
Board Of Equalization:	Not reported
Referral Date:	02-25-93
Action Date:	05-03-94
Created Date:	02-29-88
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	2344
Air District Name:	SC
SIC Code:	7812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	24
Reactive Organic Gases Tons/Yr:	21
Carbon Monoxide Emissions Tons/Yr:	200
NOX - Oxides of Nitrogen Tons/Yr:	9
SOX - Oxides of Sulphur Tons/Yr:	17
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

TWENTTETH CENTURY (Continued) **S101583973**

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	2344
Air District Name:	SC
SIC Code:	7812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	18
Reactive Organic Gases Tons/Yr:	16
Carbon Monoxide Emissions Tons/Yr:	14
NOX - Oxides of Nitrogen Tons/Yr:	3
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1993
County Code:	19
Air Basin:	SC
Facility ID:	2344
Air District Name:	SC
SIC Code:	7812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	2344
Air District Name:	SC
SIC Code:	7812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1996
County Code:	19
Air Basin:	SC
Facility ID:	2344
Air District Name:	SC
SIC Code:	7812

TWENTTETH CENTURY (Continued) **S101583973**

Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	4
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	2344
Air District Name:	SC
SIC Code:	7812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	17
Reactive Organic Gases Tons/Yr:	11
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	4
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	2344
Air District Name:	SC
SIC Code:	7812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	15
Reactive Organic Gases Tons/Yr:	11
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	4
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1999
County Code:	19
Air Basin:	SC
Facility ID:	2344
Air District Name:	SC
SIC Code:	7812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	17
Reactive Organic Gases Tons/Yr:	11
Carbon Monoxide Emissions Tons/Yr:	2

TWENTTETH CENTURY (Continued) **S101583973**

NOX - Oxides of Nitrogen Tons/Yr:	4
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	2344
Air District Name:	SC
SIC Code:	7812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	17
Reactive Organic Gases Tons/Yr:	11
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	4
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	2001
County Code:	19
Air Basin:	SC
Facility ID:	2344
Air District Name:	SC
SIC Code:	7812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	3
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	2002
County Code:	19
Air Basin:	SC
Facility ID:	2344
Air District Name:	SC
SIC Code:	7812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	2003

TWENTTETH CENTURY (Continued) **S101583973**

County Code:	19
Air Basin:	SC
Facility ID:	2344
Air District Name:	SC
SIC Code:	7812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2004
County Code:	19
Air Basin:	SC
Facility ID:	2344
Air District Name:	SC
SIC Code:	7812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3.575493
Reactive Organic Gases Tons/Yr:	2.2
Carbon Monoxide Emissions Tons/Yr:	0.526
NOX - Oxides of Nitrogen Tons/Yr:	1.0291
SOX - Oxides of Sulphur Tons/Yr:	0.015895
Particulate Matter Tons/Yr:	0.299025
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0.23

Year:	2005
County Code:	19
Air Basin:	SC
Facility ID:	2344
Air District Name:	SC
SIC Code:	7812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1.231715
Reactive Organic Gases Tons/Yr:	.9054903485
Carbon Monoxide Emissions Tons/Yr:	1.0973
NOX - Oxides of Nitrogen Tons/Yr:	1.022
SOX - Oxides of Sulphur Tons/Yr:	.01649
Particulate Matter Tons/Yr:	.27962
Part. Matter 10 Micrometers & Smllr Tons/Yr:	.2747488

Year:	2006
County Code:	19
Air Basin:	SC
Facility ID:	2344
Air District Name:	SC
SIC Code:	7812
Air District Name:	SOUTH COAST AQMD

TWENTTETH CENTURY (Continued) **S101583973**

Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.5102240949930187238
Reactive Organic Gases Tons/Yr:	.303
Carbon Monoxide Emissions Tons/Yr:	.676
NOX - Oxides of Nitrogen Tons/Yr:	.984
SOX - Oxides of Sulphur Tons/Yr:	.016
Particulate Matter Tons/Yr:	.174
Part. Matter 10 Micrometers & Smllr Tons/Yr:	.17364

Year:	2007
County Code:	19
Air Basin:	SC
Facility ID:	2344
Air District Name:	SC
SIC Code:	7812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.5102240949930187238
Reactive Organic Gases Tons/Yr:	.303
Carbon Monoxide Emissions Tons/Yr:	.676
NOX - Oxides of Nitrogen Tons/Yr:	.984
SOX - Oxides of Sulphur Tons/Yr:	.016
Particulate Matter Tons/Yr:	.174
Part. Matter 10 Micrometers & Smllr Tons/Yr:	.17364

Year:	2008
County Code:	19
Air Basin:	SC
Facility ID:	2344
Air District Name:	SC
SIC Code:	7389
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.4042091535091874325
Reactive Organic Gases Tons/Yr:	.26241535
Carbon Monoxide Emissions Tons/Yr:	2.51
NOX - Oxides of Nitrogen Tons/Yr:	1.24
SOX - Oxides of Sulphur Tons/Yr:	.01975
Particulate Matter Tons/Yr:	.166197625
Part. Matter 10 Micrometers & Smllr Tons/Yr:	.16594972

Year:	2010
County Code:	19
Air Basin:	SC
Facility ID:	2344
Air District Name:	SC
SIC Code:	7389
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.40937918013323599
Reactive Organic Gases Tons/Yr:	0.25164999999999998
Carbon Monoxide Emissions Tons/Yr:	1.6568700000000001
NOX - Oxides of Nitrogen Tons/Yr:	2.6808200000000002

TWENTTETH CENTURY (Continued) **S101583973**

SOX - Oxides of Sulphur Tons/Yr: 2.4809999999999999E-2
Particulate Matter Tons/Yr: 0.22849
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0.22568672000000001

---

6 20TH CENTURY FOX FILM CORP. **RCRA-LQG 1007199211**
10201 W. PICO BLVD **NY MANIFEST CAD981387251**
LOS ANGELES, CA 90035

RCRA-LQG:
Date form received by agency: 02/21/2013
Facility name: 20TH CENTURY FOX FILM CORP.
Facility address: 10201 W. PICO BLVD
LOS ANGELES, CA 90035
EPA ID: CAD981387251
Mailing address: PO BOX 900, 99/531
PO BOX 900, 99/531
BEVERLY HILLS, CA 90213
Contact: DONALD ISHIHARA
Contact address: PO BOX 900, 99/531
BEVERLY HILLS, CA 90213
Contact country: Not reported
Contact telephone: (310) 369-4277
Contact email: DON.ISHIHARA@FOX.COM
EPA Region: 09
Land type: Private
Classification: Large Quantity Generator
Description: Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:
Owner/operator name: NEWS CORPO.
Owner/operator address: W. PICO BLVD
LOS ANGELES, CA 90035
Owner/operator country: Not reported
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 01/01/1985
Owner/Op end date: Not reported

Owner/operator name: HAL HAENEL
Owner/operator address: Not reported
Not reported
Owner/operator country: Not reported
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Operator

20TH CENTURY FOX FILM CORP. (Continued) **1007199211**

Owner/Op start date: 01/01/1901
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Universal Waste Summary:
Waste type: Batteries
Accumulated waste on-site: Yes
Generated waste on-site: No

Waste type: Lamps
Accumulated waste on-site: Yes
Generated waste on-site: No

Waste type: Thermostats
Accumulated waste on-site: Yes
Generated waste on-site: No

Historical Generators:
Date form received by agency: 05/11/2010
Facility name: 20TH CENTURY FOX FILM CORP.
Classification: Large Quantity Generator

Date form received by agency: 02/28/2008
Facility name: 20TH CENTURY FOX FILM CORP.
Classification: Large Quantity Generator

Date form received by agency: 02/15/2006
Facility name: 20TH CENTURY FOX FILM CORP.
Site name: 20TH CENTURY FOX
Classification: Large Quantity Generator

Date form received by agency: 02/27/2004
Facility name: 20TH CENTURY FOX FILM CORP.
Site name: 20TH CENTURY FOX FILM CORP
Classification: Large Quantity Generator

Date form received by agency: 03/26/2002
Facility name: 20TH CENTURY FOX FILM CORP.
Site name: TWENTIETH CENTURY FOX FILM CORP.
Classification: Large Quantity Generator

20TH CENTURY FOX FILM CORP. (Continued) **1007199211**

Date form received by agency: 10/12/2000
Facility name: 20TH CENTURY FOX FILM CORP.
Site name: TWENTIETH CENTURY FOR FILM CORP.
Classification: Large Quantity Generator

Date form received by agency: 02/29/1992
Facility name: 20TH CENTURY FOX FILM CORP.
Site name: 20TH CENTURY FOX
Classification: Large Quantity Generator

Date form received by agency: 06/29/1991
Facility name: 20TH CENTURY FOX FILM CORP.
Site name: TWENTIETH CENTURY FOX FILM CORP
Classification: Large Quantity Generator

Hazardous Waste Summary:
Waste code: 141
Waste name: 141

Waste code: 151
Waste name: 151

Waste code: 181
Waste name: 181

Waste code: 213
Waste name: 213

Waste code: 331
Waste name: 331

Waste code: 343
Waste name: 343

Waste code: 461
Waste name: 461

Waste code: 791
Waste name: 791

Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

20TH CENTURY FOX FILM CORP. (Continued) **1007199211**

Waste code: D008
Waste name: LEAD

Waste code: U080
Waste name: METHANE, DICHLORO-

Waste code: U134
Waste name: HYDROFLUORIC ACID (C,T)

Facility Has Received Notices of Violations:
Regulation violated: Not reported
Area of violation: Generators - General
Date violation determined: 11/10/2010
Date achieved compliance: 11/10/2010
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 11/10/2010
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - General
Date violation determined: 11/30/2007
Date achieved compliance: 11/30/2007
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 11/30/2007
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - General
Date violation determined: 10/01/2003
Date achieved compliance: 11/03/2003
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 10/01/2003
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Evaluation Action Summary:
Evaluation date: 11/10/2010
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General

20TH CENTURY FOX FILM CORP. (Continued) **1007199211**

Date achieved compliance: 11/10/2010
Evaluation lead agency: State

Evaluation date: 11/30/2007
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 11/30/2007
Evaluation lead agency: State

Evaluation date: 10/01/2003
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 11/03/2003
Evaluation lead agency: State Contractor/Grantee

Evaluation date: 09/25/2003
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State Contractor/Grantee

NY MANIFEST:
EPA ID: CAD981387251
Country: USA
Mailing Name: FOX STUDIOS-FIRE & SAFETY
Mailing Contact: RAND SOARES
Mailing Address: 10201 W PICO
Mailing Address 2: Not reported
Mailing City: LOS ANGELES
Mailing State: CA
Mailing Zip: 90064
Mailing Zip4: Not reported
Mailing Country: USA
Mailing Phone: 310-369-2503

Document ID: NYB8495793
Manifest Status: Not reported
Trans1 State ID: ARD069748192
Trans2 State ID: NYD982792814
Generator Ship Date: 10/29/1998
Trans1 Recv Date: 10/29/1998
Trans2 Recv Date: 10/30/1998
TSD Site Recv Date: 11/09/1998
Part A Recv Date: Not reported
Part B Recv Date: Not reported
Generator EPA ID: CAD981387251
Trans1 EPA ID: NYD000632372
Trans2 EPA ID: Not reported
TSDF ID: Not reported
Waste Code: D001 - NON-LISTED IGNITABLE WASTES
Quantity: 00075
Units: P - Pounds
Number of Containers: 001
Container Type: DM - Metal drums, barrels
Handling Method: B Incineration, heat recovery, burning.
Specific Gravity: 01.00
Year: 98

6 **TWENTIETH CENTURY FOX STUDIOS** **CA UST** **U003781626**
10201 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

UST:
Facility ID: 25383
Latitude: 34.04994
Longitude: -118.41084

---

6 **TWENTIETH CENTURY-FOX STUDIOS** **CA WMUDS/SWAT** **S104156349**
10201 WEST PICO **N/A**
WEST LOS ANGELES, CA

WMUDS/SWAT:

Edit Date:	Not reported
Complexity:	Not reported
Primary Waste:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Base Meridian:	Not reported
NPID:	Not reported
Tonnage:	0
Regional Board ID:	Not reported
Municipal Solid Waste:	False
Superorder:	False
Open To Public:	False
Waste List:	False
Agency Type:	Not reported
Agency Name:	Not reported
Agency Department:	Not reported
Agency Address:	Not reported
Agency City,St,Zip:	Not reported
Agency Contact:	Not reported
Agency Telephone:	Not reported
Land Owner Name:	Not reported
Land Owner Address:	Not reported
Land Owner City,St,Zip:	CA
Land Owner Contact:	Not reported
Land Owner Phone:	Not reported
Region:	4
Facility Type:	Not reported
Facility Description:	Not reported
Facility Telephone:	Not reported
SWAT Facility Name:	Not reported
Primary SIC:	Not reported
Secondary SIC:	Not reported
Comments:	Not reported
Last Facility Editors:	Not reported
Waste Discharge System:	False
Solid Waste Assessment Test Program:	True
Toxic Pits Cleanup Act Program:	False
Resource Conservation Recovery Act:	False
Department of Defence:	False
Solid Waste Assessment Test Program:	Not reported
Threat to Water Quality:	Not reported
Sub Chapter 15:	False
Regional Board Project Officer:	LT
Number of WMUDS at Facility:	1
Section Range:	Not reported

TWENTIETH CENTURY-FOX STUDIOS (Continued) **S104156349**

RCRA Facility: Not reported
Waste Discharge Requirements: Not reported
Self-Monitoring Rept. Frequency: Not reported
Waste Discharge System ID: 4 190265NUR
Solid Waste Information ID: Not reported

---

6 **CA AST** **A100344369**

10310 W PICO **N/A**
LOS ANGELES, CA 90064

AST:
Owner: HILLCREST BEV. RANCHO
Total Gallons: 21,000
Certified Unified Program Agencies: City of Los Angeles

Owner: HILLCREST BEV. RANCHO
Total Gallons: 21,000
Certified Unified Program Agencies: City of Los Angeles

Owner: HILLCREST BEV. RANCHO
Total Gallons: 42,000
Certified Unified Program Agencies: City of Los Angeles

---

7 **THRIFTY #20/ARCO #9517** **CA HIST CORTESE** **S103950668**
10801 SANTA MONICA **CA LUST** **N/A**
LOS ANGELES, CA 90025

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900250189

LUST:
Region: STATE
Global Id: T0603700703
Latitude: 34.0504227
Longitude: -118.4350565
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 01/16/2012
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: WXT
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900250189
LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603700703
Contact Type: Local Agency Caseworker

THRIFTY #20/ARCO #9517 (Continued) **S103950668**

Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Global Id:	T0603700703
Contact Type:	Regional Board Caseworker
Contact Name:	DANIEL PIROTTON
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	Not reported
City:	R4 UNKNOWN
Email:	dpirotton@waterboards.ca.gov
Phone Number:	2135766714

Regulatory Activities:

Global Id:	T0603700703
Action Type:	ENFORCEMENT
Date:	01/16/2012
Action:	Closure/No Further Action Letter

Global Id:	T0603700703
Action Type:	ENFORCEMENT
Date:	03/08/2011
Action:	Staff Letter - #1

Global Id:	T0603700703
Action Type:	ENFORCEMENT
Date:	05/31/2011
Action:	Staff Letter

Global Id:	T0603700703
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

Global Id:	T0603700703
Action Type:	RESPONSE
Date:	07/13/2011
Action:	Site Assessment Report

Global Id:	T0603700703
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery

Global Id:	T0603700703
Action Type:	RESPONSE
Date:	08/18/2011
Action:	Request for Closure

Global Id:	T0603700703
Action Type:	REMEDIATION
Date:	01/01/1950
Action:	Excavation

THRIFTY #20/ARCO #9517 (Continued) **S103950668**

Global Id:	T0603700703
Action Type:	RESPONSE
Date:	07/15/2011
Action:	Other Report / Document

---

7 **THRIFTY #20/ARCO #9517** **CA LUST** **S103282096**
10801 SANTA MONICA BLVD **N/A**
WEST LOS ANGELES, CA 90025

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900250189	
Status:	Preliminary site assessment underway	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Excavate and Treat
Global ID:	T0603700703	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19050	
Cross Street:	MALCOM AVE	
Enforcement Type:	Not reported	
Date Leak Discovered:	12/29/1997	
Date Leak First Reported:		2/18/1998
Date Leak Record Entered:	4/29/1998	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		2/18/1998
Date the Case was Closed:		Not reported
How Leak Discovered:	OM	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		10342.566525407661043355282105
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		12/29/1997
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		200
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	

THRIFTY #20/ARCO #9517 (Continued) **S103282096**

Responsible Party:	THRIFTY OIL CO.
RP Address:	13539 E. FOSTER RD., SANTA FE SPRINGS, CA 90670
Program:	LUST
Lat/Long:	34.0504227 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	TANKS REPLACED 10/20/97 1278.4 TONS OF CONTAMINATED SOIL REMOVED & TREATED

---

8 **3 DAY BLINDS** **CA HIST CORTESE** **S103945745**
1901 WESTWOOD BLVD **CA LUST** **N/A**
LOS ANGELES, CA 90025

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900250198

LUST:

Region:	STATE
Global Id:	T0603700704
Latitude:	34.0478189
Longitude:	-118.435574
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	09/21/2001
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	DMB
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900250198
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603700704
Contact Type:	Local Agency Caseworker
Contact Name:	TBD
Organization Name:	LOS ANGELES, CITY OF
Address:	200 N. MAIN ST. RM. 970
City:	LOS ANGELES
Email:	Not reported
Phone Number:	2134826528

Global Id:	T0603700704
Contact Type:	Regional Board Caseworker
Contact Name:	DAVID M. BJOSTAD
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4th Street, Suite 200

3 DAY BLINDS (Continued) **S103945745**

City: Los Angeles
Email: dbjostad@waterboards.ca.gov
Phone Number: Not reported

Regulatory Activities:
Global Id: T0603700704
Action Type: ENFORCEMENT
Date: 01/09/2001
Action: * Historical Enforcement

Global Id: T0603700704
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603700704
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900250198
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Not reported
Global ID: T0603700704
W Global ID: Not reported
Staff: TCS
Local Agency: 19050
Cross Street: MISSOURI AVE
Enforcement Type: EF
Date Leak Discovered: 9/15/1998
Date Leak First Reported: 9/15/1998
Date Leak Record Entered: Not reported
Date Confirmation Began: 9/15/1998
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 3/12/2002
Date the Case was Closed: 9/21/2001
How Leak Discovered: OM
How Leak Stopped: Not reported
Cause of Leak: Not reported
Leak Source: Not reported
Operator: Not reported
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 9621.943844329215843908677 76
Source of Cleanup Funding: Not reported
Preliminary Site Assessment Workplan Submitted: 9/9/1999
Preliminary Site Assessment Began: 1/6/2001

3 DAY BLINDS (Continued) **S103945745**

Pollution Characterization Began:	3/1/2001
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	1/9/2001
Historical Max MTBE Date:	7/3/2001
Hist Max MTBE Conc in Groundwater:	1
Hist Max MTBE Conc in Soil:	3.6
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	<
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	JERRY SCHWARTZ
RP Address:	415 N. CAMDEN DR.
Program:	LUST
Lat/Long:	34.0479918 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	11/18/98 ADD'L SUBSURFACE SOIL INVESTIGATION; WILL REQUEST AN URF FROM CONSULTANT; 9/9/99 WP GW INVESTIGATION; 3/30/01 GW MON WELL INSTALLATION

---

8 **MOSS PLAZA DRY CLEANER** **CA SLIC** **S104405038**
1840 WESTWOOD BLVD **LA Co. Site Mitigation** **N/A**
LOS ANGELES, CA 90025 **CA DRYCLEANERS**

SLIC:

Region:	STATE
Facility Status:	**Completed - Case Closed**
Status Date:	08/24/1999
Global Id:	SLT43609607
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.048074
Longitude:	-118.434659
Case Type:	Cleanup Program Site
Case Worker:	MC
Local Agency:	Not reported
RB Case Number:	0734
File Location:	Not reported
Potential Media Affected:	Not reported
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

SLIC REG 4:

Region:	4
Facility Status:	No further action required
SLIC:	0734
Substance:	VOCs
Staff:	Manjulika Chakarbarti

MOSS PLAZA DRY CLEANER (Continued) **S104405038**

LA Co. Site Mitigation:
Facility ID: FA0029592
Site ID: SD0010527
Jurisdiction: State
Case ID: RO0010527
Abated: No
Assigned To: Not reported
Entered Date: 05/11/2004

DRYCLEANERS:
EPA Id: CAL000376801
NAICS Code: 81232
NAICS Description: Drycleaning and Laundry Services (except Coin-Operated)
SIC Code: 7211
SIC Description: Power Laundries, Family and Commercial
Create Date: 07/30/2012
Facility Active: Yes
Inactive Date: Not reported
Facility Addr2: Not reported
Owner Name: FAHEEM DARVILLE
Owner Address: 1840 WESTWOOD BLVD
Owner Address 2: Not reported
Owner Telephone: 9094986042
Contact Name: FAHEEM DARVILLE
Contact Address: 1840 WESTWOOD BLVD
Contact Address 2: Not reported
Contact Telephone: 4242731877

---

8 **MOSS PLAZA SHOPPING MALL** **CA HIST CORTESE** **S102433999**
1820 WESTWOOD BLVD **CA LUST** **N/A**
LOS ANGELES, CA 90025 **CA SLIC**
LA Co. Site Mitigation

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900250116

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900250116
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Not reported
Global ID: T0603700696
W Global ID: Not reported
Staff: SLC
Local Agency: 19050
Cross Street: Not reported
Enforcement Type: Not reported

MOSS PLAZA SHOPPING MALL (Continued) **S102433999**

Date Leak Discovered:	9/14/1993	
Date Leak First Reported:		7/8/1993
Date Leak Record Entered:	9/27/1993	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		3/8/1999
Date the Case was Closed:		1/6/1998
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	OLD CASE #121594-86	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		9752.763726956136668686941639
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		7/8/1983
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	KLST PARTNERSHIP	
RP Address:	2444 WILSHIRE BLVD, #200, SANTA MONICA, CA 90403	
Program:	SLIC	
Lat/Long:	34.0492757 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	LOP/LOW - MINOR OR NO POTENTIAL WATER RESOURCE IMPACT	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	5/6/97 - COUNTY ASSESSOR REVIEW. (FIRST & SECOND FL) 5/6/97 - INFORMATION LETTER SENT & FOLLOW-UP. 5/21/97- PHONE FOLLOW-UP. 5/22/97- RP'S RESPONSE LTR. RECEIVED.	

SLIC:

Region:	STATE
Facility Status:	**Completed - Case Closed**
Status Date:	01/06/1998
Global Id:	T0603700696
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.049084
Longitude:	-118.435775
Case Type:	Cleanup Program Site
Case Worker:	SLC

MOSS PLAZA SHOPPING MALL (Continued) **S102433999**

Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900250116
File Location: Not reported
Potential Media Affected: Aquifer used for drinking water supply
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

LA Co. Site Mitigation:
Facility ID: Not reported
Site ID: SD0010469
Jurisdiction: State
Case ID: RO0000291
Abated: No
Assigned To: Not reported
Entered Date: 05/11/2004

---

8 **WESTWOOD TIRE** **CA LUST** **S109117770**
10901 SANTA MONICA BLVD **N/A**
WEST LOS ANGELES, CA

LUST:
Region: STATE
Global Id: T0603768171
Latitude: 34.049601
Longitude: -118.438186
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 11/02/1995
Lead Agency: LOS ANGELES, CITY OF
Case Worker: WR
Local Agency: LOS ANGELES, CITY OF
RB Case Number: Not reported
LOC Case Number: XS0004009
File Location: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603768171
Contact Type: Local Agency Caseworker
Contact Name: TBD
Organization Name: LOS ANGELES, CITY OF
Address: 200 N. MAIN ST. RM. 970
City: LOS ANGELES
Email: Not reported
Phone Number: 2134826528

Global Id: T0603768171
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles

WESTWOOD TIRE (Continued) **S109117770**

Email: yrong@waterboards.ca.gov
Phone Number: Not reported

Regulatory Activities:
Global Id: T0603768171
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603768171
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

---

8 **MOBIL #17-FID** **CA HIST CORTESE S102825867**
10857 SANTA MONICA BLVD **CA LUST N/A**
LOS ANGELES, CA 90024

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900240107

LUST:
Region: STATE
Global Id: T0603790662
Latitude: 34.049879
Longitude: -118.43693
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 02/11/2013
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: WXT
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900240107A
LOC Case Number: 9055
File Location: Regional Board
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603790662
Contact Type: Regional Board Caseworker
Contact Name: JAY HUANG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 WEST 4TH STREET, SUITE 200
City: LOS ANGELES
Email: jhuang@waterboards.ca.gov
Phone Number: 2135766711

Global Id: T0603790662
Contact Type: Local Agency Caseworker

MOBIL #17-FID (Continued) **S102825867**

Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

Regulatory Activities:

Global Id: T0603790662
Action Type: RESPONSE
Date: 10/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0603790662
Action Type: RESPONSE
Date: 07/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0603790662
Action Type: RESPONSE
Date: 07/15/2012
Action: Monitoring Report - Quarterly

Global Id: T0603790662
Action Type: RESPONSE
Date: 08/19/2010
Action: Request for Closure

Global Id: T0603790662
Action Type: RESPONSE
Date: 10/15/2010
Action: Monitoring Report - Quarterly

Global Id: T0603790662
Action Type: RESPONSE
Date: 11/22/2010
Action: Soil and Water Investigation Workplan

Global Id: T0603790662
Action Type: RESPONSE
Date: 10/15/2012
Action: Monitoring Report - Quarterly

Global Id: T0603790662
Action Type: RESPONSE
Date: 10/05/2011
Action: Request for Closure

Global Id: T0603790662
Action Type: RESPONSE
Date: 10/15/2011
Action: Monitoring Report - Quarterly

Global Id: T0603790662
Action Type: RESPONSE
Date: 01/15/2012
Action: Monitoring Report - Quarterly

MOBIL #17-FID (Continued) **S102825867**

Global Id: T0603790662
Action Type: RESPONSE
Date: 01/15/2012
Action: Remedial Progress Report

Global Id: T0603790662
Action Type: ENFORCEMENT
Date: 12/15/2011
Action: Staff Letter

Global Id: T0603790662
Action Type: ENFORCEMENT
Date: 07/14/2008
Action: Staff Letter

Global Id: T0603790662
Action Type: REMEDIATION
Date: 01/01/1950
Action: Soil Vapor Extraction (SVE)

Global Id: T0603790662
Action Type: RESPONSE
Date: 07/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603790662
Action Type: ENFORCEMENT
Date: 11/26/2012
Action: Notification - Preclosure

Global Id: T0603790662
Action Type: RESPONSE
Date: 12/16/2009
Action: Soil and Water Investigation Report

Global Id: T0603790662
Action Type: RESPONSE
Date: 09/15/2008
Action: Other Report / Document

Global Id: T0603790662
Action Type: RESPONSE
Date: 01/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603790662
Action Type: RESPONSE
Date: 01/15/2010
Action: Remedial Progress Report

Global Id: T0603790662
Action Type: RESPONSE
Date: 05/08/2009
Action: Soil and Water Investigation Workplan

Global Id: T0603790662
Action Type: RESPONSE

MOBIL #17-FID (Continued) **S102825867**

Date: 01/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603790662
Action Type: RESPONSE
Date: 07/14/2009
Action: Remedial Progress Report

Global Id: T0603790662
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603790662
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603790662
Action Type: RESPONSE
Date: 01/21/2009
Action: Other Report / Document

Global Id: T0603790662
Action Type: RESPONSE
Date: 04/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603790662
Action Type: RESPONSE
Date: 07/10/2008
Action: Remedial Progress Report

Global Id: T0603790662
Action Type: RESPONSE
Date: 08/10/2009
Action: Pilot Study / Treatability Workplan

Global Id: T0603790662
Action Type: ENFORCEMENT
Date: 02/11/2013
Action: Closure/No Further Action Letter

Global Id: T0603790662
Action Type: RESPONSE
Date: 05/15/2013
Action: Well Destruction Report

Global Id: T0603790662
Action Type: ENFORCEMENT
Date: 10/25/2010
Action: Staff Letter

Global Id: T0603790662
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

MOBIL #17-FID (Continued) **S102825867**

Global Id:	T0603790662
Action Type:	RESPONSE
Date:	04/11/2011
Action:	Site Assessment Report
Global Id:	T0603790662
Action Type:	RESPONSE
Date:	04/15/2011
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603790662
Action Type:	RESPONSE
Date:	01/15/2011
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603790662
Action Type:	REMEDIATION
Date:	01/01/1950
Action:	Excavation
Global Id:	T0603790662
Action Type:	RESPONSE
Date:	04/15/2012
Action:	Monitoring Report - Quarterly
Global Id:	T0603790662
Action Type:	RESPONSE
Date:	07/15/2011
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603790662
Action Type:	RESPONSE
Date:	07/15/2011
Action:	Remedial Progress Report
Global Id:	T0603790662
Action Type:	RESPONSE
Date:	07/15/2010
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603790662
Action Type:	RESPONSE
Date:	07/14/2010
Action:	Remedial Progress Report
Global Id:	T0603790662
Action Type:	RESPONSE
Date:	04/15/2010
Action:	Monitoring Report - Semi-Annually
Region:	STATE
Global Id:	T0603700686
Latitude:	34.05013
Longitude:	-118.436844
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed

MOBIL #17-FID (Continued) **S102825867**

Status Date:	10/29/1998
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	MSH
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900240107
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Diesel
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603700686
Contact Type:	Local Agency Caseworker
Contact Name:	TBD
Organization Name:	LOS ANGELES, CITY OF
Address:	200 N. MAIN ST. RM. 970
City:	LOS ANGELES
Email:	Not reported
Phone Number:	2134826528

Regulatory Activities:

Global Id:	T0603700686
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

---

8 **MOBIL #17-FID** **CA LUST U003147987**
10857 SANTA MONICA BLVD **CA SWEEPS UST N/A**
LOS ANGELES, CA 90024

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900240107	
Status:	Case Closed	
Substance:	Diesel	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603700686	
W Global ID:	Not reported	
Staff:	MSH	
Local Agency:	19050	
Cross Street:	WESTWOOD	
Enforcement Type:	Not reported	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		5/13/1986
Date Leak Record Entered:	8/11/1987	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		4/19/1999
Date the Case was Closed:		10/29/1998

MOBIL #17-FID (Continued) **U003147987**

How Leak Discovered: Not reported
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: UNK
Operator: Not reported
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 9820.569764745274985348391796
Source of Cleanup Funding: UNK
Preliminary Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: 3/19/1996
Pollution Characterization Began: Not reported
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: Not reported
Historical Max MTBE Date: 1/1/1965
Hist Max MTBE Conc in Groundwater: 340
Hist Max MTBE Conc in Soil: 2600
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: =
Organization: Not reported
Owner Contact: Not reported
Responsible Party: MOBIL OIL CORP
RP Address: 3700 W. 190TH ST., TPT-2, TORRANCE, CA 90509-2929
Program: LUST
Lat/Long: 34.0499297 / -1
Local Agency Staff: Not reported
Beneficial Use: Not reported
Priority: LOP/LOW - MINOR OR NO POTENTIAL WATER RESOURCE IMPACT
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: 05/17/98 - 2ND QTR 1998 PROGRESS RPT; 10/12/98 - 3RD QTR 1998 PROGRESS RPT; 02/12/99 - 4TH QTR 1998 PROGRESS RPT; 4/19/99 WELL ABANDONMENT REPORT

LUST REG 8:
Region: 8
County: Orange
Regional Board: Santa Ana Region
Facility Status: Remediation Plan
Case Number: 083000293T
Local Case Num: 86UT178
Case Type: Other ground water affected
Substance: Gasoline
Qty Leaked: 0
Abate Method: Not reported
Cross Street: Not reported
Enf Type: Not reported
Funding: Not reported
How Discovered: OM
How Stopped: Other Means
Leak Cause: Unknown
Leak Source: Unknown
Global ID: T0605900229

MOBIL #17-FID (Continued) **U003147987**

How Stopped Date:	9/9/9999
Enter Date:	Not reported
Review Date:	Not reported
Prelim Assess:	Not reported
Discover Date:	9/23/1986
Enforcement Date:	Not reported
Close Date:	Not reported
Workplan:	Not reported
Pollution Char:	Not reported
Remed Plan:	9/1/2003
Remed Action:	Not reported
Monitoring:	Not reported
Enter Date:	Not reported
GW Qualifies:	=
Soil Qualifies:	=
Operator:	Not reported
Facility Contact:	Not reported
Interim:	Not reported
Oversite Program:	LUST
Latitude:	33.9175165
Longitude:	-117.9683731
MTBE Date:	2/19/2004
Max MTBE GW:	19000
MTBE Concentration:	0
Max MTBE Soil:	300
MTBE Fuel:	1
MTBE Tested:	MTBE Detected. Site tested for MTBE & MTBE detected
MTBE Class:	*
Staff:	RS
Staff Initials:	AM
Lead Agency:	Local Agency
Local Agency:	30000L
Hydr Basin #:	Not reported
Beneficial:	MUN
Priority:	Not reported
Cleanup Fund Id:	Not reported
Work Suspended:	Not reported
Summary:	Not reported

SWEEPS UST:

Status:	Active
Comp Number:	2045
Number:	1
Board Of Equalization:	44-000400
Referral Date:	03-11-93
Action Date:	04-07-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-002045-000001
Actv Date:	02-02-93
Capacity:	12000
Tank Use:	M.V. FUEL
Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	4

MOBIL #17-FID (Continued) **U003147987**

Status:	Active
Comp Number:	2045
Number:	1
Board Of Equalization:	44-000400
Referral Date:	03-11-93
Action Date:	04-07-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-002045-000002
Actv Date:	02-02-93
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	P
Content:	PRM UNLEADED
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	2045
Number:	1
Board Of Equalization:	44-000400
Referral Date:	03-11-93
Action Date:	04-07-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-002045-000003
Actv Date:	02-02-93
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	2045
Number:	1
Board Of Equalization:	44-000400
Referral Date:	03-11-93
Action Date:	04-07-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	2045
Swrcb Tank Id:	19-050-002045-000004
Actv Date:	02-02-93
Capacity:	1000
Tank Use:	OIL
Stg:	W
Content:	WASTE OIL
Number Of Tanks:	Not reported

9 **HBOC PETROLEUM 5721** **RCRA-LQG** **1010562161**
10460 W PICO BLVD **CAR000187740**
RANCHO PARK, CA 90064

RCRA-LQG:

Date form received by agency:	10/03/2007
Facility name:	HBOC PETROLEUM 5721
Facility address:	10460 W PICO BLVD RANCHO PARK, CA 90064
EPA ID:	CAR000187740
Mailing address:	6875 CONSOLIDATED WAY SD 1373 SAN DIEGO, CA 92121 2602
Contact:	PAT J CANNEY
Contact address:	6875 CONSOLIDATED WAY SD 1373 SAN DIEGO, CA 92121 2602
Contact country:	US
Contact telephone:	858-653-3104
Contact email:	PCANNEY@SEMPRAUTILITIES.COM
EPA Region:	09
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	SOUTHERN CALIFORNIA GAS CO
Owner/operator address:	Not reported Not reported
Owner/operator country:	Not reported
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	01/01/1982
Owner/Op end date:	Not reported
Owner/operator name:	CITY OF LOS ANGELES
Owner/operator address:	200 N SPRING STREET LOS ANGELES, CA 90012
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Municipal
Owner/Operator Type:	Owner
Owner/Op start date:	02/01/1967
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No

HBOC PETROLEUM 5721 (Continued) **1010562161**

Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Hazardous Waste Summary:

Waste code:	D001
Waste name:	IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Violation Status: No violations found

---

10 WEST AREA HEADQUARTERS **RCRA-SQG 1000698118**
2459 MOTOR AVE **FINDS CAD983612508**
LOS ANGELES, CA

RCRA-SQG:

Date form received by agency:	11/07/1991
Facility name:	WEST AREA HEADQUARTERS
Facility address:	2459 MOTOR AVE LOS ANGELES, CA 90012
EPA ID:	CAD983612508
Mailing address:	N MAIN ST RM 1290 LOS ANGELES, CA 90012
Contact:	DAVID ATTAWAY
Contact address:	200 N MAIN ST RM 1290 LOS ANGELES, CA 90012
Contact country:	US
Contact telephone:	(213) 485-5551
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415551212

WEST AREA HEADQUARTERS (Continued) **1000698118**

Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002864375

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

10 **RANCHO GOLF COURSE** **CA FID UST** **S101584950**
2459 MOTOR AVE **CA EMI** **N/A**
LOS ANGELES, CA 90012

CA FID UST:
Facility ID: 19017328
Regulated By: UTNKA
Regulated ID: 00047237
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2134855846
Mail To: Not reported
Mailing Address: 200 N MAIN STREET-ROOM
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900120000
Contact: Not reported

RANCHO GOLF COURSE (Continued) **S101584950**

Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	9680
Air District Name:	SC
SIC Code:	7999
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	9680
Air District Name:	SC
SIC Code:	7999
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	6
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

10 **RANCHO GOLF COURSE** **CA UST** **U004061481**
2459 MOTOR AVE **N/A**
LOS ANGELES, CA 90064

UST:

Facility ID:	25092
Latitude:	34.04883
Longitude:	-118.40971

10 **CHEVIOT HILL** **CA HIST UST** **U001562408**
2459 MOTOR AVE **N/A**
LOS ANGELES, CA 90064

HIST UST:
Region: STATE
Facility ID: 00000047237
Facility Type: Other
Other Type: SERVICE YARD
Total Tanks: 0003
Contact Name: ANDY LEON
Telephone: 2138361350
Owner Name: CITY OF L.A.-R.&C.
Owner Address: 200 N. MAIN ST.
Owner City,St,Zip: LOS ANGELES, CA 90064

Tank Num: 001
Container Num: 1231
Year Installed: ????
Tank Capacity: 00005132
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 1232
Year Installed: ????
Tank Capacity: 00010164
Tank Used for: Not reported
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 003
Container Num: 1233
Year Installed: ????
Tank Capacity: 00002996
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Stock Inventor

---

11 **WORLD OIL CO** **RCRA-SQG** **1000278373**
10991 SANTA MONICA **FINDS** **CAD981160799**
LOS ANGELES, CA 90067 **CA HIST CORTESE**
CA LUST
CA FID UST
CA SWEEPS UST

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: WORLD OIL CO
Facility address: 10991 SANTA MONICA
LOS ANGELES, CA 90067
EPA ID: CAD981160799
Mailing address: 9302 S GARFIELD
SOUTH GATE, CA 90280
Contact: Not reported
Contact address: Not reported

WORLD OIL CO (Continued) **1000278373**

Not reported
Contact country: Not reported
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: WORLD OIL MARKETING CO #60
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 10/29/1985
Facility name: WORLD OIL CO
Classification: Large Quantity Generator

Violation Status: No violations found

WORLD OIL CO (Continued) **1000278373**

FINDS:

Registry ID: 110002678362

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900250207

LUST:

Region:	STATE
Global Id:	T0603700705
Latitude:	34.048953
Longitude:	-118.441197
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	04/15/2005
Lead Agency:	LOS ANGELES, CITY OF
Case Worker:	NR
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900250207
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603700705
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Global Id:	T0603700705
Contact Type:	Regional Board Caseworker

WORLD OIL CO (Continued) **1000278373**

Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

Regulatory Activities:
Global Id: T0603700705
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603700705
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900250207
Status: Preliminary site assessment underway
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: ED OT
Global ID: T0603700705
W Global ID: Not reported
Staff: UNK
Local Agency: 19050
Cross Street: GREENFIELD AVE
Enforcement Type: Not reported
Date Leak Discovered: 6/7/1999
Date Leak First Reported: 6/8/1999
Date Leak Record Entered: Not reported
Date Confirmation Began: Not reported
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 12/2/1999
Date the Case was Closed: Not reported
How Leak Discovered: OM
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: UNK
Operator: WORLD OIL MARKETING
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 8496.943263690424519571383215
Source of Cleanup Funding: UNK
Preliminary Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: 6/8/1999
Pollution Characterization Began: Not reported
Remediation Plan Submitted: Not reported

WORLD OIL CO (Continued) **1000278373**

Remedial Action Underway: Not reported
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: Not reported
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: 260
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: WORLD OIL MARKETING COMPANY
RP Address: 9302 S. GARFIELD AVE., SOUTH GATE, CA 90280
Program: LUST
Lat/Long: 34.0487837 / -1
Local Agency Staff: PEJ
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: STATION CLOSED AND GASOLINE REMOVED IN DEC. 1998. SOIL VAPORS ENCOUNTERED >1,000PPMV AND PLACED IN TRUCKS FOR OFF-SITE RECYCLING AT TPS TECHNOLOGIES, INC. IN ADELANTO, CA. RUSH LABORATORY ANALYSES PENDING-TO BE PROVIDED TO T

CA FID UST:
Facility ID: 19005353
Regulated By: UTNKA
Regulated ID: 00003938
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2135608801
Mail To: Not reported
Mailing Address: 9302 S GARFIELD AVE
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900670000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Active
Comp Number: 333
Number: 9
Board Of Equalization: 44-011115
Referral Date: 01-15-93
Action Date: 03-15-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000333-000001

WORLD OIL CO (Continued) **1000278373**

Actv Date:	04-20-88
Capacity:	12000
Tank Use:	M.V. FUEL
Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	6
Status:	Active
Comp Number:	333
Number:	9
Board Of Equalization:	44-011115
Referral Date:	01-15-93
Action Date:	03-15-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000333-000002
Actv Date:	04-20-88
Capacity:	12000
Tank Use:	M.V. FUEL
Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported
Status:	Active
Comp Number:	333
Number:	9
Board Of Equalization:	44-011115
Referral Date:	01-15-93
Action Date:	03-15-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000333-000003
Actv Date:	04-20-88
Capacity:	12000
Tank Use:	M.V. FUEL
Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported
Status:	Active
Comp Number:	333
Number:	9
Board Of Equalization:	44-011115
Referral Date:	01-15-93
Action Date:	03-15-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000333-000004
Actv Date:	04-20-88
Capacity:	12000
Tank Use:	M.V. FUEL
Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported

WORLD OIL CO (Continued) **1000278373**

Status:	Active
Comp Number:	333
Number:	9
Board Of Equalization:	44-011115
Referral Date:	01-15-93
Action Date:	03-15-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000333-000005
Actv Date:	04-20-88
Capacity:	12000
Tank Use:	M.V. FUEL
Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	333
Number:	9
Board Of Equalization:	44-011115
Referral Date:	01-15-93
Action Date:	03-15-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000333-000006
Actv Date:	04-20-88
Capacity:	12000
Tank Use:	M.V. FUEL
Stg:	P
Content:	DIESEL
Number Of Tanks:	Not reported

---

12 **BREN INVESTMENT** **CA LUST** **S102425729**
11100 SANTA MONICA BLVD **N/A**
SAWTELLE, CA 90025

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900250052	
Status:	Case Closed	
Substance:	Solvents	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Pump and Treat Groundwater
Global ID:	T0603700690	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19050	
Cross Street:	SEPULVEDA BLVD	
Enforcement Type:	Not reported	
Date Leak Discovered:	12/14/1987	
Date Leak First Reported:		1/20/1988
Date Leak Record Entered:	1/29/1988	

BREN INVESTMENT (Continued) **S102425729**

Date Confirmation Began:	Not reported
Date Leak Stopped:	Not reported
Date Case Last Changed on Database:	7/22/1993
Date the Case was Closed:	7/22/1993
How Leak Discovered:	Subsurface Monitoring
How Leak Stopped:	Not reported
Cause of Leak:	UNK
Leak Source:	Tank
Operator:	LINDWALL, CHARLES B.
Water System:	Not reported
Well Name:	Not reported
Approx. Dist To Production Well (ft):	7441.198762889206243125829539 3
Source of Cleanup Funding:	Tank
Preliminary Site Assessment Workplan Submitted:	Not reported
Preliminary Site Assessment Began:	Not reported
Pollution Characterization Began:	1/29/1988
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Yes
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	GROUNDWATER TECHNOLOGY, INC.
RP Address:	11111 SANTA MONICA BLVD #1100, LOS ANGELES, CA 90025
Program:	LUST
Lat/Long:	34.0473437 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	CLARIFER OUT OF OPERATION FOR YEARS. TANK MATERIAL: CONCRETE-- VARIOUS ALTERNATIVES ARE UNDER CONSIDERATION *ALSO KNOWN AS WESTWOOD GATEWAY PROJECT

---

12 **BREN INVESTMENT** **CA HIST CORTESE** **S103995740**
11100 SANTA MONICA **CA LUST** **N/A**
LOS ANGELES, CA 90025

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900250052

LUST:

Region:	STATE
Global Id:	T0603700690
Latitude:	34.0473437
Longitude:	-118.4442397

BREN INVESTMENT (Continued) **S103995740**

Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	07/22/1993
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	YR
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900250052
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	* Solvents
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603700690
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T0603700690
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Regulatory Activities:

Global Id:	T0603700690
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

Global Id:	T0603700690
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery

---

13 **GENE & BOB S SERVICE** **EDR US Hist Auto Stat** **1009051220**
2100 OVERLAND AV **N/A**
SANTA MONICA, CA

EDR Historical Auto Stations:

Name:	GENE & BOB S SERVICE
Year:	1940
Type:	GASOLINE AND OIL SERVICE STATIONS

13 **GENE & BOB S SERVICE** **EDR US Hist Auto Stat** **1009018344**
2100 OVERLAND TRL **N/A**
SANTA MONICA, CA

EDR Historical Auto Stations:
Name: GENE & BOB S SERVICE
Year: 1940
Type: GASOLINE AND OIL SERVICE STATIONS

---

14 **HORIZON HEALTH CORPORATION** **CA FID UST** **S101587766**
10361 W PICO BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90064

CA FID UST:
Facility ID: 19055977
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 10361 W PICO BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900640000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Not reported
Comp Number: 5129
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: 0

15 **CROWN CAR WASH** **CA FID UST** **S101617594**
10399 PICO BLVD **N/A**
LOS ANGELES, CA 90064

CA FID UST:

Facility ID:	19015812
Regulated By:	UTNKA
Regulated ID:	00004802
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2138792403
Mail To:	Not reported
Mailing Address:	10399 W PICO BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900640000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

---

15 **EDR US Hist Auto Stat** **1015135712**
10399 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name:	CROWN CAR WASH
Year:	1999
Address:	10399 W PICO BLVD
Name:	SUNSET AUTO CTR
Year:	2001
Address:	10399 W PICO BLVD
Name:	SUNS AUTO CTR
Year:	2003
Address:	10399 W PICO BLVD
Name:	SUNS AUTO SERVICE
Year:	2004
Address:	10399 W PICO BLVD
Name:	SUNS AUTO CENTER
Year:	2005
Address:	10399 W PICO BLVD
Name:	SUNS AUTO CENTER
Year:	2006
Address:	10399 W PICO BLVD
Name:	SUNS AUTO CENTER
Year:	2007
Address:	10399 W PICO BLVD
Name:	SUNS AUTO CENTER
Year:	2008
Address:	10399 W PICO BLVD

(Continued) **1015135712**

Name: GLEN AUTO REPAIR
Year: 2009
Address: 10399 W PICO BLVD

Name: GLEN AUTO
Year: 2010
Address: 10399 W PICO BLVD

Name: GLEN AUTO REPAIR
Year: 2011
Address: 10399 W PICO BLVD

Name: GLEN AUTO REPAIR
Year: 2012
Address: 10399 W PICO BLVD

---

15 **CROWN CAR WASH** **CA UST** **U001562409**
10399 W PICO BLVD **CA HIST UST** **N/A**
LOS ANGELES, CA 90064 **CA SWEEPS UST**

UST:
Facility ID: 23712
Latitude: 34.04641
Longitude: -118.4169

HIST UST:
Region: STATE
Facility ID: 00000004802
Facility Type: Gas Station
Other Type: CAR WASH
Total Tanks: 0005
Contact Name: RUTH ROSENBLUTH
Telephone: 2138792403
Owner Name: CARBRIGHT INC
Owner Address: 10399 W. PICO BLVD
Owner City,St,Zip: LOS ANGELES, CA 90064

Tank Num: 001
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00007500
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00009940
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: None

Tank Num: 003
Container Num: 3

CROWN CAR WASH (Continued) **U001562409**

Year Installed: Not reported
Tank Capacity: 00004000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 004
Container Num: 4
Year Installed: Not reported
Tank Capacity: 00003000
Tank Used for: WASTE
Type of Fuel: 06
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 005
Container Num: 5
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: None

SWEEPS UST:
Status: Not reported
Comp Number: 392
Number: Not reported
Board Of Equalization: 44-011151
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000392-000001
Actv Date: Not reported
Capacity: 7500
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: DIESEL
Number Of Tanks: 5

Status: Not reported
Comp Number: 392
Number: Not reported
Board Of Equalization: 44-011151
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000392-000002
Actv Date: Not reported
Capacity: 9940
Tank Use: M.V. FUEL
Stg: PRODUCT

CROWN CAR WASH (Continued) **U001562409**

Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 392
Number: Not reported
Board Of Equalization: 44-011151
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000392-000003
Actv Date: Not reported
Capacity: 4000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 392
Number: Not reported
Board Of Equalization: 44-011151
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000392-000004
Actv Date: Not reported
Capacity: 3000
Tank Use: CHEMICAL
Stg: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 392
Number: Not reported
Board Of Equalization: 44-011151
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000392-000005
Actv Date: Not reported
Capacity: 1
Tank Use: CHEMICAL
Stg: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Active
Comp Number: 392
Number: 9

CROWN CAR WASH (Continued) **U001562409**

Board Of Equalization: 44-011151
Referral Date: 02-24-93
Action Date: 03-15-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: 392
Swrcb Tank Id: 19-050-000392-000006
Actv Date: 07-27-93
Capacity: 10000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: 2

Status: Active
Comp Number: 392
Number: 9
Board Of Equalization: 44-011151
Referral Date: 02-24-93
Action Date: 03-15-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: 392
Swrcb Tank Id: 19-050-000392-000007
Actv Date: 07-27-93
Capacity: 10000
Tank Use: M.V. FUEL
Stg: P
Content: PRM UNLEADED
Number Of Tanks: Not reported

---

15 **EDR US Hist Auto Stat** **1015350994**

2364 S BEVERLY GLEN BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:
Name: CLASSIC STATIONARY
Year: 2006
Address: 2364 S BEVERLY GLEN BLVD

---

16 **TOSCO S.S. #5146** **CA LUST** **S103282034**

11305 SANTA MONICA BLVD **N/A**
LOS ANGELES, CA 90025

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900250170
Status: Leak being confirmed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: Not reported
Global ID: T0603700702

TOSCO S.S. #5146 (Continued) **S103282034**

W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19050	
Cross Street:	SAWTELLE BLVD	
Enforcement Type:	Not reported	
Date Leak Discovered:	9/9/1997	
Date Leak First Reported:		9/10/1997
Date Leak Record Entered:	3/10/1998	
Date Confirmation Began:	9/10/1997	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		10/31/2000
Date the Case was Closed:		Not reported
How Leak Discovered:	OM	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Not reported	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		6071.1758727107810126680511866
Source of Cleanup Funding:		Not reported
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		12/22/2003
Hist Max MTBE Conc in Groundwater:		13
Hist Max MTBE Conc in Soil:		42
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	=	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	TOSCO MARKETING CO	
RP Address:	P.O. BOX 25376, SANTA ANA, CA 92799	
Program:	LUST	
Lat/Long:	34.0464587 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	Not reported	

16 **TOSCO - 76 STATION #5146** **CA HIST CORTESE** **S100944477**
11305 SANTA MONICA BLVD **CA LUST** **N/A**
LOS ANGELES, CA 90025

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900250170

LUST:

Region:	STATE
Global Id:	T0603700702
Latitude:	34.0464587
Longitude:	-118.4487598
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	05/22/2006
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	MSH
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900250170
LOC Case Number:	30541
File Location:	Regional Board
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603700702
Contact Type:	Local Agency Caseworker
Contact Name:	TBD
Organization Name:	LOS ANGELES, CITY OF
Address:	200 N. MAIN ST. RM. 970
City:	LOS ANGELES
Email:	Not reported
Phone Number:	2134826528

Regulatory Activities:

Global Id:	T0603700702
Action Type:	RESPONSE
Date:	01/15/2006
Action:	Monitoring Report - Quarterly
Global Id:	T0603700702
Action Type:	ENFORCEMENT
Date:	05/22/2006
Action:	Closure/No Further Action Letter
Global Id:	T0603700702
Action Type:	RESPONSE
Date:	07/15/2005
Action:	Monitoring Report - Quarterly
Global Id:	T0603700702
Action Type:	Other
Date:	01/01/1950

TOSCO - 76 STATION #5146 (Continued) **S100944477**

Action: Leak Reported

Global Id: T0603700702
Action Type: RESPONSE
Date: 02/01/2005
Action: Other Report / Document

Global Id: T0603700702
Action Type: RESPONSE
Date: 10/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700702
Action Type: RESPONSE
Date: 12/23/2004
Action: Well Installation Report

Global Id: T0603700702
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0603700702
Action Type: RESPONSE
Date: 01/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700702
Action Type: ENFORCEMENT
Date: 05/09/2006
Action: Site Visit / Inspection / Sampling

Global Id: T0603700702
Action Type: ENFORCEMENT
Date: 12/09/2004
Action: Staff Letter

Global Id: T0603700702
Action Type: RESPONSE
Date: 04/15/2005
Action: Monitoring Report - Quarterly

---

16 **EXXON #7-3816** **CA HIST CORTESE** **S101297238**
11261 SANTA MONICA BLVD **CA LUST** **N/A**
SAWTELLE, CA 90025

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900250161

LUST:
Region: STATE
Global Id: T0603700701
Latitude: 34.0467767

EXXON #7-3816 (Continued) **S101297238**

Longitude:	-118.4476558
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	09/19/2007
Lead Agency:	LOS ANGELES, CITY OF
Case Worker:	PK
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900250161
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Other Solvent or Non-Petroleum Hydrocarbon
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603700701
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T0603700701
Contact Type:	Local Agency Caseworker
Contact Name:	PATRICK KILLIAN
Organization Name:	LOS ANGELES, CITY OF
Address:	221 N FIGUEROA ST STE 1500
City:	LOS ANGELES
Email:	Not reported
Phone Number:	2134826527

Regulatory Activities:

Global Id:	T0603700701
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

LUST REG 4:

Region:	4
Regional Board:	04
County:	Los Angeles
Facility Id:	900250161
Status:	Preliminary site assessment underway
Substance:	Hydrocarbons
Substance Quantity:	Not reported
Local Case No:	Not reported
Case Type:	Soil
Abatement Method Used at the Site:	Not reported
Global ID:	T0603700701
W Global ID:	Not reported
Staff:	UNK
Local Agency:	19050

EXXON #7-3816 (Continued) **S101297238**

Cross Street:	BELOIT AVE	
Enforcement Type:	Not reported	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		5/4/1992
Date Leak Record Entered:	6/1/1992	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		7/29/1994
Date the Case was Closed:		Not reported
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	OLD CASENO WAS 062392-05	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		6421.020946607492667443108 1346
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		5/4/1992
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	EXXON CO. USA	
RP Address:	PO BOX 19649, IRVINE, CA 92713	
Program:	LUST	
Lat/Long:	34.0467767 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	Not reported	

---

17 **P & C AUTO BODY, PETE NEPTUNE** **CA EMI** **S106836856**
2340 CENTINELA AVE. **N/A**
LOS ANGELES, CA 90064

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	73619
Air District Name:	SC
SIC Code:	7532
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported

P & C AUTO BODY, PETE NEPTUNE (Continued) **S106836856**

Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2005
County Code:	19
Air Basin:	SC
Facility ID:	73619
Air District Name:	SC
SIC Code:	7532
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.71757
Reactive Organic Gases Tons/Yr:	.454957977
Carbon Monoxide Emissions Tons/Yr:	.00244
NOX - Oxides of Nitrogen Tons/Yr:	.00906
SOX - Oxides of Sulphur Tons/Yr:	.000055
Particulate Matter Tons/Yr:	.03802
Part. Matter 10 Micrometers & Smllr Tons/Yr:	.03652

---

17 **P & C AUTO BODY & AUTO SERVICE** **CA HAZNET** **S113031242**
2340 CENTINELA AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2005
Gepaid:	CAL000026508
Contact:	PETER NEPTUNE/OWNER
Telephone:	3108208082
Mailing Name:	Not reported
Mailing Address:	2340 S CENTINELA AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641008
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Recycler
Tons:	0.64
Facility County:	Los Angeles

Year:	2005
Gepaid:	CAL000026508
Contact:	PETER NEPTUNE/OWNER
Telephone:	3108208082
Mailing Name:	Not reported
Mailing Address:	2340 S CENTINELA AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641008
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Recycler

P & C AUTO BODY & AUTO SERVICE (Continued) **S113031242**

Tons: 0.18
Facility County: Los Angeles

Year: 2004
Gepaid: CAL000026508
Contact: PETER NEPTUNE/OWNER
Telephone: 3108208082
Mailing Name: Not reported
Mailing Address: 2340 S CENTINELA AVE
Mailing City,St,Zip: LOS ANGELES, CA 900641008
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Recycler
Tons: 1.12
Facility County: Los Angeles

Year: 2004
Gepaid: CAL000026508
Contact: PETER NEPTUNE/OWNER
Telephone: 3108208082
Mailing Name: Not reported
Mailing Address: 2340 S CENTINELA AVE
Mailing City,St,Zip: LOS ANGELES, CA 900641008
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Not reported
Tons: 0.27
Facility County: Los Angeles

Year: 2003
Gepaid: CAL000026508
Contact: PETER NEPTUNE/OWNER
Telephone: 3108208082
Mailing Name: Not reported
Mailing Address: 2340 S CENTINELA AVE
Mailing City,St,Zip: LOS ANGELES, CA 900641008
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Recycler
Tons: 1.03
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
17 additional CA_HAZNET: record(s) in the EDR Site Report.

17 **P&C AUTOMOTIVE SERVICES** **CA HAZNET** **S113032156**
2340 CENTINELA AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2000
Gepaid:	CAL000028511
Contact:	PETER NEPTUNE
Telephone:	--
Mailing Name:	Not reported
Mailing Address:	2340 S CENTINELA AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641008
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Unspecified aqueous solution
Disposal Method:	Recycler
Tons:	0.22
Facility County:	Los Angeles

Year:	1999
Gepaid:	CAL000028511
Contact:	NEPTUNE PETER
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	2340 S CENTINELA AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641008
Gen County:	Not reported
TSD EPA ID:	CAD099452708
TSD County:	Not reported
Waste Category:	Unspecified aqueous solution
Disposal Method:	Recycler
Tons:	.4586
Facility County:	Los Angeles

Year:	1998
Gepaid:	CAL000028511
Contact:	NEPTUNE PETER
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	2340 S CENTINELA AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641008
Gen County:	Not reported
TSD EPA ID:	CAD099452708
TSD County:	Not reported
Waste Category:	Unspecified aqueous solution
Disposal Method:	Recycler
Tons:	.2293
Facility County:	Los Angeles

Year:	1997
Gepaid:	CAL000028511
Contact:	NEPTUNE PETER
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	2340 S CENTINELA AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641008
Gen County:	Not reported
TSD EPA ID:	CAT080013352

P&C AUTOMOTIVE SERVICES (Continued) **S113032156**

TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Not reported
Tons: .2085
Facility County: Los Angeles

Year: 1997
Gepaid: CAL000028511
Contact: NEPTUNE PETER
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 2340 S CENTINELA AVE
Mailing City,St,Zip: LOS ANGELES, CA 900641008
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Recycler
Tons: .2085
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access additional CA_HAZNET: detail in the EDR Site Report.

---

17 **EDR US Hist Auto Stat** **1015349185**

2340 S CENTINELA AVE **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name: P & C AUTO BODY
Year: 1999
Address: 2340 S CENTINELA AVE

Name: P & C AUTOMOTIVE
Year: 2001
Address: 2340 S CENTINELA AVE

Name: P & C AUTO REPAIRS
Year: 2002
Address: 2340 S CENTINELA AVE

Name: P & C AUTOMOTIVE
Year: 2003
Address: 2340 S CENTINELA AVE

Name: P & C AUTO BODY
Year: 2004
Address: 2340 S CENTINELA AVE

Name: P & C AUTO BODY
Year: 2005
Address: 2340 S CENTINELA AVE

17 **P & C AUTO BODY, PETER NEPTUNE DBA** **FINDS** **1011977576**
2340 CENTINELA AVE **N/A**
LOS ANGELES, CA

FINDS:

Registry ID: 110038078790

Environmental Interest/Information System
The NEI (National Emissions Inventory) database contains information on stationary and mobile sources that emit criteria air pollutants and their precursors, as well as hazardous air pollutants (HAPs).

CRITERIA AND HAZARDOUS AIR POLLUTANT INVENTORY

---

17 **BEHE INC** **CA HAZNET** **S113064531**
2326 CENTINELA AVENUE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	1994
Gepaid:	CAL000113371
Contact:	Not reported
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	2326 CENTINELA AVE
Mailing City,St,Zip:	W LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD108040858
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	.0291
Facility County:	Los Angeles

Year:	1994
Gepaid:	CAL000113371
Contact:	Not reported
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	2326 CENTINELA AVE
Mailing City,St,Zip:	W LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD000088252
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Transfer Station
Tons:	.2085
Facility County:	Los Angeles

17 **LANTANA SOUTH LLC-MAQUIRE PROPERTIES** **CA LUST** **S104581852**
3301 EXPOSITION BLVD. **N/A**
SANTA MONICA, CA 90404

LUST:

Region:	STATE
Global Id:	T0603795042
Latitude:	34.029549
Longitude:	-118.457897
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	09/12/2007
Lead Agency:	SANTA MONICA, CITY OF
Case Worker:	MH
Local Agency:	SANTA MONICA, CITY OF
RB Case Number:	Not reported
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Other Solvent or Non-Petroleum Hydrocarbon, * Solvents
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603795042
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T0603795042
Contact Type:	Local Agency Caseworker
Contact Name:	MONICA HANLEY
Organization Name:	SANTA MONICA, CITY OF
Address:	333 Olympic Drive - 2nd Floor
City:	SANTA MONICA
Email:	monica.hanley@smgov.net
Phone Number:	Not reported

Regulatory Activities:

Global Id:	T0603795042
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

Global Id:	T0603795042
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery

Global Id:	T0603795042
Action Type:	REMEDIATION
Date:	01/01/1950
Action:	Not reported

17 **LANTANA SOUTH D/MAGUIRE PRPOERTIES** **RCRA-CESQG** **1012175817**
3301 EXPOSITION BOULEVARD **CAP000182964**
SANTA MONICA, CA 90404

RCRA-CESQG:

Date form received by agency:	06/16/2008
Facility name:	LANTANA SOUTH D/MAGUIRE PRPOERTIES
Facility address:	3301 EXPOSITION BOULEVARD SANTA MONICA, CA 90404
EPA ID:	CAP000182964
Mailing address:	355 SOUTH GRAND AVENUE SUITE 3300 LOS ANGELES, CA 90071
Contact:	ROBERT PINKERTON
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	(213) 626-3300
Telephone ext.:	4430
Contact email:	ROB.PINKERTON@MAGUIREPROPERTIES.COM
EPA Region:	09
Classification:	Conditionally Exempt Small Quantity Generator
Description:	Handler: generates 100 kg or less of hazardous waste per calendar month, and accumulates 1000 kg or less of hazardous waste at any time; or generates 1 kg or less of acutely hazardous waste per calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste

Owner/Operator Summary:

Owner/operator name:	MAGUIRE PRPOERTIES - LANTAN SOUTH
Owner/operator address:	355 SOUTH GRAND AVE, #3300 LOS ANGELES, CA 90071
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	11/02/2004
Owner/Op end date:	Not reported

Owner/operator name:	MAGUIRE PROPERTIES - LANTAN SOUTH LLC
Owner/operator address:	Not reported Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	11/02/2004
Owner/Op end date:	Not reported

LANTANA SOUTH D/MAGUIRE PRPOERTIES (Continued) **1012175817**

Handler Activities Summary:
- U.S. importer of hazardous waste: No
- Mixed waste (haz. and radioactive): No
- Recycler of hazardous waste: No
- Transporter of hazardous waste: No
- Treater, storer or disposer of HW: No
- Underground injection activity: No
- On-site burner exemption: No
- Furnace exemption: No
- Used oil fuel burner: No
- Used oil processor: No
- User oil refiner: No
- Used oil fuel marketer to burner: No
- Used oil Specification marketer: No
- Used oil transfer facility: No
- Used oil transporter: No

Hazardous Waste Summary:
- Waste code: F005
- Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

- Violation Status: No violations found

---

17 **ROTOFLOW CORPORATION** **RCRA-SQG 1000332446**
2235 S CARMELINA AVE **FINDS CAD982029696**
LOS ANGELES, CA

RCRA-SQG:
- Date form received by agency: 09/01/1996
- Facility name: ROTOFLOW CORPORATION
- Facility address: 2235 S CARMELINA AVE
  LOS ANGELES, CA 90064
- EPA ID: CAD982029696
- Mailing address: S CARMELINA AVE
  LOS ANGELES, CA 90064
- Contact: Not reported
- Contact address: Not reported
  Not reported
- Contact country: Not reported
- Contact telephone: Not reported
- Contact email: Not reported
- EPA Region: 09
- Classification: Small Small Quantity Generator
- Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
- Owner/operator name: ROTOFLOW CORPORATION

ROTOFLOW CORPORATION (Continued) **1000332446**

Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002782221

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

17 **EDR US Hist Auto Stat** **1015336994**
2222 S CENTINELA AVE **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name:	GOLDEN AUTO BODY & PAINT
Year:	1999
Address:	2222 S CENTINELA AVE
Name:	GOLDEN AUTO BODY & PAINT
Year:	2001
Address:	2222 S CENTINELA AVE
Name:	GOLDEN AUTO BODY & PAINT
Year:	2002
Address:	2222 S CENTINELA AVE
Name:	GOLDEN AUTO BODY & PAINT
Year:	2003
Address:	2222 S CENTINELA AVE
Name:	GOLDEN AUTO BODY & PAINT
Year:	2004
Address:	2222 S CENTINELA AVE
Name:	GOLDEN AUTO BODY & PAINT
Year:	2007
Address:	2222 S CENTINELA AVE
Name:	GOLDEN AUTO BODY & PAINT
Year:	2008
Address:	2222 S CENTINELA AVE
Name:	GOLDEN AUTO BODY & PAINT
Year:	2009
Address:	2222 S CENTINELA AVE
Name:	GOLDEN AUTO BODY & PAINT
Year:	2010
Address:	2222 S CENTINELA AVE
Name:	GOLDEN AUTO BODY & PAINT
Year:	2012
Address:	2222 S CENTINELA AVE

---

17 **DURASPAN INC** **CA EMI** **S106830326**
2225 CARMELINA AVE **N/A**
LOS ANGELES, CA 90064

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	10206
Air District Name:	SC
SIC Code:	3479
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1

DURASPAN INC (Continued) **S106830326**

Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **SYSTEM DEVELOPMENT CORPORATION** **RCRA-SQG 1000400216**
3000 OLYMPIC BLVD **FINDS CAD981402167**
SANTA MONICA, CA

RCRA-SQG:

Date form received by agency:	05/02/1986
Facility name:	SYSTEM DEVELOPMENT CORPORATION
Facility address:	3000 OLYMPIC BLVD SANTA MONICA, CA 90406
EPA ID:	CAD981402167
Mailing address:	2525 COLORADO AVENUE SANTA MONICA, CA 90406
Contact:	ENVIRONMENTAL MANAGER
Contact address:	3000 OLYMPIC BLVD SANTA MONICA, CA 90406
Contact country:	US
Contact telephone:	(213) 453-6121
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	JULIUS LEFKOWITZ
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No

SYSTEM DEVELOPMENT CORPORATION (Continued) **1000400216**

Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002695254

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

17 **DIGITAL MAGIC CO** **RCRA-SQG** **1000472880**
3000 W OLYMPIC BLVD STE 2500 **FINDS** **CAD982434557**
SANTA MONICA, CA **CA HAZNET**

RCRA-SQG:

Date form received by agency:	10/23/1990
Facility name:	KIPER LASCU
Facility address:	3000 W OLYMPIC BLVD STE 2200 SANTA MONICA, CA 90404
EPA ID:	CAD982434557
Contact:	ENVIRONMENTAL MANAGER
Contact address:	3000 W OLYMPIC BLVD STE 2200 SANTA MONICA, CA 90404
Contact country:	US
Contact telephone:	(213) 315-4889
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported

DIGITAL MAGIC CO (Continued) **1000472880**

Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: GEORGE LASCU
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110009553107

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:
Year: 1993
Gepaid: CAD982434557
Contact: GEORGE LASCU
Telephone: 4155551212
Mailing Name: Not reported
Mailing Address: 3000 W OLYMPIC BLVD STE 2200
Mailing City,St,Zip: SANTA MONICA, CA 904040000
Gen County: Not reported

DIGITAL MAGIC CO (Continued) **1000472880**

TSD EPA ID: CAD108040858
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: 7.08000000000
Facility County: Los Angeles

---

17 **DIGITAL MAGIC CO** **RCRA-SQG 1001217342**
3000 W OLYMPIC BLVD STE 2500 **CA HAZNET CAR000032508**
SANTA MONICA, CA 90404

RCRA-SQG:
Date form received by agency: 10/10/1997
Facility name: DIGITAL MAGIC CO
Facility address: 3000 W OLYMPIC BLVD STE 2500
SANTA MONICA, CA 90404
EPA ID: CAR000032508
Mailing address: 2813 W ALAMEDA AVE
BURBANK, CA 91505
Contact: MERLE SHARP
Contact address: 2813 W ALAMEDA AVE
BURBANK, CA 91505
Contact country: US
Contact telephone: (818) 840-7239
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: DIGITAL MAGIC CO
Owner/operator address: 2813 W ALAMEDA AVE
BURBANK, CA 91505
Owner/operator country: Not reported
Owner/operator telephone: (818) 840-7000
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No

DIGITAL MAGIC CO (Continued) **1001217342**

Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 10/10/1997
Facility name: DIGITAL MAGIC CO
Classification: Small Quantity Generator

Hazardous Waste Summary:
Waste code: F001
Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS USED IN DEGREASING: TETRACHLOROETHYLENE, TRICHLOROETHYLENE, METHYLENE CHLORIDE, 1,1,1-TRICHLOROETHANE, CARBON TETRACHLORIDE, AND CHLORINATED FLUOROCARBONS; ALL SPENT SOLVENT MIXTURES/BLENDS USED IN DEGREASING CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Waste code: F002
Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2-TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE LISTED IN F001, F004, OR F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Violation Status: No violations found

HAZNET:
Year: 2001
Gepaid: CAR000032508
Contact: JEFF QUINN CHIEF ENGINEER
Telephone: 8188407944
Mailing Name: Not reported
Mailing Address: 2813 W ALAMEDA AVE
Mailing City,St,Zip: BURBANK, CA 915050000
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: Recycler
Tons: 0.08
Facility County: Los Angeles

Year: 2000
Gepaid: CAR000032508
Contact: JEFF QUINN CHIEF ENGINEER
Telephone: 8188407944
Mailing Name: Not reported
Mailing Address: 2813 W ALAMEDA AVE
Mailing City,St,Zip: BURBANK, CA 915050000
Gen County: Not reported

DIGITAL MAGIC CO (Continued) **1001217342**

TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: Recycler
Tons: 0.12
Facility County: Los Angeles

Year: 1999
Gepaid: CAR000032508
Contact: DIGITAL MAGIC CO
Telephone: 8188407000
Mailing Name: Not reported
Mailing Address: 2813 W ALAMEDA AVE
Mailing City,St,Zip: BURBANK, CA 915050000
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: Recycler
Tons: .2293
Facility County: Los Angeles

Year: 1998
Gepaid: CAR000032508
Contact: DIGITAL MAGIC CO
Telephone: 8188407000
Mailing Name: Not reported
Mailing Address: 2813 W ALAMEDA AVE
Mailing City,St,Zip: BURBANK, CA 915050000
Gen County: Not reported
TSD EPA ID: CAD000088252
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Transfer Station
Tons: .2085
Facility County: Los Angeles

Year: 1998
Gepaid: CAR000032508
Contact: DIGITAL MAGIC CO
Telephone: 8188407000
Mailing Name: Not reported
Mailing Address: 2813 W ALAMEDA AVE
Mailing City,St,Zip: BURBANK, CA 915050000
Gen County: Not reported
TSD EPA ID: CAD009452657
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Recycler
Tons: .3127
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access additional CA_HAZNET: detail in the EDR Site Report.

17 **EDR US Hist Auto Stat** **1015333314**
2200 S CENTINELA AVE **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:
Name: GOLDEN AUTO BODY & PAINT
Year: 2005
Address: 2200 S CENTINELA AVE

Name: GOLDEN AUTO BODY & PAINT
Year: 2006
Address: 2200 S CENTINELA AVE

---

17 **NEUTRONICS INC.** **CERC-NFRAP** **1015732564**
2908 NEBRASKA AVE. **CA0000477034**
SANTA MONICA, CA 90404

CERC-NFRAP:
Site ID: 0905094
Federal Facility: Not a Federal Facility
NPL Status: Not on the NPL
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Contact Details:
Contact Sequence ID: 13051413.00000
Person ID: 9271184.00000

Contact Sequence ID: 13286108.00000
Person ID: 13003854.00000

Contact Sequence ID: 13291703.00000
Person ID: 13003858.00000

Contact Sequence ID: 13297561.00000
Person ID: 13004003.00000

CERCLIS-NFRAP Assessment History:
Action: PRELIMINARY ASSESSMENT
Date Started: / /
Date Completed: 03/09/00
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

Action: ARCHIVE SITE
Date Started: / /
Date Completed: 03/09/00
Priority Level: Not reported

Action: PRE-CERCLIS SCREENING
Date Started: / /
Date Completed: 06/21/99
Priority Level: Not reported

Action: DISCOVERY
Date Started: / /
Date Completed: 07/29/94
Priority Level: Not reported

17 **REYNOLDS METAL WORKS** **CERC-NFRAP** **1003879977**
1816 STANFORD ST. **CA0000476416**
SANTA MONICA, CA 90404

CERC-NFRAP:
Site ID: 0905107
Federal Facility: Not a Federal Facility
NPL Status: Not on the NPL
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Contact Details:
Contact Sequence ID: 13055133.00000
Person ID: 9271184.00000

Contact Sequence ID: 13288794.00000
Person ID: 13003854.00000

Contact Sequence ID: 13294389.00000
Person ID: 13003858.00000

Contact Sequence ID: 13300247.00000
Person ID: 13004003.00000

CERCLIS-NFRAP Assessment History:
Action: ARCHIVE SITE
Date Started: / /
Date Completed: 01/23/96
Priority Level: Not reported

Action: DISCOVERY
Date Started: / /
Date Completed: 07/29/94
Priority Level: Not reported

Action: PRELIMINARY ASSESSMENT
Date Started: / /
Date Completed: 09/20/95
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

---

17 **SANTA MONICA MOLD SHOP** **CERC-NFRAP** **1003879978**
1812-1814 STANFORD AVE. **CA0000476408**
SANTA MONICA, CA 90404

CERC-NFRAP:
Site ID: 0905108
Federal Facility: Not a Federal Facility
NPL Status: Not on the NPL
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Contact Details:
Contact Sequence ID: 13055042.00000
Person ID: 9271184.00000

Contact Sequence ID: 13288761.00000
Person ID: 13003854.00000

Contact Sequence ID: 13294356.00000
Person ID: 13003858.00000

SANTA MONICA MOLD SHOP (Continued) **1003879978**

Contact Sequence ID: 13300214.00000
Person ID: 13004003.00000

CERCLIS-NFRAP Assessment History:
Action: PRELIMINARY ASSESSMENT
Date Started: / /
Date Completed: 02/07/00
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

Action: ARCHIVE SITE
Date Started: / /
Date Completed: 02/07/00
Priority Level: Not reported

Action: DISCOVERY
Date Started: / /
Date Completed: 07/29/94
Priority Level: Not reported

---

17 **SWISSOMATIC PRODUCTS** **CERC-NFRAP** **1003879975**
1818 STANDFORD AVE. **CA0000476432**
SANTA MONICA, CA 90404

CERC-NFRAP:
Site ID: 0905105
Federal Facility: Not a Federal Facility
NPL Status: Not on the NPL
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Contact Details:
Contact Sequence ID: 13053015.00000
Person ID: 9271184.00000

Contact Sequence ID: 13286457.00000
Person ID: 13003854.00000

Contact Sequence ID: 13292052.00000
Person ID: 13003858.00000

Contact Sequence ID: 13297910.00000
Person ID: 13004003.00000

CERCLIS-NFRAP Assessment History:
Action: PRELIMINARY ASSESSMENT
Date Started: / /
Date Completed: 03/09/00
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

Action: ARCHIVE SITE
Date Started: / /
Date Completed: 03/09/00
Priority Level: Not reported

Action: PRE-CERCLIS SCREENING
Date Started: / /
Date Completed: 06/21/99

SWISSOMATIC PRODUCTS (Continued) **1003879975**

Priority Level: Not reported

Action: DISCOVERY
Date Started: / /
Date Completed: 07/29/94
Priority Level: Not reported

---

17 **Q-TECH CORP** **RCRA NonGen / NLR** **1000200857**
2201 CARMELINA AVE **FINDS** **CAD064618549**
LOS ANGELES, CA 90064

RCRA NonGen / NLR:
Date form received by agency: 06/29/1999
Facility name: Q-TECH CORP
Facility address: 2201 CARMELINA AVE
LOS ANGELES, CA 90064
EPA ID: CAD064618549
Contact: RICHARD TAYLOR
Contact address: 1050 W JEFFERSON BLVD
CULVER CITY, CA 902323502
Contact country: US
Contact telephone: (310) 836-7900
Contact email: Not reported
EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No

Q-TECH CORP (Continued) **1000200857**

Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 09/01/1996
Facility name: Q-TECH CORP
Classification: Small Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110002654342

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

17 **Q-TECH** **CA HAZNET** **S113001390**
2201 CARMELINA AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 1999
Gepaid: CAD064618549
Contact: Q-TECH
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 10150 WEST JEFFERSON BLVD.
Mailing City,St,Zip: CULVER CITY, CA 902320000
Gen County: Not reported
TSD EPA ID: CAD008364432
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Disposal, Land Fill
Tons: .3800
Facility County: Los Angeles

Year: 1999
Gepaid: CAD064618549
Contact: Q-TECH
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 10150 WEST JEFFERSON BLVD.
Mailing City,St,Zip: CULVER CITY, CA 902320000
Gen County: Not reported
TSD EPA ID: CAD008364432
TSD County: Not reported

Q-TECH (Continued) **S113001390**

Waste Category: Unspecified solvent mixture
Disposal Method: Recycler
Tons: 1.8008
Facility County: Los Angeles

Year: 1998
Gepaid: CAD064618549
Contact: Q-TECH
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 10150 WEST JEFFERSON BLVD.
Mailing City,St,Zip: CULVER CITY, CA 902320000
Gen County: Not reported
TSD EPA ID: CAD008364432
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Disposal, Land Fill
Tons: .5670
Facility County: Los Angeles

Year: 1998
Gepaid: CAD064618549
Contact: Q-TECH
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 10150 WEST JEFFERSON BLVD.
Mailing City,St,Zip: CULVER CITY, CA 902320000
Gen County: Not reported
TSD EPA ID: CAD008364432
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: .1251
Facility County: Los Angeles

Year: 1998
Gepaid: CAD064618549
Contact: Q-TECH
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 10150 WEST JEFFERSON BLVD.
Mailing City,St,Zip: CULVER CITY, CA 902320000
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: Recycler
Tons: .4378
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
17 additional CA_HAZNET: record(s) in the EDR Site Report.

17 **NETHERCUTT LABYS ANTIQUE PARTS** **CERC-NFRAP** **1003879966**
2928 NEBRASKA AVE. **CA0000477018**
SANTA MONICA, CA 90404

CERC-NFRAP:
Site ID: 0905093
Federal Facility: Not a Federal Facility
NPL Status: Not on the NPL
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Contact Details:
Contact Sequence ID: 13052351.00000
Person ID: 9271184.00000

Contact Sequence ID: 13290212.00000
Person ID: 13003854.00000

Contact Sequence ID: 13295807.00000
Person ID: 13003858.00000

Contact Sequence ID: 13301665.00000
Person ID: 13004003.00000

CERCLIS-NFRAP Assessment History:
Action: PRELIMINARY ASSESSMENT
Date Started: / /
Date Completed: 02/07/00
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

Action: ARCHIVE SITE
Date Started: / /
Date Completed: 02/07/00
Priority Level: Not reported

Action: PRE-CERCLIS SCREENING
Date Started: / /
Date Completed: 06/21/99
Priority Level: Not reported

Action: DISCOVERY
Date Started: / /
Date Completed: 07/29/94
Priority Level: Not reported

---

17 **BOISON-DALE** **CERC-NFRAP** **1003879965**
2932 NEBRASKA AVE. **CA0000476978**
SANTA MONICA, CA 90404

CERC-NFRAP:
Site ID: 0905091
Federal Facility: Not a Federal Facility
NPL Status: Not on the NPL
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Contact Details:
Contact Sequence ID: 13051115.00000
Person ID: 9271184.00000

BOISON-DALE (Continued) **1003879965**

Contact Sequence ID: 13289252.00000
Person ID: 13003854.00000

Contact Sequence ID: 13294847.00000
Person ID: 13003858.00000

Contact Sequence ID: 13300705.00000
Person ID: 13004003.00000

CERCLIS-NFRAP Assessment History:
Action: PRELIMINARY ASSESSMENT
Date Started: / /
Date Completed: 02/07/00
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

Action: ARCHIVE SITE
Date Started: / /
Date Completed: 02/07/00
Priority Level: Not reported

Action: DISCOVERY
Date Started: / /
Date Completed: 07/29/94
Priority Level: Not reported

---

17 **MCDONNELL-DOUGLAS AIRCRAFT FACILITY** **CERCLIS** **1000893648**
OLYMPIC BLVD. AND CENTINELA BLVD. **FINDS** **CA0000485326**
SANTA MONICA, CA 90404

CERCLIS:
Site ID: 0905113
EPA ID: CA0000485326
Facility County: LOS ANGELES
Short Name: MCDONNELL-DOUGLAS AIRCRAF
Congressional District: 27
IFMS ID: Not reported
SMSA Number: 4480
USGC Hydro Unit: 18070104
Federal Facility: Not a Federal Facility
DMNSN Number: 0.00000
Site Orphan Flag: N
RCRA ID: Not reported
USGS Quadrangle: Not reported
Site Init By Prog: Not reported
NFRAP Flag: Not reported
Parent ID: Not reported
RST Code: Not reported
EPA Region: 09
Classification: Not reported
Site Settings Code: Not reported
NPL Status: Not on the NPL
DMNSN Unit Code: Not reported
RBRAC Code: Not reported
RResp Fed Agency Code: Not reported
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information
Non NPL Status Date: 09/29/97
Site Fips Code: 06037

MCDONNELL-DOUGLAS AIRCRAFT FACILITY (Continued) **1000893648**

CC Concurrence Date: / /
CC Concurrence FY: Not reported
Alias EPA ID: Not reported
Site FUDS Flag: Not reported

CERCLIS Site Contact Name(s):
Contact ID: 9271184.00000
Contact Name: Not reported
Contact Tel: Not reported
Contact Title: Site Assessment Manager (SAM)
Contact Email: Not reported

Contact ID: 13003854.00000
Contact Name: Not reported
Contact Tel: Not reported
Contact Title: Site Assessment Manager (SAM)
Contact Email: Not reported

Contact ID: 13003858.00000
Contact Name: Not reported
Contact Tel: Not reported
Contact Title: Site Assessment Manager (SAM)
Contact Email: Not reported

Contact ID: 13004003.00000
Contact Name: Not reported
Contact Tel: Not reported
Contact Title: Site Assessment Manager (SAM)
Contact Email: Not reported

Alias Comments: Not reported
Site Description: Not reported

CERCLIS Assessment History:

Action Code: 001
Action: DISCOVERY
Date Started: / /
Date Completed: 07/29/94
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

Action Code: 001
Action: SITE INSPECTION
Date Started: / /
Date Completed: 09/29/97
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

MCDONNELL-DOUGLAS AIRCRAFT FACILITY (Continued) **1000893648**

FINDS:

Registry ID: 110009266418

Environmental Interest/Information System
CERCLIS (Comprehensive Environmental Response, Compensation, and Liability Information System) is the Superfund database that is used to support management in all phases of the Superfund program. The system contains information on all aspects of hazardous waste sites, including an inventory of sites, planned and actual site activities, and financial information.

---

17 **PROPOSED HERB ALPERT EDUCATIONAL VILLAGE** **CA SCH** **S108214883**
3131 OLYMPIC BOULEVARD **CA DEED** **N/A**
SANTA MONICA, CA 90404 **CA ENVIROSTOR**

SCH:

Facility ID:	19820113
Site Type:	School Cleanup
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	2.68
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Ivy Osornio
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304449
Assembly:	50
Senate:	26
Special Program Status:	Not reported
Status:	Certified O&M - Land Use Restrictions Only
Status Date:	05/30/2013
Restricted Use:	YES
Funding:	School District
Latitude:	34.03124
Longitude:	-118.4613
APN:	4268-011-002, 4268-011-003, 4268-011-008, 4268011003, 4268011008
Past Use:	* EDUCATIONAL SERVICES
Potential COC:	Arsenic, Total Chromium (1:6 ratio Cr VI:Cr III, Lead, Antimony and compounds, Barium and compounds, Copper and compounds
Confirmed COC:	Antimony and compounds, Barium and compounds, Copper and compounds, Arsenic, Total Chromium (1:6 ratio Cr VI:Cr III, Lead
Potential Description:	OTH, SOIL
Alias Name:	NEW ROADS SCHOOL
Alias Type:	Alternate Name
Alias Name:	NEW VISIONS EDU.FOUNDATION-NEW ROADS SCL
Alias Type:	Alternate Name
Alias Name:	Proposed Herb Alpert Educational Village
Alias Type:	Alternate Name
Alias Name:	4268-011-002
Alias Type:	APN
Alias Name:	4268-011-003

PROPOSED HERB ALPERT EDUCATIONAL VILLAGE (Continued) **S108214883**

Alias Type: APN
Alias Name: 4268-011-008
Alias Type: APN
Alias Name: 4268011003
Alias Type: APN
Alias Name: 4268011008
Alias Type: APN
Alias Name: 110033611786
Alias Type: EPA (FRS #)
Alias Name: 304449
Alias Type: Project Code (Site Code)
Alias Name: 19820113
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 01/27/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Inactive Status Letter
Completed Date: 01/30/2007
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 03/09/2011
Comments: Signed VCA sent (FedEx) to District.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 10/11/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 05/04/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Inactive Status Letter
Completed Date: 09/30/2010
Comments: DTSC prepared an Inactive Status letter due to inactivity at the Site

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 07/12/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE

PROPOSED HERB ALPERT EDUCATIONAL VILLAGE (Continued) **S108214883**

Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Workplan
Completed Date: 10/13/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 05/25/2011
Comments: Not reported

Completed Area Name: Parcels D&E
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction
Completed Date: 03/05/2013
Comments: LUC Recorded

Completed Area Name: Parcels D&E
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Notice of Exemption
Completed Date: 07/19/2012
Comments: DTSC filed an NOE

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 05/21/2013
Comments: DTSC certified that response action according to the DTSC-approved RAW is complete.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 07/18/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: *Correspondence - Received
Completed Date: 09/17/2008
Comments: The project is going through the design phase. A scoping meeting will be set-up to discussed the revised project in the near future.

Completed Area Name: Phase I Construction area
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Tech Memo
Completed Date: 12/17/2009
Comments: DTSC conditionally approved the TM

Completed Area Name: Phase I Construction area
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 07/22/2010
Comments: DTSC approved the SSI for the Phase I construction area with a No Further Action determination. Further remediation/investigation at the remainder of the Site is required.

PROPOSED HERB ALPERT EDUCATIONAL VILLAGE (Continued) **S108214883**

Completed Area Name:	Parcels D&E
Completed Sub Area Name:	Not reported
Completed Document Type:	Supplemental Site Investigation Report
Completed Date:	02/16/2011
Comments:	DTSC comments were discussed during the February 7, 2011 meeting. The meeting was held to discuss the RP's options and the next steps required.

Completed Area Name:	Parcels D&E
Completed Sub Area Name:	Not reported
Completed Document Type:	Supplemental Site Investigation Report
Completed Date:	11/02/2011
Comments:	DTSC determined that a response action is required at the site. DTSC comments on the SSI may be addressed during the RAW

Completed Area Name:	Parcels D&E
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Workplan
Completed Date:	07/24/2012
Comments:	DTSC approved the RAW after a 30-day public comment period

Completed Area Name:	Parcels D&E
Completed Sub Area Name:	Not reported
Completed Document Type:	Public Notice
Completed Date:	06/05/2012
Comments:	DTSC prepared a Public Notice. Comment period 06/06/2012-07/06/2012

Completed Area Name:	Parcels D&E
Completed Sub Area Name:	Not reported
Completed Document Type:	Fact Sheets
Completed Date:	06/05/2012
Comments:	DTSC prepared a Fact Sheet. Public comment period 06/06/2012-07/06/2012

Completed Area Name:	Parcels D&E
Completed Sub Area Name:	Not reported
Completed Document Type:	Community Profile
Completed Date:	06/04/2012
Comments:	DTSC finalized a Community Profile

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	*Correspondence - Received
Completed Date:	01/30/2012
Comments:	DTSC issued a clarification letter regarding the status of the Site to satisfy the School's request

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Completion Report
Completed Date:	03/21/2013
Comments:	DTSC conditionally approved (for LUC recordation) the Removal Action Completion Report with a No Further Action determination.

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported

PROPOSED HERB ALPERT EDUCATIONAL VILLAGE (Continued) **S108214883**

Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

DEED:
Area: PARCELS D&E
Sub Area: Not reported
Site Type: SCHOOL CLEANUP
Status: CERTIFIED O&M - LAND USE RESTRICTIONS ONLY
Deed Date(s): 03/05/2013

ENVIROSTOR:
Site Type: School Cleanup
Site Type Detailed: School
Acres: 2.68
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Ivy Osornio
Supervisor: Shahir Haddad
Division Branch: Southern California Schools & Brownfields Outreach
Facility ID: 19820113
Site Code: 304449
Assembly: 50
Senate: 26
Special Program: Not reported
Status: Certified O&M - Land Use Restrictions Only
Status Date: 05/30/2013
Restricted Use: YES
Site Mgmt. Req.: NONE SPECIFIED
Funding: School District
Latitude: 34.03124
Longitude: -118.4613
APN: 4268-011-002, 4268-011-003, 4268-011-008, 4268011003, 4268011008
Past Use: * EDUCATIONAL SERVICES
Potential COC: Arsenic, Total Chromium (1:6 ratio Cr VI:Cr III, Lead, Antimony and compounds, Barium and compounds, Copper and compounds
Confirmed COC: Arsenic, Total Chromium (1:6 ratio Cr VI:Cr III, Lead, Antimony and compounds, Barium and compounds, Copper and compounds, Antimony and compounds, Barium and compounds, Copper and compounds, Arsenic, Total Chromium (1:6 ratio Cr VI:Cr III, Lead
Potential Description: OTH, SOIL
Alias Name: NEW ROADS SCHOOL
Alias Type: Alternate Name
Alias Name: NEW VISIONS EDU.FOUNDATION-NEW ROADS SCL
Alias Type: Alternate Name
Alias Name: Proposed Herb Alpert Educational Village
Alias Type: Alternate Name
Alias Name: 4268-011-002
Alias Type: APN
Alias Name: 4268-011-003
Alias Type: APN
Alias Name: 4268-011-008

PROPOSED HERB ALPERT EDUCATIONAL VILLAGE (Continued) **S108214883**

Alias Type: APN
Alias Name: 4268011003
Alias Type: APN
Alias Name: 4268011008
Alias Type: APN
Alias Name: 110033611786
Alias Type: EPA (FRS #)
Alias Name: 304449
Alias Type: Project Code (Site Code)
Alias Name: 19820113
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 01/27/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Inactive Status Letter
Completed Date: 01/30/2007
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 03/09/2011
Comments: Signed VCA sent (FedEx) to District.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 10/11/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 05/04/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Inactive Status Letter
Completed Date: 09/30/2010
Comments: DTSC prepared an Inactive Status letter due to inactivity at the Site

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 07/12/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Workplan

PROPOSED HERB ALPERT EDUCATIONAL VILLAGE (Continued) **S108214883**

Completed Date: 10/13/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 05/25/2011
Comments: Not reported

Completed Area Name: Parcels D&E
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction
Completed Date: 03/05/2013
Comments: LUC Recorded

Completed Area Name: Parcels D&E
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Notice of Exemption
Completed Date: 07/19/2012
Comments: DTSC filed an NOE

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 05/21/2013
Comments: DTSC certified that response action according to the DTSC-approved RAW is complete.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 07/18/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: *Correspondence - Received
Completed Date: 09/17/2008
Comments: The project is going through the design phase. A scoping meeting will be set-up to discussed the revised project in the near future.

Completed Area Name: Phase I Construction area
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Tech Memo
Completed Date: 12/17/2009
Comments: DTSC conditionally approved the TM

Completed Area Name: Phase I Construction area
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 07/22/2010
Comments: DTSC approved the SSI for the Phase I construction area with a No Further Action determination. Further remediation/investigation at the remainder of the Site is required.

Completed Area Name: Parcels D&E
Completed Sub Area Name: Not reported

PROPOSED HERB ALPERT EDUCATIONAL VILLAGE (Continued) **S108214883**

Completed Document Type: Supplemental Site Investigation Report
Completed Date: 02/16/2011
Comments: DTSC comments were discussed during the February 7, 2011 meeting. The meeting was held to discuss the RP's options and the next steps required.

Completed Area Name: Parcels D&E
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 11/02/2011
Comments: DTSC determined that a response action is required at the site. DTSC comments on the SSI may be addressed during the RAW

Completed Area Name: Parcels D&E
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 07/24/2012
Comments: DTSC approved the RAW after a 30-day public comment period

Completed Area Name: Parcels D&E
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 06/05/2012
Comments: DTSC prepared a Public Notice. Comment period 06/06/2012-07/06/2012

Completed Area Name: Parcels D&E
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 06/05/2012
Comments: DTSC prepared a Fact Sheet. Public comment period 06/06/2012-07/06/2012

Completed Area Name: Parcels D&E
Completed Sub Area Name: Not reported
Completed Document Type: Community Profile
Completed Date: 06/04/2012
Comments: DTSC finalized a Community Profile

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: *Correspondence - Received
Completed Date: 01/30/2012
Comments: DTSC issued a clarification letter regarding the status of the Site to satisfy the School's request

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 03/21/2013
Comments: DTSC conditionally approved (for LUC recordation) the Removal Action Completion Report with a No Further Action determination.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported

PROPOSED HERB ALPERT EDUCATIONAL VILLAGE (Continued) **S108214883**

Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

---

17 **GROUP W CABLE** **CA HIST UST** **U001563959**
2939 NEBRASKA AVE **N/A**
SANTA MONICA, CA 90404

HIST UST:
Region: STATE
Facility ID: 00000065718
Facility Type: Other
Other Type: CABLE T.V.
Total Tanks: 0001
Contact Name: LENNY CASSERT
Telephone: 2138292676
Owner Name: GROUP W CABLE
Owner Address: 2700 PENNSYLVANIA AVE.
Owner City,St,Zip: SANTA MONICA, CA 90404

Tank Num: 001
Container Num: A-1
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor

---

17 **WALLY'S OLYMPIC UNOCAL** **EDR US Hist Auto Stat** **1008996226**
3154 OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90000

EDR Historical Auto Stations:
Name: WALLY'S OLYMPIC UNOCAL
Year: 1995
Type: Not reported

---

17 **BAL-TAC ELECTRONICS, INC.** **CERC-NFRAP** **1000893643**
2944 NEBRASKA AVE. **CA0000476994**
SANTA MONICA, CA 90404

CERC-NFRAP:
Site ID: 0905092
Federal Facility: Not a Federal Facility
NPL Status: Not on the NPL
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Contact Details:
Contact Sequence ID: 13050986.00000
Person ID: 9271184.00000

Contact Sequence ID: 13286424.00000

BAL-TAC ELECTRONICS, INC. (Continued) **1000893643**

Person ID: 13003854.00000

Contact Sequence ID: 13292019.00000
Person ID: 13003858.00000

Contact Sequence ID: 13297877.00000
Person ID: 13004003.00000

CERCLIS-NFRAP Assessment History:
Action: PRELIMINARY ASSESSMENT
Date Started: 08/01/99
Date Completed: 04/04/01
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

Action: DISCOVERY
Date Started: / /
Date Completed: 07/29/94
Priority Level: Not reported

Action: ARCHIVE SITE
Date Started: / /
Date Completed: 09/21/01
Priority Level: Not reported

---

17 **BEVERLY HILLS GUN CLUB** **CA EMI** **S106826948**
12306 EXPOSITION BL **N/A**
LOS ANGELES, CA 90034

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	40310
Air District Name:	SC
SIC Code:	7996
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	40310
Air District Name:	SC
SIC Code:	7997
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0

BEVERLY HILLS GUN CLUB (Continued) **S106826948**

Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **5TH & SUNSET INC** **CA HAZNET** **S112903849**
12322 EXPOSITION BLVD **N/A**
WEST LOS ANGELES, CA 90064

HAZNET:

Year:	2000
Gepaid:	CAC002207681
Contact:	JACKIE DAVIS
Telephone:	3109790212
Mailing Name:	Not reported
Mailing Address:	12322 EXPOSITION BLVD
Mailing City,St,Zip:	WEST LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT080022148
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Transfer Station
Tons:	1.14
Facility County:	Los Angeles

---

17 **BARCO AVIATION, INC** **CA FID UST** **S101588324**
12322 EXPOSITION BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90064

CA FID UST:

Facility ID:	19056570
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	Not reported
Mail To:	Not reported
Mailing Address:	12322 EXPOSITION BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 90064
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

SWEEPS UST:

Status:	Active
Comp Number:	8018
Number:	1
Board Of Equalization:	Not reported
Referral Date:	06-01-93
Action Date:	06-01-93

BARCO AVIATION, INC (Continued) **S101588324**

Created Date:	06-29-92
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

---

17 **1X BARCO AVIATION** **CA HAZNET** **S112864993**
12322 EXPOSITION BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	1995
Gepaid:	CAC001072728
Contact:	STEVEN JOHNSON
Telephone:	3102070481
Mailing Name:	Not reported
Mailing Address:	12322 EXPOSITION BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Recycler
Tons:	.4170
Facility County:	Los Angeles

---

17 **KENTUCKY BRANDS OF CALIF. INC.** **CA HIST UST** **U001563960**
3200 OLYMPIC BLVD **N/A**
SANTA MONICA, CA 90404

HIST UST:

Region:	STATE
Facility ID:	00000003234
Facility Type:	Other
Other Type:	WHLSE.
Total Tanks:	0003
Contact Name:	M. AMBROSE
Telephone:	2138702063
Owner Name:	KENTUCKY BRANDS OF CALIF INC.
Owner Address:	3200 OLYMPIC BLVD
Owner City,St,Zip:	SANTA MONICA, CA 90404
Tank Num:	001
Container Num:	1
Year Installed:	1977
Tank Capacity:	00002000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Tank Construction:	3/16 gauge
Leak Detection:	Stock Inventor

KENTUCKY BRANDS OF CALIF. INC. (Continued) **U001563960**

Tank Num: 002
Container Num: 2
Year Installed: 1977
Tank Capacity: 00002000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: 3/16 gauge
Leak Detection: Stock Inventor

Tank Num: 003
Container Num: 3
Year Installed: 1979
Tank Capacity: 00005000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: 1/4" gauge
Leak Detection: Stock Inventor

---

17 **AMBROSE COMPANY** **CA HIST CORTESE** **S101298070**
3200 OLYMPIC BLVD **CA LUST** **N/A**
SANTA MONICA, CA 90404

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 904040370

LUST:
Region: STATE
Global Id: T0603701418
Latitude: 34.030784
Longitude: -118.459406
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 12/14/2001
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: DMB
Local Agency: Not reported
RB Case Number: 904040370
LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Diesel
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603701418
Contact Type: Regional Board Caseworker
Contact Name: DAVID M. BJOSTAD
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4th Street, Suite 200
City: Los Angeles
Email: dbjostad@waterboards.ca.gov
Phone Number: Not reported

AMBROSE COMPANY (Continued) **S101298070**

Regulatory Activities:

Global Id:	T0603701418
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

Global Id:	T0603701418
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	904040370	
Status:	Case Closed	
Substance:	Diesel	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Excavate and Dispose
Global ID:	T0603701418	
W Global ID:	Not reported	
Staff:	TCS	
Local Agency:	19033	
Cross Street:	CENTINELA AVE	
Enforcement Type:	Not reported	
Date Leak Discovered:	6/1/1988	
Date Leak First Reported:		2/27/1989
Date Leak Record Entered:	Not reported	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		4/30/2002
Date the Case was Closed:		12/14/2001
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	Corrosion	
Leak Source:	Tank	
Operator:	AMBROSE, JAY	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		64.231395639401192196849976645
Source of Cleanup Funding:		Tank
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		12/27/1991
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		2/27/1989
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		6/29/2000
Hist Max MTBE Conc in Groundwater:		2
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported

AMBROSE COMPANY (Continued) **S101298070**

GW Qualifier:	<
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	JAY AMBROSE
RP Address:	3200 OLYMPIC BLVD.
Program:	LUST
Lat/Long:	34.030274 / -1
Local Agency Staff:	UNK
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	6/5/00 GW SAMPLING;; 6/15/00 WP FOR GW MON WELL INSTALLATION

---

17 **EDR US Hist Auto Stat** **1015189209**

12311 EXPOSITION BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name:	TOM JOHNS AUTOMOTIVE INC
Year:	2001
Address:	12311 EXPOSITION BLVD
Name:	TOM JOHN AUTOMOTIVE INC
Year:	2007
Address:	12311 EXPOSITION BLVD
Name:	TOM JOHN AUTOMOTIVE INC
Year:	2008
Address:	12311 EXPOSITION BLVD
Name:	TOM JOHN AUTOMOTIVE INC
Year:	2009
Address:	12311 EXPOSITION BLVD

---

17 **THOMPSON J V** **EDR US Hist Cleaners** **1009192604**

3278 OLYMPIC BLVD **N/A**
LOS ANGELES, CA

EDR Historical Cleaners:

Name:	THOMPSON J V
Year:	1937
Type:	CLOTHES PRESSERS AND CLEANERS

17 **SHAIHOE WONG** **EDR US Hist Cleaners** **1009190844**
3266 OLYMPIC BLVD **N/A**
LOS ANGELES, CA

EDR Historical Cleaners:
Name: SHAIHOE WONG
Year: 1937
Type: LAUNDRIES HAND

---

17 **HORNBURG JAGUAR** **RCRA-SQG** **1000596258**
3300 OLYMPIC BLVD **FINDS** **CAD983602228**
SANTA MONICA, CA 90404 **CA UST**

RCRA-SQG:
Date form received by agency: 08/27/2002
Facility name: HORNBURG JAGUAR
Facility address: 3300 OLYMPIC BLVD
SANTA MONICA, CA 90404
EPA ID: CAD983602228
Contact: FRANK BURNS
Contact address: 9176 SUNSET BLVD
WEST HOLLYWOOD, CA 90069
Contact country: US
Contact telephone: (310) 453-3377
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: CHARLES HORNBURG FAMILY TRUST
Owner/operator address: 9176 SUNSET BLVD
LOS ANGELES, CA 90069
Owner/operator country: Not reported
Owner/operator telephone: (213) 274-5133
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: PENEGON WEST
Owner/operator address: 9176 SUNSET BLVD
WEST HOLLYWOOD, CA 90069
Owner/operator country: Not reported
Owner/operator telephone: (310) 274-5133
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No

HORNBURG JAGUAR (Continued) **1000596258**

Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Historical Generators:

Date form received by agency:	02/28/2002
Facility name:	HORNBURG JAGUAR
Site name:	HORNBURG JAGUAR INC
Classification:	Large Quantity Generator

Hazardous Waste Summary:

Waste code:	D000
Waste name:	Not Defined

Waste code:	D001
Waste name:	IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Violation Status: No violations found

FINDS:

Registry ID: 110002858408

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZARDOUS WASTE BIENNIAL REPORTER

UST:

Facility ID:	600144
Latitude:	34.03142

HORNBURG JAGUAR (Continued) **1000596258**

Longitude: -118.45873

---

17 **HORNBURG JAQUAA, INC** **CA FID UST** **S101585964**
3300 OLYMPIC BLVD **CA SWEEPS UST** **N/A**
SANTA MONICA, CA 90401

CA FID UST:
Facility ID: 19034925
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2138289719
Mail To: Not reported
Mailing Address: 3200 OLYMPIC BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: SANTA MONICA 90401
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Active
Comp Number: 16
Number: 1
Board Of Equalization: Not reported
Referral Date: 04-05-90
Action Date: 04-05-90
Created Date: 01-12-90
Tank Status: A
Owner Tank Id: 016-01
Swrcb Tank Id: 19-033-000016-000001
Actv Date: 01-12-90
Capacity: 500
Tank Use: UNKNOWN
Stg: W
Content: WASTE COOLAN
Number Of Tanks: 2

Status: Active
Comp Number: 16
Number: 1
Board Of Equalization: Not reported
Referral Date: 04-05-90
Action Date: 04-05-90
Created Date: 01-12-90
Tank Status: A
Owner Tank Id: 016-02
Swrcb Tank Id: 19-033-000016-000001
Actv Date: 04-05-90
Capacity: 1000
Tank Use: OIL
Stg: W

HORNBURG JAQUAA, INC (Continued) **S101585964**

Content: WASTE OIL
Number Of Tanks: Not reported

---

17 **HORNBURG JAGUAR** **CA AST** **A100339112**
3300 OLYMPIC BLVD **N/A**
SANTA MONICA, CA 90404

AST:
Owner: Hornburg Jaguar
Total Gallons: 1,320
Certified Unified Program Agencies: Santa Monica

---

17 **SAMIRA MALAK** **CA HAZNET** **S112933796**
2414 S BARRINGTON AVE #312 **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2004
Gepaid: CAC002571704
Contact: SAMIRA MALAK
Telephone: 3109958874
Mailing Name: Not reported
Mailing Address: 2414 S BARRINGTON AVE #312
Mailing City,St,Zip: LOS ANGELES, CA 900642929
Gen County: Not reported
TSD EPA ID: CAD009007626
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Disposal, Land Fill
Tons: 0.84
Facility County: Los Angeles

Year: 2003
Gepaid: CAC002571704
Contact: SAMIRA MALAK
Telephone: 3109958874
Mailing Name: Not reported
Mailing Address: 2414 S BARRINGTON AVE #312
Mailing City,St,Zip: LOS ANGELES, CA 900642929
Gen County: Not reported
TSD EPA ID: CAD009007626
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Disposal, Land Fill
Tons: 10.95
Facility County: Los Angeles

17 **SAMIRA MALAK** **CA HAZNET** **S112943067**
2414 S BARRINGTON AVE APT 202 **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2009
Gepaid:	CAC002586436
Contact:	SAMIRA MALAK
Telephone:	3102748874
Mailing Name:	Not reported
Mailing Address:	2414 S BARRINGTON AVE APT 105
Mailing City,St,Zip:	LOS ANGELES, CA 900642929
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	10
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAC002586436
Contact:	SAMIRA MALAK
Telephone:	3102748874
Mailing Name:	Not reported
Mailing Address:	2414 S BARRINGTON AVE APT 105
Mailing City,St,Zip:	LOS ANGELES, CA 900642929
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.4
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAC002586436
Contact:	SAMIRA MALAK
Telephone:	3102748874
Mailing Name:	Not reported
Mailing Address:	2414 S BARRINGTON AVE APT 105
Mailing City,St,Zip:	LOS ANGELES, CA 900642929
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Not reported
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	1.68
Facility County:	Los Angeles

17 **SAMIRA MALAK** **CA HAZNET** **S113784445**
2414 S BARRINGTON AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2012
Gepaid:	CAC002699428
Contact:	SAMIRA MALAK
Telephone:	3102732401
Mailing Name:	Not reported
Mailing Address:	2414 S BARRINGTON AVE
Mailing City,St,Zip:	LOS ANGELES, CA 90064
Gen County:	Los Angeles
TSD EPA ID:	AZC950823111
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.4
Facility County:	Los Angeles

---

17 **SAMIRA MALAK** **CA HAZNET** **S112949028**
2414 S BARRINGTON AVE APT 312 **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2005
Gepaid:	CAC002596371
Contact:	SAMIRA MALAK
Telephone:	3102748874
Mailing Name:	Not reported
Mailing Address:	2414 S BARRINGTON AVE UNIT 105
Mailing City,St,Zip:	LOS ANGELES, CA 900642929
Gen County:	Not reported
TSD EPA ID:	CAD009007626
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Disposal, Land Fill
Tons:	2.52
Facility County:	Los Angeles

---

17 **EDR US Hist Auto Stat** **1015281041**
1817 STANFORD ST **N/A**
SANTA MONICA, CA 90404

EDR Historical Auto Stations:

Name:	COLLISION ENTERTAINMENT
Year:	2004
Address:	1817 STANFORD ST

17 **JOHN DRESCHER PROPERTY** **CA HIST CORTESE** **S101298079**
1815 STANFORD **CA LUST** **N/A**
SANTA MONICA, CA 90405

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	904040270

LUST:

Region:	STATE
Global Id:	T0603701408
Latitude:	34.031106
Longitude:	-118.4636569
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	06/28/2013
Lead Agency:	SANTA MONICA, CITY OF
Case Worker:	MH
Local Agency:	SANTA MONICA, CITY OF
RB Case Number:	904040270
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Stoddard solvent / Mineral Spriits / Distillates
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603701408
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T0603701408
Contact Type:	Local Agency Caseworker
Contact Name:	MONICA HANLEY
Organization Name:	SANTA MONICA, CITY OF
Address:	333 Olympic Drive - 2nd Floor
City:	SANTA MONICA
Email:	monica.hanley@smgov.net
Phone Number:	Not reported

Regulatory Activities:

Global Id:	T0603701408
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

Global Id:	T0603701408
Action Type:	Other
Date:	01/01/1950
Action:	Leak Stopped

JOHN DRESCHER PROPERTY (Continued) **S101298079**

Global Id:	T0603701408
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	904040270	
Status:	Preliminary site assessment underway	
Substance:	Naphtha Distillate	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603701408	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19033	
Cross Street:	PENNSYLVANIA	
Enforcement Type:	Not reported	
Date Leak Discovered:	7/17/1992	
Date Leak First Reported:		7/29/1992
Date Leak Record Entered:	8/7/1992	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	7/17/1992	
Date Case Last Changed on Database:		8/14/1992
Date the Case was Closed:		Not reported
How Leak Discovered:	Subsurface Monitoring	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	DRESCHER, JOHN	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		251.00137090661812175433067113
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		7/29/1992
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	BLANK RP	
RP Address:	Not reported	
Program:	LUST	

JOHN DRESCHER PROPERTY (Continued) **S101298079**

Lat/Long:	34.031106 / -1
Local Agency Staff:	UNK
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	Not reported

---

17 **SANTA MONICA WELL FIELD** **CERCLIS 1000395259**
OLYMPIC & CENTINELA BLVDS **FINDS CAD980884274**
SANTA MONICA, CA 90404

CERCLIS:

Site ID:	0902137
EPA ID:	CAD980884274
Facility County:	LOS ANGELES
Short Name:	SANTA MONICA WELL FIELD
Congressional District:	27
IFMS ID:	Not reported
SMSA Number:	4480
USGC Hydro Unit:	18070104
Federal Facility:	Not a Federal Facility
DMNSN Number:	0.00000
Site Orphan Flag:	N
RCRA ID:	Not reported
USGS Quadrangle:	Not reported
Site Init By Prog:	Not reported
NFRAP Flag:	Not reported
Parent ID:	Not reported
RST Code:	Not reported
EPA Region:	09
Classification:	Groundwater
Site Settings Code:	Not reported
NPL Status:	Not on the NPL
DMNSN Unit Code:	Not reported
RBRAC Code:	Not reported
RResp Fed Agency Code:	Not reported
Non NPL Status:	NFRAP-Site does not qualify for the NPL based on existing information
Non NPL Status Date:	03/21/13
Site Fips Code:	06037
CC Concurrence Date:	/ /
CC Concurrence FY:	Not reported
Alias EPA ID:	Not reported
Site FUDS Flag:	Not reported

CERCLIS Site Contact Name(s):

Contact ID:	9271184.00000
Contact Name:	Not reported
Contact Tel:	Not reported
Contact Title:	Site Assessment Manager (SAM)
Contact Email:	Not reported

Contact ID:	13003854.00000
Contact Name:	Not reported
Contact Tel:	Not reported
Contact Title:	Site Assessment Manager (SAM)

SANTA MONICA WELL FIELD (Continued) **1000395259**

Contact Email: Not reported

Contact ID: 13003858.00000
Contact Name: Not reported
Contact Tel: Not reported
Contact Title: Site Assessment Manager (SAM)
Contact Email: Not reported

Contact ID: 13004003.00000
Contact Name: Not reported
Contact Tel: Not reported
Contact Title: Site Assessment Manager (SAM)
Contact Email: Not reported

CERCLIS Site Alias Name(s):
Alias ID: 101
Alias Name: SANTA MONICA CITY WELL #3
Alias Address: Not reported
CA
Alias ID: 101
Alias Comments: PREVIOUS EPA ID# AZD 981 416 977
Site Description: CITY GROUNDWATER WELLS CONTAMINATED WITH TCE

CERCLIS Assessment History:

Action Code: 001
Action: DISCOVERY
Date Started: / /
Date Completed: 11/01/84
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

Action Code: 001
Action: PRELIMINARY ASSESSMENT
Date Started: / /
Date Completed: 12/01/84
Priority Level: Low priority for further assessment
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

Action Code: 001
Action: SITE INSPECTION
Date Started: / /
Date Completed: 05/01/85
Priority Level: Low priority for further assessment
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported

SANTA MONICA WELL FIELD (Continued) **1000395259**

Urgency Indicator: Not reported
Action Anomaly: Not reported

FINDS:

Registry ID: 110009268112

Environmental Interest/Information System
CERCLIS (Comprehensive Environmental Response, Compensation, and Liability Information System) is the Superfund database that is used to support management in all phases of the Superfund program. The system contains information on all aspects of hazardous waste sites, including an inventory of sites, planned and actual site activities, and financial information.

---

17 **CARSON MANUFACTURING COMPANY (MICHAEL S. WARNER DESIGN)** **CA ENVIROSTOR** **S112057217**
3015 NEBRASKA AVENUE **N/A**
SANTA MONICA, CA 90404

ENVIROSTOR:
Site Type: Evaluation
Site Type Detailed: Evaluation
Acres: 0
NPL: NO
Regulatory Agencies: LOS ANGELES COUNTY, CITY OF LOS ANGELES
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Manny Alonzo
Division Branch: Cleanup Cypress
Facility ID: 60001759
Site Code: Not reported
Assembly: 41
Senate: 23
Special Program: Not reported
Status: No Further Action
Status Date: 07/13/1998
Restricted Use: NO
Site Mgmt. Req.: NONE SPECIFIED
Funding: EPA Grant
Latitude: 34.03184
Longitude: -118.4632
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED, No Contaminants found
Confirmed COC: NONE SPECIFIED, No Contaminants found, No Contaminants found
Potential Description: NONE SPECIFIED
Alias Name: 60001759
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 06/21/1999
Comments: DTSC recommended that no further action is needed at the site.

CARSON MANUFACTURING COMPANY (MICHAEL S. WARNER DESIGN) (Continued) **S112057217**

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

---

17 **CARSON MFG. CO.** **CERC-NFRAP** **1003879963**
3015 NEBRASKA AVE. **CA0000476960**
SANTA MONICA, CA 90404

CERC-NFRAP:

Site ID:	0905089
Federal Facility:	Not a Federal Facility
NPL Status:	Not on the NPL
Non NPL Status:	NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Contact Details:

Contact Sequence ID:	13053368.00000
Person ID:	9271184.00000
Contact Sequence ID:	13286715.00000
Person ID:	13003854.00000
Contact Sequence ID:	13292310.00000
Person ID:	13003858.00000
Contact Sequence ID:	13298168.00000
Person ID:	13004003.00000

CERCLIS-NFRAP Assessment History:

Action:	PRELIMINARY ASSESSMENT
Date Started:	/ /
Date Completed:	02/07/00
Priority Level:	NFRAP-Site does not qualify for the NPL based on existing information
Action:	ARCHIVE SITE
Date Started:	/ /
Date Completed:	02/07/00
Priority Level:	Not reported
Action:	PRE-CERCLIS SCREENING
Date Started:	/ /
Date Completed:	06/21/99
Priority Level:	Not reported
Action:	DISCOVERY
Date Started:	/ /
Date Completed:	07/29/94
Priority Level:	Not reported

17 **HARRIS ENG CO.** **CERC-NFRAP** **1003879964**
3017 NEBRASKA AVE. **CA0000476929**
SANTA MONICA, CA 90404

CERC-NFRAP:
Site ID: 0905090
Federal Facility: Not a Federal Facility
NPL Status: Not on the NPL
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Contact Details:
Contact Sequence ID: 13054616.00000
Person ID: 9271184.00000

Contact Sequence ID: 13285862.00000
Person ID: 13003854.00000

Contact Sequence ID: 13291457.00000
Person ID: 13003858.00000

Contact Sequence ID: 13297315.00000
Person ID: 13004003.00000

CERCLIS-NFRAP Assessment History:
Action: PRELIMINARY ASSESSMENT
Date Started: / /
Date Completed: 02/07/00
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

Action: ARCHIVE SITE
Date Started: / /
Date Completed: 02/07/00
Priority Level: Not reported

Action: PRE-CERCLIS SCREENING
Date Started: / /
Date Completed: 06/21/99
Priority Level: Not reported

Action: DISCOVERY
Date Started: / /
Date Completed: 07/29/94
Priority Level: Not reported

---

17 **EDR US Hist Auto Stat** **1015169764**
11560 GATEWAY BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:
Name: ROCK & ROAD AUTOMOTIVE
Year: 2009
Address: 11560 GATEWAY BLVD

Name: ROCK & ROAD AUTOMOTIVE
Year: 2010
Address: 11560 GATEWAY BLVD

17 **J.H. THOMPSON/EVAN TOOLS CO.** **CERC-NFRAP** **1003879962**
3019 NEBRASKA AVE. **CAD000476903**
SANTA MONICA, CA 90404

CERC-NFRAP:
Site ID: 0905087
Federal Facility: Not a Federal Facility
NPL Status: Not on the NPL
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Contact Details:
Contact Sequence ID: 13052789.00000
Person ID: 9271184.00000

Contact Sequence ID: 13288779.00000
Person ID: 13003854.00000

Contact Sequence ID: 13294374.00000
Person ID: 13003858.00000

Contact Sequence ID: 13300232.00000
Person ID: 13004003.00000

CERCLIS-NFRAP Assessment History:
Action: ARCHIVE SITE
Date Started: / /
Date Completed: 01/24/00
Priority Level: Not reported

Action: PRELIMINARY ASSESSMENT
Date Started: / /
Date Completed: 01/31/00
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

Action: PRE-CERCLIS SCREENING
Date Started: / /
Date Completed: 06/21/99
Priority Level: Not reported

Action: DISCOVERY
Date Started: / /
Date Completed: 07/29/94
Priority Level: Not reported

---

17 **COPYLAND, INC** **CA HAZNET** **S113163434**
11717 PICO BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2004
Gepaid: CAL912473453
Contact: ZAKKIYYA AKRAM
Telephone: 3192192057
Mailing Name: Not reported
Mailing Address: 3739 BARRY AVE
Mailing City,St,Zip: LOS ANGELES, CA 900660000
Gen County: Not reported
TSD EPA ID: CAD981402522
TSD County: Not reported

COPYLAND, INC (Continued) **S113163434**

Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Not reported
Tons: 0.12
Facility County: Los Angeles

Year: 2004
Gepaid: CAL912473453
Contact: ZAKKIYYA AKRAM
Telephone: 3192192057
Mailing Name: Not reported
Mailing Address: 3739 BARRY AVE
Mailing City,St,Zip: LOS ANGELES, CA 900660000
Gen County: Not reported
TSD EPA ID: CAD981402522
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Not reported
Tons: 0.12
Facility County: Los Angeles

Year: 2004
Gepaid: CAL912473453
Contact: ZAKKIYYA AKRAM
Telephone: 3192192057
Mailing Name: Not reported
Mailing Address: 3739 BARRY AVE
Mailing City,St,Zip: LOS ANGELES, CA 900660000
Gen County: Not reported
TSD EPA ID: CAD981402522
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: 0.12
Facility County: Los Angeles

Year: 2004
Gepaid: CAL912473453
Contact: ZAKKIYYA AKRAM
Telephone: 3192192057
Mailing Name: Not reported
Mailing Address: 3739 BARRY AVE
Mailing City,St,Zip: LOS ANGELES, CA 900660000
Gen County: Not reported
TSD EPA ID: CAD981402522
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: 0.12
Facility County: Los Angeles

Year: 2003
Gepaid: CAL912473453
Contact: ZAKKIYYA AKRAM
Telephone: 3192192057
Mailing Name: Not reported
Mailing Address: 3739 BARRY AVE
Mailing City,St,Zip: LOS ANGELES, CA 900660000

COPYLAND, INC (Continued) **S113163434**

Gen County: Not reported
TSD EPA ID: CAD981402522
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Recycler
Tons: 0.12
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
9 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **C.F. CLOVINGER** **CA ENVIROSTOR** **S112057216**
3021 NEBRASKA AVENUE **N/A**
SANTA MONICA, CA 90404

ENVIROSTOR:
Site Type: Evaluation
Site Type Detailed: Evaluation
Acres: 0
NPL: NO
Regulatory Agencies: LOS ANGELES COUNTY
Lead Agency: LOS ANGELES COUNTY
Program Manager: Joseph Cully
Supervisor: Douglas Bautista
Division Branch: Cleanup Cypress
Facility ID: 60001758
Site Code: Not reported
Assembly: 41
Senate: 23
Special Program: Not reported
Status: No Further Action
Status Date: 09/28/1998
Restricted Use: NO
Site Mgmt. Req.: NONE SPECIFIED
Funding: EPA Grant
Latitude: 34.03179
Longitude: -118.4633
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: Trichloroethylene (TCE
Confirmed COC: Trichloroethylene (TCE, Trichloroethylene (TCE
Potential Description: NONE SPECIFIED
Alias Name: 60001758
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: PROJECT WIDE
Schedule Sub Area Name: Not reported

C.F. CLOVINGER (Continued) **S112057216**

Schedule Document Type: Site Screening
Schedule Due Date: 09/28/1998
Schedule Revised Date: Not reported

---

17 **AIR TOOL ENGINEERING** **CERC-NFRAP** **1003879982**
3021 NEBRASKA AVE. **CA0000477224**
SANTA MONICA, CA 90404

CERC-NFRAP:
Site ID: 0905116
Federal Facility: Not a Federal Facility
NPL Status: Not on the NPL
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Contact Details:
Contact Sequence ID: 13055134.00000
Person ID: 9271184.00000

Contact Sequence ID: 13290462.00000
Person ID: 13003854.00000

Contact Sequence ID: 13296057.00000
Person ID: 13003858.00000

Contact Sequence ID: 13301915.00000
Person ID: 13004003.00000

CERCLIS-NFRAP Assessment History:
Action: ARCHIVE SITE
Date Started: / /
Date Completed: 01/23/96
Priority Level: Not reported

Action: DISCOVERY
Date Started: / /
Date Completed: 07/29/94
Priority Level: Not reported

Action: PRELIMINARY ASSESSMENT
Date Started: / /
Date Completed: 09/21/95
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

---

17 **C.F. CLOVINGER** **CERC-NFRAP** **1003879961**
3021 NEBRASKA AVE. **CA0000476887**
SANTA MONICA, CA 90404

CERC-NFRAP:
Site ID: 0905086
Federal Facility: Not a Federal Facility
NPL Status: Not on the NPL
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Contact Details:
Contact Sequence ID: 13055080.00000

C.F. CLOVINGER (Continued) **1003879961**

Person ID: 9271184.00000

Contact Sequence ID: 13289954.00000
Person ID: 13003854.00000

Contact Sequence ID: 13295549.00000
Person ID: 13003858.00000

Contact Sequence ID: 13301407.00000
Person ID: 13004003.00000

CERCLIS-NFRAP Assessment History:
Action: ARCHIVE SITE
Date Started: / /
Date Completed: 01/24/00
Priority Level: Not reported

Action: PRELIMINARY ASSESSMENT
Date Started: 10/21/99
Date Completed: 01/31/00
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

Action: DISCOVERY
Date Started: / /
Date Completed: 07/29/94
Priority Level: Not reported

---

17 **BAY CLEANERS** **EDR US Hist Cleaners** **1009146519**
11713 W PICO BLVD **N/A**
SANTA MONICA, CA

EDR Historical Cleaners:
Name: BAY CLEANERS
Year: 1948
Type: CLOTHES PRESSERS AND CLEANERS

---

17 **BAY CLEANERS** **EDR US Hist Cleaners** **1009164375**
11713 W PICO BLVD **N/A**
WEST LOS ANGELES, CA

EDR Historical Cleaners:
Name: BAY CLEANERS
Year: 1948
Type: CLOTHES PRESSERS AND CLEANERS

17 **GLASER TRUST/WERNER WALFEN** **CA FID UST** **S101583853**
12401 OLYMPIC BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90001

CA FID UST:

Facility ID:	19006808
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2132771010
Mail To:	Not reported
Mailing Address:	12401 OLYMPIC BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900010000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

SWEEPS UST:

Status:	Not reported
Comp Number:	6159
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

---

17 **EDR US Hist Auto Stat** **1015172747**
11708 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name:	FAST & FAIR AUTO REPAIR
Year:	2005
Address:	11708 W PICO BLVD
Name:	KRAUS AUTOMOTIVE INC
Year:	2009
Address:	11708 W PICO BLVD
Name:	SANTA MONICA AUTO CTR
Year:	2010
Address:	11708 W PICO BLVD
Name:	KRAUS AUTOMOTIVE INC

(Continued) **1015172747**

Year: 2012
Address: 11708 W PICO BLVD

---

17 **LOU BALDI'S BODY SHOP** **RCRA-SQG** **1000103910**
11708 W PICO BLVD **FINDS** **CAD981383540**
LOS ANGELES, CA

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: LOU BALDI'S BODY SHOP
Facility address: 11708 W PICO BLVD
LOS ANGELES, CA 90064
EPA ID: CAD981383540
Mailing address: W PICO BLVD
LOS ANGELES, CA 90064
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: LOUIS W BALDI
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No

LOU BALDI'S BODY SHOP (Continued) **1000103910**

On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002688360

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

17 **KRAUS AUTOMOTIVE INC DBA SANTA MONICA AUTO CENTER** **CA HAZNET** **S113130446**
11708 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2006
Gepaid:	CAL000278707
Contact:	JOSE KRAUS
Telephone:	3104812252
Mailing Name:	Not reported
Mailing Address:	11708 W PICO BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 90064
Gen County:	Not reported
TSD EPA ID:	CAD008364432
TSD County:	Not reported
Waste Category:	Unspecified oil-containing waste
Disposal Method:	Transfer Station
Tons:	0.12
Facility County:	Los Angeles

---

17 **MASTER IMPORT** **CA HAZNET** **S113054430**
11708 PICO BLVD **N/A**
WEST LOS ANGELES, CA 90064

HAZNET:

Year:	2000
Gepaid:	CAL000084472
Contact:	DAVID MASTER - OWNER
Telephone:	8187672121
Mailing Name:	Not reported
Mailing Address:	11708 PICO BLVD
Mailing City,St,Zip:	WEST LOS ANGELES, CA 900640000

MASTER IMPORT (Continued) **S113054430**

Gen County: Not reported
TSD EPA ID: CAT000613935
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Transfer Station
Tons: 0.06
Facility County: Los Angeles

---

17 **LOU BALDI'S BODY SHOP** **CA EMI** **S106834782**
11708 W. PICO BLVD **N/A**
WEST LOS ANGELES, CA 90064

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	6698
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **AGI PROPERTIES** **CA SLIC** **S104549300**
12333 OLYMPIC **N/A**
LOS ANGELES, CA 90048

SLIC REG 4:

Region:	4
Facility Status:	Site Assessment
SLIC:	0850
Substance:	VOCs
Staff:	PGN

---

17 **LERNER OIL COMPANY (FORMER)** **CA HIST CORTESE** **S102590751**
2400 BARRINGTON AVE S **CA LUST** **N/A**
LOS ANGELES, CA 90064

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900640289

LUST:

Region:	STATE
Global Id:	T0603701176

LERNER OIL COMPANY (FORMER) (Continued) **S102590751**

Latitude:	34.031516
Longitude:	-118.44521
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	07/28/1997
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	MSH
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900640289
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603701176
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Regulatory Activities:

Global Id:	T0603701176
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900640289	
Status:	Case Closed	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603701176	
W Global ID:	Not reported	
Staff:	MSH	
Local Agency:	19050	
Cross Street:	PICO BLVD	
Enforcement Type:	Not reported	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		1/1/1997
Date Leak Record Entered:	6/26/1997	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		7/1/1997

LERNER OIL COMPANY (FORMER) (Continued) **S102590751**

Date the Case was Closed:		7/28/1997
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Tank	
Operator:	COMMERCIAL PROPERTY	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		4406.446547821501285580257 2821
Source of Cleanup Funding:		Tank
Preliminary Site Assessment Workplan Submitted:		5/7/1997
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		4/1/1997
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Yes
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	WESTWOOD FINANCIAL CORP	
RP Address:	11440 SAN VICENTE BLVD., STE 200, LOS ANGELES CA 90049	
Program:	LUST	
Lat/Long:	34.0315652 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	SITE HAS FORMER ADDRESS OF 11680 AND 11684 PICO BLVD SITE IS CURRENTLY A SMALL STRIP MALL. 3-4,000 GAL TANKS AND 1-10,000 GAL TANK REMOVED. GW @ 35’	

---

17 **UNK** **CA FID UST** **S101585767**
12333 OLYMPIC BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90015

CA FID UST:

Facility ID:	19029080
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	UNK
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900150000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported

UNK (Continued) **S101585767**

EPA ID: Not reported
Comments: Not reported
Status: Inactive

SWEEPS UST:
Status: Not reported
Comp Number: 7832
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: Not reported

---

17 **MATHEW MAY PROPERTY** **CA LUST** **S104405459**
12312 OLYMPIC BLVD W **CA SLIC** **N/A**
RANCHO PARK, CA 90064

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 100.315
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Not reported
Global ID: T0603700114
W Global ID: Not reported
Staff: SLC
Local Agency: 19050
Cross Street: BUNDY
Enforcement Type: Not reported
Date Leak Discovered: Not reported
Date Leak First Reported: 2/25/1988
Date Leak Record Entered: 3/7/1988
Date Confirmation Began: Not reported
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 7/17/1996
Date the Case was Closed: 7/17/1996
How Leak Discovered: Not reported
How Leak Stopped: Not reported
Cause of Leak: Not reported
Leak Source: Not reported
Operator: OLD#900640061
Water System: Not reported
Well Name: Not reported

MATHEW MAY PROPERTY (Continued) **S104405459**

Approx. Dist To Production Well (ft):	1139.32223576061799625760063 66
Source of Cleanup Funding:	Not reported
Preliminary Site Assessment Workplan Submitted:	Not reported
Preliminary Site Assessment Began:	Not reported
Pollution Characterization Began:	3/18/1988
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	SALMAS AND BRAUN
RP Address:	1901 AVENUE OF THE STARS 18TH FLOOR LA CA 90067
Program:	SLIC
Lat/Long:	34.031788 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	CASENO CHANGED TO WIP WITH RPG CLOSURE LETTER BY JER SLIC #495

REFER TO

SLIC:

Region:	STATE
Facility Status:	**Completed - Case Closed**
Status Date:	07/17/1996
Global Id:	T0603700114
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.031788
Longitude:	-118.4564787
Case Type:	Cleanup Program Site
Case Worker:	SLC
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	100.315
File Location:	Not reported
Potential Media Affected:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

17 **MATHEW MAY PROPERTY** **CA HIST CORTESE** **S104404898**
12312 OLYMPIC **CA SLIC** **N/A**
LOS ANGELES, CA 90064

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 100.315

SLIC REG 4:
Region: 4
Facility Status: No further action required
SLIC: 0495
Substance: VOCs/
Staff: Not reported

---

17 **LA MANCHA DEVELOPMENT** **CA FID UST** **S101586827**
11684 W PICO BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90064

CA FID UST:
Facility ID: 19054511
Regulated By: UTNKI
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 11684 W PICO BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900640000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

SWEEPS UST:
Status: Not reported
Comp Number: 6654
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: 0

17 **SOUTHWEST LEASING** **CA FID UST** **S101582816**
12312 W OLYMPIC BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90025

CA FID UST:

Facility ID:	19001528
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	12312 W OLYMPIC BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900250000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

SWEEPS UST:

Status:	Not reported
Comp Number:	7160
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

---

17 **G4 MEDIA** **CA HAZNET** **S113135433**
12312 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2007
Gepaid:	CAL000289912
Contact:	LAUREN BOWES/FACILITIES DIR
Telephone:	3236925165
Mailing Name:	Not reported
Mailing Address:	5750 WILSHIRE BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900360000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.19

G4 MEDIA (Continued) **S113135433**

Facility County: Los Angeles

Year: 2007
Gepaid: CAL000289912
Contact: LAUREN BOWES/FACILITIES DIR
Telephone: 3236925165
Mailing Name: Not reported
Mailing Address: 5750 WILSHIRE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900360000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Off-specification, aged or surplus organics
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.36
Facility County: Los Angeles

Year: 2007
Gepaid: CAL000289912
Contact: LAUREN BOWES/FACILITIES DIR
Telephone: 3236925165
Mailing Name: Not reported
Mailing Address: 5750 WILSHIRE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900360000
Gen County: Not reported
TSD EPA ID: CAD097030993
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.25
Facility County: Los Angeles

Year: 2007
Gepaid: CAL000289912
Contact: LAUREN BOWES/FACILITIES DIR
Telephone: 3236925165
Mailing Name: Not reported
Mailing Address: 5750 WILSHIRE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900360000
Gen County: Not reported
TSD EPA ID: CAD008364432
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.02
Facility County: Los Angeles

Year: 2006
Gepaid: CAL000289912
Contact: LAUREN BOWES/FACILITIES DIR
Telephone: 3109795089
Mailing Name: Not reported
Mailing Address: 12312 W OLYMPIC BLVD
Mailing City,St,Zip: LOS ANGELES, CA 90064
Gen County: Not reported

G4 MEDIA (Continued) **S113135433**

TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Recycler
Tons: 0.2
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
2 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **G-4/G4 MEDIA PRODUCTIONS INC** **CA HAZNET** **S112935904**
12312 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2004
Gepaid: CAC002574921
Contact: DANIEL HAGBERG
Telephone: 3109795126
Mailing Name: Not reported
Mailing Address: 11444 W OLYMPIC BLVD FLOOR 11
Mailing City,St,Zip: LOS ANGELES, CA 90064
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues 10 percent or more
Disposal Method: Recycler
Tons: 0.22
Facility County: Los Angeles

---

17 **1X SOUTHWEST LEASING CORP** **CA HAZNET** **S112850428**
12312 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 1993
Gepaid: CAC000890296
Contact: SOUTHWEST LEASING CORP
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: Not reported
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAT000646117
TSD County: Not reported
Waste Category: Other inorganic solid waste
Disposal Method: Disposal, Land Fill
Tons: 132.319600000
Facility County: Los Angeles

17 **KILROY REALTY, LP** **CA HAZNET** **S112866077**
12312 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	1998
Gepaid:	CAC001084536
Contact:	JOHN KILROY
Telephone:	3105635500
Mailing Name:	Not reported
Mailing Address:	2250 E IMPERIAL HWY
Mailing City,St,Zip:	EL SEGUNDO, CA 902450000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Tank bottom waste
Disposal Method:	Recycler
Tons:	.6255
Facility County:	Los Angeles

---

17 **COMMERCIAL DEVELOPMENT** **CA SLIC** **S103972144**
12312 WEST OLYMPIC BLVD **N/A**
LOS ANGELES, CA

SLIC:

Region:	STATE
Facility Status:	**Completed - Case Closed**
Status Date:	12/01/1998
Global Id:	SL204931715
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.0323
Longitude:	-118.453376
Case Type:	Cleanup Program Site
Case Worker:	TA
Local Agency:	Not reported
RB Case Number:	0495
File Location:	Not reported
Potential Media Affected:	Not reported
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

---

17 **OLYMPIC CENTINELLA** **CA HAZNET** **S112872978**
12312 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	1996
Gepaid:	CAC001187968
Contact:	OLYMPIC CENTINELLA
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	1901 AVE OF THE STARS, 18TH FL
Mailing City,St,Zip:	LOS ANGELES, CA 900670000
Gen County:	Not reported
TSD EPA ID:	NVT330010000

OLYMPIC CENTINELLA (Continued) **S112872978**

TSD County: Not reported
Waste Category: Contaminated soil from site clean-up
Disposal Method: Not reported
Tons: 455.8786
Facility County: Los Angeles

Year: 1996
Gepaid: CAC001187968
Contact: OLYMPIC CENTINELLA
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 1901 AVE OF THE STARS, 18TH FL
Mailing City,St,Zip: LOS ANGELES, CA 900670000
Gen County: Not reported
TSD EPA ID: Not reported
TSD County: Not reported
Waste Category: Contaminated soil from site clean-up
Disposal Method: Not reported
Tons: 23.0318
Facility County: Los Angeles

Year: 1996
Gepaid: CAC001187968
Contact: OLYMPIC CENTINELLA
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 1901 AVE OF THE STARS, 18TH FL
Mailing City,St,Zip: LOS ANGELES, CA 900670000
Gen County: Not reported
TSD EPA ID: NVT330010000
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Not reported
Tons: 23.0318
Facility County: Los Angeles

---

17 **NBC UNIVERSAL** **CA HAZNET** **S113772981**
12312 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2012
Gepaid: CAC002685254
Contact: LAUREN BOWES
Telephone: 3236925165
Mailing Name: Not reported
Mailing Address: 5750 WILSHIRE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 90036
Gen County: Los Angeles
TSD EPA ID: CAD008302903
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.0035
Facility County: Los Angeles

Year: 2012

NBC UNIVERSAL (Continued) **S113772981**

Gepaid: CAC002685254
Contact: LAUREN BOWES
Telephone: 3236925165
Mailing Name: Not reported
Mailing Address: 5750 WILSHIRE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 90036
Gen County: Los Angeles
TSD EPA ID: CAD008302903
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.011
Facility County: Los Angeles

Year: 2012
Gepaid: CAC002685254
Contact: LAUREN BOWES
Telephone: 3236925165
Mailing Name: Not reported
Mailing Address: 5750 WILSHIRE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 90036
Gen County: Los Angeles
TSD EPA ID: CAD008302903
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.0075
Facility County: Los Angeles

Year: 2012
Gepaid: CAC002685254
Contact: LAUREN BOWES
Telephone: 3236925165
Mailing Name: Not reported
Mailing Address: 5750 WILSHIRE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 90036
Gen County: Los Angeles
TSD EPA ID: CAD008302903
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.003
Facility County: Los Angeles

Year: 2012
Gepaid: CAC002685254
Contact: LAUREN BOWES
Telephone: 3236925165
Mailing Name: Not reported
Mailing Address: 5750 WILSHIRE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 90036
Gen County: Los Angeles
TSD EPA ID: CAD008302903
TSD County: Los Angeles
Waste Category: Not reported

NBC UNIVERSAL (Continued) **S113772981**

Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.8
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access additional CA_HAZNET: detail in the EDR Site Report.

---

17 **JIM MARTIN CONSTRUCTION INC** **CA HAZNET** **S112858488**
12312 WEST OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 1994
Gepaid: CAC000984296
Contact: JIM MARTIN INC
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 5216 VIA PALUMA
Mailing City,St,Zip: OCEANSIDE, CA 920570000
Gen County: Not reported
TSD EPA ID: IRC957100891
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Disposal, Land Fill
Tons: 3.3712
Facility County: Los Angeles

Year: 1994
Gepaid: CAC000984296
Contact: JIM MARTIN INC
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 5216 VIA PALUMA
Mailing City,St,Zip: OCEANSIDE, CA 920570000
Gen County: Not reported
TSD EPA ID: IRC957100891
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Not reported
Tons: 3.3712
Facility County: Los Angeles

---

17 **MGP VIII PROPERTIES, LLC** **CA HAZNET** **S113770949**
12333 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2012
Gepaid: CAC002682651
Contact: DAVID GEISER
Telephone: 8583501977
Mailing Name: Not reported
Mailing Address: 425 CALIFORNIA ST FL 11
Mailing City,St,Zip: SAN FRANCISCO, CA 941042113
Gen County: Los Angeles
TSD EPA ID: NVT330010000

MGP VIII PROPERTIES, LLC (Continued) **S113770949**

TSD County: 99
Waste Category: Not reported
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.2
Facility County: Los Angeles

Year: 2012
Gepaid: CAC002682651
Contact: DAVID GEISER
Telephone: 8583501977
Mailing Name: Not reported
Mailing Address: 425 CALIFORNIA ST FL 11
Mailing City,St,Zip: SAN FRANCISCO, CA 941042113
Gen County: Los Angeles
TSD EPA ID: CAD044429835
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.1
Facility County: Los Angeles

---

17 **TELEDYNE CONTROLS S B U OF T T INC** **RCRA-SQG** **1000201841**
12333 W OLYMPIC BLVD **CA EMI** **CAD038179842**
LOS ANGELES, CA 90064

RCRA-SQG:
Date form received by agency: 01/15/2004
Facility name: TELEDYNE CONTROLS S B U OF T T INC
Facility address: 12333 W OLYMPIC BLVD
LOS ANGELES, CA 90064-1021
EPA ID: CAD038179842
Contact: RAY L COLE
Contact address: 12333 W OLYMPIC BLVD
LOS ANGELES, CA 90064-1021
Contact country: US
Contact telephone: 310-820-4616
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: STONEBRIDGE HOLDING INC
Owner/operator address: Not reported
Not reported
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 03/31/2003
Owner/Op end date: Not reported

TELEDYNE CONTROLS S B U OF T T INC (Continued) **1000201841**

Owner/operator name: TELEDYNE CONTROLS
Owner/operator address: Not reported
Not reported
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 01/04/1980
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 08/08/2000
Facility name: TELEDYNE CONTROLS S B U OF T T INC
Site name: TELEDYNE CONTROLS S B U OF T T I
Classification: Small Quantity Generator

Date form received by agency: 09/01/1996
Facility name: TELEDYNE CONTROLS S B U OF T T INC
Site name: TELEDYNE CONTROLS S B U OF T T I
Classification: Small Quantity Generator

Hazardous Waste Summary:
Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

TELEDYNE CONTROLS S B U OF T T INC (Continued) **1000201841**

Waste code: D008
Waste name: LEAD

Waste code: D035
Waste name: METHYL ETHYL KETONE

Waste code: F003
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NON-HALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS, AND, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Waste code: F005
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Violation Status: No violations found

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	11346
Air District Name:	SC
SIC Code:	3825
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	11346
Air District Name:	SC
SIC Code:	3825
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	13
Reactive Organic Gases Tons/Yr:	5

TELEDYNE CONTROLS S B U OF T T INC (Continued) **1000201841**

Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	11346
Air District Name:	SC
SIC Code:	3825
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1996
County Code:	19
Air Basin:	SC
Facility ID:	11346
Air District Name:	SC
SIC Code:	3825
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **TELEDYNE ELECTRONIC TECHNOLOGIES CONTRLS** **CA HAZNET** **S113000388**
12333 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2007
Gepaid:	CAD038179842
Contact:	RAY COLE PROCESS ENGINEER
Telephone:	3108204616
Mailing Name:	Not reported
Mailing Address:	12964 PANAMA STREET
Mailing City,St,Zip:	LOS ANGELES, CA 900660000
Gen County:	Not reported
TSD EPA ID:	CAD003963592
TSD County:	Not reported
Waste Category:	Other inorganic solid waste
Disposal Method:	Metals Recovery Including Retoring,Smelting,Chemicals,Ect
Tons:	0.01

TELEDYNE ELECTRONIC TECHNOLOGIES CONTRLS (Continued) **S113000388**

Facility County: Los Angeles

Year: 2007
Gepaid: CAD038179842
Contact: RAY COLE PROCESS ENGINEER
Telephone: 3108204616
Mailing Name: Not reported
Mailing Address: 12964 PANAMA STREET
Mailing City,St,Zip: LOS ANGELES, CA 900660000
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Alkaline solution without metals pH >= 12.5
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.06
Facility County: Los Angeles

Year: 2007
Gepaid: CAD038179842
Contact: RAY COLE PROCESS ENGINEER
Telephone: 3108204616
Mailing Name: Not reported
Mailing Address: 12964 PANAMA STREET
Mailing City,St,Zip: LOS ANGELES, CA 900660000
Gen County: Not reported
TSD EPA ID: CAD003963592
TSD County: Not reported
Waste Category: Other inorganic solid waste
Disposal Method: Metals Recovery Including Retoring,Smelting,Chemicals,Ect
Tons: 0.01
Facility County: Los Angeles

Year: 2007
Gepaid: CAD038179842
Contact: RAY COLE PROCESS ENGINEER
Telephone: 3108204616
Mailing Name: Not reported
Mailing Address: 12964 PANAMA STREET
Mailing City,St,Zip: LOS ANGELES, CA 900660000
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Unspecified oil-containing waste
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.12
Facility County: Los Angeles

Year: 2007
Gepaid: CAD038179842
Contact: RAY COLE PROCESS ENGINEER
Telephone: 3108204616
Mailing Name: Not reported
Mailing Address: 12964 PANAMA STREET
Mailing City,St,Zip: LOS ANGELES, CA 900660000
Gen County: Not reported
TSD EPA ID: CAD008302903

TELEDYNE ELECTRONIC TECHNOLOGIES CONTRLS (Continued) **S113000388**

TSD County: Not reported
Waste Category: Unspecified oil-containing waste
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.12
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
301 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **HUDSON PACIFIC PROPERTY LP** **CA HAZNET** **S113784089**
12333 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2012
Gepaid: CAC002699008
Contact: VICTOR COLEMAN
Telephone: 3104455700
Mailing Name: Not reported
Mailing Address: 11601 WILSHIRE BLVD FL 16
Mailing City,St,Zip: LOS ANGELES, CA 900250509
Gen County: Los Angeles
TSD EPA ID: CAD028409019
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.066
Facility County: Los Angeles

Year: 2012
Gepaid: CAC002699008
Contact: VICTOR COLEMAN
Telephone: 3104455700
Mailing Name: Not reported
Mailing Address: 11601 WILSHIRE BLVD FL 16
Mailing City,St,Zip: LOS ANGELES, CA 900250509
Gen County: Los Angeles
TSD EPA ID: AZC950823111
TSD County: 99
Waste Category: Not reported
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 16
Facility County: Los Angeles

---

17 **HUDSON ELEMENT LA** **CA SLIC** **S113804548**
12333 WEST OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

SLIC:
Region: STATE
Facility Status: **Open - Site Assessment**
Status Date: 03/30/2010
Global Id: SL2046M1652
Lead Agency: LOS ANGELES RWQCB (REGION 4)

HUDSON ELEMENT LA (Continued) **S113804548**

Lead Agency Case Number:	Not reported
Latitude:	34.0319808759383
Longitude:	-118.456585407257
Case Type:	Cleanup Program Site
Case Worker:	PGN
Local Agency:	Not reported
RB Case Number:	0850A
File Location:	Regional Board
Potential Media Affected:	Aquifer used for drinking water supply, Other Groundwater (uses other than drinking water), Soil, Soil Vapor
Potential Contaminants of Concern:	Not reported
Site History:	The primary structure at the Site was originally constructed and utilized by Packard Bell for the manufacture of radios and televisions. Reportedly Packard Bell maintained boilers, an incinerator, a shaving bin and stored paint and solvents on the site. By 1970, the property was being operated by Teledyne for the manufacture of electronic devices for aviation purposes. These operations involved circuit board assembly, thermal testing, computer testing, vibration testing, and machining. Solvents, petroleum hydrocarbons, and other hazardous raw and waste products were utilized and/or produced during Teledynes manufacturing processes. According to a previous environmental assessment report prepared by Glenfos in June 1995, information concerning underground storage tanks (USTs) utilized by Teledyne is available with the County of Los Angeles Fire Department. Reportedly, four USTs were removed from the northeast corner of the Teledyne building in 1990. The USTs reportedly contained diesel fuel, gasoline, and mineral oil. The UST removal was documented in a report entitled Tank Removal Report, prepared by A&S Environmental Recovery, 14 February 1990. Subsequent soil investigations were conducted at the property by Ebasco Environmental in June 1990, and a closure letter was received by Teledyne Controls from the Los Angeles Fire Department in July 1990. Teledyne vacated the site in September 2007. Several physical structures of note remain at the Site. These structures include: A enclosed former chamber area in the shipping and receiving area adjacent to the cafeteria; An exterior hazardous chemical storage area; A pump house with an existing internal combustion engine and oil/grease staining; A four-stage clarifier in the facilities area; A detached shed containing possible UST vent pipes, and older single-stage clarifier, remnant hydraulic lift features, a concrete patch area (possibly indicating a former excavation), dark stained areas, and an exterior pipe (which appeared to be a fill port that may have been associated with an UST); and Sinks, sumps and piping of unknown use along the northwestern wall of the primary structure. Soil removal activities are dependent on the demolition of the existing structures on the site. The demolition activities are in turn dependent upon the City of Los Angeles entitlements for the planned new development at the site. The City entitlement process has been delayed. As such, the demolition and subsequent removal activities will likewise need to be deferred until the Citys entitlement process is completed.

Click here to access the California GeoTracker records for this facility:

17 **DANIELSON B B** **EDR US Hist Auto Stat** **1009020036**
11684 PICO BLVD **N/A**
SANTA MONICA, CA

EDR Historical Auto Stations:
Name: DANIELSON B B
Year: 1940
Type: GASOLINE AND OIL SERVICE STATIONS

Name: DANIELSON B B
Year: 1948
Type: GASOLINE AND OIL SERVICE STATIONS

---

17 **DANIELSON B B** **EDR US Hist Auto Stat** **1009051112**
11684 PICO BLVD **N/A**
WEST LOS ANGELES, CA

EDR Historical Auto Stations:
Name: DANIELSON B B
Year: 1940
Type: GASOLINE AND OIL SERVICE STATIONS

Name: DANIELSON B B
Year: 1948
Type: GASOLINE AND OIL SERVICE STATIONS

---

17 **WESTCOAST WOOD WORKING & MFG.** **CERC-NFRAP** **1003879967**
1816 BERKELEY ST. **CA0000476580**
SANTA MONICA, CA 90404

CERC-NFRAP:
Site ID: 0905097
Federal Facility: Not a Federal Facility
NPL Status: Not on the NPL
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Contact Details:
Contact Sequence ID: 13054087.00000
Person ID: 9271184.00000

Contact Sequence ID: 13289145.00000
Person ID: 13003854.00000

Contact Sequence ID: 13294740.00000
Person ID: 13003858.00000

Contact Sequence ID: 13300598.00000
Person ID: 13004003.00000

CERCLIS-NFRAP Assessment History:
Action: DISCOVERY
Date Started: / /
Date Completed: 07/29/94
Priority Level: Not reported

Action: ARCHIVE SITE
Date Started: / /

WESTCOAST WOOD WORKING & MFG. (Continued) **1003879967**

Date Completed: 08/04/99
Priority Level: Not reported

Action: PRELIMINARY ASSESSMENT
Date Started: 02/23/99
Date Completed: 08/04/99
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

---

17 **INTERSTATE BRANDS CORPORATION** **CA HIST UST** **U001562415**
11941 EXPOSITION BLVD **N/A**
LOS ANGELES, CA 90064

HIST UST:
Region: STATE
Facility ID: 00000002226
Facility Type: Other
Other Type: Not reported
Total Tanks: 0001
Contact Name: DAVID TRUJILLO
Telephone: 2132331461
Owner Name: INTERSTATE BRANDS CORPORATION
Owner Address: 12 EAST ARMOUR BLVD.
Owner City,St,Zip: KANSAS CITY, MO 64111

Tank Num: 001
Container Num: 60-2303
Year Installed: Not reported
Tank Capacity: 00007000
Tank Used for: Not reported
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: Pressure Test

---

17 **PAINTERS WAREHOUSE INC** **CA HAZNET** **S112877725**
11941 EXPOSITION BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2007
Gepaid: CAC001248704
Contact: JACK ROBINSON
Telephone: 3108203336
Mailing Name: Not reported
Mailing Address: 11941 EXPOSITION BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: TXD982290140
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.02
Facility County: Los Angeles

Year: 1997
Gepaid: CAC001248704

PAINTERS WAREHOUSE INC (Continued) **S112877725**

Contact:	CORPORATION
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	11941 EXPOSITION BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Recycler
Tons:	4.8163
Facility County:	Los Angeles

Year:	1997
Gepaid:	CAC001248704
Contact:	CORPORATION
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	11941 EXPOSITION BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Not reported
Disposal Method:	Recycler
Tons:	.0000
Facility County:	Los Angeles

---

17 **INTERSTATE BRAND CORPORATION** **CA FID UST** **S101585675**
11941 EXPOSITION BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90025

CA FID UST:

Facility ID:	19027550
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	11941 EXPOSITION BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900250000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

SWEEPS UST:

Status:	Not reported
Comp Number:	4192
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported

INTERSTATE BRAND CORPORATION (Continued) **S101585675**

Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

---

17 **COLE & VAN WINKLE** **EDR US Hist Auto Stat** **1009052977**
11675 W PICO BLVD **N/A**
WEST LOS ANGELES, CA

EDR Historical Auto Stations:

Name:	COLE & VAN WINKLE
Year:	1948
Type:	GASOLINE AND OIL SERVICE STATIONS

---

17 **EDR US Hist Auto Stat** **1015171760**
11675 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name:	CENTURY MOTORS INCORPORATED
Year:	1999
Address:	11675 W PICO BLVD
Name:	CENTURY MOTORS INC
Year:	2001
Address:	11675 W PICO BLVD
Name:	CENTURY MOTORS INC
Year:	2002
Address:	11675 W PICO BLVD
Name:	CENTURY MOTORS INC
Year:	2003
Address:	11675 W PICO BLVD

---

17 **CENTURY MOTORS INC** **RCRA-SQG** **1000422676**
11675 WEST PICO BLVD **FINDS** **CAD981650161**
LOS ANGELES, CA **CA FID UST**
CA SWEEPS UST
CA HAZNET

RCRA-SQG:

Date form received by agency:	01/09/1987
Facility name:	CENTURY MOTORS INC
Facility address:	11675 W PICO BLVD LOS ANGELES, CA 90064
EPA ID:	CAD981650161
Contact:	ENVIRONMENTAL MANAGER

CENTURY MOTORS INC (Continued) **1000422676**

Contact address: 11675 W PICO BLVD
WEST LOS ANGELES, CA 90064
Contact country: US
Contact telephone: (213) 477-4244
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: JORGE RECINOS ART LASKY
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110006472986

CENTURY MOTORS INC (Continued) **1000422676**

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

CA FID UST:

Facility ID:	19007572
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2134774244
Mail To:	Not reported
Mailing Address:	11675 W PICO BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900640000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

SWEEPS UST:

Status:	Not reported
Comp Number:	4489
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	0

HAZNET:

Year:	2000
Gepaid:	CAD981650161
Contact:	ARTHUR LASKY PRESIDENT
Telephone:	--
Mailing Name:	Not reported
Mailing Address:	11675 W PICO BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900642917
Gen County:	Not reported
TSD EPA ID:	CAD008302903

CENTURY MOTORS INC (Continued) **1000422676**

TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Recycler
Tons: 0.08
Facility County: Los Angeles

---

17 **COLE & VAN WINKLE** **EDR US Hist Auto Stat** **1009019673**
11675 W PICO BLVD **N/A**
SANTA MONICA, CA

EDR Historical Auto Stations:
Name: COLE & VAN WINKLE
Year: 1948
Type: GASOLINE AND OIL SERVICE STATIONS

---

17 **BAY DISTRICT PAVING CO** **RCRA-SQG** **1000110899**
1955 CENTINELA AVE **FINDS** **CAD041161902**
SANTA MONICA, CA 90404 **CA NPDES**
CA HIST UST
CA EMI

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: BAY DISTRICT PAVING CO
Facility address: 1955 CENTINELA AVE
SANTA MONICA, CA 90404
EPA ID: CAD041161902
Mailing address: CENTINELA AVE
SANTA MONICA, CA 90404
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: EE DUSTERHOFT
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED

BAY DISTRICT PAVING CO (Continued) **1000110899**

Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002644112

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

NPDES:
Npdes Number: CAS000002
Facility Status: Active
Agency Id: 0
Region: 4
Regulatory Measure Id: 435942
Order No: 2009-0009-DWQ
Regulatory Measure Type: Enrollee
Place Id: Not reported
WDID: 4 19C366242
Program Type: Construction
Adoption Date Of Regulatory Measure: Not reported
Effective Date Of Regulatory Measure: 04/22/2013
Expiration Date Of Regulatory Measure: Not reported
Termination Date Of Regulatory Measure: Not reported
Discharge Name: Exposition Metro Line Construction Authority

BAY DISTRICT PAVING CO (Continued) **1000110899**

Discharge Address:	707 Wilshire Blvd Floor 34
Discharge City:	Los Angeles
Discharge State:	California
Discharge Zip:	90017

HIST UST:

Region:	STATE
Facility ID:	00000005408
Facility Type:	Other
Other Type:	CONSTRUCTION YARD
Total Tanks:	0001
Contact Name:	E.E. DUSTERHOFT, PRESIDENT
Telephone:	2138294333
Owner Name:	BAY DISTRICT PAVING COMPANY
Owner Address:	1955 CENTINELA AVE.
Owner City,St,Zip:	SANTA MONICA, CA 90404
Tank Num:	001
Container Num:	2
Year Installed:	1977
Tank Capacity:	00008000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Tank Construction:	Not reported
Leak Detection:	None

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	58251
Air District Name:	SC
SIC Code:	9999
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **WESTERN TRUCK SERVICE** **RCRA-SQG 1000403037**
1955 CENTINELA AVE **FINDS CAD075288993**
SANTA MONICA, CA 90404

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	WESTERN TRUCK SERVICE
Facility address:	1955 CENTINELA AVE SANTA MONICA, CA 90404
EPA ID:	CAD075288993
Mailing address:	CENTINELA AVE SANTA MONICA, CA 90404
Contact:	Not reported

WESTERN TRUCK SERVICE (Continued) **1000403037**

Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: ALEXANDER F SHARPE
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110009531747

WESTERN TRUCK SERVICE (Continued) **1000403037**

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

17 **BUDY CLEANERS** **CA HIST UST** **U001562406**
2139 S BUNDY DR **N/A**
LOS ANGELES, CA 90064

HIST UST:

Region:	STATE
Facility ID:	00000050954
Facility Type:	Other
Other Type:	CLEANERS
Total Tanks:	0001
Contact Name:	Not reported
Telephone:	2134792869
Owner Name:	KIM SAE D.
Owner Address:	2139 SO. BUNDY DR.
Owner City,St,Zip:	LOS ANGELES, CA 90064
Tank Num:	001
Container Num:	1
Year Installed:	1967
Tank Capacity:	00001000
Tank Used for:	WASTE
Type of Fuel:	Not reported
Tank Construction:	Not reported
Leak Detection:	Stock Inventor

---

17 **BUNDY CLEANERS INC** **CA FID UST** **S101586037**
2139 S BUNDY DR **CA EMI** **N/A**
LOS ANGELES, CA 90064

CA FID UST:

Facility ID:	19036800
Regulated By:	UTNKA
Regulated ID:	00050954
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2134791939
Mail To:	Not reported
Mailing Address:	2139 BUNDY
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900640000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

BUNDY CLEANERS INC (Continued) **S101586037**

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	40339
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	40339
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **AMBROSE DEVELOPMENT LTD** **CA HAZNET** **S112868860**
2139 S BUNDY DR **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	1996
Gepaid:	CAC001141248
Contact:	AMBROSE DEVELOPMENT LTD
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	1901 AVENUE OF THE STARS
Mailing City,St,Zip:	LOS ANGELES, CA 900670000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Recycler
Tons:	1.4595
Facility County:	Los Angeles

17 **BUNDY CLEANERS INC** **CA UST** **U003780463**
2139 S BUNDY DR **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90064

UST:
Facility ID: 24020
Latitude: 34.03185
Longitude: -118.4531

SWEEPS UST:
Status: Active
Comp Number: 2864
Number: 1
Board Of Equalization: 44-012598
Referral Date: 04-21-93
Action Date: 04-19-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002864-000001
Actv Date: 04-20-88
Capacity: 1000
Tank Use: CHEMICAL
Stg: P
Content: UNKNOWN
Number Of Tanks: 1

---

17 **TELEFLORA** **CA HAZNET** **S113035782**
12233 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 1996
Gepaid: CAL000035996
Contact: API INC DBA TELEFLORA
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 12233 W OLYMPIC BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD108040858
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: .0625
Facility County: Los Angeles

Year: 1995
Gepaid: CAL000035996
Contact: API INC DBA TELEFLORA
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 12233 W OLYMPIC BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD108040858
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler

TELEFLORA (Continued) **S113035782**

Tons: .2501
Facility County: Los Angeles

Year: 1994
Gepaid: CAL000035996
Contact: API INC DBA TELEFLORA
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 12233 W OLYMPIC BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD108040858
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: .3001
Facility County: Los Angeles

Year: 1994
Gepaid: CAL000035996
Contact: API INC DBA TELEFLORA
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 12233 W OLYMPIC BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD108040858
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Not reported
Tons: .0625
Facility County: Los Angeles

Year: 1993
Gepaid: CAL000035996
Contact: API INC DBA TELEFLORA
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 12233 W OLYMPIC BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD108040858
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: 0.30020000000
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
1 additional CA_HAZNET: record(s) in the EDR Site Report.

17 | **EDR US Hist Auto Stat** | **1015187172** | **N/A**

12233 W OLYMPIC BLVD
LOS ANGELES, CA 90064

EDR Historical Auto Stations:
Name: ONE TOUCH AUTO DETAILING
Year: 1999
Address: 12233 W OLYMPIC BLVD

---

17 | **TELEFLORA, LLC** | **CA HAZNET** | **S113015747** | **N/A**

12233 W OLYMPIC BLVD #140
LOS ANGELES, CA 90064

HAZNET:
Year: 1998
Gepaid: CAD982403339
Contact: STEWART RESNICK
Telephone: 2138265253
Mailing Name: Not reported
Mailing Address: 11444 W OLYMPIC BLVD 4TH FL
Mailing City,St,Zip: LOS ANGELES, CA 900641041
Gen County: Not reported
TSD EPA ID: CAD008364432
TSD County: Not reported
Waste Category: Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method: Recycler
Tons: .1251
Facility County: Los Angeles

Year: 1996
Gepaid: CAD982403339
Contact: STEWART RESNICK
Telephone: 2138265253
Mailing Name: Not reported
Mailing Address: 11444 W OLYMPIC BLVD 4TH FL
Mailing City,St,Zip: LOS ANGELES, CA 900641041
Gen County: Not reported
TSD EPA ID: CAD008364432
TSD County: Not reported
Waste Category: Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method: Recycler
Tons: .1042
Facility County: Los Angeles

Year: 1996
Gepaid: CAD982403339
Contact: STEWART RESNICK
Telephone: 2138265253
Mailing Name: Not reported
Mailing Address: 11444 W OLYMPIC BLVD 4TH FL
Mailing City,St,Zip: LOS ANGELES, CA 900641041
Gen County: Not reported
TSD EPA ID: CAD108040858
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: .0833
Facility County: Los Angeles

Year: 1995

TELEFLORA, LLC (Continued) **S113015747**

Gepaid: CAD982403339
Contact: STEWART RESNICK
Telephone: 2138265253
Mailing Name: Not reported
Mailing Address: 11444 W OLYMPIC BLVD 4TH FL
Mailing City,St,Zip: LOS ANGELES, CA 900641041
Gen County: Not reported
TSD EPA ID: CAD008364432
TSD County: Not reported
Waste Category: Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method: Recycler
Tons: .2251
Facility County: Los Angeles

Year: 1993
Gepaid: CAD982403339
Contact: STEWART RESNICK
Telephone: 2138265253
Mailing Name: Not reported
Mailing Address: 11444 W OLYMPIC BLVD 4TH FL
Mailing City,St,Zip: LOS ANGELES, CA 900641041
Gen County: Not reported
TSD EPA ID: CAD008364432
TSD County: Not reported
Waste Category: Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method: Recycler
Tons: 0.20849999999
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access additional CA_HAZNET: detail in the EDR Site Report.

---

17 **KR TRIBECA WEST, LLC** **CA HAZNET** **S113790628**
12233 W. OLYMPIC BLVD. **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2012
Gepaid: CAC002708507
Contact: MAGGI KELLEY
Telephone: 4244422400
Mailing Name: Not reported
Mailing Address: 12200 W. OLYMPIC BLVD.
Mailing City,St,Zip: LOS ANGELES, CA 90064
Gen County: Los Angeles
TSD EPA ID: AZR000506980
TSD County: 99
Waste Category: Not reported
Disposal Method: Not reported
Tons: 0.4
Facility County: Los Angeles

17 **MIKES AUTO REPAIR SHOP** **CA HAZNET** **S113023286**
2140 BUNDY DR **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2004
Gepaid:	CAL000004540
Contact:	--
Telephone:	--
Mailing Name:	Not reported
Mailing Address:	2140 S BUNDY DR
Mailing City,St,Zip:	LOS ANGELES, CA 900641106
Gen County:	Not reported
TSD EPA ID:	CAT080033681
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Disposal, Land Fill
Tons:	0.2
Facility County:	Los Angeles

Year:	2004
Gepaid:	CAL000004540
Contact:	--
Telephone:	--
Mailing Name:	Not reported
Mailing Address:	2140 S BUNDY DR
Mailing City,St,Zip:	LOS ANGELES, CA 900641106
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Transfer Station
Tons:	0.22
Facility County:	Los Angeles

---

17 **EDR US Hist Auto Stat** **1015326389**
2140 S BUNDY DR **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name:	VECTOR AUTO REPAIR
Year:	2009
Address:	2140 S BUNDY DR

---

17 **PIPCO INT'L CORP.** **CERC-NFRAP** **1003879979**
1757 STANFORD AVE. **CA0000476390**
SANTA MONICA, CA 90404

CERC-NFRAP:

Site ID:	0905109
Federal Facility:	Not a Federal Facility
NPL Status:	Not on the NPL
Non NPL Status:	NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Contact Details:

Contact Sequence ID:	13055444.00000
Person ID:	9271184.00000

PIPCO INT'L CORP. (Continued) **1003879979**

Contact Sequence ID: 13286645.00000
Person ID: 13003854.00000

Contact Sequence ID: 13292240.00000
Person ID: 13003858.00000

Contact Sequence ID: 13298098.00000
Person ID: 13004003.00000

CERCLIS-NFRAP Assessment History:
Action: PRELIMINARY ASSESSMENT
Date Started: / /
Date Completed: 02/11/00
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

Action: ARCHIVE SITE
Date Started: / /
Date Completed: 02/11/00
Priority Level: Not reported

Action: PRE-CERCLIS SCREENING
Date Started: / /
Date Completed: 06/21/99
Priority Level: Not reported

Action: DISCOVERY
Date Started: / /
Date Completed: 07/29/94
Priority Level: Not reported

---

17 **KONBLETT C L** **EDR US Hist Cleaners** **1009163799**
11664 PICO BLVD **N/A**
WEST LOS ANGELES, CA

EDR Historical Cleaners:
Name: KONBLETT C L
Year: 1948
Type: CLOTHES PRESSERS AND CLEANERS

---

17 **KONBLETT C L** **EDR US Hist Cleaners** **1009145739**
11664 PICO BLVD **N/A**
SANTA MONICA, CA

EDR Historical Cleaners:
Name: KONBLETT C L
Year: 1948
Type: CLOTHES PRESSERS AND CLEANERS

17 **GREPPIN MAXINE MRS** **EDR US Hist Cleaners** **1009144168**
11660 PICO BLVD **N/A**
SANTA MONICA, CA

EDR Historical Cleaners:

Name:	GREPPIN MAXINE MRS
Year:	1948
Type:	LAUNDRIES HAND
Name:	GREPPIN MAXINE MRS
Year:	1948
Type:	LAUNDRIES HAND

---

17 **BENSON LEHNER CORP.** **CERCLIS** **1000893616**
1860 FRANKLIN ST. **FINDS** **CA0000476317**
SANTA MONICA, CA 90404

CERCLIS:

Site ID:	0905114
EPA ID:	CA0000476317
Facility County:	LOS ANGELES
Short Name:	BENSON LEHNER CORP.
Congressional District:	27
IFMS ID:	Not reported
SMSA Number:	4480
USGC Hydro Unit:	18070104
Federal Facility:	Not a Federal Facility
DMNSN Number:	0.00000
Site Orphan Flag:	N
RCRA ID:	Not reported
USGS Quadrangle:	Not reported
Site Init By Prog:	Not reported
NFRAP Flag:	Not reported
Parent ID:	Not reported
RST Code:	Not reported
EPA Region:	09
Classification:	Not reported
Site Settings Code:	Not reported
NPL Status:	Not on the NPL
DMNSN Unit Code:	Not reported
RBRAC Code:	Not reported
RResp Fed Agency Code:	Not reported
Non NPL Status:	NFRAP-Site does not qualify for the NPL based on existing information
Non NPL Status Date:	10/06/00
Site Fips Code:	06037
CC Concurrence Date:	/ /
CC Concurrence FY:	Not reported
Alias EPA ID:	Not reported
Site FUDS Flag:	Not reported

CERCLIS Site Contact Name(s):

Contact ID:	9271184.00000
Contact Name:	Not reported
Contact Tel:	Not reported
Contact Title:	Site Assessment Manager (SAM)
Contact Email:	Not reported
Contact ID:	13003854.00000
Contact Name:	Not reported

BENSON LEHNER CORP. (Continued) **1000893616**

Contact Tel: Not reported
Contact Title: Site Assessment Manager (SAM)
Contact Email: Not reported

Contact ID: 13003858.00000
Contact Name: Not reported
Contact Tel: Not reported
Contact Title: Site Assessment Manager (SAM)
Contact Email: Not reported

Contact ID: 13004003.00000
Contact Name: Not reported
Contact Tel: Not reported
Contact Title: Site Assessment Manager (SAM)
Contact Email: Not reported

Alias Comments: Not reported
Site Description: Not reported

CERCLIS Assessment History:

Action Code: 001
Action: DISCOVERY
Date Started: / /
Date Completed: 07/28/94
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

Action Code: 001
Action: PRELIMINARY ASSESSMENT
Date Started: 08/01/99
Date Completed: 06/14/00
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information
Operable Unit: SITEWIDE
Primary Responsibility: State, Fund Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

FINDS:

Registry ID: 110009266392

Environmental Interest/Information System
CERCLIS (Comprehensive Environmental Response, Compensation, and Liability Information System) is the Superfund database that is used to support management in all phases of the Superfund program. The system contains information on all aspects of hazardous waste sites, including an inventory of sites, planned and actual site activities, and financial information.

17 **ARCH DIOCESE OF LA/JOAN OF ARCH CHURCH** **CA HAZNET** **S112884502**
11534 GATEWAY BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	1997
Gepaid:	CAC001353024
Contact:	ARCH DIOCESE OF LA
Telephone:	2136377850
Mailing Name:	Not reported
Mailing Address:	3424 WILSHIRE BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900100000
Gen County:	Not reported
TSD EPA ID:	CAD009007626
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Disposal, Land Fill
Tons:	21.0700
Facility County:	Los Angeles

---

17 **MARTIN CADILLAC COMPANY, INC** **CA UST** **U003781660**
12101 W OLYMPIC BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90064

UST:

Facility ID:	25425
Latitude:	34.03207
Longitude:	-118.45554

SWEEPS UST:

Status:	Active
Comp Number:	1720
Number:	9
Board Of Equalization:	44-011940
Referral Date:	01-22-93
Action Date:	03-24-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-001720-000001
Actv Date:	04-20-88
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	7

Status:	Active
Comp Number:	1720
Number:	9
Board Of Equalization:	44-011940
Referral Date:	01-22-93
Action Date:	03-24-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-001720-000002
Actv Date:	04-20-88
Capacity:	1000

MARTIN CADILLAC COMPANY, INC (Continued) **U003781660**

Tank Use: CHEMICAL
Stg: P
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Active
Comp Number: 1720
Number: 9
Board Of Equalization: 44-011940
Referral Date: 01-22-93
Action Date: 03-24-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001720-000003
Actv Date: 04-20-88
Capacity: 550
Tank Use: CHEMICAL
Stg: P
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Active
Comp Number: 1720
Number: 9
Board Of Equalization: 44-011940
Referral Date: 01-22-93
Action Date: 03-24-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001720-000004
Actv Date: 04-20-88
Capacity: 550
Tank Use: CHEMICAL
Stg: P
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Active
Comp Number: 1720
Number: 9
Board Of Equalization: 44-011940
Referral Date: 01-22-93
Action Date: 03-24-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001720-000005
Actv Date: 04-20-88
Capacity: 1000
Tank Use: OIL
Stg: W
Content: WASTE OIL
Number Of Tanks: Not reported

Status: Active

MARTIN CADILLAC COMPANY, INC (Continued) **U003781660**

Comp Number: 1720
Number: 9
Board Of Equalization: 44-011940
Referral Date: 01-22-93
Action Date: 03-24-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001720-000006
Actv Date: 04-20-88
Capacity: 1500
Tank Use: CHEMICAL
Stg: P
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Active
Comp Number: 1720
Number: 9
Board Of Equalization: 44-011940
Referral Date: 01-22-93
Action Date: 03-24-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001720-000007
Actv Date: 04-20-88
Capacity: 150
Tank Use: CHEMICAL
Stg: P
Content: UNKNOWN
Number Of Tanks: Not reported

---

17 **MARTIN CADILLAC CO INC** **CA EMI** **S106835200**
12101 W OLYMPIC BLVD **N/A**
WEST LOS ANGELES, CA 90064

EMI:
Year: 1996
County Code: 19
Air Basin: SC
Facility ID: 17063
Air District Name: SC
SIC Code: 5511
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 11
Reactive Organic Gases Tons/Yr: 8
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

Year: 2002
County Code: 19
Air Basin: SC

MARTIN CADILLAC CO INC (Continued) **S106835200**

Facility ID:	17063
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	4
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2003
County Code:	19
Air Basin:	SC
Facility ID:	17063
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	4
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2004
County Code:	19
Air Basin:	SC
Facility ID:	17063
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3.685744
Reactive Organic Gases Tons/Yr:	3.68
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

17 **MARTIN CADILLAC CO INC** **CA EMI** **S105938577**
12101 W OLYMPIC BLVD. **N/A**
WEST LOS ANGELES, CA 90064

EMI:

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	17063
Air District Name:	SC
SIC Code:	5511
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	17
Reactive Organic Gases Tons/Yr:	11
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	17063
Air District Name:	SC
SIC Code:	5511
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	13
Reactive Organic Gases Tons/Yr:	10
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	17063
Air District Name:	SC
SIC Code:	5511
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	13
Reactive Organic Gases Tons/Yr:	9
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1999
County Code:	19
Air Basin:	SC

MARTIN CADILLAC CO INC (Continued) **S105938577**

Facility ID:	17063
Air District Name:	SC
SIC Code:	5511
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	13
Reactive Organic Gases Tons/Yr:	10
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	17063
Air District Name:	SC
SIC Code:	5511
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	13
Reactive Organic Gases Tons/Yr:	10
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2001
County Code:	19
Air Basin:	SC
Facility ID:	17063
Air District Name:	SC
SIC Code:	5511
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

17 MARTIN CADILLAC CO INC
12101 W OLYMPIC BLVD
LOS ANGELES, CA 90064

Database(s): RCRA-SQG, CA FID UST, CA HIST UST, CA HAZNET
EDR ID Number: 1000412256
EPA ID Number: CAD007873383

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	MARTIN CADILLAC CO INC
Facility address:	12101 W OLYMPIC BLVD LOS ANGELES, CA 90064
EPA ID:	CAD007873383
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	DANA R MARTIN
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No

MARTIN CADILLAC CO INC (Continued) **1000412256**

Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 09/01/1996
Facility name: MARTIN CADILLAC CO INC
Classification: Small Quantity Generator

Date form received by agency: 12/16/1980
Facility name: MARTIN CADILLAC CO INC
Classification: Large Quantity Generator

Violation Status: No violations found

CA FID UST:
Facility ID: 19028122
Regulated By: UTNKA
Regulated ID: 00029263
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2138203611
Mail To: Not reported
Mailing Address: 12101 W OLYMPIC BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900640000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

HIST UST:
Region: STATE
Facility ID: 00000029263
Facility Type: Other
Other Type: AUTO DEALERSHIP
Total Tanks: 0007
Contact Name: EDWIN A. WILSON
Telephone: 2138203611
Owner Name: MARTIN CADILLAC COMPANY, INC.
Owner Address: 12101 WEST OLYMPIC BOULEVARD
Owner City,St,Zip: LOS ANGELES, CA 90064

Tank Num: 001
Container Num: 1
Year Installed: 1976
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 002

MARTIN CADILLAC CO INC (Continued) **1000412256**

Container Num: 2
Year Installed: 1976
Tank Capacity: 00001000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 003
Container Num: 3
Year Installed: 1976
Tank Capacity: 00000550
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 004
Container Num: 4
Year Installed: 1976
Tank Capacity: 00000550
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 005
Container Num: 5
Year Installed: 1976
Tank Capacity: 00001000
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Tank Construction: Not reported
Leak Detection: Visual

Tank Num: 006
Container Num: 6
Year Installed: 1976
Tank Capacity: 00001500
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: Visual

Tank Num: 007
Container Num: 7
Year Installed: 1976
Tank Capacity: 00000150
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: Visual

HAZNET:
Year: 2012
Gepaid: CAD007873383
Contact: TOM TAIT

MARTIN CADILLAC CO INC (Continued) **1000412256**

Telephone: 3108203611
Mailing Name: Not reported
Mailing Address: 12101 W OLYMPIC BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Los Angeles
TSD EPA ID: CAD008252405
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.22935
Facility County: Los Angeles

Year: 2011
Gepaid: CAD007873383
Contact: TOM TAIT
Telephone: 3108203611
Mailing Name: Not reported
Mailing Address: 12101 W OLYMPIC BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues 10 percent or more
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.32526
Facility County: Los Angeles

Year: 2010
Gepaid: CAD007873383
Contact: TOM TAIT
Telephone: 3108203611
Mailing Name: Not reported
Mailing Address: 12101 W OLYMPIC BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues 10 percent or more
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.42117
Facility County: Los Angeles

Year: 2009
Gepaid: CAD007873383
Contact: TOM TAIT
Telephone: 3108203611
Mailing Name: Not reported
Mailing Address: 12101 W OLYMPIC BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues 10 percent or more
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 1.54707
Facility County: Los Angeles

MARTIN CADILLAC CO INC (Continued) **1000412256**

Year:	2008
Gepaid:	CAD007873383
Contact:	TOM TAIT
Telephone:	3108203611
Mailing Name:	Not reported
Mailing Address:	12101 W OLYMPIC BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues 10 percent or more
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	1.45116
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
44 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **MARTIN CADILLAC COMPANY INCORPORATED** **FINDS** **1016058328**
12101 WEST OLYMPIC BOULEVARD **N/A**
LOS ANGELES, CA

FINDS:

Registry ID: 110001152172

Environmental Interest/Information System

The NEI (National Emissions Inventory) database contains information on stationary and mobile sources that emit criteria air pollutants and their precursors, as well as hazardous air pollutants (HAPs).

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

CRITERIA AND HAZARDOUS AIR POLLUTANT INVENTORY

---

17 **MARTIN CADILLAC CO INC** **CA EMI** **S106835201**
12101 W. OLYMPIC BLVD. **N/A**
WEST LOS ANGELES, CA 90064

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	17063
Air District Name:	SC

MARTIN CADILLAC CO INC (Continued) **S106835201**

SIC Code:	5511
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	17063
Air District Name:	SC
SIC Code:	5511
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	12
Reactive Organic Gases Tons/Yr:	7
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **MARTIN CADILLAC CO INC** **CA EMI** **S113747845**
12101 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

EMI:

Year:	2010
County Code:	19
Air Basin:	SC
Facility ID:	17063
Air District Name:	SC
SIC Code:	9999
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.73564432824883097
Reactive Organic Gases Tons/Yr:	0.70645000000000002
Carbon Monoxide Emissions Tons/Yr:	2.6419999999999999E-2
NOX - Oxides of Nitrogen Tons/Yr:	9.8140000000000005E-2
SOX - Oxides of Sulphur Tons/Yr:	0.00062
Particulate Matter Tons/Yr:	6.3400000000000001E-3
Part. Matter 10 Micrometers & Smllr Tons/Yr:	6.3128000000000004E-3

17 **HIGHLAND ENGINEERING** **CA ENVIROSTOR** **S112057203**
1942 BERKEKLEY AVE. **N/A**
SANTA MONICA, CA 90404

ENVIROSTOR:

Site Type:	Evaluation
Site Type Detailed:	Evaluation
Acres:	0
NPL:	NO
Regulatory Agencies:	LOS ANGELES COUNTY
Lead Agency:	LOS ANGELES COUNTY
Program Manager:	Lori Parnass
Supervisor:	Juli Propes
Division Branch:	Cleanup Cypress
Facility ID:	60001736
Site Code:	Not reported
Assembly:	41
Senate:	23
Special Program:	Not reported
Status:	No Further Action
Status Date:	06/30/1997
Restricted Use:	NO
Site Mgmt. Req.:	NONE SPECIFIED
Funding:	EPA Grant
Latitude:	34.03215
Longitude:	-118.4631
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED, No Contaminants found
Confirmed COC:	NONE SPECIFIED, No Contaminants found, No Contaminants found
Potential Description:	NONE SPECIFIED
Alias Name:	60001736
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Screening
Completed Date:	06/30/1997
Comments:	No Further Action
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

17 **LAZELLE PAUL** **EDR US Hist Auto Stat** **1009051921**
12220 OLYMPIC BLVD **N/A**
WEST LOS ANGELES, CA

EDR Historical Auto Stations:
Name: LAZELLE PAUL
Year: 1948
Type: AUTOMOBILE REPAIRING

---

17 **LAZELLE PAUL** **EDR US Hist Auto Stat** **1009019751**
12220 OLYMPIC BLVD **N/A**
SANTA MONICA, CA

EDR Historical Auto Stations:
Name: LAZELLE PAUL
Year: 1948
Type: AUTO REPAIRS

---

17 **CHEVRON U.S.A. INC.** **CA UIC** **S111627614**
N/A

LOS ANGELES (County), CA

UIC:

API Number:	03720618
Confidential Well:	N
Well Number:	1
Lease Name:	State Of Calif. C.H.
Well Located On A BLW Lease:	N
Field Name:	Any Field
Area Name:	Any Area
Section:	3
Township:	02S
Range:	15W
Base And Meridian; Part Of The PLSS:	SB
Elevation:	Not reported
Location Desc:	Not reported
Latitude:	34.03219
Longitude:	-118.4368
GIS Source Code:	hud
Comments:	Not reported

---

17 **IGBY'S, JAN M. SMITH DBA** **CA EMI** **S106832909**
11637 TENNESSEE PL. **N/A**
LOS ANGELES, CA 90064

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	72493
Air District Name:	SC
SIC Code:	5812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0

IGBY'S, JAN M. SMITH DBA (Continued) **S106832909**

Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

---

17 **LEE JAS** **EDR US Hist Cleaners** **1009193467**
12021/2 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA

EDR Historical Cleaners:
Name: LEE JAS
Year: 1942
Type: LAUNDRIES ORIENTAL

---

17 **BOEING CO. - SUPERCHARGER** **CA SLIC** **S104404769**
1909 CENTINELA AVE **N/A**
SANTA MONICA, CA 90404

SLIC:
Region: STATE
Facility Status: **Completed - Case Closed**
Status Date: 06/30/2011
Global Id: SL0603761453
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number: Not reported
Latitude: 34.031558
Longitude: -118.459916
Case Type: Cleanup Program Site
Case Worker: PR
Local Agency: Not reported
RB Case Number: 0130D
File Location: Regional Board
Potential Media Affected: Under Investigation, Well used for drinking water supply
Potential Contaminants of Concern: Other Chlorinated Hydrocarbons
Site History: The Boeing Company (Boeing) formerly leased the property (as Douglas Aircraft) from 1952 to the early 1970s. Little is known regarding historical operations at the Supercharger Facility, except that aircraft components were tested there. Potential sources at the site include: 1) a clarifier that was located outside the building in the southwest corner of the Site ; 2) a generator room on the northwest corner of the building was added to the building in 1956; 3) 7 isopropyl alcohol (IPA) above-ground storage tanks (ASTs) that were located on the west side of the site it is not clear if Boeing used the ASTs, but they were used after Boeings tenancy by Medical Chemical Corporation; and 4) an underground storage tank (UST) that contained IPA that was operated and maintained after Boeings tenancy by Medical Chemical Corporation. At the time of the soil vapor sampling described below, the ASTs and the UST had been removed from the site. Based on the presence of coarse gravel backfill encountered in boring drilled through the former location of the clarifier and UST, these potential source features no longer exist and were removed from the site sometime prior to 2000.

Click here to access the California GeoTracker records for this facility:

BOEING CO. - SUPERCHARGER (Continued) **S104404769**

SLIC REG 4:
Region: 4
Facility Status: No further action required
SLIC: 0130D
Substance: VOCs
Staff: John Geroch

---

17 **MEDICAL CHEMICAL CORPORATION** **CA FID UST** **1000246738**
1909 CENTINELA AVE **CA HIST UST** **N/A**
SANTA MONICA, CA 90404 **CA SWEEPS UST**

CA FID UST:
Facility ID: 19028615
Regulated By: UTNKA
Regulated ID: 00060891
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2138294304
Mail To: Not reported
Mailing Address: 1909 CENTINELA AVE
Mailing Address 2: Not reported
Mailing City,St,Zip: SANTA MONICA 90404
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

HIST UST:
Region: STATE
Facility ID: 00000060891
Facility Type: Other
Other Type: MEDICAL SUPPLY
Total Tanks: 0001
Contact Name: LOUIS LIZARDI
Telephone: 2138294304
Owner Name: MEDICAL CHEMICAL CORPORATION
Owner Address: 1909 CENTINELA AVE.
Owner City,St,Zip: SANTA MONICA, CA 90404

Tank Num: 001
Container Num: 1
Year Installed: 1976
Tank Capacity: 00007730
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 001
Container Num: 88MUG35
Year Installed: 1976
Tank Capacity: 00007730
Tank Used for: PRODUCT
Type of Fuel: Not reported

MEDICAL CHEMICAL CORPORATION (Continued) **1000246738**

Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor

SWEEPS UST:
Status: Active
Comp Number: 60891
Number: 1
Board Of Equalization: 44-010580
Referral Date: 02-12-91
Action Date: 02-12-91
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: 1
Swrcb Tank Id: 19-033-060891-000001
Actv Date: 02-12-91
Capacity: 7750
Tank Use: CHEMICAL
Stg: P
Content: ISOPROPANOL
Number Of Tanks: 1

---

17 **CALAIR INT'L - S.W. MATERIALS** **CERC-NFRAP** **1003879980**
1724 STANFORD AVE. **CA0000476382**
SANTA MONICA, CA 90404

CERC-NFRAP:
Site ID: 0905110
Federal Facility: Not a Federal Facility
NPL Status: Not on the NPL
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Contact Details:
Contact Sequence ID: 13053784.00000
Person ID: 9271184.00000

Contact Sequence ID: 13285356.00000
Person ID: 13003854.00000

Contact Sequence ID: 13290951.00000
Person ID: 13003858.00000

Contact Sequence ID: 13296809.00000
Person ID: 13004003.00000

CERCLIS-NFRAP Assessment History:
Action: PRELIMINARY ASSESSMENT
Date Started: / /
Date Completed: 02/07/00
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

Action: ARCHIVE SITE
Date Started: / /
Date Completed: 02/07/00
Priority Level: Not reported

Action: DISCOVERY

CALAIR INT'L - S.W. MATERIALS (Continued) **1003879980**

Date Started: / /
Date Completed: 07/29/94
Priority Level: Not reported

---

17 **KILROY REALTY CORP** **CA HAZNET** **S112903289**
12200 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 1999
Gepaid: CAC002201561
Contact: KILROY REALTY CORP
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 2250 IMPERIAL HWY #1200
Mailing City,St,Zip: EL SEGUNDO, CA 902450000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: 2.9190
Facility County: Los Angeles

---

17 **KILROY REALTY LP** **CA HAZNET** **S112961789**
12200 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2007
Gepaid: CAC002617223
Contact: JUDY LACROSS
Telephone: 3104818431
Mailing Name: Not reported
Mailing Address: 12200 W OLYMPIC BLVD STE 200
Mailing City,St,Zip: LOS ANGELES, CA 900641044
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Off-specification, aged or surplus organics
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.34
Facility County: Los Angeles

17 **KILROY REALTY LP** **CA HAZNET** **S112975058**
12200 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2009
Gepaid:	CAC002637947
Contact:	CARL ASTERINO
Telephone:	3104818431
Mailing Name:	Not reported
Mailing Address:	12200 W OLYMPIC BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 90064
Gen County:	Not reported
TSD EPA ID:	TXD077603371
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.125
Facility County:	Los Angeles

---

17 **MARSHALL ENGINEERING CO.** **CERC-NFRAP** **1003879981**
1822-1836 FRANKLIN ST. **CA0000476341**
SANTA MONICA, CA 90404

CERC-NFRAP:

Site ID:	0905115
Federal Facility:	Not a Federal Facility
NPL Status:	Not on the NPL
Non NPL Status:	NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Contact Details:

Contact Sequence ID:	13053027.00000
Person ID:	9271184.00000
Contact Sequence ID:	13287075.00000
Person ID:	13003854.00000
Contact Sequence ID:	13292670.00000
Person ID:	13003858.00000
Contact Sequence ID:	13298528.00000
Person ID:	13004003.00000

CERCLIS-NFRAP Assessment History:

Action:	PRELIMINARY ASSESSMENT
Date Started:	/ /
Date Completed:	02/11/00
Priority Level:	NFRAP-Site does not qualify for the NPL based on existing information
Action:	ARCHIVE SITE
Date Started:	/ /
Date Completed:	03/29/00
Priority Level:	Not reported
Action:	DISCOVERY
Date Started:	/ /
Date Completed:	07/29/94
Priority Level:	Not reported

17 **DOUGLAS EMMETT CO** **CA SWEEPS UST** **S103624980**
11900 OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90000

SWEEPS UST:

Status:	Not reported
Comp Number:	8269
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-008269-000001
Actv Date:	Not reported
Capacity:	1000
Tank Use:	PETROLEUM
Stg:	PRODUCT
Content:	REGULAR UNLE
Number Of Tanks:	1

---

17 **ERNS** **92297971**
12100 WEST OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

Click this hyperlink while viewing on your computer to access additional ERNS detail in the EDR Site Report.

---

17 **TOSCO CORPORATION #30469** **CA UST** **U003942210**
12100 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

UST:

Facility ID:	24228
Latitude:	34.03232
Longitude:	-118.45403

---

17 **SERVICE STATION 3019** **CA HIST UST** **1000166814**
12100 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HIST UST:

Region:	STATE
Facility ID:	00000029312
Facility Type:	Gas Station
Other Type:	Not reported
Total Tanks:	0004
Contact Name:	IBRAHIM Y AJAMIAN
Telephone:	2134773205
Owner Name:	UNION OIL COMPANY OF CALIF.
Owner Address:	3701 WILSHIRE BOULEVARD ST 830
Owner City,St,Zip:	LOS ANGELES, CA 90010

SERVICE STATION 3019 (Continued) **1000166814**

Tank Num: 001
Container Num: 3019-1
Year Installed: 1968
Tank Capacity: 00009940
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor, Pressure Test

Tank Num: 002
Container Num: 3019-2
Year Installed: 1968
Tank Capacity: 00009940
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: Not reported
Leak Detection: Stock Inventor, Pressure Test

Tank Num: 003
Container Num: 3019-3
Year Installed: 1968
Tank Capacity: 00009940
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Stock Inventor, Pressure Test

Tank Num: 004
Container Num: 3019-4
Year Installed: 1968
Tank Capacity: 00000550
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Tank Construction: Not reported
Leak Detection: Stock Inventor, Pressure Test

---

17 **UNION SERVICE STATION 3019** **CA FID UST** **S101583097**
12100 W OLYMPIC BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90064

CA FID UST:
Facility ID: 19002619
Regulated By: UTNKA
Regulated ID: 00029312
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2134773205
Mail To: Not reported
Mailing Address: 911 WILSHIRE BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900640000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

UNION SERVICE STATION 3019 (Continued) **S101583097**

SWEEPS UST:

Status:	Active
Comp Number:	1735
Number:	9
Board Of Equalization:	44-000051
Referral Date:	03-11-93
Action Date:	03-24-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-001735-000001
Actv Date:	04-20-88
Capacity:	9940
Tank Use:	M.V. FUEL
Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	4

Status:	Active
Comp Number:	1735
Number:	9
Board Of Equalization:	44-000051
Referral Date:	03-11-93
Action Date:	03-24-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-001735-000002
Actv Date:	04-20-88
Capacity:	9940
Tank Use:	M.V. FUEL
Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	1735
Number:	9
Board Of Equalization:	44-000051
Referral Date:	03-11-93
Action Date:	03-24-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-001735-000003
Actv Date:	04-20-88
Capacity:	9940
Tank Use:	M.V. FUEL
Stg:	P
Content:	DIESEL
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	1735
Number:	9
Board Of Equalization:	44-000051
Referral Date:	03-11-93

UNION SERVICE STATION 3019 (Continued) **S101583097**

Action Date:	03-24-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-001735-000004
Actv Date:	04-20-88
Capacity:	550
Tank Use:	OIL
Stg:	W
Content:	WASTE OIL
Number Of Tanks:	Not reported

---

17 **EDR US Hist Auto Stat** **1015183573**

12100 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name:	RHS AUTOMOTIVE ENTERPRISES
Year:	2004
Address:	12100 W OLYMPIC BLVD

---

17 **ABES UNOCAL** **CA HAZNET** **S113052700**

12100 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	1999
Gepaid:	CAL000080423
Contact:	ABRAHAM Y AJEMIAN
Telephone:	3108206907
Mailing Name:	Not reported
Mailing Address:	12100 W OLYMPIC BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900641018
Gen County:	Not reported
TSD EPA ID:	CAT000613935
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Transfer Station
Tons:	.0625
Facility County:	Los Angeles

Year:	1998
Gepaid:	CAL000080423
Contact:	ABRAHAM Y AJEMIAN
Telephone:	3108206907
Mailing Name:	Not reported
Mailing Address:	12100 W OLYMPIC BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900641018
Gen County:	Not reported
TSD EPA ID:	CAD099452708
TSD County:	Not reported
Waste Category:	Oil/water separation sludge
Disposal Method:	Recycler
Tons:	2.7105
Facility County:	Los Angeles

ABES UNOCAL (Continued) **S113052700**

Year:	1996
Gepaid:	CAL000080423
Contact:	ABRAHAM Y AJEMIAN
Telephone:	3108206907
Mailing Name:	Not reported
Mailing Address:	12100 W OLYMPIC BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900641018
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Unspecified aqueous solution
Disposal Method:	Recycler
Tons:	.7088
Facility County:	Los Angeles

Year:	1995
Gepaid:	CAL000080423
Contact:	ABRAHAM Y AJEMIAN
Telephone:	3108206907
Mailing Name:	Not reported
Mailing Address:	12100 W OLYMPIC BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900641018
Gen County:	Not reported
TSD EPA ID:	CAD099452708
TSD County:	Not reported
Waste Category:	Unspecified aqueous solution
Disposal Method:	Recycler
Tons:	1.0424
Facility County:	Los Angeles

Year:	1994
Gepaid:	CAL000080423
Contact:	ABRAHAM Y AJEMIAN
Telephone:	3108206907
Mailing Name:	Not reported
Mailing Address:	12100 W OLYMPIC BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900641018
Gen County:	Not reported
TSD EPA ID:	CAD099452708
TSD County:	Not reported
Waste Category:	Unspecified aqueous solution
Disposal Method:	Recycler
Tons:	.5212
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
2 additional CA_HAZNET: record(s) in the EDR Site Report.

17 **UNOCAL SERVICE STATION #3019** **CA HAZNET** **S113008978**
12100 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	1994
Gepaid:	CAD981646870
Contact:	UNION OIL COMPANY OF CALIFORNI
Telephone:	7144286560
Mailing Name:	Not reported
Mailing Address:	PO BOX 25376
Mailing City,St,Zip:	SANTA ANA, CA 927995376
Gen County:	Not reported
TSD EPA ID:	CAD099452708
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Not reported
Tons:	.0834
Facility County:	Los Angeles

---

17 **TOSCO CORPORATION STATION #30469** **CA HAZNET** **S113076022**
12100 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2009
Gepaid:	CAL000139101
Contact:	HAZMAT SPECIALIST
Telephone:	6027284180
Mailing Name:	Not reported
Mailing Address:	PO BOX 52085
Mailing City,St,Zip:	PHOENIX, AZ 850722085
Gen County:	Not reported
TSD EPA ID:	CAD982042475
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	3.2
Facility County:	Los Angeles

Year:	2000
Gepaid:	CAL000139101
Contact:	HAZMAT SPECIALIST
Telephone:	6027284180
Mailing Name:	Not reported
Mailing Address:	PO BOX 52085
Mailing City,St,Zip:	PHOENIX, AZ 850722085
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Tank bottom waste
Disposal Method:	Recycler
Tons:	5.83
Facility County:	Los Angeles

17 **PANKOW BUILDERS LTD** **CA HAZNET** **S112921364**
12100 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2004
Gepaid:	CAC002550815
Contact:	WILLIAM WARD
Telephone:	6267911125
Mailing Name:	Not reported
Mailing Address:	2476 N LAKE AVE
Mailing City,St,Zip:	ALTADENA, CA 91001
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Unspecified aqueous solution
Disposal Method:	Transfer Station
Tons:	0.22
Facility County:	Los Angeles

Year:	2004
Gepaid:	CAC002550815
Contact:	WILLIAM WARD
Telephone:	6267911125
Mailing Name:	Not reported
Mailing Address:	2476 N LAKE AVE
Mailing City,St,Zip:	ALTADENA, CA 91001
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Off-specification, aged or surplus inorganics
Disposal Method:	Transfer Station
Tons:	0.35
Facility County:	Los Angeles

Year:	2004
Gepaid:	CAC002550815
Contact:	WILLIAM WARD
Telephone:	6267911125
Mailing Name:	Not reported
Mailing Address:	2476 N LAKE AVE
Mailing City,St,Zip:	ALTADENA, CA 91001
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Other empty containers 30 gallons or more
Disposal Method:	Transfer Station
Tons:	0.01
Facility County:	Los Angeles

Year:	2002
Gepaid:	CAC002550815
Contact:	WILLIAM WARD
Telephone:	6267911125
Mailing Name:	Not reported
Mailing Address:	2476 N LAKE AVE
Mailing City,St,Zip:	ALTADENA, CA 91001
Gen County:	Not reported
TSD EPA ID:	CAD028409019

PANKOW BUILDERS LTD (Continued) **S112921364**

TSD County: Not reported
Waste Category: Unspecified oil-containing waste
Disposal Method: Transfer Station
Tons: 0.41
Facility County: Los Angeles

---

17 **UNION OIL SERVICE STATION #301** **CA HIST UST** **U001562430**
12100 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HIST UST:
Region: STATE
Facility ID: 00000056022
Facility Type: Gas Station
Other Type: Not reported
Total Tanks: 0001
Contact Name: ABRAHAM Y. AJAMIAN
Telephone: 2134773205
Owner Name: UNION OIL COMPANY OF CALIFORNI
Owner Address: 3701 WILSHIRE BOULEVARD-SUITE
Owner City,St,Zip: LOS ANGELES, CA 90010

Tank Num: 001
Container Num: 3019-00
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: 06
Tank Construction: Not reported
Leak Detection: None

---

17 **MOBIL #18-G8L** **CA HIST CORTESE** **S105024660**
12100 OLYMPIC **N/A**
LOS ANGELES, CA

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900640098

---

17 **76 PRODUCTS STATION #3019** **CA HIST CORTESE** **S105024661**
12100 OLYMPIC **N/A**
LOS ANGELES, CA

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900640270

17 **76 PRODUCTS STATION #3019** **CA LUST** **S102590701**
12100 OLYMPIC BLVD W **N/A**
RANCHO PARK, CA 90064

LUST:

Region:	STATE
Global Id:	T0603701175
Latitude:	34.0322821
Longitude:	-118.4537797
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	02/28/2001
Lead Agency:	LOS ANGELES, CITY OF
Case Worker:	EL
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900640270
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603701175
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Global Id:	T0603701175
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Regulatory Activities:

Global Id:	T0603701175
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

Global Id:	T0603701175
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery

LUST REG 4:

Region:	4
Regional Board:	04
County:	Los Angeles

76 PRODUCTS STATION #3019 (Continued) **S102590701**

Facility Id:	900640270	
Status:	Case Closed	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603701175	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19050	
Cross Street:	BUNDY DRIVE	
Enforcement Type:	Not reported	
Date Leak Discovered:	12/3/1992	
Date Leak First Reported:		12/9/1992
Date Leak Record Entered:	2/18/1993	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		Not reported
Date the Case was Closed:		2/28/2001
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	Tank	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		1974.2002458253978638563448044
Source of Cleanup Funding:		Tank
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		12/3/1992
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	ALBERT W. FRITZ	
RP Address:	P.O. BOX 24376	
Program:	LUST	
Lat/Long:	34.0322821 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	Not reported	

17 **OFFICE SUPPLIES** **CA UST** **U003879721**
11625 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

UST:
Facility ID: 23963
Latitude: 34.03233
Longitude: -118.44428

---

17 **J. E. YOUNG PIPELINE CO.** **CERC-NFRAP** **1003879976**
1716 STANFORD AVE. **CA0000476424**
SANTA MONICA, CA 90404

CERC-NFRAP:
Site ID: 0905106
Federal Facility: Not a Federal Facility
NPL Status: Not on the NPL
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Contact Details:
Contact Sequence ID: 13055086.00000
Person ID: 9271184.00000

Contact Sequence ID: 13286259.00000
Person ID: 13003854.00000

Contact Sequence ID: 13291854.00000
Person ID: 13003858.00000

Contact Sequence ID: 13297712.00000
Person ID: 13004003.00000

CERCLIS-NFRAP Assessment History:
Action: PRELIMINARY ASSESSMENT
Date Started: / /
Date Completed: 02/11/00
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

Action: ARCHIVE SITE
Date Started: / /
Date Completed: 02/11/00
Priority Level: Not reported

Action: DISCOVERY
Date Started: / /
Date Completed: 07/29/94
Priority Level: Not reported

17 **T.H. NUGIER CO. / CARSON MFG. CO.** **CERC-NFRAP** **1003879971**
1758 BERKELEY AVE. **CA0000476515**
SANTA MONICA, CA 90404

CERC-NFRAP:
Site ID: 0905101
Federal Facility: Not a Federal Facility
NPL Status: Not on the NPL
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Contact Details:
Contact Sequence ID: 13051260.00000
Person ID: 9271184.00000

Contact Sequence ID: 13286047.00000
Person ID: 13003854.00000

Contact Sequence ID: 13291642.00000
Person ID: 13003858.00000

Contact Sequence ID: 13297500.00000
Person ID: 13004003.00000

CERCLIS-NFRAP Assessment History:
Action: PRELIMINARY ASSESSMENT
Date Started: / /
Date Completed: 02/11/00
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

Action: ARCHIVE SITE
Date Started: / /
Date Completed: 02/11/00
Priority Level: Not reported

Action: DISCOVERY
Date Started: / /
Date Completed: 07/29/94
Priority Level: Not reported

---

17 **F. A. NUGIER CO.** **CA ENVIROSTOR** **S112057200**
1758 BERKELEY AVE. **N/A**
SANTA MONICA, CA 90404

ENVIROSTOR:
Site Type: Evaluation
Site Type Detailed: Evaluation
Acres: 0
NPL: NO
Regulatory Agencies: LOS ANGELES COUNTY
Lead Agency: LOS ANGELES COUNTY
Program Manager: Lori Parnass
Supervisor: Juli Propes
Division Branch: Cleanup Cypress
Facility ID: 60001730
Site Code: Not reported
Assembly: 41
Senate: 23
Special Program: Not reported
Status: No Further Action

F. A. NUGIER CO. (Continued) **S112057200**

Status Date: 05/08/2013
Restricted Use: NO
Site Mgmt. Req.: NONE SPECIFIED
Funding: EPA Grant
Latitude: 34.03271
Longitude: -118.4637
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED, No Contaminants found
Confirmed COC: NONE SPECIFIED, No Contaminants found, No Contaminants found
Potential Description: NONE SPECIFIED
Alias Name: 60001730
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 06/30/1997
Comments: No Further Action

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

---

17 **RAPID RENTAL CORP.** **CA HAZNET** **S113116528**
11590 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2001
Gepaid: CAL000238004
Contact: GEORGE RAZ/STORE MGR
Telephone: 3104778866
Mailing Name: Not reported
Mailing Address: 11590 W PICO BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD099452708
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: 0.91
Facility County: Los Angeles

17 **H. BEHLEN & BROS. (PIONEER MAGNETICS)** **CA ENVIROSTOR** **S112057207**
1755 BERKELEY STREET **N/A**
SANTA MONICA, CA 90404

ENVIROSTOR:

Site Type:	Evaluation
Site Type Detailed:	Evaluation
Acres:	0
NPL:	NO
Regulatory Agencies:	LOS ANGELES COUNTY
Lead Agency:	LOS ANGELES COUNTY
Program Manager:	Johnson Abraham
Supervisor:	Shahir Haddad
Division Branch:	Cleanup Cypress
Facility ID:	60001745
Site Code:	Not reported
Assembly:	41
Senate:	23
Special Program:	Not reported
Status:	No Further Action
Status Date:	07/13/1998
Restricted Use:	NO
Site Mgmt. Req.:	NONE SPECIFIED
Funding:	EPA Grant
Latitude:	34.03295
Longitude:	-118.4636
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED, No Contaminants found
Confirmed COC:	NONE SPECIFIED, No Contaminants found, No Contaminants found
Potential Description:	NONE SPECIFIED
Alias Name:	60001745
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Screening
Completed Date:	07/13/1998
Comments:	No Further Action
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

17 **H. BEHLEN & BROS.** **CERC-NFRAP** **1003879970**
1755 BERKELEY AVE. **CA0000476531**
SANTA MONICA, CA 90404

CERC-NFRAP:
Site ID: 0905100
Federal Facility: Not a Federal Facility
NPL Status: Not on the NPL
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Contact Details:
Contact Sequence ID: 13054274.00000
Person ID: 9271184.00000

Contact Sequence ID: 13288523.00000
Person ID: 13003854.00000

Contact Sequence ID: 13294118.00000
Person ID: 13003858.00000

Contact Sequence ID: 13299976.00000
Person ID: 13004003.00000

CERCLIS-NFRAP Assessment History:
Action: PRELIMINARY ASSESSMENT
Date Started: / /
Date Completed: 03/22/00
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

Action: ARCHIVE SITE
Date Started: / /
Date Completed: 03/22/00
Priority Level: Not reported

Action: DISCOVERY
Date Started: / /
Date Completed: 07/29/94
Priority Level: Not reported

---

17 **WATSON CLARENCE** **EDR US Hist Auto Stat** **1009022050**
11941 OLYMPIC BLVD **N/A**
SANTA MONICA, CA

EDR Historical Auto Stations:
Name: WATSON CLARENCE
Year: 1948
Type: GASOLINE AND OIL SERVICE STATIONS

Name: WATSON CLARENCE
Year: 1948
Type: GASOLINE AND OIL SERVICE STATIONS

17 **JEFF'S AUTO SERVICE** **CA HAZNET** **S113053300**
11580 PICO BLVD **N/A**
W LOS ANGELES, CA 90064

HAZNET:

Year:	2000
Gepaid:	CAL000081937
Contact:	JEFFREY JARDINE
Telephone:	3104794790
Mailing Name:	Not reported
Mailing Address:	11568 PICO BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT000613935
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Transfer Station
Tons:	0.19
Facility County:	Los Angeles

Year:	1998
Gepaid:	CAL000081937
Contact:	JEFFREY J JARDINE
Telephone:	3104794790
Mailing Name:	Not reported
Mailing Address:	11568 PICO BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Unspecified aqueous solution
Disposal Method:	Recycler
Tons:	.2085
Facility County:	Los Angeles

Year:	1996
Gepaid:	CAL000081937
Contact:	JEFFREY J JARDINE
Telephone:	3104794790
Mailing Name:	Not reported
Mailing Address:	11568 PICO BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues 10 percent or more
Disposal Method:	Recycler
Tons:	.2293
Facility County:	Los Angeles

17 | **EDR US Hist Auto Stat** | **1015169942** | **N/A**

11580 W PICO BLVD
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name:	JEFFS AUTO SERVICE
Year:	1999
Address:	11580 W PICO BLVD
Name:	FIRST CLASS AUTO SRVC & MFLR
Year:	2004
Address:	11580 W PICO BLVD
Name:	AUTOGLAS 1
Year:	2005
Address:	11580 W PICO BLVD
Name:	AUTO GLASS 1
Year:	2006
Address:	11580 W PICO BLVD
Name:	FONTES AUTO REPAIR
Year:	2010
Address:	11580 W PICO BLVD
Name:	FIRST CLASS AUTO SERVICE & MUFFLERS
Year:	2011
Address:	11580 W PICO BLVD
Name:	BULLOCKS CUSTOM MOTORSPORTS
Year:	2012
Address:	11580 W PICO BLVD

---

17 **SANJO INVESTMENTS** | **CA HAZNET** | **S112929336** | **N/A**
11580 W PICO BLVD
LOS ANGELES, CA 90064

HAZNET:

Year:	2003
Gepaid:	CAC002564391
Contact:	ERNIE FRAHAT
Telephone:	3103064696
Mailing Name:	Not reported
Mailing Address:	4040 DEL REY AVE STE 1
Mailing City,St,Zip:	MARINA DEL REY, CA 90292
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Unspecified oil-containing waste
Disposal Method:	Recycler
Tons:	3.33
Facility County:	Los Angeles

17 SUPERIOR AUTOMOTIVE **RCRA-SQG** **1000215801**
11580 W PICO BLVD **FINDS** **CAD981440092**
LOS ANGELES, CA

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	SUPERIOR AUTOMOTIVE
Facility address:	11580 W PICO BLVD LOS ANGELES, CA 90064
EPA ID:	CAD981440092
Mailing address:	W PICO BLVD LOS ANGELES, CA 90064
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	SAKAWYE WALTER
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No

SUPERIOR AUTOMOTIVE (Continued) **1000215801**

User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002705760

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

17 **SANJO INVESTMENTS** **CA FID UST** **S101585228**
11580 PICO BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90064

CA FID UST:
Facility ID: 19021335
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2062132795
Mail To: Not reported
Mailing Address: 11580 PICO BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900640000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Not reported
Comp Number: 8011
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported

SANJO INVESTMENTS (Continued) **S101585228**

Stg: Not reported
Content: Not reported
Number Of Tanks: Not reported

---

17 **CHEVRON PRODUCTS COMPANY #90944** **CA HAZNET** **S113101651**
11951 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2001
Gepaid: CAL000195234
Contact: KATHY NORRIS -COMPLIANCE MA
Telephone: 9258425931
Mailing Name: Not reported
Mailing Address: PO BOX 6004
Mailing City,St,Zip: SAN RAMON, CA 945830000
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Recycler
Tons: 0.22
Facility County: Los Angeles

---

17 **EDR US Hist Auto Stat** **1015176776**
11951 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:
Name: CHEVRON MART OLYMPIC & BUNDY
Year: 2009
Address: 11951 W OLYMPIC BLVD

Name: CHEVRON MART OLYMPIC & BUNDY
Year: 2010
Address: 11951 W OLYMPIC BLVD

---

17 **CHEVRON MART** **CA HAZNET** **S113076880**
11951 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2008
Gepaid: CAL000140587
Contact: BOURIS POULDAR-OWNER/DEALER
Telephone: 3103129976
Mailing Name: Not reported
Mailing Address: 11951 W OLYMPIC BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect

CHEVRON MART (Continued) **S113076880**

Tons: 0.198
Facility County: Los Angeles

Year: 2007
Gepaid: CAL000140587
Contact: BOURIS POULDAR-OWNER/DEALER
Telephone: 3103129976
Mailing Name: Not reported
Mailing Address: 11951 W OLYMPIC BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: AZR000501510
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.2
Facility County: Los Angeles

Year: 2002
Gepaid: CAL000140587
Contact: BOURIS POULDAR-OWNER/DEALER
Telephone: 3103129976
Mailing Name: Not reported
Mailing Address: 11951 W OLYMPIC BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAT080033681
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Disposal, Land Fill
Tons: 0.1
Facility County: Los Angeles

Year: 2001
Gepaid: CAL000140587
Contact: BOURIS POULDAR-OWNER/DEALER
Telephone: 3103129976
Mailing Name: Not reported
Mailing Address: 11951 W OLYMPIC BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAT080033681
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Disposal, Land Fill
Tons: 0.17
Facility County: Los Angeles

Year: 1999
Gepaid: CAL000140587
Contact: RTDD INC
Telephone: 3103129976
Mailing Name: Not reported
Mailing Address: 11951 W OLYMPIC BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported

CHEVRON MART (Continued) **S113076880**

TSD EPA ID: CAT080033681
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Disposal, Land Fill
Tons: .2000
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access additional CA_HAZNET: detail in the EDR Site Report.

---

17 **BENSON BURT** **EDR US Hist Auto Stat** **1009019665**
11944 OLYMPIC BLVD **N/A**
SANTA MONICA, CA

EDR Historical Auto Stations:
Name: BENSON BURT
Year: 1948
Type: GASOLINE AND OIL SERVICE STATIONS

---

17 **BENSON BURT** **EDR US Hist Auto Stat** **1009053000**
11944 OLYMPIC BLVD **N/A**
WEST LOS ANGELES, CA

EDR Historical Auto Stations:
Name: BENSON BURT
Year: 1948
Type: GASOLINE AND OIL SERVICE STATIONS

---

17 **SHELL SERVICE STATION** **CA LUST** **S107863262**
11944 OLYMPIC BLVD, WEST **N/A**
LOS ANGELES, CA 90064

LUST:
Region: STATE
Global Id: T0603743918
Latitude: 34.032288
Longitude: -118.453086
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 04/27/2007
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: DPP
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900640334
LOC Case Number: 30366
File Location: Regional Board
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603743918
Contact Type: Local Agency Caseworker

SHELL SERVICE STATION (Continued) **S107863262**

Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

Global Id: T0603743918
Contact Type: Regional Board Caseworker
Contact Name: DANIEL PIROTTON
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: Not reported
City: R4 UNKNOWN
Email: dpirotton@waterboards.ca.gov
Phone Number: 2135766714

Regulatory Activities:

Global Id: T0603743918
Action Type: RESPONSE
Date: 01/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603743918
Action Type: RESPONSE
Date: 07/31/2006
Action: Other Report / Document

Global Id: T0603743918
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603743918
Action Type: ENFORCEMENT
Date: 04/23/2007
Action: Site Visit / Inspection / Sampling

Global Id: T0603743918
Action Type: ENFORCEMENT
Date: 04/27/2007
Action: Closure/No Further Action Letter

Global Id: T0603743918
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0603743918
Action Type: ENFORCEMENT
Date: 06/29/2006
Action: Staff Letter

Global Id: T0603743918
Action Type: RESPONSE
Date: 04/15/2007
Action: Monitoring Report - Quarterly

17 **W.C. PRODUCTS INC.** **CERC-NFRAP** **1003879972**
1748 BERKELEY AVE. **CA0000476598**
SANTA MONICA, CA 90404

CERC-NFRAP:
Site ID: 0905102
Federal Facility: Not a Federal Facility
NPL Status: Not on the NPL
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Contact Details:
Contact Sequence ID: 13052519.00000
Person ID: 9271184.00000

Contact Sequence ID: 13285264.00000
Person ID: 13003854.00000

Contact Sequence ID: 13290859.00000
Person ID: 13003858.00000

Contact Sequence ID: 13296717.00000
Person ID: 13004003.00000

CERCLIS-NFRAP Assessment History:
Action: DISCOVERY
Date Started: / /
Date Completed: 07/29/94
Priority Level: Not reported

Action: ARCHIVE SITE
Date Started: / /
Date Completed: 08/03/99
Priority Level: Not reported

Action: PRELIMINARY ASSESSMENT
Date Started: 02/23/99
Date Completed: 08/03/99
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

---

17 **EDR US Hist Auto Stat** **1015176645**
11944 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:
Name: A1 SHELL AUTO REPAIR
Year: 2006
Address: 11944 W OLYMPIC BLVD

Name: A1 SHELL AUTO REPAIR
Year: 2007
Address: 11944 W OLYMPIC BLVD

Name: A1 SHELL AUTO REPAIR
Year: 2008
Address: 11944 W OLYMPIC BLVD

Name: A1 SHELL AUTO REPAIR
Year: 2009
Address: 11944 W OLYMPIC BLVD

17 **SHELL** **CA HAZNET** **S113100859**
11944 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	1998
Gepaid:	CAL000193995
Contact:	EQUILON ENTERPRISES LLC
Telephone:	7132412258
Mailing Name:	Not reported
Mailing Address:	PO BOX 4453
Mailing City,St,Zip:	HOUSTON, TX 772104453
Gen County:	Not reported
TSD EPA ID:	CAD982484933
TSD County:	Not reported
Waste Category:	Empty containers less than 30 gallons
Disposal Method:	Disposal, Land Fill
Tons:	.2000
Facility County:	Los Angeles

---

17 **WEST OLYMPIC SHELL** **CA HAZNET** **S113047559**
11944 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2010
Gepaid:	CAL000067302
Contact:	--
Telephone:	3108266462
Mailing Name:	Not reported
Mailing Address:	11944 W OLYMPIC BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT000613935
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.084
Facility County:	Los Angeles

Year:	2000
Gepaid:	CAL000067302
Contact:	--
Telephone:	3108266462
Mailing Name:	Not reported
Mailing Address:	11944 W OLYMPIC BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT000613935
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Transfer Station
Tons:	0.06
Facility County:	Los Angeles

Year:	1998
Gepaid:	CAL000067302
Contact:	WALTER E PUESCHEL
Telephone:	2138261832

WEST OLYMPIC SHELL (Continued) **S113047559**

Mailing Name: Not reported
Mailing Address: 11944 W OLYMPIC BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD099452708
TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Recycler
Tons: .2085
Facility County: Los Angeles

---

17 **SHELL SERVICE STATION** **CA HAZNET** **S113175865**
11944 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2012
Gepaid: CAR000097311
Contact: JEANNE TRAYLOR
Telephone: 7132416992
Mailing Name: Not reported
Mailing Address: PO BOX 3127
Mailing City,St,Zip: HOUSTON, TX 772530000
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.22935
Facility County: Los Angeles

Year: 2008
Gepaid: CAR000097311
Contact: R HULL/ENV. REPORTING ANALYST
Telephone: 2818742224
Mailing Name: Not reported
Mailing Address: 12700 NORTHBOROUGH DR 300G03
Mailing City,St,Zip: Houston, TX 770670000
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.04
Facility County: Los Angeles

Year: 2004
Gepaid: CAR000097311
Contact: N CORTEZ/ENVT'L DATA ANALYST
Telephone: 2818742224
Mailing Name: Not reported
Mailing Address: 12700 NORTHBOROUGH DRIVE MFT 240-G
Mailing City,St,Zip: Houston, TX 770672508
Gen County: Not reported
TSD EPA ID: CAD008364432
TSD County: Not reported

SHELL SERVICE STATION (Continued) **S113175865**

Waste Category: Other organic solids
Disposal Method: Recycler
Tons: 0.01
Facility County: Los Angeles

Year: 2003
Gepaid: CAR000097311
Contact: N CORTEZ/ENVT'L DATA ANALYST
Telephone: 2818742224
Mailing Name: Not reported
Mailing Address: 12700 NORTHBOROUGH DRIVE MFT 240-G
Mailing City,St,Zip: Houston, TX 770672508
Gen County: Not reported
TSD EPA ID: CAD008364432
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Recycler
Tons: 0
Facility County: Los Angeles

Year: 2003
Gepaid: CAR000097311
Contact: N CORTEZ/ENVT'L DATA ANALYST
Telephone: 2818742224
Mailing Name: Not reported
Mailing Address: 12700 NORTHBOROUGH DRIVE MFT 240-G
Mailing City,St,Zip: Houston, TX 770672508
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Recycler
Tons: 2.08
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
4 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **SHELL SERVICE STATION** **RCRA-SQG** **1004677443**
11944 W OLYMPIC BLVD **FINDS** **CAR000097311**
LOS ANGELES, CA

RCRA-SQG:
Date form received by agency: 02/26/2004
Facility name: SHELL SERVICE STATION
Facility address: 11944 OLYMPIC / BUNDY
SAP #136277
LOS ANGELES, CA 90064
EPA ID: CAR000097311
Mailing address: SHELL OIL PRODUCTS US
12700 NORTHBOROUGH DR MFT240-G
HOUSTON, TX 770672508
Contact: GEORGINA E DAVILA
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: (714) 970-2912
Contact email: GEDAVILA@SHELLOPUS.COM

SHELL SERVICE STATION (Continued) **1004677443**

EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: EQUILON ENTERPRISES L L C DBA
Owner/operator address: P O BOX 2648
HOUSTON, TX 77252
Owner/operator country: Not reported
Owner/operator telephone: (713) 241-5036
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: SHELL OIL PRODUCTS US
Owner/operator address: Not reported
Not reported
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 08/01/1998
Owner/Op end date: Not reported

Owner/operator name: EQUILON ENTERPRISES LLC DBA SHELL OIL PR
Owner/operator address: PO BOX 2648
HOUSTON, TX 77252
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 08/01/1998
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

SHELL SERVICE STATION (Continued) **1004677443**

Historical Generators:
Date form received by agency: 02/26/2004
Facility name: SHELL SERVICE STATION
Classification: Large Quantity Generator

Date form received by agency: 08/16/2002
Facility name: SHELL SERVICE STATION
Classification: Small Quantity Generator

Hazardous Waste Summary:
Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D018
Waste name: BENZENE

Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D018
Waste name: BENZENE

Violation Status: No violations found

FINDS:

Registry ID: 110012203588

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZARDOUS WASTE BIENNIAL REPORTER

17 **WEST OLYMPIC SHELL SERVICE** **CA SWEEPS UST** **S106934356**
11944 W OLYMPIC BLVD **N/A**
WEST LOS ANGELES, CA 90064

SWEEPS UST:

Status:	Active
Comp Number:	704
Number:	9
Board Of Equalization:	44-000074
Referral Date:	04-20-88
Action Date:	03-15-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000704-000001
Actv Date:	04-20-88
Capacity:	5000
Tank Use:	M.V. FUEL
Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	4

Status:	Active
Comp Number:	704
Number:	9
Board Of Equalization:	44-000074
Referral Date:	04-20-88
Action Date:	03-15-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000704-000002
Actv Date:	04-20-88
Capacity:	8000
Tank Use:	M.V. FUEL
Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	704
Number:	9
Board Of Equalization:	44-000074
Referral Date:	04-20-88
Action Date:	03-15-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000704-000003
Actv Date:	04-20-88
Capacity:	8000
Tank Use:	M.V. FUEL
Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	704
Number:	9

WEST OLYMPIC SHELL SERVICE (Continued) **S106934356**

Board Of Equalization: 44-000074
Referral Date: 04-20-88
Action Date: 03-15-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000704-000004
Actv Date: 04-20-88
Capacity: 6000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

---

17 **WEST OLYMPIC SHELL** **CA UST** **U001562437**
11944 W OLYMPIC BLVD **CA HIST UST** **N/A**
LOS ANGELES, CA 90064

UST:
Facility ID: 25423
Latitude: 34.03259
Longitude: -118.4525

HIST UST:
Region: STATE
Facility ID: 00000006411
Facility Type: Gas Station
Other Type: Not reported
Total Tanks: 0005
Contact Name: JOHN O. EDWARDS
Telephone: 2138261832
Owner Name: SHELL OIL COMPANY
Owner Address: P. O. BOX 4848
Owner City,St,Zip: ANAHEIM, CA 92803

Tank Num: 001
Container Num: 1
Year Installed: 1967
Tank Capacity: 00005000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: 1/4 inches
Leak Detection: Stock Inventor, 10

Tank Num: 002
Container Num: 2
Year Installed: 1972
Tank Capacity: 00008000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: 1/4 inches
Leak Detection: Stock Inventor, 10

Tank Num: 003
Container Num: 3
Year Installed: 1972
Tank Capacity: 00008000

WEST OLYMPIC SHELL (Continued) **U001562437**

Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: 1/4 inches
Leak Detection: Stock Inventor, 10

Tank Num: 004
Container Num: 4
Year Installed: 1972
Tank Capacity: 00006000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: 1/4 inches
Leak Detection: Stock Inventor, 10

Tank Num: 005
Container Num: 5
Year Installed: 1972
Tank Capacity: 00001000
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Tank Construction: 10 gauge
Leak Detection: Stock Inventor, 10

---

17 **90944** **CA HIST UST** **U001562402**
11951 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HIST UST:
Region: STATE
Facility ID: 00000061951
Facility Type: Gas Station
Other Type: Not reported
Total Tanks: 0004
Contact Name: PEP OIL INC.
Telephone: 2134733383
Owner Name: CHEVRON U.S.A. INC.
Owner Address: 575 MARKET
Owner City,St,Zip: SAN FRANCISCO, CA 94105

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: 0000370 unknown
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: 0000370 unknown
Leak Detection: Stock Inventor

Tank Num: 003

90944 (Continued) **U001562402**

Container Num: 3
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: 0000370 unknown
Leak Detection: Stock Inventor

Tank Num: 004
Container Num: 4
Year Installed: Not reported
Tank Capacity: 00001000
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: 0000370 unknown
Leak Detection: Stock Inventor

---

17 **CHEVRON STATION #9-0944** **CA UST** **U003938935**
11951 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

UST:
Facility ID: 23797
Latitude: 34.03258
Longitude: -118.45272

---

17 **LOVCO WEST INC** **CA FID UST** **S101582877**
11951 W OLYMPIC BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90064

CA FID UST:
Facility ID: 19001718
Regulated By: UTNKA
Regulated ID: 00061951
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2133129976
Mail To: Not reported
Mailing Address: 575 MARKET ST
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900640000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Active
Comp Number: 3481
Number: 9
Board Of Equalization: 44-013027
Referral Date: 07-21-93
Action Date: 03-18-94

LOVCO WEST INC (Continued) **S101582877**

Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-003481-000001
Actv Date: 04-20-88
Capacity: 10000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: 5

Status: Active
Comp Number: 3481
Number: 9
Board Of Equalization: 44-013027
Referral Date: 07-21-93
Action Date: 03-18-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-003481-000002
Actv Date: 04-20-88
Capacity: 10000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 3481
Number: 9
Board Of Equalization: 44-013027
Referral Date: 07-21-93
Action Date: 03-18-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-003481-000003
Actv Date: 04-20-88
Capacity: 10000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 3481
Number: 9
Board Of Equalization: 44-013027
Referral Date: 07-21-93
Action Date: 03-18-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-003481-000004
Actv Date: 04-20-88
Capacity: 1000

LOVCO WEST INC (Continued) **S101582877**

Tank Use: OIL
Stg: W
Content: WASTE OIL
Number Of Tanks: Not reported

Status: Active
Comp Number: 3481
Number: 9
Board Of Equalization: 44-013027
Referral Date: 07-21-93
Action Date: 03-18-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-003481-000005
Actv Date: 04-20-88
Capacity: 10000
Tank Use: M.V. FUEL
Stg: P
Content: DIESEL
Number Of Tanks: Not reported

---

17 **CHEVRON STATION 9 0944** **RCRA-SQG** **1000818451**
11951 W OLYMPIC BLVD **FINDS** **CAD983643248**
LOS ANGELES, CA 90064 **CA HIST CORTESE**
CA LUST
CA HAZNET

RCRA-SQG:
Date form received by agency: 04/02/1993
Facility name: CHEVRON STATION 9 0944
Facility address: 11951 W OLYMPIC BLVD
LOS ANGELES, CA 90064
EPA ID: CAD983643248
Mailing address: W OLYMPIC BLVD
LOS ANGELES, CA 90064
Contact: NICHOLAS OTTER
Contact address: 11951 W OLYMPIC BLVD
LOS ANGELES, CA 90064
Contact country: US
Contact telephone: (310) 312-9976
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: CHEVRON U S A PRODUCTS CO
Owner/operator address: P O BOX 2833
LA HABRA, CA 90632
Owner/operator country: Not reported
Owner/operator telephone: (310) 694-7452
Legal status: Private

CHEVRON STATION 9 0944 (Continued) **1000818451**

Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002881061

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900640025

LUST:
Region: STATE
Global Id: T0603794744
Latitude: 34.03271
Longitude: -118.453453
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 10/26/2004
Lead Agency: LOS ANGELES RWQCB (REGION 4)

CHEVRON STATION 9 0944 (Continued) **1000818451**

Case Worker:	WXT
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900640025A
LOC Case Number:	Not reported
File Location:	Regional Board
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603794744
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Global Id:	T0603794744
Contact Type:	Regional Board Caseworker
Contact Name:	WEIXING TONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	Not reported
City:	R4 UNKNOWN
Email:	wtong@waterboards.ca.gov
Phone Number:	Not reported

Regulatory Activities:

Global Id:	T0603794744
Action Type:	RESPONSE
Date:	10/15/2003
Action:	Monitoring Report - Quarterly

Global Id:	T0603794744
Action Type:	RESPONSE
Date:	10/15/2004
Action:	Monitoring Report - Quarterly

Global Id:	T0603794744
Action Type:	RESPONSE
Date:	10/15/2004
Action:	Soil and Water Investigation Report

Global Id:	T0603794744
Action Type:	RESPONSE
Date:	07/15/2003
Action:	Well Installation Report

Global Id:	T0603794744
Action Type:	ENFORCEMENT
Date:	11/27/2002
Action:	Staff Letter

Global Id:	T0603794744

CHEVRON STATION 9 0944 (Continued) **1000818451**

Action Type:	ENFORCEMENT
Date:	01/15/2003
Action:	Staff Letter
Global Id:	T0603794744
Action Type:	REMEDIATION
Date:	01/01/1950
Action:	Excavation
Global Id:	T0603794744
Action Type:	RESPONSE
Date:	04/15/2004
Action:	Soil and Water Investigation Report
Global Id:	T0603794744
Action Type:	RESPONSE
Date:	07/16/2003
Action:	Well Installation Report
Global Id:	T0603794744
Action Type:	RESPONSE
Date:	04/15/2004
Action:	Monitoring Report - Quarterly
Global Id:	T0603794744
Action Type:	RESPONSE
Date:	12/27/2002
Action:	Other Report / Document
Global Id:	T0603794744
Action Type:	RESPONSE
Date:	07/15/2004
Action:	Monitoring Report - Quarterly
Global Id:	T0603794744
Action Type:	RESPONSE
Date:	07/15/2004
Action:	Soil and Water Investigation Report
Global Id:	T0603794744
Action Type:	RESPONSE
Date:	08/15/2004
Action:	Well Installation Report
Global Id:	T0603794744
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported
Global Id:	T0603794744
Action Type:	RESPONSE
Date:	01/31/2005
Action:	Unknown
Global Id:	T0603794744
Action Type:	RESPONSE
Date:	07/15/2003

CHEVRON STATION 9 0944 (Continued) **1000818451**

Action: Soil and Water Investigation Workplan

Global Id: T0603794744
Action Type: RESPONSE
Date: 07/15/2003
Action: Soil and Water Investigation Report

Global Id: T0603794744
Action Type: RESPONSE
Date: 07/15/2003
Action: Interim Remedial Action Plan

Global Id: T0603794744
Action Type: RESPONSE
Date: 10/15/2003
Action: Soil and Water Investigation Report

Global Id: T0603794744
Action Type: ENFORCEMENT
Date: 02/09/2004
Action: Staff Letter

Global Id: T0603794744
Action Type: ENFORCEMENT
Date: 04/15/2003
Action: Staff Letter

Global Id: T0603794744
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0603794744
Action Type: ENFORCEMENT
Date: 12/09/2003
Action: Staff Letter

Global Id: T0603794744
Action Type: ENFORCEMENT
Date: 02/28/2003
Action: 13267 Requirement

Global Id: T0603794744
Action Type: ENFORCEMENT
Date: 10/26/2004
Action: Closure/No Further Action Letter

Global Id: T0603794744
Action Type: RESPONSE
Date: 01/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603794744
Action Type: ENFORCEMENT
Date: 06/01/2004
Action: Staff Letter

CHEVRON STATION 9 0944 (Continued) **1000818451**

Global Id:	T0603794744
Action Type:	ENFORCEMENT
Date:	08/16/2004
Action:	Site Visit / Inspection / Sampling

Global Id:	T0603794744
Action Type:	RESPONSE
Date:	07/15/2003
Action:	Monitoring Report - Quarterly

Global Id:	T0603794744
Action Type:	RESPONSE
Date:	10/15/2003
Action:	Soil and Water Investigation Report

Global Id:	T0603794744
Action Type:	RESPONSE
Date:	01/30/2004
Action:	Soil and Water Investigation Workplan

Region:	STATE
Global Id:	T0603701163
Latitude:	34.0328321
Longitude:	-118.4518536
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	03/07/1997
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	YR
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900640025
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603701163
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Global Id:	T0603701163
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

CHEVRON STATION 9 0944 (Continued) **1000818451**

Regulatory Activities:

Global Id:	T0603701163
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900640025A	
Status:	Pollution Characterization	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603794744	
W Global ID:	Not reported	
Staff:	WXT	
Local Agency:	19050	
Cross Street:	BUNDY DR.	
Enforcement Type:	DLSEL	
Date Leak Discovered:	10/20/2000	
Date Leak First Reported:		11/1/2000
Date Leak Record Entered:	Not reported	
Date Confirmation Began:	11/1/2000	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		Not reported
Date the Case was Closed:		Not reported
How Leak Discovered:	OM	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		Not reported
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		3/9/2001
Preliminary Site Assessment Began:		1/15/2003
Pollution Characterization Began:		1/16/2004
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		4/1/2004
Hist Max MTBE Conc in Groundwater:		0
Hist Max MTBE Conc in Soil:		0
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	ND	
Soil Qualifier:	ND	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	MR. Y. M. TUAN	

CHEVRON STATION 9 0944 (Continued) **1000818451**

RP Address:	570 W. CENTRAL AVE., SUITE A	
Program:	LUST	
Lat/Long:	0 / 0	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	Not reported	
Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900640025	
Status:	Case Closed	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603701163	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19050	
Cross Street:	BUNDY	
Enforcement Type:	Not reported	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		9/17/1987
Date Leak Record Entered:	6/15/1988	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		3/7/1997
Date the Case was Closed:		3/7/1997
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Not reported	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		2586.3381597763412026457875239
Source of Cleanup Funding:		Not reported
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		6/15/1988
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	

CHEVRON STATION 9 0944 (Continued) **1000818451**

Owner Contact:	Not reported
Responsible Party:	CHEVRON U.S.A. PRODUCTS
RP Address:	P.O. BOX 2833, LA HABRA CA 90632-2833
Program:	LUST
Lat/Long:	34.0328321 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	CHEVRON APPLIED FOR CLOSURE 04/28/88. ASSIGNED TO JIT ON 04/05/89 02/03/97 - CLOSURE REQUEST 01/13/97 - 4TH QUARTER G/W MONITORING REPORT

HAZNET:

Year:	1998
Gepaid:	CAD983643248
Contact:	CHEVRON U S A PRODUCTS CO
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	11951 W OLYMPIC BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	Recycler
Tons:	.2085
Facility County:	Los Angeles

Year:	1997
Gepaid:	CAD983643248
Contact:	CHEVRON U S A PRODUCTS CO
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	11951 W OLYMPIC BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD982484933
TSD County:	Not reported
Waste Category:	Empty containers less than 30 gallons
Disposal Method:	Disposal, Other
Tons:	.3000
Facility County:	Los Angeles

Year:	1994
Gepaid:	CAD983643248
Contact:	CHEVRON U S A PRODUCTS CO
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	11951 W OLYMPIC BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD980883177
TSD County:	Not reported

CHEVRON STATION 9 0944 (Continued) **1000818451**

Waste Category: Unspecified oil-containing waste
Disposal Method: Recycler
Tons: .6880
Facility County: Los Angeles

---

17 **CHEVRON STATION 90944** **RCRA NonGen / NLR** **1005441184**
11951 W OLYMPIC BLVD **CA HAZNET** **CAR000116459**
LOS ANGELES, CA 90064

RCRA NonGen / NLR:
Date form received by agency: 03/13/2013
Facility name: CHEVRON STATION 90944
Facility address: 11951 W OLYMPIC BLVD
LOS ANGELES, CA 90064
EPA ID: CAR000116459
Mailing address: PO BOX 6004
SAN RAMON, CA 94583
Contact: KATHY NORRIS SLUSHER
Contact address: PO BOX 6004
SAN RAMON, CA 94583
Contact country: US
Contact telephone: 877-386-6044
Contact email: NAWTDESK@CHEVRON.COM
EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: CHEVRON USA
Owner/operator address: PO BOX 6004
SAN RAMON, CA 94583
Owner/operator country: US
Owner/operator telephone: 877-386-6044
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 04/21/1975
Owner/Op end date: Not reported

Owner/operator name: KATHY NORRIS SLUSHER
Owner/operator address: Not reported
Not reported
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 04/21/1975
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No

CHEVRON STATION 90944 (Continued) **1005441184**

Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 05/16/2002
Facility name: CHEVRON STATION 90944
Classification: Small Quantity Generator

Violation Status: No violations found

HAZNET:
Year: 2005
Gepaid: CAR000116459
Contact: Kathy Norris
Telephone: 9258425931
Mailing Name: Not reported
Mailing Address: PO BOX 6004
Mailing City,St,Zip: San Ramon, CA 94583
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Recycler
Tons: 0.17
Facility County: Los Angeles

Year: 2003
Gepaid: CAR000116459
Contact: Kathy Norris
Telephone: 9258425931
Mailing Name: Not reported
Mailing Address: PO BOX 6004
Mailing City,St,Zip: San Ramon, CA 94583
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Not reported
Tons: 0.01
Facility County: Los Angeles

Year: 2003
Gepaid: CAR000116459
Contact: Kathy Norris
Telephone: 9258425931
Mailing Name: Not reported
Mailing Address: PO BOX 6004
Mailing City,St,Zip: San Ramon, CA 94583
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent

CHEVRON STATION 90944 (Continued) **1005441184**

Disposal Method: Recycler
Tons: 0.18
Facility County: Los Angeles

---

17 **PIONEER MAGNETICS INC** **RCRA-SQG** **1000312438**
3122 NEBRASKA ST **FINDS** **CAD981667843**
SANTA MONICA, CA **CA HAZNET**
CA ENVIROSTOR

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: PIONEER MAGNETICS INC
Facility address: 3122 NEBRASKA ST
SANTA MONICA, CA 90404
EPA ID: CAD981667843
Mailing address: 1745 BERKELEY ST
SANTA MONICA, CA 90404
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: ALLEN ROSENSTEIN
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No

PIONEER MAGNETICS INC (Continued) **1000312438**

Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Historical Generators:

Date form received by agency: 03/26/1992
Facility name: PIONEER MAGNETICS INC
Classification: Small Quantity Generator

Date form received by agency: 12/17/1986
Facility name: PIONEER MAGNETICS INC
Classification: Large Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110002743372

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:

Year:	2012
Gepaid:	CAD981667843
Contact:	ROMAN SANCHEZ
Telephone:	3108296751
Mailing Name:	Not reported
Mailing Address:	1745 BERKELEY ST
Mailing City,St,Zip:	SANTA MONICA, CA 904044104
Gen County:	Los Angeles
TSD EPA ID:	CAD008364432
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.7776
Facility County:	Los Angeles

PIONEER MAGNETICS INC (Continued) **1000312438**

Year:	2012
Gepaid:	CAD981667843
Contact:	ROMAN SANCHEZ
Telephone:	3108296751
Mailing Name:	Not reported
Mailing Address:	1745 BERKELEY ST
Mailing City,St,Zip:	SANTA MONICA, CA 904044104
Gen County:	Los Angeles
TSD EPA ID:	CAD008364432
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.7776
Facility County:	Los Angeles

Year:	2012
Gepaid:	CAD981667843
Contact:	ROMAN SANCHEZ
Telephone:	3108296751
Mailing Name:	Not reported
Mailing Address:	1745 BERKELEY ST
Mailing City,St,Zip:	SANTA MONICA, CA 904044104
Gen County:	Los Angeles
TSD EPA ID:	CAL000024110
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Metals Recovery Including Retoring,Smelting,Chemicals,Ect
Tons:	0.45
Facility County:	Los Angeles

Year:	2012
Gepaid:	CAD981667843
Contact:	ROMAN SANCHEZ
Telephone:	3108296751
Mailing Name:	Not reported
Mailing Address:	1745 BERKELEY ST
Mailing City,St,Zip:	SANTA MONICA, CA 904044104
Gen County:	Los Angeles
TSD EPA ID:	CAL000024110
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Metals Recovery Including Retoring,Smelting,Chemicals,Ect
Tons:	0.45
Facility County:	Los Angeles

Year:	2011
Gepaid:	CAD981667843
Contact:	ROMAN SANCHEZ
Telephone:	3108296751
Mailing Name:	Not reported
Mailing Address:	1745 BERKELEY ST
Mailing City,St,Zip:	SANTA MONICA, CA 904044104
Gen County:	Not reported
TSD EPA ID:	CAD008364432
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site

PIONEER MAGNETICS INC (Continued) **1000312438**

Tons: 1.3608
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
111 additional CA_HAZNET: record(s) in the EDR Site Report.

ENVIROSTOR:
Site Type: Evaluation
Site Type Detailed: Evaluation
Acres: 5
NPL: NO
Regulatory Agencies: LOS ANGELES COUNTY
Lead Agency: LOS ANGELES COUNTY
Program Manager: Not reported
Supervisor: Douglas Bautista
Division Branch: Cleanup Cypress
Facility ID: 60001691
Site Code: Not reported
Assembly: 41
Senate: 23
Special Program: Not reported
Status: No Further Action
Status Date: 05/13/1998
Restricted Use: NO
Site Mgmt. Req.: NONE SPECIFIED
Funding: EPA Grant
Latitude: 34.03234
Longitude: -118.4621
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED, No Contaminants found
Confirmed COC: NONE SPECIFIED, No Contaminants found, No Contaminants found
Potential Description: NONE SPECIFIED
Alias Name: 60001691
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 05/13/1998
Comments: no further action

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

17 **PLASTIGLADE MFG. CORP.** **CERCLIS** **1000893646**
3122 NEBRASKA AVE. **FINDS** **CA0000477042**
SANTA MONICA, CA 90404

CERCLIS:

Site ID:	0905088
EPA ID:	CA0000477042
Facility County:	LOS ANGELES
Short Name:	PLASTIGLADE MFG. CORP.
Congressional District:	27
IFMS ID:	Not reported
SMSA Number:	4480
USGC Hydro Unit:	18070104
Federal Facility:	Not a Federal Facility
DMNSN Number:	0.00000
Site Orphan Flag:	N
RCRA ID:	Not reported
USGS Quadrangle:	Not reported
Site Init By Prog:	Not reported
NFRAP Flag:	Not reported
Parent ID:	Not reported
RST Code:	Not reported
EPA Region:	09
Classification:	Not reported
Site Settings Code:	Not reported
NPL Status:	Not on the NPL
DMNSN Unit Code:	Not reported
RBRAC Code:	Not reported
RResp Fed Agency Code:	Not reported
Non NPL Status:	NFRAP-Site does not qualify for the NPL based on existing information
Non NPL Status Date:	08/17/00
Site Fips Code:	06037
CC Concurrence Date:	/ /
CC Concurrence FY:	Not reported
Alias EPA ID:	Not reported
Site FUDS Flag:	Not reported

CERCLIS Site Contact Name(s):

Contact ID:	9271184.00000
Contact Name:	Not reported
Contact Tel:	Not reported
Contact Title:	Site Assessment Manager (SAM)
Contact Email:	Not reported
Contact ID:	13003854.00000
Contact Name:	Not reported
Contact Tel:	Not reported
Contact Title:	Site Assessment Manager (SAM)
Contact Email:	Not reported
Contact ID:	13003858.00000
Contact Name:	Not reported
Contact Tel:	Not reported
Contact Title:	Site Assessment Manager (SAM)
Contact Email:	Not reported
Contact ID:	13004003.00000
Contact Name:	Not reported
Contact Tel:	Not reported

PLASTIGLADE MFG. CORP. (Continued) **1000893646**

Contact Title: Site Assessment Manager (SAM)
Contact Email: Not reported

Alias Comments: Not reported
Site Description: Not reported

CERCLIS Assessment History:

Action Code: 001
Action: DISCOVERY
Date Started: / /
Date Completed: 07/29/94
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

Action Code: 001
Action: PRE-CERCLIS SCREENING
Date Started: / /
Date Completed: 06/21/99
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: State, Fund Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

Action Code: 001
Action: PRELIMINARY ASSESSMENT
Date Started: / /
Date Completed: 03/22/00
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

FINDS:

Registry ID: 110009266409

Environmental Interest/Information System
CERCLIS (Comprehensive Environmental Response, Compensation, and Liability Information System) is the Superfund database that is used to support management in all phases of the Superfund program. The system contains information on all aspects of hazardous waste sites, including an inventory of sites, planned and actual site activities, and financial information.

17 **EDSAL PRODUCTS** **CERC-NFRAP** **1003879973**
1746 BERKELEY AVE. **CA0000476481**
SANTA MONICA, CA 90404

CERC-NFRAP:
Site ID: 0905103
Federal Facility: Not a Federal Facility
NPL Status: Not on the NPL
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Contact Details:
Contact Sequence ID: 13052658.00000
Person ID: 9271184.00000

Contact Sequence ID: 13286482.00000
Person ID: 13003854.00000

Contact Sequence ID: 13292077.00000
Person ID: 13003858.00000

Contact Sequence ID: 13297935.00000
Person ID: 13004003.00000

CERCLIS-NFRAP Assessment History:
Action: PRELIMINARY ASSESSMENT
Date Started: / /
Date Completed: 02/07/00
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

Action: ARCHIVE SITE
Date Started: / /
Date Completed: 02/07/00
Priority Level: Not reported

Action: DISCOVERY
Date Started: / /
Date Completed: 07/29/94
Priority Level: Not reported

---

17 **FOTO WORKS** **CA HAZNET** **S113084430**
11915 WEST OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 1996
Gepaid: CAL000157936
Contact: CARMENT MARTINO
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 11915 W OLYMPIC BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAT000613976
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Transfer Station
Tons: .0070
Facility County: Los Angeles

17 **WLA MERCEDES AUTO SERVICE INC** **CA HAZNET** **S113106922**
11568 PICO BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2000
Gepaid:	CAL000209852
Contact:	JEFFREY JARDINE, PRES
Telephone:	3104794790
Mailing Name:	Not reported
Mailing Address:	11568 PICO BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT000613935
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Transfer Station
Tons:	0.06
Facility County:	Los Angeles

---

17 **EDR US Hist Auto Stat** **1015169793**
11568 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name:	JEFFS AUTO SERVICE
Year:	2001
Address:	11568 W PICO BLVD
Name:	JEFFS AUTO SERVICE
Year:	2002
Address:	11568 W PICO BLVD
Name:	WLA MERCEDES AUTO SERVICE INC
Year:	2004
Address:	11568 W PICO BLVD
Name:	WLA AUTO SERVICE
Year:	2005
Address:	11568 W PICO BLVD
Name:	WLA MERCEDES AUTO SERVICE INC
Year:	2006
Address:	11568 W PICO BLVD
Name:	WLA MERCEDES AUTO SERVICE INC
Year:	2007
Address:	11568 W PICO BLVD
Name:	WEST LOS ANGELES MERCEDES AUTO SERVI
Year:	2008
Address:	11568 W PICO BLVD
Name:	WLA MERCEDES AUTO SERVICE
Year:	2009
Address:	11568 W PICO BLVD
Name:	WLA MERCEDES AUTO SVC
Year:	2010
Address:	11568 W PICO BLVD

(Continued) **1015169793**

Name: MERCEDES AUTO SERVICEJEFFS
Year: 2011
Address: 11568 W PICO BLVD

Name: JEFFS MERCEDES AUTO SERVICE
Year: 2012
Address: 11568 W PICO BLVD

---

17 **W.S. RHOADES PLASTICS PRODUCTS** **CERC-NFRAP** **1003879969**
1740 BERKELEY AVE. **CA0000476556**
SANTA MONICA, CA 90404

CERC-NFRAP:
Site ID: 0905099
Federal Facility: Not a Federal Facility
NPL Status: Not on the NPL
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Contact Details:
Contact Sequence ID: 13053846.00000
Person ID: 9271184.00000

Contact Sequence ID: 13288964.00000
Person ID: 13003854.00000

Contact Sequence ID: 13294559.00000
Person ID: 13003858.00000

Contact Sequence ID: 13300417.00000
Person ID: 13004003.00000

CERCLIS-NFRAP Assessment History:
Action: DISCOVERY
Date Started: / /
Date Completed: 07/29/94
Priority Level: Not reported

Action: ARCHIVE SITE
Date Started: / /
Date Completed: 08/03/99
Priority Level: Not reported

Action: PRELIMINARY ASSESSMENT
Date Started: 02/23/99
Date Completed: 08/03/99
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

17 3M LOS ANGELES DYNACOLOR | **RCRA-TSDF** | **1000290916**
11915 WEST OLYMPIC BLVD. | **RCRA NonGen / NLR** | **CAT000617621**
LOS ANGELES, CA 90064 | **FINDS**

RCRA-TSDF:

Date form received by agency:	09/17/1993
Facility name:	3M LOS ANGELES DYNACOLOR
Facility address:	11915 WEST OLYMPIC BLVD. LOS ANGELES, CA 90064
EPA ID:	CAT000617621
Mailing address:	PO BOX 33331 ST. PAUL, MN 55133
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	TSDF
Description:	Handler is engaged in the treatment, storage or disposal of hazardous waste
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	3M COMPANY
Owner/operator address:	11915 WEST OLYMPIC BLVD. LOS ANGELES, CA 90064
Owner/operator country:	Not reported
Owner/operator telephone:	(213) 478-0508
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	3M COMPANY
Owner/operator address:	11915 WEST OLYMPIC BLVD. CITY NOT REPORTED, CA 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(213) 478-0508
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No

3M LOS ANGELES DYNACOLOR (Continued) **1000290916**

Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 08/18/1980
Facility name: 3M LOS ANGELES DYNACOLOR
Classification: Large Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110002943806

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

17 **3M LOS ANGELES DYNACOLOR** **CA HWP** **S109467284**
11915 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HWP:
EPA Id: CAT000617621
Cleanup Status: PROTECTIVE FILER
Latitude: 34.03289
Longitude: -118.4513
Facility Type: Historical - Non-Operating
Facility Size: Not reported
Team: Not reported
Supervisor: Not reported
Site Code: Not reported
Assembly District: 50
Senate District: 26
Public Information Officer: Not reported

Activities:
EPA Id: CAT000617621
Facility Type: Historical - Non-Operating
Unit Names: CONTAIN1, OTHRTRT1
Event Description: Protective Filer Status - PROTECTIVE FILER (RECEIVED)
Actual Date: 09/15/1982

EPA Id: CAT000617621
Facility Type: Historical - Non-Operating
Unit Names: CONTAIN1, OTHRTRT1
Event Description: Protective Filer Status - PROTECTIVE FILER (APPROVED)
Actual Date: 09/30/1982

17 **TELEFLORA** **RCRA-SQG** **1000202288**
12233 W OLYMPIC BLVD **FINDS** **CAD982403339**
LOS ANGELES, CA 90064

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	TELEFLORA
Facility address:	12233 W OLYMPIC BLVD LOS ANGELES, CA 90064
EPA ID:	CAD982403339
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	STEWART RESNICK
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No

TELEFLORA (Continued) **1000202288**

Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 02/12/1990
Facility name: TELEFLORA
Classification: Large Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110002805153

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

17 **RAINBO RECORD MFG CORP** **RCRA-SQG** **1000307817**
1738 BERKELEY ST **FINDS** **CAD981993736**
SANTA MONICA, CA **LA Co. Site Mitigation**

RCRA-SQG:
Date form received by agency: 03/01/2004
Facility name: RAINBOR RECORDS - SANTA MONICA
Facility address: 1728 BERKELEY ST.
SANTA MONICA, CA 90404
EPA ID: CAD981993736
Contact: JOSE OROZCO
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: (310) 829-3476
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: RAINBO RECORDS MFG. CORP.
Owner/operator address: 1738 BERKELEY ST.
SANTA MONICA, CA 90404
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 07/01/1974

RAINBO RECORD MFG CORP (Continued) **1000307817**

Owner/Op end date: Not reported

Owner/operator name: RAINBO RECORDS MFG. CORP.
Owner/operator address: Not reported
Not reported
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 07/01/1974
Owner/Op end date: Not reported

Owner/operator name: JACK G BROWN
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 03/01/2004
Facility name: RAINBOR RECORDS - SANTA MONICA
Classification: Large Quantity Generator

Date form received by agency: 03/16/1987
Facility name: RAINBOR RECORDS - SANTA MONICA

RAINBO RECORD MFG CORP (Continued) **1000307817**

Site name: RAINBO RECORD MFG CORP
Classification: Small Quantity Generator

Hazardous Waste Summary:
Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D007
Waste name: CHROMIUM

Waste code: D011
Waste name: SILVER

Waste code: F002
Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2-TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE LISTED IN F001, F004, OR F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Waste code: F003
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NON-HALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS, AND, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Waste code: F006
Waste name: WASTEWATER TREATMENT SLUDGES FROM ELECTROPLATING OPERATIONS EXCEPT FROM THE FOLLOWING PROCESSES: (1) SULFURIC ACID ANODIZING OF ALUMINUM; (2) TIN PLATING ON CARBON STEEL; (3) ZINC PLATING (SEGREGATED BASIS) ON CARBON STEEL; (4) ALUMINUM OR ZINC-ALUMINUM PLATING ON CARBON STEEL; (5) CLEANING/STRIPPING ASSOCIATED WITH TIN, ZINC AND ALUMINUM PLATING ON CARBON STEEL; AND (6) CHEMICAL ETCHING AND MILLING OF ALUMINUM.

Violation Status: No violations found

FINDS:

Registry ID: 110002770038

RAINBO RECORD MFG CORP (Continued) **1000307817**

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZARDOUS WASTE BIENNIAL REPORTER

LA Co. Site Mitigation:

Facility ID:	Not reported
Site ID:	SD0000478
Jurisdiction:	State
Case ID:	RO0001478
Abated:	No
Assigned To:	Not reported
Entered Date:	10/13/2011

---

17 **EDR US Hist Cleaners** **1014979198**

11630 TENNESSEE AVE **N/A**
LOS ANGELES, CA 90064

EDR Historical Cleaners:

Name:	BEVERLY HILLS CARPET CLEANING
Year:	2002
Address:	11630 TENNESSEE AVE
Name:	BEVERLY HILLS CARPET CLEANING
Year:	2003
Address:	11630 TENNESSEE AVE
Name:	ARONSON RUG & UPHOLSTERY CLNR
Year:	2003
Address:	11630 TENNESSEE AVE
Name:	BEVERLY HILLS CARPET CLEANING
Year:	2004
Address:	11630 TENNESSEE AVE
Name:	ARONSON RUG & UPHOLSTERY CLNR
Year:	2004
Address:	11630 TENNESSEE AVE
Name:	BEVERLY HILLS CARPET CLEANING CARPET
Year:	2005
Address:	11630 TENNESSEE AVE
Name:	ARONSON RUG & UPHOLSTERY CLEANERS
Year:	2008
Address:	11630 TENNESSEE AVE

(Continued) **1014979198**

Name: ARONSON RUG & UPHOLSTERY CLEANERS
Year: 2009
Address: 11630 TENNESSEE AVE

Name: BEVERLY HILLS CARPET CLEANING
Year: 2011
Address: 11630 TENNESSEE AVE

Name: ARONSON RUG & UPHOLSTERY CLEANERS
Year: 2011
Address: 11630 TENNESSEE AVE

---

17 **EDR US Hist Cleaners** **1014980488**

11901 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Cleaners:

Name: NOBLE GATEWAY CLEANERS
Year: 1999
Address: 11901 W OLYMPIC BLVD

Name: NOBLE GATEWAY CLEANERS
Year: 2001
Address: 11901 W OLYMPIC BLVD

Name: GATEWAY CLEANERS
Year: 2001
Address: 11901 W OLYMPIC BLVD

Name: NOBLE GATEWAY CLEANERS
Year: 2002
Address: 11901 W OLYMPIC BLVD

Name: NOBLE GATEWAY DRY CLEANERS
Year: 2002
Address: 11901 W OLYMPIC BLVD

Name: NOBLE GATEWAY CLEANERS INC
Year: 2003
Address: 11901 W OLYMPIC BLVD

Name: NOBLE GATEWAY CLEANERS INC
Year: 2004
Address: 11901 W OLYMPIC BLVD

---

17 **DOUGLAS EMMETT & CO** **CA HAZNET** **S112946206**

11900 OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year: 2005
Gepaid: CAC002591492
Contact: JEROME NOLASCO
Telephone: 3103128630
Mailing Name: Not reported
Mailing Address: 11835 W OLYMPIC BLVD STE 120E

DOUGLAS EMMETT & CO (Continued) **S112946206**

Mailing City,St,Zip: LOS ANGELES, CA 90064
Gen County: Not reported
TSD EPA ID: CAD099452708
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: 0.2
Facility County: Los Angeles

---

17 **DOUGLAS EMMETT MANAGEMENT LLC** **CA HAZNET** **S112975159**
11900 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2009
Gepaid: CAC002638085
Contact: DAWN LUTES
Telephone: 3108268344
Mailing Name: Not reported
Mailing Address: 1990 S BUNDY DR STE 785
Mailing City,St,Zip: LOS ANGELES, CA 900255232
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.084
Facility County: Los Angeles

---

17 **EDR US Hist Auto Stat** **1015176135**
11900 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:
Name: ROLLING DEALS AUTO LLC
Year: 2005
Address: 11900 W OLYMPIC BLVD

---

17 **JON DOUGLAS COMPANY** **CA HAZNET** **S113164237**
11900 OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 1997
Gepaid: CAL913385877
Contact: JON DOUGLAS
Telephone: 3108597007
Mailing Name: Not reported
Mailing Address: 11900 W OLYMPIC BLVD STE 400
Mailing City,St,Zip: LOS ANGELES, CA 900641152
Gen County: Not reported
TSD EPA ID: CAD108040858
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste

JON DOUGLAS COMPANY (Continued) **S113164237**

Disposal Method: Recycler
Tons: .0291
Facility County: Los Angeles

Year: 1996
Gepaid: CAL913385877
Contact: JON DOUGLAS
Telephone: 3108597007
Mailing Name: Not reported
Mailing Address: 11900 W OLYMPIC BLVD STE 400
Mailing City,St,Zip: LOS ANGELES, CA 900641152
Gen County: Not reported
TSD EPA ID: CAD108040858
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: .0500
Facility County: Los Angeles

Year: 1995
Gepaid: CAL913385877
Contact: JON DOUGLAS
Telephone: 3108597007
Mailing Name: Not reported
Mailing Address: 11900 W OLYMPIC BLVD STE 400
Mailing City,St,Zip: LOS ANGELES, CA 900641152
Gen County: Not reported
TSD EPA ID: CAD108040858
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: .0583
Facility County: Los Angeles

Year: 1994
Gepaid: CAL913385877
Contact: JON DOUGLAS
Telephone: 3108597007
Mailing Name: Not reported
Mailing Address: 11900 W OLYMPIC BLVD STE 400
Mailing City,St,Zip: LOS ANGELES, CA 900641152
Gen County: Not reported
TSD EPA ID: CAD108040858
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: .0208
Facility County: Los Angeles

Year: 1993
Gepaid: CAL913385877
Contact: JON DOUGLAS
Telephone: 3108597007
Mailing Name: Not reported
Mailing Address: 11900 W OLYMPIC BLVD STE 400
Mailing City,St,Zip: LOS ANGELES, CA 900641152
Gen County: Not reported

JON DOUGLAS COMPANY (Continued) **S113164237**

TSD EPA ID: CAD108040858
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: 0.1333
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
1 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **SAM SING** **EDR US Hist Cleaners** **1009164367**
2506 SAWTELLE BLVD **N/A**
SAWTELLE, CA

EDR Historical Cleaners:
Name: SAM SING
Year: 1924
Type: LAUNDRIES ORIENTAL

---

17 **MCDONALD JOHN** **EDR US Hist Cleaners** **1009163353**
2507 SAWTELLE BLVD **N/A**
SAWTELLE, CA

EDR Historical Cleaners:
Name: MCDONALD JOHN
Year: 1924
Type: CLEANERS AND DYERS

---

17 **SAM SING** **EDR US Hist Cleaners** **1009145985**
2506 SAWTELLE BLVD **N/A**
SANTA MONICA, CA

EDR Historical Cleaners:
Name: SAM SING
Year: 1924
Type: LAUNDRIES ORIENTAL

---

17 **CA CHMIRS** **S109035754**
11840-11854 WEST OLYMPIC BLVD. **N/A**
LOS ANGELES, CA 90064

CHMIRS:
OES Incident Number: 06-1915
OES notification: 03/31/2006
OES Date: Not reported
OES Time: Not reported
Incident Date: Not reported
Date Completed: Not reported
Property Use: Not reported
Agency Id Number: Not reported
Agency Incident Number: Not reported
Time Notified: Not reported
Time Completed: Not reported

(Continued) **S109035754**

Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
Special Studies 1:	Not reported
Special Studies 2:	Not reported
Special Studies 3:	Not reported
Special Studies 4:	Not reported
Special Studies 5:	Not reported
Special Studies 6:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA/DOT/PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Comments:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	Not reported
Waterway:	Not reported
Spill Site:	Not reported
Cleanup By:	Reporting Party
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	2006
Agency:	Manatt Phelps and Phillips
Incident Date:	3/31/2006 12:00:00 AM
Admin Agency:	Los Angeles City Fire Department
Amount:	Not reported
Contained:	Yes
Site Type:	Merchant/Business
E Date:	Not reported
Substance:	Diesel Fuel
Quantity Released:	Not reported
BBLS:	0
Cups:	0
CUFT:	0
Gallons:	2
Grams:	0
Pounds:	0
Liters:	0
Ounces:	0
Pints:	0
Quarts:	0
Sheen:	0

(Continued) **S109035754**

Tons: 0
Unknown: 0
Evacuations: 0
Number of Injuries: 0
Number of Fatalities: 0
Description: During a construction project, they uncovered an unknown and unpermitted underground storage tank. A 1 inch pipe was dislodged from the top of the tank causing a release. Release was cleaned up and tank top was secured to prevent anything from enteering it. The tank will be removed by a contractor specializing in tank removal monday morning.

---

17 **405 WIDENING-CULVER** **CA HAZNET** **S113137043**
2532 SAWTELLE BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2009
Gepaid: CAL000293677
Contact: JOE ONTIVEROS SAFETY OFFICER
Telephone: 3105750601
Mailing Name: Not reported
Mailing Address: 2532 SAWTELLE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900643161
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.672
Facility County: Los Angeles

Year: 2009
Gepaid: CAL000293677
Contact: JOE ONTIVEROS SAFETY OFFICER
Telephone: 3105750601
Mailing Name: Not reported
Mailing Address: 2532 SAWTELLE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900643161
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Off-specification, aged or surplus organics
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.05
Facility County: Los Angeles

Year: 2009
Gepaid: CAL000293677
Contact: JOE ONTIVEROS SAFETY OFFICER
Telephone: 3105750601
Mailing Name: Not reported
Mailing Address: 2532 SAWTELLE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900643161
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported

405 WIDENING-CULVER (Continued) **S113137043**

Waste Category:	Unspecified aqueous solution
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.672
Facility County:	Los Angeles
Year:	2009
Gepaid:	CAL000293677
Contact:	JOE ONTIVEROS SAFETY OFFICER
Telephone:	3105750601
Mailing Name:	Not reported
Mailing Address:	2532 SAWTELLE BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900643161
Gen County:	Not reported
TSD EPA ID:	CAD982444481
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	1.175
Facility County:	Los Angeles
Year:	2009
Gepaid:	CAL000293677
Contact:	JOE ONTIVEROS SAFETY OFFICER
Telephone:	3105750601
Mailing Name:	Not reported
Mailing Address:	2532 SAWTELLE BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900643161
Gen County:	Not reported
TSD EPA ID:	CAD982444481
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	1.175
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
154 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **WESTSIDE ASSOCIATES LTD, WESTS** **CA EMI** **S106842561**
11845 OLYMPIC BLVD #1260 **N/A**
LOS ANGELES, CA 90064

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	73666
Air District Name:	SC
SIC Code:	8742
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0

WESTSIDE ASSOCIATES LTD, WESTS (Continued) **S106842561**

NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	73666
Air District Name:	SC
SIC Code:	8742
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **EDR US Hist Auto Stat** **1015174975**

11845 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name:	CHERY AUTOMOBILE CO LLC
Year:	2007
Address:	11845 W OLYMPIC BLVD
Name:	FOLSOM AUTO CARS INC
Year:	2009
Address:	11845 W OLYMPIC BLVD

---

17 **DEPARTMENT OF WATER AND POWER** **CA NPDES** **S101587568**
1840 CENTINELA AVE **CA FID UST** **N/A**
LOS ANGELES, CA 90025 **CA EMI**

NPDES:

Npdes Number:	CAS000002
Facility Status:	Active
Agency Id:	0
Region:	4
Regulatory Measure Id:	429629
Order No:	2009-0009-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19C364559
Program Type:	Construction
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	09/12/2012
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Los Angeles Department of Water and Power Power
Discharge Address:	111 North Hope Street Room 1213

DEPARTMENT OF WATER AND POWER (Continued) **S101587568**

Discharge City: Los Angeles
Discharge State: California
Discharge Zip: 90012

CA FID UST:
Facility ID: 19055770
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2134817962
Mail To: Not reported
Mailing Address: 111 N HOPE ST
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900250000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

EMI:
Year: 1990
County Code: 19
Air Basin: SC
Facility ID: 68455
Air District Name: SC
SIC Code: 4941
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

---

17 **SWATCH GROUP US** **CA HAZNET** **S113018083**
2050 BUNDY DR STE 290 **N/A**
LOS ANGELES, CA 90025

HAZNET:
Year: 2012
Gepaid: CAD983612888
Contact: ANDY CZANEK
Telephone: 3108242450
Mailing Name: Not reported
Mailing Address: 600 CORPORATE POINTE SUITE 110
Mailing City,St,Zip: CULVER CITY, CA 902300000
Gen County: Los Angeles
TSD EPA ID: CAD008302903
TSD County: Los Angeles
Waste Category: Not reported

SWATCH GROUP US (Continued) **S113018083**

Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.01
Facility County: Los Angeles

Year: 2012
Gepaid: CAD983612888
Contact: ANDY CZANEK
Telephone: 3108242450
Mailing Name: Not reported
Mailing Address: 600 CORPORATE POINTE SUITE 110
Mailing City,St,Zip: CULVER CITY, CA 902300000
Gen County: Los Angeles
TSD EPA ID: CAD008302903
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.01
Facility County: Los Angeles

Year: 2012
Gepaid: CAD983612888
Contact: ANDY CZANEK
Telephone: 3108242450
Mailing Name: Not reported
Mailing Address: 600 CORPORATE POINTE SUITE 110
Mailing City,St,Zip: CULVER CITY, CA 902300000
Gen County: Los Angeles
TSD EPA ID: CAD008302903
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.1
Facility County: Los Angeles

Year: 2012
Gepaid: CAD983612888
Contact: ANDY CZANEK
Telephone: 3108242450
Mailing Name: Not reported
Mailing Address: 600 CORPORATE POINTE SUITE 110
Mailing City,St,Zip: CULVER CITY, CA 902300000
Gen County: Los Angeles
TSD EPA ID: CAD008302903
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.1
Facility County: Los Angeles

Year: 2012
Gepaid: CAD983612888
Contact: ANDY CZANEK
Telephone: 3108242450

SWATCH GROUP US (Continued) **S113018083**

Mailing Name: Not reported
Mailing Address: 600 CORPORATE POINTE SUITE 110
Mailing City,St,Zip: CULVER CITY, CA 902300000
Gen County: Los Angeles
TSD EPA ID: CAD008302903
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 5.475
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
55 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **ACTIVE WEST** **CA HAZNET** **S112850635**
2050 S BUNDY **N/A**
LOS ANGELES, CA 90025

HAZNET:
Year: 1993
Gepaid: CAC000892736
Contact: Not reported
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 2933 UNIVERSITY AVE
Mailing City,St,Zip: RIVERSIDE, CA 000000000
Gen County: Not reported
TSD EPA ID: CAD990794133
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Disposal, Land Fill
Tons: 4.21400000000
Facility County: Los Angeles

---

17 **POLEY SERVICE CTR** **RCRA-SQG** **1000686183**
2050 BUNDY DR **FINDS** **CAD983634189**
WEST LOS ANGELES, CA

RCRA-SQG:
Date form received by agency: 04/14/1992
Facility name: POLEY SERVICE CTR
Facility address: 2050 BUNDY DR
WEST LOS ANGELES, CA 90025
EPA ID: CAD983634189
Contact: GOODEN JR WALTER
Contact address: 2050 BUNDY DR
WEST LOS ANGELES, CA 90025
Contact country: US
Contact telephone: (310) 820-5952
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of

POLEY SERVICE CTR (Continued) **1000686183**

hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: WALTER C GOODEN JR
Owner/operator address: 2050 BUNDY DR STE 290
WEST LOS ANGELES, CA 90025
Owner/operator country: Not reported
Owner/operator telephone: (310) 820-5952
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002874907

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

17 **BED BATH & BEYOND #20** **CA HAZNET** **S113799295**
11854 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2012
Gepaid: CAL000362146
Contact: CHRIS BAKER
Telephone: 7136257015
Mailing Name: Not reported
Mailing Address: 5151 SAN FELIPE
Mailing City,St,Zip: HOUSTON, TX 770560000

BED BATH & BEYOND #20 (Continued) **S113799295**

Gen County: Los Angeles
TSD EPA ID: CAD008364432
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.0845
Facility County: Los Angeles

Year: 2012
Gepaid: CAL000362146
Contact: CHRIS BAKER
Telephone: 7136257015
Mailing Name: Not reported
Mailing Address: 5151 SAN FELIPE
Mailing City,St,Zip: HOUSTON, TX 770560000
Gen County: Los Angeles
TSD EPA ID: CAD008364432
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.084
Facility County: Los Angeles

Year: 2012
Gepaid: CAL000362146
Contact: CHRIS BAKER
Telephone: 7136257015
Mailing Name: Not reported
Mailing Address: 5151 SAN FELIPE
Mailing City,St,Zip: HOUSTON, TX 770560000
Gen County: Los Angeles
TSD EPA ID: CAD008364432
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.144
Facility County: Los Angeles

Year: 2012
Gepaid: CAL000362146
Contact: CHRIS BAKER
Telephone: 7136257015
Mailing Name: Not reported
Mailing Address: 5151 SAN FELIPE
Mailing City,St,Zip: HOUSTON, TX 770560000
Gen County: Los Angeles
TSD EPA ID: CAD008364432
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.1455
Facility County: Los Angeles

Year: 2012
Gepaid: CAL000362146

BED BATH & BEYOND #20 (Continued) **S113799295**

Contact:	CHRIS BAKER
Telephone:	7136257015
Mailing Name:	Not reported
Mailing Address:	5151 SAN FELIPE
Mailing City,St,Zip:	HOUSTON, TX 770560000
Gen County:	Los Angeles
TSD EPA ID:	CAD008364432
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.012
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
4 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **ABAH LLC** **CA HAZNET** **S112952575**
11854 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2006
Gepaid:	CAC002602214
Contact:	JAKLIN ALYESH/CONTRACTOR
Telephone:	8185918407
Mailing Name:	Not reported
Mailing Address:	11854 W OLYMPIC BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 90064
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Recycler
Tons:	8.69
Facility County:	Los Angeles

Year:	2006
Gepaid:	CAC002602214
Contact:	JAKLIN ALYESH/CONTRACTOR
Telephone:	8185918407
Mailing Name:	Not reported
Mailing Address:	11854 W OLYMPIC BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 90064
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Tank bottom waste
Disposal Method:	Treatment, Tank
Tons:	0.33
Facility County:	Los Angeles

17 **EDR US Hist Auto Stat** **1015169521**
11548 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name:	DISCOUNT AUTO BODY & DETAIL
Year:	2004
Address:	11548 W PICO BLVD
Name:	HALF PRICE AUTO
Year:	2006
Address:	11548 W PICO BLVD
Name:	HALF PRICE AUTO
Year:	2007
Address:	11548 W PICO BLVD
Name:	HALF PRICE AUTO BODY & DETAILING
Year:	2008
Address:	11548 W PICO BLVD
Name:	HALF PRICE AUTO
Year:	2009
Address:	11548 W PICO BLVD

---

17 **EDR US Hist Auto Stat** **1015340377**
2254 S BARRINGTON AVE **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name:	RHEUBAN MOTORS INC
Year:	2001
Address:	2254 S BARRINGTON AVE
Name:	RHEUBAN MOTORS INC
Year:	2002
Address:	2254 S BARRINGTON AVE

---

17 **EDR US Hist Auto Stat** **1015169472**
11540 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name:	ADVANCE AUTO CLINIC
Year:	1999
Address:	11540 W PICO BLVD
Name:	ADVANCE AUTO CLINIC
Year:	2001
Address:	11540 W PICO BLVD
Name:	ADVANCE AUTO CLINIC
Year:	2002
Address:	11540 W PICO BLVD
Name:	ADVANCE AUTO CLINIC
Year:	2003
Address:	11540 W PICO BLVD

(Continued) **1015169472**

Name: ADVANCE AUTO CLINIC CORP
Year: 2004
Address: 11540 W PICO BLVD

Name: ADVANCE AUTO CLINIC CORP
Year: 2005
Address: 11540 W PICO BLVD

Name: ADVANCE AUTO CLINIC CORP
Year: 2006
Address: 11540 W PICO BLVD

Name: ADVANCE AUTO CLINIC CORP
Year: 2007
Address: 11540 W PICO BLVD

Name: ADVANCE AUTO CLINIC
Year: 2008
Address: 11540 W PICO BLVD

---

17 **ADVANCE AUTO CLINIC** **CA HAZNET** **S113058886**
11540 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2002
Gepaid: CAL000097634
Contact: JAMES FENG
Telephone: 3103126637
Mailing Name: Not reported
Mailing Address: 11540 W PICO BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD099452708
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: 2.5
Facility County: Los Angeles

Year: 1998
Gepaid: CAL000097634
Contact: FENG JAMES
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 11540 W PICO BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD099452708
TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Recycler
Tons: .2085
Facility County: Los Angeles

17 THE LANDSBURG COMPANY — **CA FID UST** **S101617604**
11811 W OLYMPIC BLVD — **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90064

CA FID UST:

Facility ID:	19054391
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	11811 W OLYMPIC BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900640000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

SWEEPS UST:

Status:	Not reported
Comp Number:	4980
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

---

17 THE LANDSBURG COMPANY — **CA HIST UST** **U001562429**
11811 W OLYMPIC BLVD — **N/A**
LOS ANGELES, CA 90064

HIST UST:

Region:	STATE
Facility ID:	00000067039
Facility Type:	Other
Other Type:	TELEVISION PRODUCTIO
Total Tanks:	0001
Contact Name:	JOHN ISABEAU
Telephone:	2134787878
Owner Name:	ALAN LANDSBURG AND HOWARD LIPS
Owner Address:	11811 WEST OLYMPIC BLVD.
Owner City,St,Zip:	LOS ANGELES, CA 90064
Tank Num:	001
Container Num:	H-836399

THE LANDSBURG COMPANY (Continued) **U001562429**

Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: WASTE
Type of Fuel: 1
Tank Construction: Unkown centimeters
Leak Detection: None, 10

---

17 **BODYMEN THE** **CA HAZNET** **S113035912**
2245 SO BARRINGTON AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2007
Gepaid: CAL000036255
Contact: VAGO MESROBIAN/OWNER
Telephone: 3104780049
Mailing Name: Not reported
Mailing Address: 2245 S BARRINGTON AVE
Mailing City,St,Zip: LOS ANGELES, CA 900641205
Gen County: Not reported
TSD EPA ID: CAD099452708
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.95
Facility County: Los Angeles

Year: 2007
Gepaid: CAL000036255
Contact: VAGO MESROBIAN/OWNER
Telephone: 3104780049
Mailing Name: Not reported
Mailing Address: 2245 S BARRINGTON AVE
Mailing City,St,Zip: LOS ANGELES, CA 900641205
Gen County: Not reported
TSD EPA ID: CAD099452708
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.95
Facility County: Los Angeles

Year: 2004
Gepaid: CAL000036255
Contact: VAGO MESROBIAN/OWNER
Telephone: 3104780049
Mailing Name: Not reported
Mailing Address: 2245 S BARRINGTON AVE
Mailing City,St,Zip: LOS ANGELES, CA 900641205
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Recycler
Tons: 0.1
Facility County: Los Angeles

BODYMEN THE (Continued) **S113035912**

Year:	2004
Gepaid:	CAL000036255
Contact:	VAGO MESROBIAN/OWNER
Telephone:	3104780049
Mailing Name:	Not reported
Mailing Address:	2245 S BARRINGTON AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641205
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Recycler
Tons:	0.1
Facility County:	Los Angeles

Year:	2003
Gepaid:	CAL000036255
Contact:	VAGO MESROBIAN/OWNER
Telephone:	3104780049
Mailing Name:	Not reported
Mailing Address:	2245 S BARRINGTON AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641205
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Recycler
Tons:	0.33
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
37 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **EDR US Hist Auto Stat** **1015339305**

2245 S BARRINGTON AVE **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name:	A1 AUTO
Year:	2007
Address:	2245 S BARRINGTON AVE

Name:	ABBOTT MOTOR BRAKE CLINIC
Year:	2008
Address:	2245 S BARRINGTON AVE

Name:	A1 AUTO
Year:	2009
Address:	2245 S BARRINGTON AVE

Name:	A1 AUTO
Year:	2010
Address:	2245 S BARRINGTON AVE

17 **THE BODYMEN** **CA EMI** **S106840823**
2245 BARRINGTON AV **N/A**
LOS ANGELES, CA 90064

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	13222
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	13222
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	13222
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

17 **WESTSIDE TOWERS** **CA HIST UST** **U001561139**
11835 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90025

HIST UST:

Region:	STATE
Facility ID:	00000017172
Facility Type:	Other
Other Type:	OFFICE BUILDINGS
Total Tanks:	0001
Contact Name:	JAMES E. KELLISON
Telephone:	2132773544
Owner Name:	WESTSIDE ASSOCIATES, A CALIFOR
Owner Address:	1901 AVENUE OF THE STARS #985
Owner City,St,Zip:	LOS ANGELES, CA 90067
Tank Num:	001
Container Num:	T 2
Year Installed:	1984
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Tank Construction:	1/4 inches
Leak Detection:	Sensor Instrument

---

17 **WESTSIDE TOWERS** **CA FID UST** **S101617294**
11835 OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90025

CA FID UST:

Facility ID:	19055377
Regulated By:	UTNKA
Regulated ID:	00017172
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2132773544
Mail To:	Not reported
Mailing Address:	1901 AVENUE OF THE STARS
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900250000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

---

17 **WESTSIDE TOWERS** **CA FID UST** **S101587939**
11845 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

CA FID UST:

Facility ID:	19056164
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported

WESTSIDE TOWERS (Continued) **S101587939**

Facility Phone: 2133128630
Mail To: Not reported
Mailing Address: 11845 W OLYMPIC BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900640000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

---

17 **WESTSIDE TOWERS** **CA UST** **U003781658**
11845 W OLYMPIC BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90064

UST:
Facility ID: 25422
Latitude: 34.03284
Longitude: -118.45126

SWEEPS UST:
Status: Active
Comp Number: 1132
Number: 1
Board Of Equalization: 44-011617
Referral Date: 04-19-93
Action Date: 03-16-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001132-000001
Actv Date: 04-20-88
Capacity: 1000
Tank Use: M.V. FUEL
Stg: P
Content: DIESEL
Number Of Tanks: 1

---

17 **SCANDINAVIAN COACHCRAFT LLC** **CA HAZNET** **S113115005**
2251 STONER AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2011
Gepaid: CAL000231396
Contact: OLE VANDBORG
Telephone: 3104795171
Mailing Name: Not reported
Mailing Address: 2234 COLBY AVE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAT08001335
TSD County: Not reported
Waste Category: Oil/water separation sludge

SCANDINAVIAN COACHCRAFT LLC (Continued) **S113115005**

Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	3.1275
Facility County:	Los Angeles
Year:	2011
Gepaid:	CAL000231396
Contact:	OLE VANDBORG
Telephone:	3104795171
Mailing Name:	Not reported
Mailing Address:	2234 COLBY AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT08001335
TSD County:	Not reported
Waste Category:	Oil/water separation sludge
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	3.1275
Facility County:	Los Angeles

---

17 **AUTO COLLISION SERVICES** **CA HAZNET** **S113115009**
2251 STONER AVE **N/A**
WEST LOS ANGELES, CA 90064

HAZNET:

Year:	2001
Gepaid:	CAL000231404
Contact:	BOB PANAHPOUR/PRES
Telephone:	3104774000
Mailing Name:	Not reported
Mailing Address:	2251 STONER AVE
Mailing City,St,Zip:	WEST LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Not reported
Tons:	1.16
Facility County:	Los Angeles
Year:	2001
Gepaid:	CAL000231404
Contact:	BOB PANAHPOUR/PRES
Telephone:	3104774000
Mailing Name:	Not reported
Mailing Address:	2251 STONER AVE
Mailing City,St,Zip:	WEST LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Recycler
Tons:	1.89
Facility County:	Los Angeles

17 SPENCER COACHWORKS — **RCRA-SQG** **1000308165**
2251 STONER AVENUE — **FINDS** **CAD982329245**
LOS ANGELES, CA — **CA HAZNET**

RCRA-SQG:

Date form received by agency:	12/17/1987
Facility name:	SPENCER COACHWORKS
Facility address:	2251 STONER AVE LOS ANGELES, CA 90064
EPA ID:	CAD982329245
Contact:	ENVIRONMENTAL MANAGER
Contact address:	2251 STONER AVE WEST LOS ANGELES, CA 90064
Contact country:	US
Contact telephone:	(213) 478-4450
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	VICTOR S ESTORGA
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No

SPENCER COACHWORKS (Continued) **1000308165**

Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110006477428

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:

Year:	1993
Gepaid:	CAD982329245
Contact:	Not reported
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	2251 STONER AVE
Mailing City,St,Zip:	W LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Recycler
Tons:	0.221
Facility County:	Los Angeles

---

17 **QUICKSILVER TOWING, INC** **CA HAZNET** **S113052737**
2252 S BARRINGTON **N/A**
W LOS ANGELES, CA 90064

HAZNET:

Year:	2012
Gepaid:	CAL000080502
Contact:	RAMIRO SEPULVEDA
Telephone:	3104781201
Mailing Name:	Not reported
Mailing Address:	5875 RODEO ROAD
Mailing City,St,Zip:	LOS ANGELES, CA 900160000
Gen County:	Los Angeles
TSD EPA ID:	CAD981427669
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.075
Facility County:	Los Angeles

Year: 2009
Gepaid: CAL000080502

QUICKSILVER TOWING, INC (Continued) **S113052737**

Contact: RAMIRO SEPULVEDA
Telephone: 3104781201
Mailing Name: Not reported
Mailing Address: 2252 S BARNISTON AVE
Mailing City,St,Zip: WEST LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD981427669
TSD County: Not reported
Waste Category: Unspecified oil-containing waste
Disposal Method: Not reported
Tons: 0.075
Facility County: Los Angeles

Year: 2007
Gepaid: CAL000080502
Contact: SEAN MCKENZIE GENERAL MANAGER
Telephone: 3104669960
Mailing Name: Not reported
Mailing Address: 2252 S BARRINGTON AVE
Mailing City,St,Zip: LOS ANGELES, CA 900641206
Gen County: Not reported
TSD EPA ID: CAD099452708
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.76
Facility County: Los Angeles

---

17 **EDR US Hist Auto Stat** **1015340312**

2252 S BARRINGTON AVE **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:
Name: RHEUBAN MOTORS INC
Year: 2003
Address: 2252 S BARRINGTON AVE

---

17 **RHEUBAN MOTORS INCORPORATED** **CA FID UST** **S101586347**
2252 S BARRINGTON AVE **N/A**
LOS ANGELES, CA 90064

CA FID UST:
Facility ID: 19045651
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 2252 S BARRINGTON AVE
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900640000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported

RHEUBAN MOTORS INCORPORATED (Continued) **S101586347**

NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

---

17 **ROLEX AUTHORIZED SERVICE CTR** **RCRA-SQG** **1000597285**
2050 BUNDY DR STE 290 **FINDS** **CAD983612888**
LOS ANGELES, CA

RCRA-SQG:
Date form received by agency: 11/11/1991
Facility name: ROLEX AUTHORIZED SERVICE CTR
Facility address: 2050 BUNDY DR STE 290
LOS ANGELES, CA 90034
EPA ID: CAD983612888
Contact: WALTER GOODEN
Contact address: 2050 BUNDY DR STE 290
LOS ANGELES, CA 90034
Contact country: US
Contact telephone: (213) 820-5952
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: WALTER GOODEN JR
Owner/operator address: 2050 BUNDY DR STE 290
LOS ANGELES, CA 90034
Owner/operator country: Not reported
Owner/operator telephone: (213) 820-5952
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

ROLEX AUTHORIZED SERVICE CTR (Continued) **1000597285**

Violation Status: No violations found

FINDS:

Registry ID: 110002864687

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

17 DELTA GRAPHICS **RCRA-SQG 1000395159**
1715 BERKELEY ST **FINDS CAD982506073**
SANTA MONICA, CA **CA HAZNET**

RCRA-SQG:
Date form received by agency: 06/26/1989
Facility name: DELTA GRAPHICS
Facility address: 1715 BERKELEY ST
SANTA MONICA, CA 90404
EPA ID: CAD982506073
Mailing address: BERKELEY ST
SANTA MONICA, CA 90404
Contact: ENVIRONMENTAL MANAGER
Contact address: 1715 BERKELEY ST
SANTA MONICA, CA 90404
Contact country: US
Contact telephone: (213) 453-3582
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: SEAN MCCOLLOUGH
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private

DELTA GRAPHICS (Continued) **1000395159**

Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002836012

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:
Year: 2011
Gepaid: CAD982506073
Contact: SEAN MCCOLLOUGH PRES
Telephone: 3109548600
Mailing Name: Not reported
Mailing Address: 11821 WEST PICO BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: TXD077603371
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.1
Facility County: Los Angeles

DELTA GRAPHICS (Continued) **1000395159**

Year:	2011
Gepaid:	CAD982506073
Contact:	SEAN MCCOLLOUGH PRES
Telephone:	3109548600
Mailing Name:	Not reported
Mailing Address:	11821 WEST PICO BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT000613893
TSD County:	Not reported
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.2
Facility County:	Los Angeles

Year:	2009
Gepaid:	CAD982506073
Contact:	SEAN MCCOLLOUGH PRES
Telephone:	3104533582
Mailing Name:	Not reported
Mailing Address:	1715 BERKELEY ST
Mailing City,St,Zip:	SANTA MONICA, CA 904044104
Gen County:	Not reported
TSD EPA ID:	TXD077603371
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.175
Facility County:	Los Angeles

Year:	2008
Gepaid:	CAD982506073
Contact:	SEAN MCCOLLOUGH PRES
Telephone:	3104533582
Mailing Name:	Not reported
Mailing Address:	1715 BERKELEY ST
Mailing City,St,Zip:	SANTA MONICA, CA 904044104
Gen County:	Not reported
TSD EPA ID:	TXD077603371
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.125
Facility County:	Los Angeles

Year:	2008
Gepaid:	CAD982506073
Contact:	SEAN MCCOLLOUGH PRES
Telephone:	3104533582
Mailing Name:	Not reported
Mailing Address:	1715 BERKELEY ST
Mailing City,St,Zip:	SANTA MONICA, CA 904044104
Gen County:	Not reported
TSD EPA ID:	TXD077603371
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture

DELTA GRAPHICS (Continued) **1000395159**

Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.175
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
14 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **WEST LA SELF STORAGE, LLC** **CA HAZNET** **S112964048**
11820 W OLYMPIC BLVD **N/A**
WEST LOS ANGELES, CA 90064

HAZNET:
Year: 2007
Gepaid: CAC002620775
Contact: DEAN BERSCHAUER
Telephone: 9496437930
Mailing Name: Not reported
Mailing Address: 156 DIABLO RD STE 200
Mailing City,St,Zip: DANVILLE, CA 94526
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Tank bottom waste
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.2
Facility County: Los Angeles

---

17 **ARMAL MFG. CO.** **CERC-NFRAP** **1003879974**
1660 STANFORD AVE. **CA0000476440**
SANTA MONICA, CA 90404

CERC-NFRAP:
Site ID: 0905104
Federal Facility: Not a Federal Facility
NPL Status: Not on the NPL
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Contact Details:
Contact Sequence ID: 13054044.00000
Person ID: 9271184.00000

Contact Sequence ID: 13289580.00000
Person ID: 13003854.00000

Contact Sequence ID: 13295175.00000
Person ID: 13003858.00000

Contact Sequence ID: 13301033.00000
Person ID: 13004003.00000

CERCLIS-NFRAP Assessment History:
Action: PRELIMINARY ASSESSMENT
Date Started: 10/01/99
Date Completed: 03/09/00

ARMAL MFG. CO. (Continued) **1003879974**

Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

Action: ARCHIVE SITE
Date Started: / /
Date Completed: 03/09/00
Priority Level: Not reported

Action: DISCOVERY
Date Started: / /
Date Completed: 07/29/94
Priority Level: Not reported

---

17 **JACKS CUSTOM PICTURE FRAMING** **CA EMI** **S106833354**
11528 W PICO BL **N/A**
LOS ANGELES, CA 90064

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	11917
Air District Name:	SC
SIC Code:	5199
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	11917
Air District Name:	SC
SIC Code:	2499
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1993
County Code:	19
Air Basin:	SC
Facility ID:	11917
Air District Name:	SC
SIC Code:	2499
Air District Name:	SOUTH COAST AQMD

JACKS CUSTOM PICTURE FRAMING (Continued) **S106833354**

Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	11917
Air District Name:	SC
SIC Code:	2499
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **CA CHMIRS** **S106393723**

11480 GATEWAY BLVD (SEVERAL BUSINESS'S AT THIS LOCATION) CRO **N/A**
LOS ANGELES, CA

CHMIRS:

OES Incident Number:	00-1132
OES notification:	03/09/2000
OES Date:	Not reported
OES Time:	Not reported
Incident Date:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
Special Studies 1:	Not reported
Special Studies 2:	Not reported
Special Studies 3:	Not reported
Special Studies 4:	Not reported
Special Studies 5:	Not reported
Special Studies 6:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported

(Continued) **S106393723**

Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA/DOT/PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Comments:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	No
Waterway:	Not reported
Spill Site:	Not reported
Cleanup By:	Unknown
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	2000
Agency:	Private Citizen
Incident Date:	3/9/200012:00:00 AM
Admin Agency:	Los Angeles City Fire Department
Amount:	Not reported
Contained:	Yes
Site Type:	Merchant/Business
E Date:	Not reported
Substance:	Petroleum Products
Quantity Released:	Not reported
BBLS:	0
Cups:	0
CUFT:	0
Gallons:	0.000000
Grams:	0
Pounds:	0
Liters:	0
Ounces:	0
Pints:	0
Quarts:	0
Sheen:	0
Tons:	0
Unknown:	0
Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
Description:	There are approximately 8 businesses in the area, all do auto repair. When it rains the oil and other petroleum products that have gotten onto the asphalt wash out onto the paved portion of the alley and then down the alley and onto the unpaved dirrt portion The oily water terminates and sinks in and is never cleaned up. The R/P party (who wants to remain anonymous) feels something needs to be done.

17 **EDR US Hist Auto Stat** **1015167377**
11480 GATEWAY BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:
Name: FOXXX AUTOMOTIVE
Year: 2001
Address: 11480 GATEWAY BLVD

---

17 **ERNS** **99624501**
2222 S. STONER AVE **N/A**
LOS ANGELES, CA

Click this hyperlink while viewing on your computer to access additional ERNS detail in the EDR Site Report.

---

17 **CA CHMIRS** **S105663007**
2222 S. STONER AVE **N/A**
LOS ANGELES, CA

CHMIRS:

OES Incident Number:	99-0646	
OES notification:	02/10/1999	
OES Date:	Not reported	
OES Time:	Not reported	
Incident Date:	Not reported	
Date Completed:	**Not reported**	
Property Use:	Not reported	
Agency Id Number:	Not reported	
Agency Incident Number:	Not reported	
Time Notified:	Not reported	
Time Completed:	Not reported	
Surrounding Area:	Not reported	
Estimated Temperature:	Not reported	
Property Management:	Not reported	
Special Studies 1:	Not reported	
Special Studies 2:	Not reported	
Special Studies 3:	Not reported	
Special Studies 4:	Not reported	
Special Studies 5:	Not reported	
Special Studies 6:	Not reported	
More Than Two Substances Involved?:		Not reported
Resp Agncy Personel # Of Decontaminated:		Not reported
Responding Agency Personel # Of Injuries:		Not reported
Responding Agency Personel # Of Fatalities:		Not reported
Others Number Of Decontaminated:		Not reported
Others Number Of Injuries:		Not reported
Others Number Of Fatalities:		Not reported
Vehicle Make/year:	Not reported	
Vehicle License Number:	Not reported	
Vehicle State:	Not reported	
Vehicle Id Number:	Not reported	
CA/DOT/PUC/ICC Number:	Not reported	
Company Name:	Not reported	
Reporting Officer Name/ID:	Not reported	
Report Date:	Not reported	

(Continued) **S105663007**

Comments:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	Yes
Waterway:	Storm Drain
Spill Site:	Not reported
Cleanup By:	L.A. County Hazmat
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	1999
Agency:	L.A. City Fire
Incident Date:	2/10/199912:00:00 AM
Admin Agency:	Los Angeles City Fire Department
Amount:	Not reported
Contained:	Yes
Site Type:	Industrial Plant
E Date:	Not reported
Substance:	Muriatic Acid
Quantity Released:	Not reported
BBLS:	0
Cups:	0
CUFT:	0
Gallons:	50
Grams:	0
Pounds:	0
Liters:	0
Ounces:	0
Pints:	0
Quarts:	0
Sheen:	0
Tons:	0
Unknown:	0
Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
Description:	Illegal dumping. Unknown person left the substance in a marked 55 gallon drum approximately 2 weeks ago according to eye witnesses. The drum was accidentally struck this morning possibly by a delivery truck causing the substance to spill to the the ggutter which led to the storm drain. The spill is contained with the exception of an unknown amount in the storm drain which was lost. R/P does not know if this storm drain leads to marine waters.

---

17 **ORCHARD SUPPLY HARDWARE WEST LA STORE** **CA NPDES** **S111828651**
2020 SOUTH BUNDY AVE **N/A**
LOS ANGELES, CA 90025

NPDES:

Npdes Number:	CAS000002
Facility Status:	Active
Agency Id:	0
Region:	4
Regulatory Measure Id:	424445
Order No:	2009-0009-DWQ
Regulatory Measure Type:	Enrollee

ORCHARD SUPPLY HARDWARE WEST LA STORE (Continued) **S111828651**

Place Id:	Not reported
WDID:	4 19C363305
Program Type:	Construction
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	03/26/2012
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Orchard Supply Hardware, LLC
Discharge Address:	6450 Via Del Oro
Discharge City:	San Jose
Discharge State:	California
Discharge Zip:	95119

---

17 **ORCHARD SUPPLY HARDWARE** **CA HAZNET** **S112903636**
2020 S BUNDY DR **N/A**
WEST LOS ANGELES, CA 90025

HAZNET:

Year:	2000
Gepaid:	CAC002205233
Contact:	ART MEJIA
Telephone:	3105713838
Mailing Name:	Not reported
Mailing Address:	6450 VIA DEL ORO
Mailing City,St,Zip:	SAN JOSE, CA 951190000
Gen County:	Not reported
TSD EPA ID:	CAD050806850
TSD County:	Not reported
Waste Category:	Not reported
Disposal Method:	Transfer Station
Tons:	0.04
Facility County:	Los Angeles

---

17 **ORCHARD SUPPLY HARDWARE** **CA HAZNET** **S113006201**
2020 S BUNDY DR **N/A**
W LOS ANGELES, CA 90025

HAZNET:

Year:	1993
Gepaid:	CAD981432123
Contact:	ORCHARD SUPPLY HARDWARE
Telephone:	4082813500
Mailing Name:	Not reported
Mailing Address:	40 PARKER
Mailing City,St,Zip:	IRVINE, CA 927180000
Gen County:	Not reported
TSD EPA ID:	CAT080010101
TSD County:	Not reported
Waste Category:	Not reported
Disposal Method:	Treatment, Tank
Tons:	7.49999999999
Facility County:	Los Angeles

Year:	1993
Gepaid:	CAD981432123
Contact:	ORCHARD SUPPLY HARDWARE

ORCHARD SUPPLY HARDWARE (Continued) **S113006201**

Telephone:	4082813500
Mailing Name:	Not reported
Mailing Address:	40 PARKER
Mailing City,St,Zip:	IRVINE, CA 927180000
Gen County:	Not reported
TSD EPA ID:	CAT080010101
TSD County:	Not reported
Waste Category:	Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method:	Transfer Station
Tons:	0.1125
Facility County:	Los Angeles

---

17 **POUSHAK INC** **CA HAZNET** **S112871238**
11800 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	1997
Gepaid:	CAC001168784
Contact:	POUSHAK INC
Telephone:	3104788660
Mailing Name:	Not reported
Mailing Address:	2329 S PURDUE AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD009007626
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Disposal, Land Fill
Tons:	.8428
Facility County:	Los Angeles

---

17 **FILM AD CORP** **CA FID UST** **S101588121**
2134 GRANVILLE AVE **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90064

CA FID UST:

Facility ID:	19056356
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	2134 GRANVILLE AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900640000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

FILM AD CORP (Continued) **S101588121**

SWEEPS UST:

Status:	Not reported
Comp Number:	6820
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

---

17 **VCA CLINICAL LABORATORY** **CA HAZNET** **S113034752**
11518 W PICO BLVD **N/A**
LOS ANGELES, CA 90069

HAZNET:

Year:	1994
Gepaid:	CAL000033879
Contact:	ARNOLD EPSTEIN
Telephone:	3104779725
Mailing Name:	Not reported
Mailing Address:	11518 W PICO BLVD
Mailing City,St,Zip:	LOS-ANGELES, CA 900690000
Gen County:	Not reported
TSD EPA ID:	CAD000088252
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Transfer Station
Tons:	.4586
Facility County:	Los Angeles

Year:	1994
Gepaid:	CAL000033879
Contact:	ARNOLD EPSTEIN
Telephone:	3104779725
Mailing Name:	Not reported
Mailing Address:	11518 W PICO BLVD
Mailing City,St,Zip:	LOS-ANGELES, CA 900690000
Gen County:	Not reported
TSD EPA ID:	CAD000088252
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Not reported
Tons:	.2293
Facility County:	Los Angeles

Year:	1993
Gepaid:	CAL000033879
Contact:	ARNOLD EPSTEIN
Telephone:	3104779725

VCA CLINICAL LABORATORY (Continued) **S113034752**

Mailing Name: Not reported
Mailing Address: 11518 W PICO BLVD
Mailing City,St,Zip: LOS-ANGELES, CA 900690000
Gen County: Not reported
TSD EPA ID: CAD000088252
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Transfer Station
Tons: 0.2293
Facility County: Los Angeles

Year: 1993
Gepaid: CAL000033879
Contact: ARNOLD EPSTEIN
Telephone: 3104779725
Mailing Name: Not reported
Mailing Address: 11518 W PICO BLVD
Mailing City,St,Zip: LOS-ANGELES, CA 900690000
Gen County: Not reported
TSD EPA ID: CAD089446710
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Transfer Station
Tons: 0.2293
Facility County: Los Angeles

Year: 1993
Gepaid: CAL000033879
Contact: ARNOLD EPSTEIN
Telephone: 3104779725
Mailing Name: Not reported
Mailing Address: 11518 W PICO BLVD
Mailing City,St,Zip: LOS-ANGELES, CA 900690000
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Not reported
Tons: 0.2293
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access additional CA_HAZNET: detail in the EDR Site Report.

---

17 **EDR US Hist Auto Stat** **1015167300**

11476 GATEWAY BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:
Name: CACHO AUTOMOTIVE REPAIR
Year: 2001
Address: 11476 GATEWAY BLVD

Name: CACHO AUTO REPAIR
Year: 2002
Address: 11476 GATEWAY BLVD

Name: CACHO AUTO REPAIR

(Continued) **1015167300**

Year: 2003
Address: 11476 GATEWAY BLVD

Name: CACHO AUTOMOTIVE REPAIR
Year: 2004
Address: 11476 GATEWAY BLVD

Name: CACHO AUTOMOTIVE REPAIR
Year: 2008
Address: 11476 GATEWAY BLVD

Name: CACHO AUTOMOTIVE REPAIR
Year: 2009
Address: 11476 GATEWAY BLVD

Name: CACHO AUTOMOTIVE REPAIR
Year: 2010
Address: 11476 GATEWAY BLVD

---

17 **CSI AUTOMOTIVE** **CA HAZNET** **S113069973**
11476 GATEWAY BLVD. **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2005
Gepaid: CAL000124067
Contact: INACTIVE PER CLOSE 1-5-95
Telephone: 3104735624
Mailing Name: Not reported
Mailing Address: 11476 GATEWAY BLVD.
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Not reported
Tons: 0.62
Facility County: Los Angeles

Year: 2005
Gepaid: CAL000124067
Contact: INACTIVE PER CLOSE 1-5-95
Telephone: 3104735624
Mailing Name: Not reported
Mailing Address: 11476 GATEWAY BLVD.
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Not reported
Tons: 0.4
Facility County: Los Angeles

Year: 1994
Gepaid: CAL000124067
Contact: KOMES KRUAVAL
Telephone: 0000000000

CSI AUTOMOTIVE (Continued) **S113069973**

Mailing Name: Not reported
Mailing Address: 11476 GATEWAY BLVD.
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD050099696
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Recycler
Tons: .2293
Facility County: Los Angeles

---

17 **WEST L.A. PRINT & COPY** **CA HAZNET** **S113036597**
11908 MISSISSIPPI AVE **N/A**
LOS ANGELES, CA 90000

HAZNET:
Year: 1995
Gepaid: CAL000037706
Contact: WHITTEN PUMPS INC
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 11908 MISSISSIPPI AVE
Mailing City,St,Zip: LOS ANGELES, CA 900000000
Gen County: Not reported
TSD EPA ID: CAL000121946
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Not reported
Tons: .2502
Facility County: Los Angeles

---

17 **WALGREENS #12419** **CA HAZNET** **S113157642**
11795 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2012
Gepaid: CAL000348448
Contact: KARINA E. AGUILAR
Telephone: 7606028700
Mailing Name: Not reported
Mailing Address: 104 WILMOT RD MS 1434
Mailing City,St,Zip: DEERFIELD, IL 600150000
Gen County: Los Angeles
TSD EPA ID: INR000110197
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Not reported
Tons: 0.017
Facility County: Los Angeles

Year: 2012
Gepaid: CAL000348448
Contact: KARINA E. AGUILAR
Telephone: 7606028700
Mailing Name: Not reported

WALGREENS #12419 (Continued) **S113157642**

Mailing Address: 104 WILMOT RD MS 1434
Mailing City,St,Zip: DEERFIELD, IL 600150000
Gen County: Los Angeles
TSD EPA ID: INR000110197
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.003
Facility County: Los Angeles

Year: 2012
Gepaid: CAL000348448
Contact: KARINA E. AGUILAR
Telephone: 7606028700
Mailing Name: Not reported
Mailing Address: 104 WILMOT RD MS 1434
Mailing City,St,Zip: DEERFIELD, IL 600150000
Gen County: Los Angeles
TSD EPA ID: INR000110197
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Not reported
Tons: 0.0005
Facility County: Los Angeles

Year: 2012
Gepaid: CAL000348448
Contact: KARINA E. AGUILAR
Telephone: 7606028700
Mailing Name: Not reported
Mailing Address: 104 WILMOT RD MS 1434
Mailing City,St,Zip: DEERFIELD, IL 600150000
Gen County: Los Angeles
TSD EPA ID: INR000110197
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.0005
Facility County: Los Angeles

Year: 2012
Gepaid: CAL000348448
Contact: KARINA E. AGUILAR
Telephone: 7606028700
Mailing Name: Not reported
Mailing Address: 104 WILMOT RD MS 1434
Mailing City,St,Zip: DEERFIELD, IL 600150000
Gen County: Los Angeles
TSD EPA ID: INR000110197
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.0015
Facility County: Los Angeles

WALGREENS #12419 (Continued) **S113157642**

Click this hyperlink while viewing on your computer to access
23 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **WINSTON TIRE COMPANY #138** **CA HAZNET** **S113030000**
11474 GATEWAY BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2000
Gepaid:	CAL000023209
Contact:	LUPE ROSALES - DIR
Telephone:	8189721200
Mailing Name:	Not reported
Mailing Address:	900 W ALAMEDA AVE
Mailing City,St,Zip:	BURBANK, CA 915062802
Gen County:	Not reported
TSD EPA ID:	CAT000613935
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Transfer Station
Tons:	0.06
Facility County:	Los Angeles

Year:	2000
Gepaid:	CAL000023209
Contact:	LUPE ROSALES - DIR
Telephone:	8189721200
Mailing Name:	Not reported
Mailing Address:	900 W ALAMEDA AVE
Mailing City,St,Zip:	BURBANK, CA 915062802
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues 10 percent or more
Disposal Method:	Recycler
Tons:	0.37
Facility County:	Los Angeles

Year:	1999
Gepaid:	CAL000023209
Contact:	OLIVER & WINSTON
Telephone:	8189721200
Mailing Name:	Not reported
Mailing Address:	900 W ALAMEDA AVE
Mailing City,St,Zip:	BURBANK, CA 915062802
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues 10 percent or more
Disposal Method:	Recycler
Tons:	.8548
Facility County:	Los Angeles

Year:	1997
Gepaid:	CAL000023209
Contact:	OLIVER & WINSTON
Telephone:	8189721200
Mailing Name:	Not reported

WINSTON TIRE COMPANY #138 (Continued) **S113030000**

Mailing Address: 900 W ALAMEDA AVE
Mailing City,St,Zip: BURBANK, CA 915062802
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues 10 percent or more
Disposal Method: Recycler
Tons: .1876
Facility County: Los Angeles

Year: 1996
Gepaid: CAL000023209
Contact: OLIVER & WINSTON
Telephone: 8189721200
Mailing Name: Not reported
Mailing Address: 900 W ALAMEDA AVE
Mailing City,St,Zip: BURBANK, CA 915062802
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues 10 percent or more
Disposal Method: Recycler
Tons: .2710
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
2 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **WINSTON TIRE COMPANY #138** **CA HAZNET** **S113005505**
11474 GATEWAY BLVD **N/A**
W LOS ANGELES, CA 90064

HAZNET:
Year: 1999
Gepaid: CAD981410004
Contact: OLIVER & WINSTON
Telephone: 8188437311
Mailing Name: Not reported
Mailing Address: 900 W ALAMEDA AVE
Mailing City,St,Zip: BURBANK, CA 915062802
Gen County: Not reported
TSD EPA ID: CAT000613935
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Transfer Station
Tons: .1208
Facility County: Los Angeles

Year: 1996
Gepaid: CAD981410004
Contact: OLIVER & WINSTON
Telephone: 8188437311
Mailing Name: Not reported
Mailing Address: 900 W ALAMEDA AVE
Mailing City,St,Zip: BURBANK, CA 915062802
Gen County: Not reported
TSD EPA ID: CAD093459485
TSD County: Not reported

WINSTON TIRE COMPANY #138 (Continued) **S113005505**

Waste Category: Unspecified solvent mixture
Disposal Method: Transfer Station
Tons: .0664
Facility County: Los Angeles

---

17 **SANFORD L P (SANFORD WRITING INSTRUMENTS L P)** **CA HAZNET** **S113145137**
2236 S BARRINGTON AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2010
Gepaid: CAL000313406
Contact: D RICHARD PAUL, MANAGER
Telephone: 3105004470
Mailing Name: Not reported
Mailing Address: 2236 S BARRINGTON AVE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD008364432
TSD County: Not reported
Waste Category: Laboratory waste chemicals
Disposal Method: Solvents Recovery
Tons: 0.02085
Facility County: Los Angeles

Year: 2010
Gepaid: CAL000313406
Contact: D RICHARD PAUL, MANAGER
Telephone: 3105004470
Mailing Name: Not reported
Mailing Address: 2236 S BARRINGTON AVE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 2.926
Facility County: Los Angeles

Year: 2010
Gepaid: CAL000313406
Contact: D RICHARD PAUL, MANAGER
Telephone: 3105004470
Mailing Name: Not reported
Mailing Address: 2236 S BARRINGTON AVE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD008364432
TSD County: Not reported
Waste Category: Laboratory waste chemicals
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.0417
Facility County: Los Angeles

Year: 2010
Gepaid: CAL000313406

SANFORD L P (SANFORD WRITING INSTRUMENTS L P) (Continued) **S113145137**

Contact:	D RICHARD PAUL, MANAGER
Telephone:	3105004470
Mailing Name:	Not reported
Mailing Address:	2236 S BARRINGTON AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Paint sludge
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.25
Facility County:	Los Angeles

Year:	2008
Gepaid:	CAL000313406
Contact:	ROBERT OSWALT
Telephone:	3105004463
Mailing Name:	Not reported
Mailing Address:	2236 S BARRINGTON AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD028409018
TSD County:	Not reported
Waste Category:	Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.02085
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
7 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **EDR US Hist Auto Stat** **1015415716**

3124 PENNSYLVANIA AVE **N/A**
SANTA MONICA, CA 90404

EDR Historical Auto Stations:

Name:	STUDIO MECHANICS
Year:	2004
Address:	3124 PENNSYLVANIA AVE

---

17 **EDR US Hist Auto Stat** **1015167201**

11468 GATEWAY BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name:	MINOR MUFFLERS
Year:	1999
Address:	11468 GATEWAY BLVD

17 **GRAND STOLEY** **CA HAZNET** **S112968059**
11785 OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2008
Gepaid:	CAC002627005
Contact:	JOE KILLEFER
Telephone:	3107101808
Mailing Name:	Not reported
Mailing Address:	1539 SAWTELLE BLVD STE 12
Mailing City,St,Zip:	LOS ANGELES, CA 900253274
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	4
Facility County:	Los Angeles

Year:	2008
Gepaid:	CAC002627005
Contact:	JOE KILLEFER
Telephone:	3107101808
Mailing Name:	Not reported
Mailing Address:	1539 SAWTELLE BLVD STE 12
Mailing City,St,Zip:	LOS ANGELES, CA 900253274
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Other inorganic solid waste
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.225
Facility County:	Los Angeles

---

17 **FREEMAN GROUP INC** **CA HAZNET** **S113795600**
2231 S BARRINGTON AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2012
Gepaid:	CAC002715236
Contact:	ARI EISENBERG
Telephone:	3104536041
Mailing Name:	Not reported
Mailing Address:	3029 WILSHIRE BLVD STE 202
Mailing City,St,Zip:	SANTA MONICA, CA 904032365
Gen County:	Los Angeles
TSD EPA ID:	CAD009007626
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	12
Facility County:	Los Angeles

17 **DYANSON CORP** **CA EMI** **S106830340**
2230 S BARRINGTON **N/A**
WEST LOS ANGELES, CA 90064

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	76085
Air District Name:	SC
SIC Code:	9999
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **CA CHMIRS** **S105656029**
2231 SOUTH BARRINGTON AV **N/A**
WEST LOS ANGELES, CA

CHMIRS:

OES Incident Number:	98-2496
OES notification:	05/29/1998
OES Date:	Not reported
OES Time:	Not reported
Incident Date:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
Special Studies 1:	Not reported
Special Studies 2:	Not reported
Special Studies 3:	Not reported
Special Studies 4:	Not reported
Special Studies 5:	Not reported
Special Studies 6:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA/DOT/PUC/ICC Number:	Not reported
Company Name:	Not reported

(Continued) **S105656029**

Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Comments:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	Yes
Waterway:	Storm drain
Spill Site:	Not reported
Cleanup By:	Unknown
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	1998
Agency:	Pvt Citz
Incident Date:	5/29/199812:00:00 AM
Admin Agency:	L. A. County Fire Prevention
Amount:	Not reported
Contained:	No
Site Type:	Merchant/Business
E Date:	Not reported
Substance:	rubbish
Quantity Released:	Not reported
BBLS:	0
Cups:	0
CUFT:	0
Gallons:	0.000000
Grams:	0
Pounds:	0
Liters:	0
Ounces:	0
Pints:	0
Quarts:	0
Sheen:	0
Tons:	0
Unknown:	0
Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
Description:	RP saw employee sweeping grounds (plastics, poly styrene, weeds, etc) and dump material in to storm drain. RP reported to Jerramy Paril of Office Depot, nothing was done to remove refuse.

---

17 **HOWARD BROWN & SONS** **CA HAZNET** **S113105430**
11758 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2012
Gepaid:	CAL000207238
Contact:	CRAIG BROWN
Telephone:	3104773934
Mailing Name:	Not reported
Mailing Address:	11758 W OLYMPIC BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Los Angeles
TSD EPA ID:	CAD008252405

HOWARD BROWN & SONS (Continued) **S113105430**

TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.06255
Facility County: Los Angeles

Year: 2012
Gepaid: CAL000207238
Contact: CRAIG BROWN
Telephone: 3104773934
Mailing Name: Not reported
Mailing Address: 11758 W OLYMPIC BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Los Angeles
TSD EPA ID: CAD097030993
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.1
Facility County: Los Angeles

Year: 2011
Gepaid: CAL000207238
Contact: CRAIG BROWN
Telephone: 3104773934
Mailing Name: Not reported
Mailing Address: 11758 W OLYMPIC BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues 10 percent or more
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.06255
Facility County: Los Angeles

Year: 2010
Gepaid: CAL000207238
Contact: CRAIG BROWN
Telephone: 3104773934
Mailing Name: Not reported
Mailing Address: 11758 W OLYMPIC BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues 10 percent or more
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.2085
Facility County: Los Angeles

Year: 2010
Gepaid: CAL000207238
Contact: CRAIG BROWN
Telephone: 3104773934
Mailing Name: Not reported

HOWARD BROWN & SONS (Continued) **S113105430**

Mailing Address: 11758 W OLYMPIC BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: AZR000501510
TSD County: Not reported
Waste Category: Latex waste
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.3
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
17 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **HOWARD BROWN & SONS AUTO BODY** **FINDS** **1011976667**
11758 W OLYMPIC BOULEVARD **N/A**
LOS ANGELES, CA

FINDS:

Registry ID: 110038088057

Environmental Interest/Information System
The NEI (National Emissions Inventory) database contains information on stationary and mobile sources that emit criteria air pollutants and their precursors, as well as hazardous air pollutants (HAPs).

CRITERIA AND HAZARDOUS AIR POLLUTANT INVENTORY

---

17 **EDR US Hist Auto Stat** **1015173349**
11758 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:
Name: HOWARD BROWN & SONS AUTO BODY
Year: 1999
Address: 11758 W OLYMPIC BLVD

Name: HOWARD BROWN & SONS AUTO BODY
Year: 2008
Address: 11758 W OLYMPIC BLVD

Name: HOWARD BROWN & SONS AUTO BODY
Year: 2009
Address: 11758 W OLYMPIC BLVD

Name: HOWARD BROWN & SONS AUTO BODY
Year: 2010
Address: 11758 W OLYMPIC BLVD

Name: HOWARD BROWN & SONS AUTO BODY
Year: 2011
Address: 11758 W OLYMPIC BLVD

Name: HOWARD BROWN & SONS AUTO BODY

(Continued) **1015173349**

Year: 2012
Address: 11758 W OLYMPIC BLVD

---

17 **HOWARD BROWN & SONS AUTO BODY** **CA EMI** **S104582876**
11758 W OLYMPIC BOULEVARD **N/A**
LOS ANGELES, CA 90064

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	62011
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1996
County Code:	19
Air Basin:	SC
Facility ID:	62011
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2005
County Code:	19
Air Basin:	SC
Facility ID:	62011
Air District Name:	SC
SIC Code:	7532
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2.66807
Reactive Organic Gases Tons/Yr:	2.124962624
Carbon Monoxide Emissions Tons/Yr:	.00985
NOX - Oxides of Nitrogen Tons/Yr:	.0366
SOX - Oxides of Sulphur Tons/Yr:	.00023
Particulate Matter Tons/Yr:	.00211
Part. Matter 10 Micrometers & Smllr Tons/Yr:	.00211

HOWARD BROWN & SONS AUTO BODY (Continued) **S104582876**

Year:	2009
County Code:	19
Air Basin:	SC
Facility ID:	62011
Air District Name:	SC
SIC Code:	7532
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.93226107550244697
Reactive Organic Gases Tons/Yr:	0.81506000000000001
Carbon Monoxide Emissions Tons/Yr:	0.01
NOX - Oxides of Nitrogen Tons/Yr:	5.0000000000000003E-2
SOX - Oxides of Sulphur Tons/Yr:	3.2499999999999999E-4
Particulate Matter Tons/Yr:	2.9399999999999999E-3
Part. Matter 10 Micrometers & Smllr Tons/Yr:	2.9399999999999999E-3

---

17 **EDR US Hist Auto Stat** **1015173348**
11758 W OLYMPC BL **N/A**
GARDENA, CA 90247

EDR Historical Auto Stations:

Name:	HOWARD BROWN & SONS AUTO BODY
Year:	1999
Address:	11758 W OLYMPC BL

---

17 **LIBERTY CLEANERS, FAWZI FARAG** **CA EMI** **S106834513**
11460 GATEWAY AVE **N/A**
WEST LOS ANGELES, CA 90064

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	69666
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

17 **PARK LANE CLEANERS, CARTEL INV** **CA EMI** **S106837197**
11460 GATEWAY AV **N/A**
WEST LOS ANGELES, CA 90064

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	54555
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **EDR US Hist Auto Stat** **1015167188**
11464 GATEWAY BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name:	SHAWN AUTO SERVICE
Year:	1999
Address:	11464 GATEWAY BLVD
Name:	GATEWAY AUTO SERVICE
Year:	2001
Address:	11464 GATEWAY BLVD
Name:	GATEWAY AUTOMOTIVE INC
Year:	2003
Address:	11464 GATEWAY BLVD
Name:	GATEWAY AUTO & TIRE CO
Year:	2010
Address:	11464 GATEWAY BLVD
Name:	THE GATEWAY AUTO SERVICE
Year:	2011
Address:	11464 GATEWAY BLVD
Name:	THE GATEWAY AUTO SERVICE
Year:	2012
Address:	11464 GATEWAY BLVD

17 **MOSS & CO GATEWAY PLAZA** **CA HAZNET** **S113131849**
11464 GATEWAY BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2011
Gepaid:	CAL000281849
Contact:	JACLYN FEINBERG EXT 103
Telephone:	8189864230
Mailing Name:	Not reported
Mailing Address:	15300 VENTURA BLVD STE 416
Mailing City,St,Zip:	SHERMAN OAKS, CA 914030000
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Unspecified oil-containing waste
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	1.3761
Facility County:	Los Angeles

Year:	2011
Gepaid:	CAL000281849
Contact:	JACLYN FEINBERG EXT 103
Telephone:	8189864230
Mailing Name:	Not reported
Mailing Address:	15300 VENTURA BLVD STE 416
Mailing City,St,Zip:	SHERMAN OAKS, CA 914030000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Unspecified oil-containing waste
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	6.255
Facility County:	Los Angeles

Year:	2010
Gepaid:	CAL000281849
Contact:	JACLYN FEINBERG EXT 103
Telephone:	8189864230
Mailing Name:	Not reported
Mailing Address:	15300 VENTURA BLVD STE 416
Mailing City,St,Zip:	SHERMAN OAKS, CA 914030000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Unspecified oil-containing waste
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	8.34
Facility County:	Los Angeles

Year:	2009
Gepaid:	CAL000281849
Contact:	JACLYN FEINBERG
Telephone:	8189864230
Mailing Name:	Not reported
Mailing Address:	15300 VENTURA BLVD STE 203

MOSS & CO GATEWAY PLAZA (Continued) **S113131849**

Mailing City,St,Zip:	SHERMAN OAKS, CA 914035822
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Unspecified oil-containing waste
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	6.255
Facility County:	Los Angeles
Year:	2008
Gepaid:	CAL000281849
Contact:	JACLYN FEINBERG
Telephone:	8189864230
Mailing Name:	Not reported
Mailing Address:	15300 VENTURA BLVD #203
Mailing City,St,Zip:	SHERMAN OAKS, CA 91403
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Unspecified oil-containing waste
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	14.595
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
3 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **GATEWAY AUTO CENTER** **RCRA-SQG** **1000225208**
11464 GATEWAY BLVD **FINDS** **CAD982477085**
LOS ANGELES, CA **CA HAZNET**

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	GATEWAY AUTO CENTER
Facility address:	11464 GATEWAY BLVD LOS ANGELES, CA 90064
EPA ID:	CAD982477085
Mailing address:	16300 VENTURA BLVD SUITE 203 SHERMAN OAKS, CA 91403
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Land type:	Facility is not located on Indian land. Additional information is not known.
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

GATEWAY AUTO CENTER (Continued) **1000225208**

Owner/operator name: MOSS & COMPANY
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 08/31/1988
Facility name: GATEWAY AUTO CENTER
Classification: Large Quantity Generator

Violation Status: No violations found

Evaluation Action Summary:
Evaluation date: 05/31/2005
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State Contractor/Grantee

FINDS:

Registry ID: 110002823419

Environmental Interest/Information System

GATEWAY AUTO CENTER (Continued) **1000225208**

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:

Year:	2006
Gepaid:	CAD982477085
Contact:	UNDELIVERABLE 93 FEE FORM
Telephone:	Not reported
Mailing Name:	Not reported
Mailing Address:	11464 GATEWAY BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Unspecified oil-containing waste
Disposal Method:	Recycler
Tons:	7.5
Facility County:	Los Angeles

Year:	2005
Gepaid:	CAD982477085
Contact:	UNDELIVERABLE 93 FEE FORM
Telephone:	Not reported
Mailing Name:	Not reported
Mailing Address:	11464 GATEWAY BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Unspecified oil-containing waste
Disposal Method:	Recycler
Tons:	8.34
Facility County:	Los Angeles

Year:	2004
Gepaid:	CAD982477085
Contact:	UNDELIVERABLE 93 FEE FORM
Telephone:	Not reported
Mailing Name:	Not reported
Mailing Address:	11464 GATEWAY BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Unspecified oil-containing waste
Disposal Method:	Recycler
Tons:	5
Facility County:	Los Angeles

Year:	2004
Gepaid:	CAD982477085
Contact:	UNDELIVERABLE 93 FEE FORM

GATEWAY AUTO CENTER (Continued) **1000225208**

Telephone:	Not reported
Mailing Name:	Not reported
Mailing Address:	11464 GATEWAY BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	Recycler
Tons:	0.06
Facility County:	Los Angeles

Year:	2004
Gepaid:	CAD982477085
Contact:	UNDELIVERABLE 93 FEE FORM
Telephone:	Not reported
Mailing Name:	Not reported
Mailing Address:	11464 GATEWAY BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Unspecified oil-containing waste
Disposal Method:	Not reported
Tons:	5
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
12 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **LOCAL RUBBISH CO. INC** **CA WDS** **S106102564**
2256 BARRY AVE **N/A**
LOS ANGELES, CA 90066

CA WDS:

Facility ID:	4 19I003524
Facility Type:	Other - Does not fall into the category of Municipal/Domestic, Industrial, Agricultural or Solid Waste (Class I, II or III)
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion:	4
Facility Telephone:	3104783879
Facility Contact:	Franklin Lapp
Agency Name:	LOCAL RUBBISH CO. INC
Agency Address:	2256 Barry Ave.
Agency City,St,Zip:	Los Angeles 90066
Agency Contact:	Franklin Lapp
Agency Telephone:	3104783879
Agency Type:	Private
SIC Code:	5093
SIC Code 2:	Not reported
Primary Waste:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0

LOCAL RUBBISH CO. INC (Continued) **S106102564**

Baseline Flow:	0
Reclamation:	No reclamation requirements associated with this facility.
POTW:	The facility is not a POTW.
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity:	Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

---

17 **LIBERTY DRY CLEANERS** **CA HAZNET** **S113116775**
11460 GATEWAY BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2008
Gepaid:	CAL000238550
Contact:	FAWZI Z FARAG
Telephone:	3104794822
Mailing Name:	Not reported
Mailing Address:	11460 GATEWAY BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900643008
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method:	Solvents Recovery
Tons:	0.22935
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAL000238550
Contact:	FAWZI Z FARAG
Telephone:	3104794822
Mailing Name:	Not reported
Mailing Address:	11460 GATEWAY BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900643008
Gen County:	Not reported
TSD EPA ID:	NVR000076152
TSD County:	Not reported
Waste Category:	Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method:	Solvents Recovery
Tons:	0.22
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAL000238550
Contact:	FAWZI Z FARAG
Telephone:	3104794822
Mailing Name:	Not reported

LIBERTY DRY CLEANERS (Continued) **S113116775**

Mailing Address: 11460 GATEWAY BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900643008
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Solvents Recovery
Tons: Not reported
Facility County: Los Angeles

Year: 2007
Gepaid: CAL000238550
Contact: FAWZI Z FARAG
Telephone: 3104794822
Mailing Name: Not reported
Mailing Address: 11460 GATEWAY BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900643008
Gen County: Not reported
TSD EPA ID: NVR000076152
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Solvents Recovery
Tons: Not reported
Facility County: Los Angeles

Year: 2007
Gepaid: CAL000238550
Contact: FAWZI Z FARAG
Telephone: 3104794822
Mailing Name: Not reported
Mailing Address: 11460 GATEWAY BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900643008
Gen County: Not reported
TSD EPA ID: NVR000076152
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Solvents Recovery
Tons: Not reported
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
8 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **EDR US Hist Cleaners** **1014978114**

11460 GATEWAY BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Cleaners:
Name: LIBERTY CLEANERS
Year: 2001
Address: 11460 GATEWAY BLVD

Name: LIBERTY CLEANERS
Year: 2005
Address: 11460 GATEWAY BLVD

Name: LIBERTY CLEANERS
Year: 2006

(Continued) **1014978114**

Address: 11460 GATEWAY BLVD

Name: LIBERTY CLEANERS
Year: 2007
Address: 11460 GATEWAY BLVD

Name: LIBERTY CLEANERS
Year: 2008
Address: 11460 GATEWAY BLVD

Name: LIBERTY CLEANERS
Year: 2010
Address: 11460 GATEWAY BLVD

Name: LIBERTY CLEANERS
Year: 2012
Address: 11460 GATEWAY BLVD

---

17 **LIBERTY DRY CLEANERS** **CA SLIC** **S103427327**
11460 GATEWAY BLVD **CA DRYCLEANERS** **N/A**
LOS ANGELES, CA 90064

SLIC REG 4:
Region: 4
Facility Status: No further action required
SLIC: 0777
Substance: VOCs
Staff: Manjulika Chakarbarti

DRYCLEANERS:
EPA Id: CAL000238550
NAICS Code: 81232
NAICS Description: Drycleaning and Laundry Services (except Coin-Operated)
SIC Code: 7211
SIC Description: Power Laundries, Family and Commercial
Create Date: 03/06/2002
Facility Active: No
Inactive Date: 06/30/2008
Facility Addr2: Not reported
Owner Name: FAWZI FARAG
Owner Address: 3024 STONER AVE
Owner Address 2: Not reported
Owner Telephone: 3102315122
Contact Name: FAWZI Z FARAG
Contact Address: 11460 GATEWAY BLVD
Contact Address 2: Not reported
Contact Telephone: 3104794822

17 **POWER GAS** **CA UST** **U001562421**
11748 W OLYMPIC BLVD **CA HIST UST** **N/A**
LOS ANGELES, CA 90064

UST:
Facility ID: 25419
Latitude: 34.03351
Longitude: -118.44907

HIST UST:
Region: STATE
Facility ID: 00000017652
Facility Type: Gas Station
Other Type: Not reported
Total Tanks: 0003
Contact Name: Not reported
Telephone: 2134799245
Owner Name: LOHA CORPORATION
Owner Address: 12000 CULVER BLVD
Owner City,St,Zip: LOS ANGELES, CA 90066

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: Visual, Pressure Test

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Visual, Pressure Test

Tank Num: 003
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: Not reported
Leak Detection: Visual, Pressure Test

---

17 **TOWER GAS** **CA HAZNET** **S113091281**
11748 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2004
Gepaid: CAL000173581
Contact: --
Telephone: 3102715397
Mailing Name: Not reported
Mailing Address: 12000 CULVER DR

TOWER GAS (Continued) **S113091281**

Mailing City,St,Zip: CULVER CITY, CA 902300000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Recycler
Tons: 0.2
Facility County: Los Angeles

Year: 1997
Gepaid: CAL000173581
Contact: FRED HANCZ
Telephone: 3102715397
Mailing Name: Not reported
Mailing Address: 12000 CULVER DR
Mailing City,St,Zip: CULVER CITY, CA 902300000
Gen County: Not reported
TSD EPA ID: CAD008364432
TSD County: Not reported
Waste Category: Contaminated soil from site clean-up
Disposal Method: Treatment, Incineration
Tons: .2500
Facility County: Los Angeles

Year: 1996
Gepaid: CAL000173581
Contact: FRED HANCZ
Telephone: 3102715397
Mailing Name: Not reported
Mailing Address: 12000 CULVER DR
Mailing City,St,Zip: CULVER CITY, CA 902300000
Gen County: Not reported
TSD EPA ID: CAD099452708
TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Recycler
Tons: .9174
Facility County: Los Angeles

Year: 1995
Gepaid: CAL000173581
Contact: FRED HANCZ
Telephone: 3102715397
Mailing Name: Not reported
Mailing Address: 12000 CULVER DR
Mailing City,St,Zip: CULVER CITY, CA 902300000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: 5.8380
Facility County: Los Angeles

17 **EDR US Hist Auto Stat** **1015173192**
11748 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name:	ARCO POWER GAS NUMBER 8
Year:	1999
Address:	11748 W OLYMPIC BLVD
Name:	ARCO POWER GAS NUMBER
Year:	2001
Address:	11748 W OLYMPIC BLVD
Name:	ARCO POWER GAS NUMBER
Year:	2002
Address:	11748 W OLYMPIC BLVD
Name:	ARCO POWER GAS NUMBER
Year:	2003
Address:	11748 W OLYMPIC BLVD
Name:	ARCO POWER GAS NUMBER
Year:	2004
Address:	11748 W OLYMPIC BLVD
Name:	ARCO POWER GAS NUMBER
Year:	2005
Address:	11748 W OLYMPIC BLVD
Name:	ARCO POWER GAS NUMBER 8
Year:	2008
Address:	11748 W OLYMPIC BLVD
Name:	ARCO POWER GAS NUMBER
Year:	2009
Address:	11748 W OLYMPIC BLVD
Name:	ARCO POWER GAS
Year:	2010
Address:	11748 W OLYMPIC BLVD
Name:	ARCO POWER GAS NUMBER 8
Year:	2012
Address:	11748 W OLYMPIC BLVD

---

17 **ARCO POWER GAS STATION** **CA HIST CORTESE** **S102424375**
11748 OLYMPIC BLVD **CA LUST** **N/A**
LOS ANGELES, CA 90064 **CA ENF**

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900640071

LUST:

Region:	STATE
Global Id:	T0603701167
Latitude:	34.0333921

ARCO POWER GAS STATION (Continued) **S102424375**

Longitude:	-118.4490156
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	08/05/2009
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	DMB
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900640071
LOC Case Number:	Not reported
File Location:	Regional Board
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603701167
Contact Type:	Regional Board Caseworker
Contact Name:	DAVID M. BJOSTAD
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4th Street, Suite 200
City:	Los Angeles
Email:	dbjostad@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T0603701167
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Regulatory Activities:

Global Id:	T0603701167
Action Type:	RESPONSE
Date:	10/15/2005
Action:	Monitoring Report - Quarterly

Global Id:	T0603701167
Action Type:	RESPONSE
Date:	04/15/2006
Action:	Monitoring Report - Quarterly

Global Id:	T0603701167
Action Type:	RESPONSE
Date:	01/15/2006
Action:	Monitoring Report - Quarterly

Global Id:	T0603701167
Action Type:	RESPONSE
Date:	05/02/2005
Action:	Soil and Water Investigation Report

Global Id: T0603701167

ARCO POWER GAS STATION (Continued) **S102424375**

Action Type: RESPONSE
Date: 04/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603701167
Action Type: RESPONSE
Date: 10/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603701167
Action Type: RESPONSE
Date: 04/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603701167
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603701167
Action Type: RESPONSE
Date: 07/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603701167
Action Type: RESPONSE
Date: 07/16/2007
Action: Request for Closure

Global Id: T0603701167
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603701167
Action Type: RESPONSE
Date: 01/15/2009
Action: Soil and Water Investigation Report

Global Id: T0603701167
Action Type: RESPONSE
Date: 08/15/2007
Action: Remedial Progress Report

Global Id: T0603701167
Action Type: RESPONSE
Date: 07/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603701167
Action Type: RESPONSE
Date: 04/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603701167
Action Type: ENFORCEMENT
Date: 10/08/2000

ARCO POWER GAS STATION (Continued) **S102424375**

Action: Staff Letter

Global Id: T0603701167
Action Type: REMEDIATION
Date: 01/01/1950
Action: In Situ Physical/Chemical Treatment (other than SVE)

Global Id: T0603701167
Action Type: ENFORCEMENT
Date: 09/14/2007
Action: Staff Letter

Global Id: T0603701167
Action Type: ENFORCEMENT
Date: 11/03/2008
Action: Staff Letter

Global Id: T0603701167
Action Type: ENFORCEMENT
Date: 07/20/2009
Action: Staff Letter

Global Id: T0603701167
Action Type: RESPONSE
Date: 09/03/2002
Action: Corrective Action Plan / Remedial Action Plan

Global Id: T0603701167
Action Type: RESPONSE
Date: 10/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603701167
Action Type: RESPONSE
Date: 07/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603701167
Action Type: ENFORCEMENT
Date: 07/23/2002
Action: Staff Letter

Global Id: T0603701167
Action Type: RESPONSE
Date: 01/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603701167
Action Type: RESPONSE
Date: 09/03/2008
Action: Request for Closure

Global Id: T0603701167
Action Type: ENFORCEMENT
Date: 04/10/2008
Action: Staff Letter

ARCO POWER GAS STATION (Continued) **S102424375**

Global Id: T0603701167
Action Type: ENFORCEMENT
Date: 01/23/2009
Action: Site Visit / Inspection / Sampling

Global Id: T0603701167
Action Type: RESPONSE
Date: 04/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603701167
Action Type: RESPONSE
Date: 01/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603701167
Action Type: RESPONSE
Date: 04/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603701167
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603701167
Action Type: RESPONSE
Date: 10/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603701167
Action Type: RESPONSE
Date: 01/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603701167
Action Type: RESPONSE
Date: 04/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603701167
Action Type: RESPONSE
Date: 07/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603701167
Action Type: RESPONSE
Date: 07/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603701167
Action Type: Other
Date: 01/01/1950
Action: Leak Stopped

Global Id: T0603701167
Action Type: RESPONSE

ARCO POWER GAS STATION (Continued) **S102424375**

Date: 04/01/2009
Action: Request for Closure

Global Id: T0603701167
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603701167
Action Type: ENFORCEMENT
Date: 08/09/2007
Action: Site Visit / Inspection / Sampling

Global Id: T0603701167
Action Type: ENFORCEMENT
Date: 05/18/2007
Action: Staff Letter

Global Id: T0603701167
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0603701167
Action Type: ENFORCEMENT
Date: 08/05/2009
Action: Closure/No Further Action Letter

Global Id: T0603701167
Action Type: RESPONSE
Date: 10/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603701167
Action Type: RESPONSE
Date: 03/19/2007
Action: Soil and Water Investigation Workplan

Global Id: T0603701167
Action Type: ENFORCEMENT
Date: 03/15/2001
Action: Staff Letter

Global Id: T0603701167
Action Type: ENFORCEMENT
Date: 10/28/2002
Action: Staff Letter

Global Id: T0603701167
Action Type: ENFORCEMENT
Date: 02/04/2005
Action: Staff Letter

Global Id: T0603701167
Action Type: RESPONSE
Date: 01/15/2007
Action: Monitoring Report - Quarterly

ARCO POWER GAS STATION (Continued) **S102424375**

Global Id: T0603701167
Action Type: RESPONSE
Date: 07/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603701167
Action Type: RESPONSE
Date: 01/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603701167
Action Type: REMEDIATION
Date: 01/01/1950
Action: Soil Vapor Extraction (SVE)

Global Id: T0603701167
Action Type: REMEDIATION
Date: 01/01/1950
Action: Free Product Removal

Global Id: T0603701167
Action Type: RESPONSE
Date: 01/15/2008
Action: Monitoring Report - Quarterly

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900640071
Status: Remediation Plan
Substance: Hydrocarbons
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Not reported
Global ID: T0603701167
W Global ID: Not reported
Staff: TCS
Local Agency: 19050
Cross Street: STONER AVE
Enforcement Type: SEL
Date Leak Discovered: 6/1/1995
Date Leak First Reported: 6/1/1995
Date Leak Record Entered: 4/17/1996
Date Confirmation Began: Not reported
Date Leak Stopped: 6/1/1995
Date Case Last Changed on Database: 8/30/2002
Date the Case was Closed: Not reported
How Leak Discovered: Tank Closure
How Leak Stopped: Not reported
Cause of Leak: Not reported
Leak Source: Piping
Operator: Not reported
Water System: Not reported
Well Name: Not reported

ARCO POWER GAS STATION (Continued) **S102424375**

Approx. Dist To Production Well (ft):	3467.4784855075088179812960082
Source of Cleanup Funding:	Piping
Preliminary Site Assessment Workplan Submitted:	Not reported
Preliminary Site Assessment Began:	3/8/1996
Pollution Characterization Began:	5/7/1998
Remediation Plan Submitted:	10/6/2000
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	3/15/2001
Historical Max MTBE Date:	11/20/2000
Hist Max MTBE Conc in Groundwater:	31100
Hist Max MTBE Conc in Soil:	.57
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	FRED HANCZ
RP Address:	250 EL CAMINO REAL. STE. #204
Program:	LUST
Lat/Long:	34.0333921 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	(FREE PRODUCT IN MW-1) ; 6/26/00 RPT OF ADDL SITE INVESTIGATION; 9/25/00 3RD QTR GW MON RPT 2000; 10/6/00 INTERIM RAP AND WORKPLAN FOR ADDT'L SITE INVESTIGATION; 12/28/00 4TH QTR GW MON RPT 2000; 3/27/01 FP REMOVAL STATUS R

ENF:

Region:	4
Facility Id:	206229
Agency Name:	ARCO Power Gas
Place Type:	Facility
Place Subtype:	Not reported
Facility Type:	Not reported
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	34.0335460
Place Longitude:	-118.44903
SIC Code 1:	Not reported
SIC Desc 1:	Not reported
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas

ARCO POWER GAS STATION (Continued) **S102424375**

Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	TANKS
# Of Programs:	1
WDID:	900640071
Reg Measure Id:	167356
Reg Measure Type:	Unregulated
Region:	4
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Never Active
Status Date:	02/20/2013
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	229584
Region:	4
Order / Resolution Number:	UNKNOWN
Enforcement Action Type:	Staff Enforcement Letter
Effective Date:	01/21/2000
Adoption/Issuance Date:	Not reported
Achieve Date:	6/28/2000
Termination Date:	01/21/2000
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	Enforcement - 900640071
Description:	Level 1 enforcement letter sent 1/21/00 for FTS technical report & landowner information.
Program:	TANKS
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0

ARCO POWER GAS STATION (Continued) **S102424375**

Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0
Region:	4
Facility Id:	206229
Agency Name:	ARCO Power Gas
Place Type:	Facility
Place Subtype:	Not reported
Facility Type:	Not reported
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	34.0335460
Place Longitude:	-118.44903
SIC Code 1:	Not reported
SIC Desc 1:	Not reported
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	TANKS
# Of Programs:	1
WDID:	900640071
Reg Measure Id:	167356
Reg Measure Type:	Unregulated
Region:	4
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Never Active
Status Date:	02/20/2013
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported

ARCO POWER GAS STATION (Continued) **S102424375**

WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	230057
Region:	4
Order / Resolution Number:	NOV
Enforcement Action Type:	Notice of Violation
Effective Date:	04/05/2000
Adoption/Issuance Date:	Not reported
Achieve Date:	6/28/2000
Termination Date:	04/05/2000
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	Enforcement - 900640071
Description:	Notice of Violation sent 4/5/00 for FTS technical report.
Program:	TANKS
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0

Region:	4
Facility Id:	206229
Agency Name:	ARCO Power Gas
Place Type:	Facility
Place Subtype:	Not reported
Facility Type:	Not reported
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	34.0335460
Place Longitude:	-118.44903
SIC Code 1:	Not reported
SIC Desc 1:	Not reported
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas

ARCO POWER GAS STATION (Continued) **S102424375**

Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	TANKS
# Of Programs:	1
WDID:	900640071
Reg Measure Id:	167356
Reg Measure Type:	Unregulated
Region:	4
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Never Active
Status Date:	02/20/2013
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	228017
Region:	4
Order / Resolution Number:	NOV
Enforcement Action Type:	Notice of Violation
Effective Date:	10/05/2000
Adoption/Issuance Date:	Not reported
Achieve Date:	10/13/2000
Termination Date:	10/05/2000
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	Enforcement - 900640071
Description:	Notice of Violation sent 10/5/00 for overdue workplan & interim RAP.
Program:	TANKS
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0

ARCO POWER GAS STATION (Continued) **S102424375**

Project $ Amount: 0
Liability $ Paid: 0
Project $ Completed: 0
Total $ Paid/Completed Amount: 0

---

17 **POWER GAS #8** **CA FID UST** **S101617600**
11748 W OLYMPIC BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90064

CA FID UST:
Facility ID: 19055387
Regulated By: UTNKA
Regulated ID: 00017652
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2132715793
Mail To: Not reported
Mailing Address: 12000 CULVER BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900640000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Active
Comp Number: 1309
Number: 9
Board Of Equalization: 44-011723
Referral Date: 01-22-93
Action Date: 03-16-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001309-000001
Actv Date: 04-20-88
Capacity: 10000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: 3

Status: Active
Comp Number: 1309
Number: 9
Board Of Equalization: 44-011723
Referral Date: 01-22-93
Action Date: 03-16-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001309-000002
Actv Date: 04-20-88

POWER GAS #8 (Continued) **S101617600**

Capacity: 10000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 1309
Number: 9
Board Of Equalization: 44-011723
Referral Date: 01-22-93
Action Date: 03-16-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001309-000003
Actv Date: 04-20-88
Capacity: 10000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

---

17 **WESTSIDE AUTOHAUS INC** **CA HAZNET** **S113106143**
2266 BARRY AVE. **N/A**
WEST LOS ANGELES, CA 90064

HAZNET:
Year: 1999
Gepaid: CAL000208470
Contact: TONY MARTIN
Telephone: 3104775580
Mailing Name: Not reported
Mailing Address: 2266 BARRY AVE.
Mailing City,St,Zip: WEST LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD099452708
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Not reported
Tons: .2293
Facility County: Los Angeles

---

17 **EDR US Hist Auto Stat** **1015341255**
2266 BARRY AVE **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:
Name: WESTSIDE AUTOHAUS
Year: 2003
Address: 2266 BARRY AVE

Name: CENTURY MOTORS INC
Year: 2004
Address: 2266 BARRY AVE

(Continued) **1015341255**

Name: WESTSIDE AUTOHAUS
Year: 2005
Address: 2266 BARRY AVE

---

17 **EDR US Hist Auto Stat** **1015341142**

2264 BARRY AVE **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name: A 1 AUTO
Year: 1999
Address: 2264 BARRY AVE

Name: BAKER RADIATOR
Year: 2001
Address: 2264 BARRY AVE

Name: A 1 AUTO
Year: 2002
Address: 2264 BARRY AVE

Name: A 1 AUTO
Year: 2003
Address: 2264 BARRY AVE

Name: A 1 AUTO
Year: 2004
Address: 2264 BARRY AVE

Name: 405 AUTOMOTIVE INC
Year: 2006
Address: 2264 BARRY AVE

Name: 405 AUTOMOTIVE INC
Year: 2007
Address: 2264 BARRY AVE

---

17 **BAKER'S RADIATOR & WELDING** **CA FID UST** **1000211245**
2264 BARRY AVE **CA HIST UST** **N/A**
LOS ANGELES, CA 90064 **CA SWEEPS UST**

CA FID UST:
Facility ID: 19030494
Regulated By: UTNKI
Regulated ID: 00047470
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2134794357
Mail To: Not reported
Mailing Address: 513 EL MEDIO AVE
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900640000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported

BAKER'S RADIATOR & WELDING (Continued) **1000211245**

EPA ID: Not reported
Comments: Not reported
Status: Inactive

HIST UST:
Region: STATE
Facility ID: 00000047470
Facility Type: Other
Other Type: WELDING
Total Tanks: 0001
Contact Name: KARL L. BAKER
Telephone: 2134794357
Owner Name: KARL L. BAKER
Owner Address: 513 EL MEDIO AVE.
Owner City,St,Zip: PACIFIC PALISADES, CA 90272

Tank Num: 001
Container Num: 1
Year Installed: 1961
Tank Capacity: 00000600
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: 4 inches
Leak Detection: None

SWEEPS UST:
Status: Not reported
Comp Number: 2639
Number: Not reported
Board Of Equalization: 44-012435
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002639-000001
Actv Date: Not reported
Capacity: 600
Tank Use: CHEMICAL
Stg: PRODUCT
Content: UNKNOWN
Number Of Tanks: 1

---

17 **RODIN & COMPANY, INC.** **CA HAZNET** **S113061258**
2255 BARRY AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2010
Gepaid: CAL000105465
Contact: BELLA DARYAN / BOOKKEEPER
Telephone: 3108509704
Mailing Name: Not reported
Mailing Address: PO BOX 154
Mailing City,St,Zip: WOODLAND HILLS, CA 913650154
Gen County: Not reported
TSD EPA ID: CAT080013352

RODIN & COMPANY, INC. (Continued) **S113061258**

TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.396
Facility County: Los Angeles

Year: 2009
Gepaid: CAL000105465
Contact: FRED RODIN PRESIDENT
Telephone: 3103129115
Mailing Name: Not reported
Mailing Address: 2255 BARRY AVE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 1.188
Facility County: Los Angeles

Year: 2008
Gepaid: CAL000105465
Contact: FRED RODIN PRESIDENT
Telephone: 3103129115
Mailing Name: Not reported
Mailing Address: 2255 BARRY AVE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 1.782
Facility County: Los Angeles

Year: 2007
Gepaid: CAL000105465
Contact: FRED RODIN PRESIDENT
Telephone: 3103129115
Mailing Name: Not reported
Mailing Address: 2255 BARRY AVE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 1.58
Facility County: Los Angeles

Year: 2007
Gepaid: CAL000105465
Contact: FRED RODIN PRESIDENT
Telephone: 3103129115
Mailing Name: Not reported
Mailing Address: 2255 BARRY AVE

RODIN & COMPANY, INC. (Continued) **S113061258**

Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 1.38
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
12 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **DAIRY KING MILK FARMS, INC** **CA FID UST** **S101587732**
11501 EXPOSITION BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90064

CA FID UST:
Facility ID: 19055940
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 11501 EXPOSITION BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900640000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Not reported
Comp Number: 4977
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: Not reported

17 **EDR US Hist Auto Stat** **1015168865**
11501 EXPOSITION BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name:	JT AUTOMOTIVE
Year:	2004
Address:	11501 EXPOSITION BLVD
Name:	ITS AUTOMOTIVE REPAIR
Year:	2007
Address:	11501 EXPOSITION BLVD

---

17 **AMBROSE DEVELOPMENT LTD** **CA HAZNET** **S112996396**
11501 EXPOSITION BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2011
Gepaid:	CAC002679703
Contact:	DEAN AMBROSE
Telephone:	3105560849
Mailing Name:	Not reported
Mailing Address:	1801 AVENUE OF THE STARS STE 633
Mailing City,St,Zip:	LOS ANGELES, CA 90067
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.4
Facility County:	Los Angeles
Year:	2011
Gepaid:	CAC002679703
Contact:	DEAN AMBROSE
Telephone:	3105560849
Mailing Name:	Not reported
Mailing Address:	1801 AVENUE OF THE STARS STE 633
Mailing City,St,Zip:	LOS ANGELES, CA 90067
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.4
Facility County:	Los Angeles

17 **JT AUTOMOTIVE** **CA HAZNET** **S113126688**
11501 EXPOSITION BLVD **N/A**
W LOS ANGELES, CA 90064

HAZNET:

Year:	2003
Gepaid:	CAL000270875
Contact:	JAMES COWARD
Telephone:	3104452130
Mailing Name:	Not reported
Mailing Address:	11501 EXPOSITION BLVD
Mailing City,St,Zip:	W LOS ANGELES, CA 90064
Gen County:	Not reported
TSD EPA ID:	CAD099452708
TSD County:	Not reported
Waste Category:	Unspecified aqueous solution
Disposal Method:	Recycler
Tons:	0.45
Facility County:	Los Angeles

---

17 **JAMES FRANKEL** **CA HAZNET** **S112857665**
11501 EXPOSITION BLVD. **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	1993
Gepaid:	CAC000975224
Contact:	JAMES FRANKEL
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	11501 EXPOSITION BLVD.
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD099452708
TSD County:	Not reported
Waste Category:	Oil/water separation sludge
Disposal Method:	Recycler
Tons:	1.87650000000
Facility County:	Los Angeles

---

17 **TTE INVORPORATED** **CA HAZNET** **S113054899**
2251 SOUTH BARRY AVENUE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	1993
Gepaid:	CAL000088257
Contact:	STEPHEN SODARO
Telephone:	3104788224
Mailing Name:	Not reported
Mailing Address:	2251 SOUTH BARRY AVENUE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method:	Recycler
Tons:	0.1459

TTE INVORPORATED (Continued) **S113054899**

Facility County: Los Angeles

---

17 **PLAYA DEL REY** **CA HIST UST** **U001561124**
11862 MISSISSIPPI AVE **N/A**
LOS ANGELES, CA 90025

HIST UST:
Region: STATE
Facility ID: 00000007545
Facility Type: Other
Other Type: PUBLIC UTILITY
Total Tanks: 0003
Contact Name: GAS CONTROL SUPVR.
Telephone: 2136892642
Owner Name: SOUTHERN CALIF. GAS COMPANY
Owner Address: BOX 3249 TERMINAL ANNEX
Owner City,St,Zip: LOS ANGELES, CA 90051

Tank Num: 001
Container Num: TSBU501
Year Installed: 1954
Tank Capacity: 00002500
Tank Used for: PRODUCT
Type of Fuel: 0
Tank Construction: .937 inches
Leak Detection: Visual

Tank Num: 002
Container Num: TSBU502
Year Installed: 1955
Tank Capacity: 00002500
Tank Used for: PRODUCT
Type of Fuel: 0
Tank Construction: 1 inches
Leak Detection: Visual

Tank Num: 003
Container Num: TSBU505
Year Installed: Not reported
Tank Capacity: 00002500
Tank Used for: PRODUCT
Type of Fuel: 0
Tank Construction: Not reported
Leak Detection: None

---

17 **SOUTHERN CALIFORNIA GAS CO, PLAYA DEL REY BRANCH** **CA FID UST** **S101586614**
11860 MISSISSIPPI AVE **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90025

CA FID UST:
Facility ID: 19054193
Regulated By: UTNKI
Regulated ID: 00007545
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2136892642

SOUTHERN CALIFORNIA GAS CO, PLAYA DEL REY BRANCH (Continued) **S101586614**

Mail To: Not reported
Mailing Address: BOX 3249 TERMINAL AN
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900250000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

SWEEPS UST:
Status: Not reported
Comp Number: 799
Number: Not reported
Board Of Equalization: 44-007401
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000799-000001
Actv Date: Not reported
Capacity: 2500
Tank Use: CHEMICAL
Stg: PRODUCT
Content: UNKNOWN
Number Of Tanks: 3

Status: Not reported
Comp Number: 799
Number: Not reported
Board Of Equalization: 44-007401
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000799-000002
Actv Date: Not reported
Capacity: 2500
Tank Use: CHEMICAL
Stg: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 799
Number: Not reported
Board Of Equalization: 44-007401
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000799-000003

SOUTHERN CALIFORNIA GAS CO, PLAYA DEL REY BRANCH (Continued) **S101586614**

Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	CHEMICAL
Stg:	PRODUCT
Content:	UNKNOWN
Number Of Tanks:	Not reported

---

17 **HOWARD BROWN & SONS AUTO BODY** **CA EMI** **S106832728**
2138 GRANVILLE **N/A**
LOS ANGELES, CA 90064

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	9693
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	8
Reactive Organic Gases Tons/Yr:	6
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **WEBSTER INSTRUMENT INC** **RCRA-SQG** **1000388627**
11856 MISSISSIPPI AVE **FINDS** **CAD008342479**
LOS ANGELES, CA 90025

RCRA-SQG:

Date form received by agency:	07/07/1986
Facility name:	WEBSTER INSTRUMENT INC
Facility address:	11856 MISSISSIPPI AVE LOS ANGELES, CA 90025
EPA ID:	CAD008342479
Contact:	ENVIRONMENTAL MANAGER
Contact address:	11856 MISSISSIPPI AVE LOS ANGELES, CA 90025
Contact country:	US
Contact telephone:	(213) 479-6770
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED

WEBSTER INSTRUMENT INC (Continued) **1000388627**

NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: WEBSTER BEN
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002632866

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

17 **WEBSTER INSTRUMENT INC** **CA HAZNET** **S113116614**
11856 MISSISSIPPI AVE **N/A**
LOS ANGELES, CA 90025

HAZNET:

Year:	2011
Gepaid:	CAL000238169
Contact:	MARS WEBSTER/PRESIDENT
Telephone:	3104796770
Mailing Name:	Not reported
Mailing Address:	11856 MISSISSIPPI AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900256115
Gen County:	Not reported
TSD EPA ID:	TXD077603371
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.0125
Facility County:	Los Angeles

Year:	2009
Gepaid:	CAL000238169
Contact:	MARS WEBSTER/PRESIDENT
Telephone:	3104796770
Mailing Name:	Not reported
Mailing Address:	11856 MISSISSIPPI AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900256115
Gen County:	Not reported
TSD EPA ID:	CAT000613976
TSD County:	Not reported
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.06255
Facility County:	Los Angeles

Year:	2008
Gepaid:	CAL000238169
Contact:	MARS WEBSTER/PRESIDENT
Telephone:	3104796770
Mailing Name:	Not reported
Mailing Address:	11856 MISSISSIPPI AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900256115
Gen County:	Not reported
TSD EPA ID:	CAT000613976
TSD County:	Not reported
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.27105
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAL000238169
Contact:	MARS WEBSTER/PRESIDENT
Telephone:	3104796770
Mailing Name:	Not reported
Mailing Address:	11856 MISSISSIPPI AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900256115

WEBSTER INSTRUMENT INC (Continued) **S113116614**

Gen County:	Not reported
TSD EPA ID:	CAT000613976
TSD County:	Not reported
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.25
Facility County:	Los Angeles

Year:	2006
Gepaid:	CAL000238169
Contact:	MARS WEBSTER/PRESIDENT
Telephone:	3104796770
Mailing Name:	Not reported
Mailing Address:	11856 MISSISSIPPI AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900256115
Gen County:	Not reported
TSD EPA ID:	CAT000613976
TSD County:	Not reported
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.07
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
7 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **PERMANENT ROOFING** **CA SWEEPS UST** **S106930613**
2307 FEDERAL AVE **N/A**
LOS ANGELES, CA 90064

SWEEPS UST:

Status:	Active
Comp Number:	4979
Number:	1
Board Of Equalization:	Not reported
Referral Date:	08-27-93
Action Date:	03-18-94
Created Date:	02-29-88
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

17 **ERNS** **2010930790**
TRADER JOE'S 11755 WEST OLYMPIC BLVD **N/A**
LOS ANGELES, CA

Click this hyperlink while viewing on your computer to access additional ERNS detail in the EDR Site Report.

---

17 **SANTA MONICA SERVICE** **CA HAZNET** **S113085730**
2309 FEDERAL AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2010
Gepaid:	CAL000160661
Contact:	JOSE UNTIVEROS/OWNER
Telephone:	3103128949
Mailing Name:	Not reported
Mailing Address:	2309 FEDERAL AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	TXD077603371
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.05
Facility County:	Los Angeles

Year:	2008
Gepaid:	CAL000160661
Contact:	JOSE UNTIVEROS/OWNER
Telephone:	3103128949
Mailing Name:	Not reported
Mailing Address:	2309 FEDERAL AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT000613976
TSD County:	Not reported
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.15429
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAL000160661
Contact:	JOSE UNTIVEROS/OWNER
Telephone:	3103128949
Mailing Name:	Not reported
Mailing Address:	2309 FEDERAL AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT000613976
TSD County:	Not reported
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.06

SANTA MONICA SERVICE (Continued) **S113085730**

Facility County: Los Angeles

---

17 **CALIFORNIA MOTORS PORT ENT** **RCRA-SQG** **1000252265**
2309 S FEDERAL AVE **FINDS** **CAD981991771**
LOS ANGELES, CA 90064

RCRA-SQG:

Date form received by agency:	03/02/1987
Facility name:	CALIFORNIA MOTORS PORT ENT
Facility address:	2309 S FEDERAL AVE LOS ANGELES, CA 90064
EPA ID:	CAD981991771
Mailing address:	S FEDERAL AVE LOS ANGELES, CA 90064
Contact:	ENVIRONMENTAL MANAGER
Contact address:	2309 S FEDERAL AVE LOS ANGELES, CA 90064
Contact country:	US
Contact telephone:	(213) 477-0026
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	ED ALVAREZ
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No

CALIFORNIA MOTORS PORT ENT (Continued) **1000252265**

Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002769086

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

17 **JUNIOR PROFESSIONAL SCHOOL** **FINDS** **1004444844**
2457 SAWTELLE BLVD **N/A**
LOS ANGELES, CA

FINDS:

Registry ID: 110011460089

Environmental Interest/Information System
NCDB (National Compliance Data Base) supports implementation of the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) and the Toxic Substances Control Act (TSCA). The system tracks inspections in regions and states with cooperative agreements, enforcement actions, and settlements.

---

17 **MARGARET KARDASHIAN** **CA FID UST** **S101587733**
2305 FEDERAL AVE **N/A**
LOS ANGELES, CA 90064

CA FID UST:
Facility ID: 19055941
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 2305 FEDERAL AVE
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900640000
Contact: Not reported
Contact Phone: Not reported

MARGARET KARDASHIAN (Continued) **S101587733**

DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

---

17 **MARGARET KARDASHIAN** **CA HAZNET** **S112867432**
2305 FEDERAL AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 1996
Gepaid: CAC001111296
Contact: MARGARET KARDASHIAN
Telephone: 3104781578
Mailing Name: Not reported
Mailing Address: 2305 FEDERAL AVE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAT080022148
TSD County: Not reported
Waste Category: Unspecified oil-containing waste
Disposal Method: Transfer Station
Tons: 1.6000
Facility County: Los Angeles

---

17 **PTC INSTRUMENTS** **CA HAZNET** **S113044814**
2301 FEDERAL AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2009
Gepaid: CAL000059428
Contact: JOHN MARCUS
Telephone: 3104781134
Mailing Name: Not reported
Mailing Address: 2301 FEDERAL AVE
Mailing City,St,Zip: LOS ANGELES, CA 900641482
Gen County: Not reported
TSD EPA ID: CAD093459485
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.0288
Facility County: Los Angeles

Year: 2009
Gepaid: CAL000059428
Contact: JOHN MARCUS
Telephone: 3104781134
Mailing Name: Not reported
Mailing Address: 2301 FEDERAL AVE
Mailing City,St,Zip: LOS ANGELES, CA 900641482
Gen County: Not reported
TSD EPA ID: CAD093459485

PTC INSTRUMENTS (Continued) **S113044814**

TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.0288
Facility County: Los Angeles

Year: 2008
Gepaid: CAL000059428
Contact: JOHN MARCUS
Telephone: 3104781134
Mailing Name: Not reported
Mailing Address: 2301 FEDERAL AVE
Mailing City,St,Zip: LOS ANGELES, CA 900641482
Gen County: Not reported
TSD EPA ID: CAD093459485
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Not reported
Tons: 0.036
Facility County: Los Angeles

Year: 2008
Gepaid: CAL000059428
Contact: JOHN MARCUS
Telephone: 3104781134
Mailing Name: Not reported
Mailing Address: 2301 FEDERAL AVE
Mailing City,St,Zip: LOS ANGELES, CA 900641482
Gen County: Not reported
TSD EPA ID: CAD093459485
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.0288
Facility County: Los Angeles

Year: 2008
Gepaid: CAL000059428
Contact: JOHN MARCUS
Telephone: 3104781134
Mailing Name: Not reported
Mailing Address: 2301 FEDERAL AVE
Mailing City,St,Zip: LOS ANGELES, CA 900641482
Gen County: Not reported
TSD EPA ID: CAD093459485
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.0288
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
21 additional CA_HAZNET: record(s) in the EDR Site Report.

17 **LO VERSO DOMINICK** | **EDR US Hist Cleaners** | **1009145744**
11460 PICO BLVD | **N/A**
SANTA MONICA, CA

EDR Historical Cleaners:

Name:	LO VERSO DOMINICK
Year:	1948
Type:	CLOTHES PRESSERS AND CLEANERS

Name:	LO VERSO DOMINICK
Year:	1948
Type:	CLOTHES PRESSERS AND CLEANERS

---

17 **CENTURY CUSTOM COACH** | **CA HAZNET** | **S113033387**
2237 BARRY AVE | **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2012
Gepaid:	CAL000031028
Contact:	JOSE RIOS
Telephone:	3104785855
Mailing Name:	Not reported
Mailing Address:	2237 BARRY AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641401
Gen County:	Los Angeles
TSD EPA ID:	TXD077603371
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.35
Facility County:	Los Angeles

Year:	2012
Gepaid:	CAL000031028
Contact:	JOSE RIOS
Telephone:	3104785855
Mailing Name:	Not reported
Mailing Address:	2237 BARRY AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641401
Gen County:	Los Angeles
TSD EPA ID:	TXD077603371
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.35
Facility County:	Los Angeles

Year:	2011
Gepaid:	CAL000031028
Contact:	JOSE RIOS
Telephone:	3104785855
Mailing Name:	Not reported
Mailing Address:	2237 BARRY AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641401
Gen County:	Not reported
TSD EPA ID:	TXD077603371
TSD County:	Not reported
Waste Category:	Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site

CENTURY CUSTOM COACH (Continued) **S113033387**

Tons:	0.35
Facility County:	Los Angeles
Year:	2011
Gepaid:	CAL000031028
Contact:	JOSE RIOS
Telephone:	3104785855
Mailing Name:	Not reported
Mailing Address:	2237 BARRY AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641401
Gen County:	Not reported
TSD EPA ID:	TXD077603371
TSD County:	Not reported
Waste Category:	Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.35
Facility County:	Los Angeles
Year:	2007
Gepaid:	CAL000031028
Contact:	JOSE RIOS
Telephone:	3104785855
Mailing Name:	Not reported
Mailing Address:	2234 BARRY AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641401
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.19
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
17 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **CENTURY CUSTOM COACH INC.** **CA EMI** **S106828298**
2237 S. BARRY AVE. **N/A**
WEST LOS ANGELES, CA 90064

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	62178
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

17 **FOX TELEVISION STATIONS INC** **CA HAZNET** **S112951858**
1999 S BUNDY DR **N/A**
WEST LOS ANGELES, CA 90025

HAZNET:

Year:	2006
Gepaid:	CAC002601061
Contact:	JAMES WITHINGTON
Telephone:	3105842235
Mailing Name:	Not reported
Mailing Address:	1999 S BUNDY DR
Mailing City,St,Zip:	WEST LOS ANGELES, CA 900250000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Recycler
Tons:	0.65
Facility County:	Los Angeles

Year:	2006
Gepaid:	CAC002601061
Contact:	JAMES WITHINGTON
Telephone:	3105842235
Mailing Name:	Not reported
Mailing Address:	1999 S BUNDY DR
Mailing City,St,Zip:	WEST LOS ANGELES, CA 900250000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Recycler
Tons:	0.1
Facility County:	Los Angeles

---

17 **FOX STUDIOS INC** **CA HAZNET** **S112930706**
1999 S BUNDY DR **N/A**
LOS ANGELES, CA 90025

HAZNET:

Year:	2004
Gepaid:	CAC002566649
Contact:	JIM WITHINGTON
Telephone:	3105842235
Mailing Name:	Not reported
Mailing Address:	1999 S BUNDY DR
Mailing City,St,Zip:	LOS ANGELES, CA 900250000
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Treatment, Tank
Tons:	0.07
Facility County:	Los Angeles

Year:	2003
Gepaid:	CAC002566649
Contact:	JIM WITHINGTON
Telephone:	3105842235
Mailing Name:	Not reported

FOX STUDIOS INC (Continued) **S112930706**

Mailing Address: 1999 S BUNDY DR
Mailing City,St,Zip: LOS ANGELES, CA 900250000
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Treatment, Tank
Tons: 0.21
Facility County: Los Angeles

---

17 **FOX STUDIOS INC** **CA HAZNET** **S112943401**
1999 S BUNDY DR **N/A**
LOS ANGELES, CA 90025

HAZNET:
Year: 2005
Gepaid: CAC002586969
Contact: JIM WITHINGTON
Telephone: 3145842235
Mailing Name: Not reported
Mailing Address: 1999 S BUNDY DR
Mailing City,St,Zip: LOS ANGELES, CA 900250000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Recycler
Tons: 0.06
Facility County: Los Angeles

---

17 **FOX TELEVISION STATIONS INC DBA KTTV** **CA HAZNET** **S113153760**
1999 S BUNDY DR **N/A**
LOS ANGELES, CA 90025

HAZNET:
Year: 2012
Gepaid: CAL000335841
Contact: JIM WITHINGTON
Telephone: 3105842235
Mailing Name: Not reported
Mailing Address: 1999 S BUNDY DR
Mailing City,St,Zip: LOS ANGELES, CA 900255203
Gen County: Los Angeles
TSD EPA ID: CAD028409019
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.076
Facility County: Los Angeles

Year: 2011
Gepaid: CAL000335841
Contact: JIM WITHINGTON
Telephone: 3105842235
Mailing Name: Not reported

FOX TELEVISION STATIONS INC DBA KTTV (Continued) **S113153760**

Mailing Address: 1999 S BUNDY DR
Mailing City,St,Zip: LOS ANGELES, CA 900255203
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.1512
Facility County: Los Angeles

Year: 2010
Gepaid: CAL000335841
Contact: JIM WITHINGTON
Telephone: 3105842235
Mailing Name: Not reported
Mailing Address: 1999 S BUNDY DR
Mailing City,St,Zip: LOS ANGELES, CA 900255203
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 1.0164
Facility County: Los Angeles

Year: 2009
Gepaid: CAL000335841
Contact: JIM WITHINGTON
Telephone: 3105842235
Mailing Name: Not reported
Mailing Address: 1999 S BUNDY DR
Mailing City,St,Zip: LOS ANGELES, CA 900255203
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.084
Facility County: Los Angeles

---

17 **FOX STUDIOS INC** **CA HAZNET** **S112933836**
1999 S BUNDY DR **N/A**
LOS ANGELES, CA 90025

HAZNET:
Year: 2003
Gepaid: CAC002571763
Contact: JIM WITHINGTON
Telephone: 3105842235
Mailing Name: Not reported
Mailing Address: 1999 S BUNDY DR
Mailing City,St,Zip: LOS ANGELES, CA 900250000
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported

FOX STUDIOS INC (Continued) **S112933836**

Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Treatment, Tank
Tons: 0.45
Facility County: Los Angeles

---

17 **FOX TELEVISION STATIONS, INC.** **CA UST** **U003781348**
1999 S BUNDY DR **N/A**
LOS ANGELES, CA 90025

UST:
Facility ID: 25038
Latitude: 34.03403
Longitude: -118.45568

---

17 **FOX TELEVISION STATIONS INC** **CA HAZNET** **S112892316**
1999 S BUNDY DR **N/A**
WEST LOS ANGELES, CA 90025

HAZNET:
Year: 2001
Gepaid: CAC001445792
Contact: JAMES WITHINGTON
Telephone: 3105842235
Mailing Name: Not reported
Mailing Address: 1999 S BUNDY DR
Mailing City,St,Zip: WEST LOS ANGELES, CA 900250000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Not reported
Tons: 0.1
Facility County: Los Angeles

---

17 **FOX STUDIOS INC** **CA HAZNET** **S112960620**
1999 S BUNDY DR **N/A**
LOS ANGELES, CA 90025

HAZNET:
Year: 2007
Gepaid: CAC002615369
Contact: JIM WITHINGTON
Telephone: 3145842235
Mailing Name: Not reported
Mailing Address: 1999 S BUNDY DR
Mailing City,St,Zip: LOS ANGELES, CA 900250000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.05
Facility County: Los Angeles

FOX STUDIOS INC (Continued) **S112960620**

Year:	2007
Gepaid:	CAC002615369
Contact:	JIM WITHINGTON
Telephone:	3145842235
Mailing Name:	Not reported
Mailing Address:	1999 S BUNDY DR
Mailing City,St,Zip:	LOS ANGELES, CA 900250000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Discharge To Sewer/Potw Or Npdes(With Prior Storage--With Or Without Treatment)
Tons:	0.22
Facility County:	Los Angeles

---

17 **FOX STUDIOS INC** **CA HAZNET** **S112913266**
1999 S BUNDY DR **N/A**
LOS ANGELES, CA 90025

HAZNET:

Year:	2003
Gepaid:	CAC002334537
Contact:	STEVE MCALPINE/CA HAZ SERVICES
Telephone:	7144349995
Mailing Name:	Not reported
Mailing Address:	1999 S BUNDY DR
Mailing City,St,Zip:	LOS ANGELES, CA 900250000
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Treatment, Tank
Tons:	0.06
Facility County:	Los Angeles

Year:	2002
Gepaid:	CAC002334537
Contact:	STEVE MCALPINE/CA HAZ SERVICES
Telephone:	7144349995
Mailing Name:	Not reported
Mailing Address:	1999 S BUNDY DR
Mailing City,St,Zip:	LOS ANGELES, CA 900250000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Recycler
Tons:	0.14
Facility County:	Los Angeles

17 | **EDR US Hist Auto Stat** | **1015338320** | **N/A**

2236 BARRY AVE
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name:	REAL AUTO UPHOLSTERY
Year:	1999
Address:	2236 BARRY AVE

Name:	REAL AUTO UPHOLSTERY
Year:	2001
Address:	2236 BARRY AVE

---

17 **BRENTWOOD PET CLINIC** | **CA HAZNET** | **S113053140** | **N/A**
11718 OLYMPIC BLVD
LOS ANGELES, CA 90064

HAZNET:

Year:	1994
Gepaid:	CAL000081551
Contact:	RICHARD K MARTIN OWNER/PARTNER
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	11718 W OLYMPIC BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD982524613
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	.0208
Facility County:	Los Angeles

Year:	1993
Gepaid:	CAL000081551
Contact:	RICHARD K MARTIN OWNER/PARTNER
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	11718 W OLYMPIC BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD982524613
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Not reported
Tons:	1.35999999999
Facility County:	Los Angeles

Year:	1993
Gepaid:	CAL000081551
Contact:	RICHARD K MARTIN OWNER/PARTNER
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	11718 W OLYMPIC BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD982524613
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler

BRENTWOOD PET CLINIC (Continued) **S113053140**

Tons: 2.07999999999
Facility County: Los Angeles

---

17 **RALPHS GROCERY CO # 210** **CA HAZNET** **S113467211**
11727 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2012
Gepaid:	CAL000342921
Contact:	MELISSA PENA
Telephone:	3108844016
Mailing Name:	Not reported
Mailing Address:	1100 W ARTESIA BLVD
Mailing City,St,Zip:	COMPTON, CA 902200000
Gen County:	Los Angeles
TSD EPA ID:	CAD008364432
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.006
Facility County:	Los Angeles

Year:	2012
Gepaid:	CAL000342921
Contact:	MELISSA PENA
Telephone:	3108844016
Mailing Name:	Not reported
Mailing Address:	1100 W ARTESIA BLVD
Mailing City,St,Zip:	COMPTON, CA 902200000
Gen County:	Los Angeles
TSD EPA ID:	CAD008364432
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.0325
Facility County:	Los Angeles

Year:	2012
Gepaid:	CAL000342921
Contact:	MELISSA PENA
Telephone:	3108844016
Mailing Name:	Not reported
Mailing Address:	1100 W ARTESIA BLVD
Mailing City,St,Zip:	COMPTON, CA 902200000
Gen County:	Los Angeles
TSD EPA ID:	CAD008364432
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.002
Facility County:	Los Angeles

Year:	2012
Gepaid:	CAL000342921
Contact:	MELISSA PENA

RALPHS GROCERY CO # 210 (Continued) **S113467211**

Telephone:	3108844016
Mailing Name:	Not reported
Mailing Address:	1100 W ARTESIA BLVD
Mailing City,St,Zip:	COMPTON, CA 902200000
Gen County:	Los Angeles
TSD EPA ID:	CAD008364432
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	Not reported
Facility County:	Los Angeles

Year:	2012
Gepaid:	CAL000342921
Contact:	MELISSA PENA
Telephone:	3108844016
Mailing Name:	Not reported
Mailing Address:	1100 W ARTESIA BLVD
Mailing City,St,Zip:	COMPTON, CA 902200000
Gen County:	Los Angeles
TSD EPA ID:	CAD008364432
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.0125
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
3 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **RALPHS GROCERY #210** **CA HAZNET** **S112879537**
11727 OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	1997
Gepaid:	CAC001269816
Contact:	RALPHS GROCERY INC
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	11727 OLYMPIC BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD099452708
TSD County:	Not reported
Waste Category:	Oil/water separation sludge
Disposal Method:	Transfer Station
Tons:	.6672
Facility County:	Los Angeles

17 **RALPH'S GROCERY INC** **CA HAZNET** **S112932605**
11727 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2003
Gepaid:	CAC002569831
Contact:	SHEA THOMPSIN/MGR
Telephone:	3108842846
Mailing Name:	Not reported
Mailing Address:	11727 W OLYMPIC BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 90064
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Oil/water separation sludge
Disposal Method:	Recycler
Tons:	0.52
Facility County:	Los Angeles

---

17 **EDR US Hist Auto Stat** **1015338173**
2234 BARRY AVE **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name:	REAL AUTO UPHOLSTERY
Year:	2005
Address:	2234 BARRY AVE
Name:	REAL AUTO UPHOLSTERY
Year:	2006
Address:	2234 BARRY AVE
Name:	REAL AUTO UPHOLSTERY
Year:	2007
Address:	2234 BARRY AVE
Name:	REAL AUTO UPHOLSTERY
Year:	2008
Address:	2234 BARRY AVE

---

17 **ADVANCED GRAPHIC & PRINTING** **CA HAZNET** **S112966058**
2233 BARRY AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2007
Gepaid:	CAC002623954
Contact:	LARRY LECHLAK\\\\ OWNER
Telephone:	3108389008
Mailing Name:	Not reported
Mailing Address:	3652 EASTHAM DR
Mailing City,St,Zip:	CULVER CITY, CA 902322411
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site

ADVANCED GRAPHIC & PRINTING (Continued) **S112966058**

Tons: 0.11
Facility County: Los Angeles

---

17 **CORNERSTONE PLAZA** **CA HAZNET** **S113097481**
1990 BUNDY DR SUITE 785 **N/A**
LOS ANGELES, CA 90025

HAZNET:
Year: 2012
Gepaid: CAL000183718
Contact: PETER HONG, PROPERTY MANAGER
Telephone: 3108268344
Mailing Name: Not reported
Mailing Address: 1990 BUNDY DR SUITE 785
Mailing City,St,Zip: LOS ANGELES, CA 900250000
Gen County: Los Angeles
TSD EPA ID: CAD028409019
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.0722
Facility County: Los Angeles

Year: 2009
Gepaid: CAL000183718
Contact: PETER HONG, PROPERTY MANAGER
Telephone: 3108268344
Mailing Name: Not reported
Mailing Address: 1990 BUNDY DR SUITE 785
Mailing City,St,Zip: LOS ANGELES, CA 900250000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.063
Facility County: Los Angeles

Year: 2007
Gepaid: CAL000183718
Contact: PETER HONG, PROPERTY MANAGER
Telephone: 3108268344
Mailing Name: Not reported
Mailing Address: 1990 BUNDY DR SUITE 785
Mailing City,St,Zip: LOS ANGELES, CA 900250000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.03
Facility County: Los Angeles

Year: 2006
Gepaid: CAL000183718

CORNERSTONE PLAZA (Continued) **S113097481**

Contact: LAURIE GUERRERO, PROPERTY MGR
Telephone: 3108268344
Mailing Name: Not reported
Mailing Address: 1990 BUNDY DR SUITE 785
Mailing City,St,Zip: LOS ANGELES, CA 900250000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Recycler
Tons: 0.02
Facility County: Los Angeles

Year: 2005
Gepaid: CAL000183718
Contact: EDWARD LAMPERT - PROPERTY MGR
Telephone: 3108268344
Mailing Name: Not reported
Mailing Address: 1990 BUNDY DR SUITE 785
Mailing City,St,Zip: LOS ANGELES, CA 900250000
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Latex waste
Disposal Method: Transfer Station
Tons: 0.22
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
2 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **LASALLE PARTNERS ASSET MGMT LT** **CA FID UST** **S101588249**
1990 S BUNDY DR **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90025

CA FID UST:
Facility ID: 19056490
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2138268344
Mail To: Not reported
Mailing Address: 1990 S BUNDY DR
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900250000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Active
Comp Number: 7368

LASALLE PARTNERS ASSET MGMT LT (Continued) **S101588249**

Number:	3
Board Of Equalization:	Not reported
Referral Date:	02-25-93
Action Date:	02-25-93
Created Date:	02-29-88
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

---

17 **ROLLS ROYCE OF BEVERLY HILLS** **RCRA-SQG** **1000292044**
11401 PICO BLVD **FINDS** **CAD982052664**
WEST LOS ANGELES, CA 90025 **CA HAZNET**

RCRA-SQG:

Date form received by agency:	10/09/1987
Facility name:	ROLLS ROYCE OF BEVERLY HILLS
Facility address:	11401 PICO BLVD WEST LOS ANGELES, CA 90025
EPA ID:	CAD982052664
Mailing address:	11401 RICO BLVD W LOS ANGELES, CA 90025
Contact:	ENVIRONMENTAL MANAGER
Contact address:	11401 PICO BLVD WEST LOS ANGELES, CA 90025
Contact country:	US
Contact telephone:	(213) 829-4338
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	HOWARD SCHNIEDER
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported
Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212

ROLLS ROYCE OF BEVERLY HILLS (Continued) **1000292044**

Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002789974

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:
Year: 2012
Gepaid: CAD982052664
Contact: CHRIS ROGERS / CONTROLLER
Telephone: 3106594050
Mailing Name: Not reported
Mailing Address: 8833 OLYMPIC BLVD
Mailing City,St,Zip: BEVERLY HILLS, CA 902113613
Gen County: Los Angeles
TSD EPA ID: CAD099452708
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.912

ROLLS ROYCE OF BEVERLY HILLS (Continued) **1000292044**

Facility County: Los Angeles

Year: 2012
Gepaid: CAD982052664
Contact: CHRIS ROGERS / CONTROLLER
Telephone: 3106594050
Mailing Name: Not reported
Mailing Address: 8833 OLYMPIC BLVD
Mailing City,St,Zip: BEVERLY HILLS, CA 902113613
Gen County: Los Angeles
TSD EPA ID: CAD099452708
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.336
Facility County: Los Angeles

Year: 2012
Gepaid: CAD982052664
Contact: CHRIS ROGERS / CONTROLLER
Telephone: 3106594050
Mailing Name: Not reported
Mailing Address: 8833 OLYMPIC BLVD
Mailing City,St,Zip: BEVERLY HILLS, CA 902113613
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 2.085
Facility County: Los Angeles

Year: 2010
Gepaid: CAD982052664
Contact: CHRIS ROGERS / CONTROLLER
Telephone: 3106594050
Mailing Name: Not reported
Mailing Address: 8833 OLYMPIC BLVD
Mailing City,St,Zip: BEVERLY HILLS, CA 902113613
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Oil/water separation sludge
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 3.9615
Facility County: Los Angeles

Year: 2008
Gepaid: CAD982052664
Contact: CHRIS ROGERS / CONTROLLER
Telephone: 3106594050
Mailing Name: Not reported
Mailing Address: 8833 OLYMPIC BLVD
Mailing City,St,Zip: BEVERLY HILLS, CA 902113613

ROLLS ROYCE OF BEVERLY HILLS (Continued) **1000292044**

Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Oil/water separation sludge
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 4.17
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
25 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **1X RELIANCE DEVELOPMENT GROUP** **CA HAZNET** **S112838280**
2048 ARMACOST AVENUE **N/A**
WEST LOS ANGELES, CA 90025

HAZNET:
Year: 1996
Gepaid: CAC000560992
Contact: RELIANCE GROUP HOLDING CORP.
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: Not reported
Mailing City,St,Zip: WEST LOS ANGELES, CA 900250000
Gen County: Not reported
TSD EPA ID: CAD028409091
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Transfer Station
Tons: .1250
Facility County: Los Angeles

Year: 1996
Gepaid: CAC000560992
Contact: RELIANCE GROUP HOLDING CORP.
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: Not reported
Mailing City,St,Zip: WEST LOS ANGELES, CA 900250000
Gen County: Not reported
TSD EPA ID: CAD982042475
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Disposal, Land Fill
Tons: 2.5284
Facility County: Los Angeles

17 **ROLLS ROYCE OF BEVERLY HILLS,** **CA HIST UST** **U001562423**
11401 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

HIST UST:

Region:	STATE
Facility ID:	00000019009
Facility Type:	Other
Other Type:	GARAGE
Total Tanks:	0001
Contact Name:	GEORGE BRIGGS
Telephone:	2134774262
Owner Name:	J&F ENTERPRISES
Owner Address:	828 WOODACRES ROAD
Owner City,St,Zip:	SANTA MONICA, CA 90402
Tank Num:	001
Container Num:	101
Year Installed:	1978
Tank Capacity:	00000550
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Tank Construction:	Not reported
Leak Detection:	Visual

---

17 **PAULSON MOTORS INC.** **CA UST** **U003879762**
11401 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

UST:

Facility ID:	23625
Latitude:	34.03406
Longitude:	-118.44116

---

17 **EDR US Hist Auto Stat** **1015166235**
11401 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name:	ROLLSROYCE MOTOR CARS OF BH
Year:	2010
Address:	11401 W PICO BLVD
Name:	ROLLSROYCE MOTOR CARS OF BEVERLY HI
Year:	2011
Address:	11401 W PICO BLVD

17 GREGG MOTORS ROLLS ROYCE OF BH — **RCRA-SQG 1000234532**, **FINDS CAD982417487**, **CA FID UST**, **CA SWEEPS UST**
11401 W PICO
LOS ANGELES, CA

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: GREGG MOTORS ROLLS ROYCE OF BH
Facility address: 11401 W PICO
LOS ANGELES, CA 90064
EPA ID: CAD982417487
Mailing address: 8955 W OLYMPIC
BEVERLY HILLS, CA 90211
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: HOWARD SCHNEIDER
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No

GREGG MOTORS ROLLS ROYCE OF BH (Continued) **1000234532**

Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/04/1988
Facility name: GREGG MOTORS ROLLS ROYCE OF BH
Classification: Large Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110002809319

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

CA FID UST:
Facility ID: 19031834
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2134774262
Mail To: Not reported
Mailing Address: 11401 W PICO BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900640000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Not reported
Comp Number: 5802
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported

GREGG MOTORS ROLLS ROYCE OF BH (Continued) **1000234532**

Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	0

---

17 **LONG BEACH EQUITIES** **CA HAZNET** **S112857383**
2042 ARMACOST AVENUE **N/A**
LOS ANGELES, CA 90025

HAZNET:

Year:	1993
Gepaid:	CAC000971656
Contact:	LONG BEACH EQUITIES
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	2042 ARMACOST AVENUE
Mailing City,St,Zip:	LOS ANGELES, CA 900250000
Gen County:	Not reported
TSD EPA ID:	CAD000088252
TSD County:	Not reported
Waste Category:	Other inorganic solid waste
Disposal Method:	Transfer Station
Tons:	0.91739999999
Facility County:	Los Angeles

---

17 **AMERICAN SELF STORAGE MANAGEMENT COMPANY** **CA HAZNET** **S113462699**
11560 TENNESSEE AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2010
Gepaid:	CAC002657572
Contact:	SERGIO DARDON
Telephone:	3102351920
Mailing Name:	Not reported
Mailing Address:	11560 TENNESSEE AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641513
Gen County:	Not reported
TSD EPA ID:	CAD097030993
TSD County:	Not reported
Waste Category:	Liquids with pH <= 2
Disposal Method:	Discharge To Sewer/Potw Or Npdes(With Prior Storage--With Or Without Treatment)
Tons:	0.22935
Facility County:	Los Angeles

17 **2OTH CENTURY FOX FILM CORP** **CA FID UST** **S101586883**
11560 TENNESSEE AVE **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90064

CA FID UST:

Facility ID:	19054569
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	11560 TENNESSEE AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900640000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

SWEEPS UST:

Status:	Not reported
Comp Number:	6990
Number:	Not reported
Board Of Equalization:	44-013254
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	0

---

17 **FOUNDATION PRESS INC** **CA HAZNET** **S113080637**
2050 S WESTGATE AVE **N/A**
WEST LOS ANGELES, CA 90025

HAZNET:

Year:	2004
Gepaid:	CAL000146639
Contact:	GREG FRANZ/PRESIDENT
Telephone:	3103010004
Mailing Name:	Not reported
Mailing Address:	16009 ARMINTA ST
Mailing City,St,Zip:	VAN NUYS, CA 914061809
Gen County:	Not reported
TSD EPA ID:	KSD980633259
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Not reported
Tons:	0.22

FOUNDATION PRESS INC (Continued) **S113080637**

Facility County: Los Angeles

Year: 2004
Gepaid: CAL000146639
Contact: GREG FRANZ/PRESIDENT
Telephone: 3103010004
Mailing Name: Not reported
Mailing Address: 16009 ARMINTA ST
Mailing City,St,Zip: VAN NUYS, CA 914061809
Gen County: Not reported
TSD EPA ID: KSD980633259
TSD County: Not reported
Waste Category: Unspecified organic liquid mixture
Disposal Method: Not reported
Tons: 0.22
Facility County: Los Angeles

Year: 2003
Gepaid: CAL000146639
Contact: GREG FRANZ/PRESIDENT
Telephone: 3103010004
Mailing Name: Not reported
Mailing Address: 16009 ARMINTA ST
Mailing City,St,Zip: VAN NUYS, CA 914061809
Gen County: Not reported
TSD EPA ID: KSD980633259
TSD County: Not reported
Waste Category: Unspecified organic liquid mixture
Disposal Method: Recycler
Tons: 0.22
Facility County: Los Angeles

Year: 2003
Gepaid: CAL000146639
Contact: GREG FRANZ/PRESIDENT
Telephone: 3103010004
Mailing Name: Not reported
Mailing Address: 16009 ARMINTA ST
Mailing City,St,Zip: VAN NUYS, CA 914061809
Gen County: Not reported
TSD EPA ID: KSD980633259
TSD County: Not reported
Waste Category: Unspecified organic liquid mixture
Disposal Method: Recycler
Tons: 0.22
Facility County: Los Angeles

Year: 2001
Gepaid: CAL000146639
Contact: GREG FRANZ/PRESIDENT
Telephone: 3103010004
Mailing Name: Not reported
Mailing Address: 16009 ARMINTA ST
Mailing City,St,Zip: VAN NUYS, CA 914061809
Gen County: Not reported
TSD EPA ID: KSD980633259
TSD County: Not reported

FOUNDATION PRESS INC (Continued) **S113080637**

Waste Category: Unspecified organic liquid mixture
Disposal Method: Not reported
Tons: 0.45
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
5 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **GTE CA (WEST L.A. PLANT YARD)** **RCRA-LQG** **1007199241**
11371 PICO **CAD981393275**
LOS ANGELES, CA 90064

RCRA-LQG:
Date form received by agency: 04/26/1990
Facility name: GTE CA (WEST L.A. PLANT YARD)
Facility address: 11371 PICO
LOS ANGELES, CA 90064
EPA ID: CAD981393275
Mailing address: P.O. BOX 725
CHINO, CA 91708
Contact: ANNETTE BURTON
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: (714) 590-6518
Contact email: Not reported
EPA Region: 09
Classification: Large Quantity Generator
Description: Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

GTE CA (WEST L.A. PLANT YARD) (Continued) **1007199241**

Violation Status: No violations found

---

17 **WEST LOS ANGELES** **CA HIST UST** **U001562436**
11371 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

HIST UST:
Region: STATE
Facility ID: 00000016873
Facility Type: Other
Other Type: PUBLIC UTILITY
Total Tanks: 0003
Contact Name: FRED WARD
Telephone: 2134739731
Owner Name: GENERAL TELEPHONE COMPANY OF C
Owner Address: 4959 PALO VERDE DRIVE
Owner City,St,Zip: MONTCLAIR, CA 91763

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00000500
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 003
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor

---

17 **SAM'S U-DRIVE RENTAL** **CA UST** **U003970960**
11371 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

UST:
Facility ID: 25411
Latitude: 34.03423
Longitude: -118.44078

17 **SAM'S-U-DRIVE** **CA HAZNET** **S113041437**
11371 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	1999
Gepaid:	CAL000048280
Contact:	SAMS U DRIVE C/O CHANDLER ASS
Telephone:	8189941094
Mailing Name:	Not reported
Mailing Address:	PO BOX 223
Mailing City,St,Zip:	VAN NUYS, CA 914080000
Gen County:	Not reported
TSD EPA ID:	CAT000613935
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Transfer Station
Tons:	.0625
Facility County:	Los Angeles

Year:	1998
Gepaid:	CAL000048280
Contact:	SAMS U DRIVE C/O CHANDLER ASS
Telephone:	8189941094
Mailing Name:	Not reported
Mailing Address:	PO BOX 223
Mailing City,St,Zip:	VAN NUYS, CA 914080000
Gen County:	Not reported
TSD EPA ID:	CAD000088252
TSD County:	Not reported
Waste Category:	Latex waste
Disposal Method:	Not reported
Tons:	.2293
Facility County:	Los Angeles

Year:	1997
Gepaid:	CAL000048280
Contact:	SAMS U DRIVE C/O CHANDLER ASS
Telephone:	8189941094
Mailing Name:	Not reported
Mailing Address:	PO BOX 223
Mailing City,St,Zip:	VAN NUYS, CA 914080000
Gen County:	Not reported
TSD EPA ID:	CAT000613893
TSD County:	Not reported
Waste Category:	Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method:	Transfer Station
Tons:	.0540
Facility County:	Los Angeles

Year:	1996
Gepaid:	CAL000048280
Contact:	SAMS U DRIVE C/O CHANDLER ASS
Telephone:	8189941094
Mailing Name:	Not reported
Mailing Address:	PO BOX 223
Mailing City,St,Zip:	VAN NUYS, CA 914080000
Gen County:	Not reported
TSD EPA ID:	CAT000613893

SAM'S-U-DRIVE (Continued) **S113041437**

TSD County: Not reported
Waste Category: Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method: Transfer Station
Tons: .1080
Facility County: Los Angeles

Year: 1995
Gepaid: CAL000048280
Contact: SAMS U DRIVE C/O CHANDLER ASS
Telephone: 8189941094
Mailing Name: Not reported
Mailing Address: PO BOX 223
Mailing City,St,Zip: VAN NUYS, CA 914080000
Gen County: Not reported
TSD EPA ID: CAD099452708
TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Recycler
Tons: .2293
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
5 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **GENERAL TELEPHONE CO** **CA SWEEPS UST** **S106926625**
11371 W PICO BLVD **N/A**
WEST LOS ANGELES, CA 90064

SWEEPS UST:
Status: Active
Comp Number: 1024
Number: 1
Board Of Equalization: 44-011539
Referral Date: 01-20-93
Action Date: 03-16-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001024-000001
Actv Date: 07-27-93
Capacity: 12000
Tank Use: M.V. FUEL
Stg: P
Content: PRM UNLEADED
Number Of Tanks: 2

Status: Active
Comp Number: 1024
Number: 1
Board Of Equalization: 44-011539
Referral Date: 01-20-93
Action Date: 03-16-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001024-000002
Actv Date: 07-27-93
Capacity: 12000

GENERAL TELEPHONE CO (Continued) **S106926625**

Tank Use: M.V. FUEL
Stg: P
Content: PRM UNLEADED
Number Of Tanks: Not reported

---

17 **UNITED RENTALS INC #139** **CA HAZNET** **S113086353**
11371 W PICO BLVD **N/A**
WEST LOS ANGELES, CA 90064

HAZNET:
Year: 2004
Gepaid: CAL000161664
Contact: DAN SWEENEY-ENVIRO SPEC
Telephone: 3036741320
Mailing Name: Not reported
Mailing Address: 2942 EVERGREEN PARKWAY STE 303
Mailing City,St,Zip: EVERGREEN, CO 804390000
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Recycler
Tons: 0.25
Facility County: Los Angeles

---

17 **OTIS ELEVATOR CO** **CA HAZNET** **S113019502**
2036 ARMACOST AVE **N/A**
LOS ANGELES, CA 90025

HAZNET:
Year: 2004
Gepaid: CAD983670084
Contact: DAN GONZALES
Telephone: 3105710604
Mailing Name: Not reported
Mailing Address: 2242 E FOOTHILL BLVD
Mailing City,St,Zip: PASADENA, CA 911070000
Gen County: Not reported
TSD EPA ID: KYD053348108
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Transfer Station
Tons: 0.2
Facility County: Los Angeles

Year: 2004
Gepaid: CAD983670084
Contact: DAN GONZALES
Telephone: 3105710604
Mailing Name: Not reported
Mailing Address: 2242 E FOOTHILL BLVD
Mailing City,St,Zip: PASADENA, CA 911070000
Gen County: Not reported
TSD EPA ID: KYD053348108
TSD County: Not reported
Waste Category: Waste oil and mixed oil

OTIS ELEVATOR CO (Continued) **S113019502**

Disposal Method: Transfer Station
Tons: 0.2
Facility County: Los Angeles

Year: 2004
Gepaid: CAD983670084
Contact: DAN GONZALES
Telephone: 3105710604
Mailing Name: Not reported
Mailing Address: 2242 E FOOTHILL BLVD
Mailing City,St,Zip: PASADENA, CA 911070000
Gen County: Not reported
TSD EPA ID: KYD053348108
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Transfer Station
Tons: Not reported
Facility County: Los Angeles

Year: 2004
Gepaid: CAD983670084
Contact: DAN GONZALES
Telephone: 3105710604
Mailing Name: Not reported
Mailing Address: 2242 E FOOTHILL BLVD
Mailing City,St,Zip: PASADENA, CA 911070000
Gen County: Not reported
TSD EPA ID: KYD053348108
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Transfer Station
Tons: Not reported
Facility County: Los Angeles

Year: 2004
Gepaid: CAD983670084
Contact: DAN GONZALES
Telephone: 3105710604
Mailing Name: Not reported
Mailing Address: 2242 E FOOTHILL BLVD
Mailing City,St,Zip: PASADENA, CA 911070000
Gen County: Not reported
TSD EPA ID: KYD053348108
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Transfer Station
Tons: 0.2
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
25 additional CA_HAZNET: record(s) in the EDR Site Report.

17 **UNITED TECHNOLOGIES OTIS ELEVA** **CA HAZNET** **S113039190**
2036 ARMACOST **N/A**
LOS ANGELES, CA 90025

HAZNET:

Year:	1993
Gepaid:	CAL000043825
Contact:	UNITED TECHNOLOGIES
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	50 FRANCISCO ST
Mailing City,St,Zip:	SAN FRANCISCO, CA 941130000
Gen County:	Not reported
TSD EPA ID:	CAT000646117
TSD County:	Not reported
Waste Category:	Unspecified oil-containing waste
Disposal Method:	Disposal, Land Fill
Tons:	0.68799999999
Facility County:	Los Angeles

Year:	1993
Gepaid:	CAL000043825
Contact:	UNITED TECHNOLOGIES
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	50 FRANCISCO ST
Mailing City,St,Zip:	SAN FRANCISCO, CA 941130000
Gen County:	Not reported
TSD EPA ID:	CAD009522988
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Recycler
Tons:	2.71050000000
Facility County:	Los Angeles

Year:	1993
Gepaid:	CAL000043825
Contact:	UNITED TECHNOLOGIES
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	50 FRANCISCO ST
Mailing City,St,Zip:	SAN FRANCISCO, CA 941130000
Gen County:	Not reported
TSD EPA ID:	CAT000646117
TSD County:	Not reported
Waste Category:	Unspecified oil-containing waste
Disposal Method:	Disposal, Other
Tons:	0.4587
Facility County:	Los Angeles

17 OTIS ELEVATOR CO | **RCRA-SQG** | **1000857571**
2036 ARMACOST | **FINDS** | **CAD983670084**
LOS ANGELES, CA 90025

RCRA-SQG:

Date form received by agency:	06/23/1993
Facility name:	OTIS ELEVATOR CO
Facility address:	2036 ARMACOST LOS ANGELES, CA 90025
EPA ID:	CAD983670084
Mailing address:	ARMACOST LOS ANGELES, CA 90025
Contact:	ERNEST CHEEVER
Contact address:	2036 ARMACOST LOS ANGELES, CA 90025
Contact country:	US
Contact telephone:	(310) 820-4474
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	OTIS ELEVATOR CO
Owner/operator address:	2036 ARMACOST LOS ANGELES, CA 90025
Owner/operator country:	Not reported
Owner/operator telephone:	(310) 820-4474
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002900479

OTIS ELEVATOR CO (Continued) **1000857571**

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

17 **WESTWOOD MOTORS** **CA HAZNET** **S113022678**
11700 W OLYMPIC BLVD **N/A**
W LOS ANGELES, CA 90064

HAZNET:

Year:	1999
Gepaid:	CAL000002829
Contact:	WAFA BORIKHAN
Telephone:	3104782000
Mailing Name:	Not reported
Mailing Address:	11700 W OLYMPIC BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues 10 percent or more
Disposal Method:	Recycler
Tons:	1.2510
Facility County:	Los Angeles

Year:	1998
Gepaid:	CAL000002829
Contact:	WAFA BORIKHAN
Telephone:	3104782000
Mailing Name:	Not reported
Mailing Address:	11700 W OLYMPIC BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues 10 percent or more
Disposal Method:	Recycler
Tons:	1.6680
Facility County:	Los Angeles

Year:	1997
Gepaid:	CAL000002829
Contact:	WAFA BORIKHAN
Telephone:	3104782000
Mailing Name:	Not reported
Mailing Address:	11700 W OLYMPIC BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues 10 percent or more
Disposal Method:	Recycler
Tons:	4.7538
Facility County:	Los Angeles

17 **EDR US Hist Auto Stat** **1015172639**
11700 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name: WESTWOOD MOTORS SERVICE & REPAIR
Year: 1999
Address: 11700 W OLYMPIC BLVD

Name: IN & OUT LUBE
Year: 2001
Address: 11700 W OLYMPIC BLVD

Name: IN & OUT LUBE
Year: 2002
Address: 11700 W OLYMPIC BLVD

Name: IN & OUT LUBE
Year: 2003
Address: 11700 W OLYMPIC BLVD

Name: WESTFORD MOTORS IN & OUT LUBE INC
Year: 2004
Address: 11700 W OLYMPIC BLVD

Name: WESTWOOD MOTORS INC
Year: 2005
Address: 11700 W OLYMPIC BLVD

Name: WESTWOOD MOTORS INC
Year: 2006
Address: 11700 W OLYMPIC BLVD

Name: IN & OUT LUBE
Year: 2007
Address: 11700 W OLYMPIC BLVD

Name: WESTWOOD MOTORS INC
Year: 2008
Address: 11700 W OLYMPIC BLVD

Name: WESTWOOD MOTORS INC
Year: 2009
Address: 11700 W OLYMPIC BLVD

Name: WESTWOOD MOTOR
Year: 2010
Address: 11700 W OLYMPIC BLVD

---

17 **UNITED VALVE CORP** **CA HAZNET** **S112835847**
2034 ARMACOST **N/A**
LOS ANGELES, CA 90025

HAZNET:

Year: 2002
Gepaid: CA0000144089
Contact: DEACT PER VQ96ORP
Telephone: 3102070150
Mailing Name: Not reported
Mailing Address: PO BOX 999

UNITED VALVE CORP (Continued) **S112835847**

Mailing City,St,Zip: EL SEGUNDO, CA 90245
Gen County: Not reported
TSD EPA ID: CAT000613976
TSD County: Not reported
Waste Category: Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method: Transfer Station
Tons: 0.1
Facility County: Los Angeles

Year: 2001
Gepaid: CA0000144089
Contact: DEACT PER VQ96ORP
Telephone: 3102070150
Mailing Name: Not reported
Mailing Address: PO BOX 999
Mailing City,St,Zip: EL SEGUNDO, CA 90245
Gen County: Not reported
TSD EPA ID: CAT000613976
TSD County: Not reported
Waste Category: Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method: Transfer Station
Tons: 0.41
Facility County: Los Angeles

Year: 2000
Gepaid: CA0000144089
Contact: DEACT PER VQ96ORP
Telephone: 3102070150
Mailing Name: Not reported
Mailing Address: PO BOX 999
Mailing City,St,Zip: EL SEGUNDO, CA 90245
Gen County: Not reported
TSD EPA ID: CAD050806850
TSD County: Not reported
Waste Category: Liquids with pH <= 2 with metals
Disposal Method: Transfer Station
Tons: 0
Facility County: Los Angeles

Year: 2000
Gepaid: CA0000144089
Contact: DEACT PER VQ96ORP
Telephone: 3102070150
Mailing Name: Not reported
Mailing Address: PO BOX 999
Mailing City,St,Zip: EL SEGUNDO, CA 90245
Gen County: Not reported
TSD EPA ID: CAT000613976
TSD County: Not reported
Waste Category: Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method: Transfer Station
Tons: 0.12
Facility County: Los Angeles

Year: 2000
Gepaid: CA0000144089
Contact: DEACT PER VQ96ORP

UNITED VALVE CORP (Continued) **S112835847**

Telephone:	3102070150
Mailing Name:	Not reported
Mailing Address:	PO BOX 999
Mailing City,St,Zip:	EL SEGUNDO, CA 90245
Gen County:	Not reported
TSD EPA ID:	CAD050806850
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Transfer Station
Tons:	0
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
1 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **UNITED VALVE CO** **RCRA NonGen / NLR** **1000904871**
2034 ARMACOST **FINDS** **CA0000144089**
LOS ANGELES, CA

RCRA NonGen / NLR:

Date form received by agency:	04/30/1996
Facility name:	UNITED VALVE CO
Facility address:	2034 ARMACOST LOS ANGELES, CA 90025
EPA ID:	CA0000144089
Mailing address:	HAWAII ST EL SEGUNDO, CA 902450999
Contact:	JIM LUCAS
Contact address:	645 HAWAII ST EL SEGUNDO, CA 902450999
Contact country:	US
Contact telephone:	(310) 297-4000
Contact email:	Not reported
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	UNITED VALVE CO
Owner/operator address:	2034 ARMACOST LOS ANGELES, CA 90025
Owner/operator country:	Not reported
Owner/operator telephone:	(310) 207-0150
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No

UNITED VALVE CO (Continued) **1000904871**

Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002614751

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

17 **EDWARDS COMMUNICATION ASSOCS INC DBA** **CA HAZNET** **S113093085**
11550 TENNESSEE AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2000
Gepaid:	CAL000176401
Contact:	MICKY YADATHI/GENERAL MANAGER
Telephone:	3104792600
Mailing Name:	Not reported
Mailing Address:	11550 TENNESSEE AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT000613935
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Transfer Station
Tons:	0.2
Facility County:	Los Angeles

Year:	1999
Gepaid:	CAL000176401
Contact:	DBA EDWARDS LABEL INC
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	11550 TENNESSEE AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT000613893
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Transfer Station
Tons:	.1167
Facility County:	Los Angeles

EDWARDS COMMUNICATION ASSOCS INC DBA (Continued) **S113093085**

Year:	1999
Gepaid:	CAL000176401
Contact:	DBA EDWARDS LABEL INC
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	11550 TENNESSEE AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT000613935
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Transfer Station
Tons:	1.6177
Facility County:	Los Angeles

Year:	1998
Gepaid:	CAL000176401
Contact:	DBA EDWARDS LABEL INC
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	11550 TENNESSEE AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD093459485
TSD County:	Not reported
Waste Category:	Organic liquids with metals (Alkaline solution (pH >= 12.5) with metals)
Disposal Method:	Transfer Station
Tons:	.2626
Facility County:	Los Angeles

Year:	1998
Gepaid:	CAL000176401
Contact:	DBA EDWARDS LABEL INC
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	11550 TENNESSEE AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT000613893
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Transfer Station
Tons:	.3293
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access additional CA_HAZNET: detail in the EDR Site Report.

17 EDWARDS LABELS — **RCRA-SQG 1001459752**
11550 TENNESSEE AVE — **FINDS CAR000049395**
LOS ANGELES, CA 90064 — **CA HAZNET**

RCRA-SQG:

Date form received by agency:	02/22/1999
Facility name:	EDWARDS LABELS
Facility address:	11550 TENNESSEE AVE LOS ANGELES, CA 90064
EPA ID:	CAR000049395
Contact:	JOEL GOMEZ
Contact address:	11550 TENNESSEE AVE LOS ANGELES, CA 90064
Contact country:	US
Contact telephone:	(310) 479-2600
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	EDWARDS LABELS
Owner/operator address:	11550 TENNESSEE AVE LOS ANGELES, CA 90064
Owner/operator country:	Not reported
Owner/operator telephone:	(310) 479-2600
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Hazardous Waste Summary:

Waste code:	D000
Waste name:	Not Defined
Waste code:	D001
Waste name:	IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF

EDWARDS LABELS (Continued) **1001459752**

LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D018
Waste name: BENZENE

Waste code: D039
Waste name: TETRACHLOROETHYLENE

Violation Status: No violations found

FINDS:

Registry ID: 110002926638

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:

Year: 2001
Gepaid: CAR000049395
Contact: MICKY YADATHI/GENERAL MANAGER
Telephone: 3104792600
Mailing Name: Not reported
Mailing Address: 11550 TENNESSEE AVE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAT000613976
TSD County: Not reported
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: Transfer Station
Tons: 0.45
Facility County: Los Angeles

Year: 2000
Gepaid: CAR000049395
Contact: MICKY YADATHI/GENERAL MANAGER
Telephone: 3104792600
Mailing Name: Not reported
Mailing Address: 11550 TENNESSEE AVE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAT000613976
TSD County: Not reported
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: Transfer Station
Tons: 0.32

EDWARDS LABELS (Continued) **1001459752**

Facility County: Los Angeles

---

17 **BARRY AVE PLATING CO INC** **CA EMI** **S105936652**
2218 BARRY AVE. **N/A**
LOS ANGELES, CA 90064

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	8147
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	23
Reactive Organic Gases Tons/Yr:	6
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	8147
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	20
Reactive Organic Gases Tons/Yr:	7
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1993
County Code:	19
Air Basin:	SC
Facility ID:	8147
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	8
Reactive Organic Gases Tons/Yr:	5
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

BARRY AVE PLATING CO INC (Continued) **S105936652**

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	8147
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	8
Reactive Organic Gases Tons/Yr:	5
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1996
County Code:	19
Air Basin:	SC
Facility ID:	8147
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	5
Reactive Organic Gases Tons/Yr:	4
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	8147
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	5
Reactive Organic Gases Tons/Yr:	5
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	8147
Air District Name:	SC
SIC Code:	3471

BARRY AVE PLATING CO INC (Continued) **S105936652**

Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	5
Reactive Organic Gases Tons/Yr:	5
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1999
County Code:	19
Air Basin:	SC
Facility ID:	8147
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	5
Reactive Organic Gases Tons/Yr:	5
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	8147
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	5
Reactive Organic Gases Tons/Yr:	5
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2001
County Code:	19
Air Basin:	SC
Facility ID:	8147
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	4
Carbon Monoxide Emissions Tons/Yr:	0

BARRY AVE PLATING CO INC (Continued) **S105936652**

NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2002
County Code:	19
Air Basin:	SC
Facility ID:	8147
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	4
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2003
County Code:	19
Air Basin:	SC
Facility ID:	8147
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	4
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2004
County Code:	19
Air Basin:	SC
Facility ID:	8147
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3.841408
Reactive Organic Gases Tons/Yr:	3.65
Carbon Monoxide Emissions Tons/Yr:	0.00368
NOX - Oxides of Nitrogen Tons/Yr:	0.0136
SOX - Oxides of Sulphur Tons/Yr:	0.0000872
Particulate Matter Tons/Yr:	0.000788
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

17 **BARRY AVE PLATING CO INC** **FINDS** **1014679343**
2218 BARRY AVE. **N/A**
LOS ANGELES, CA

FINDS:

Registry ID: 110041182877

Environmental Interest/Information System
CRITERIA AND HAZARDOUS AIR POLLUTANT INVENTORY

---

17 **VELAGRAPHICS** **CA HAZNET** **S113121556**
11538 TENNESSEE AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2003
Gepaid:	CAL000257857
Contact:	JUAN VELA OWNER
Telephone:	3104817144
Mailing Name:	Not reported
Mailing Address:	9666 OWENSMOUTH AVE #A
Mailing City,St,Zip:	CHATSWORTH, CA 913110000
Gen County:	Not reported
TSD EPA ID:	IND000646943
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Transfer Station
Tons:	0.06
Facility County:	Los Angeles

Year:	2003
Gepaid:	CAL000257857
Contact:	JUAN VELA OWNER
Telephone:	3104817144
Mailing Name:	Not reported
Mailing Address:	9666 OWENSMOUTH AVE #A
Mailing City,St,Zip:	CHATSWORTH, CA 913110000
Gen County:	Not reported
TSD EPA ID:	IND000646943
TSD County:	Not reported
Waste Category:	Off-specification, aged or surplus organics
Disposal Method:	Transfer Station
Tons:	0.06
Facility County:	Los Angeles

---

17 **EDR US Hist Cleaners** **1014979337**
11682 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Cleaners:

Name:	ZEST CLEANERS
Year:	2003
Address:	11682 W OLYMPIC BLVD

Name:	NOUR CLEANERS INC
Year:	2005

(Continued) **1014979337**

Address: 11682 W OLYMPIC BLVD

Name: JOAN CLEANERS
Year: 2006
Address: 11682 W OLYMPIC BLVD

Name: JOAN CLEANERS
Year: 2007
Address: 11682 W OLYMPIC BLVD

Name: JOAN CLEANERS
Year: 2008
Address: 11682 W OLYMPIC BLVD

Name: DOLLAR CLEANERS
Year: 2010
Address: 11682 W OLYMPIC BLVD

Name: DOLLAR CLEANERS
Year: 2011
Address: 11682 W OLYMPIC BLVD

Name: STAR 1 CLEANERS
Year: 2012
Address: 11682 W OLYMPIC BLVD

---

17 **JSY INC DBA GREENWORLD CLEANERS** **CA DRYCLEANERS** **S108205097**
11682 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

DRYCLEANERS:
EPA Id: CAL000281364
NAICS Code: 81232
NAICS Description: Drycleaning and Laundry Services (except Coin-Operated)
SIC Code: 7211
SIC Description: Power Laundries, Family and Commercial
Create Date: 04/22/2004
Facility Active: No
Inactive Date: 06/30/2009
Facility Addr2: Not reported
Owner Name: JOAN INC.
Owner Address: 16117 ROYAL OAK RD
Owner Address 2: Not reported
Owner Telephone: 8187881666
Contact Name: MASSOUD JAVADI, OWNER
Contact Address: 16117 ROYAL OAK RD
Contact Address 2: Not reported
Contact Telephone: 8187881666

EPA Id: CAL000332486
NAICS Code: 81232
NAICS Description: Drycleaning and Laundry Services (except Coin-Operated)
SIC Code: 7211
SIC Description: Power Laundries, Family and Commercial
Create Date: 05/09/2008
Facility Active: No
Inactive Date: 06/30/2008
Facility Addr2: Not reported

JSY INC DBA GREENWORLD CLEANERS (Continued) **S108205097**

Owner Name:	JSY INC
Owner Address:	11682 W OLYMPIC BLVD
Owner Address 2:	Not reported
Owner Telephone:	2135076655
Contact Name:	JOHN KWON
Contact Address:	11682 W OLYMPIC BLVD
Contact Address 2:	Not reported
Contact Telephone:	2135076655

---

17 **CONCORD CLNRS, DAN NOURIAN DBA** **CA EMI** **S106829112**
11682 OLYMPIC BL **N/A**
LOS ANGELES, CA 90064

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	56101
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	56101
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

17 **DOLLAR CLEANER** **CA HAZNET** **S113131659**
11682 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2007
Gepaid:	CAL000281364
Contact:	MASSOUD JAVADI, OWNER
Telephone:	8187881666
Mailing Name:	Not reported
Mailing Address:	16117 ROYAL OAK RD
Mailing City,St,Zip:	ENCINO, CA 914363915
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	Solvents Recovery
Tons:	Not reported
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAL000281364
Contact:	MASSOUD JAVADI, OWNER
Telephone:	8187881666
Mailing Name:	Not reported
Mailing Address:	16117 ROYAL OAK RD
Mailing City,St,Zip:	ENCINO, CA 914363915
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Solvents Recovery
Tons:	Not reported
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAL000281364
Contact:	MASSOUD JAVADI, OWNER
Telephone:	8187881666
Mailing Name:	Not reported
Mailing Address:	16117 ROYAL OAK RD
Mailing City,St,Zip:	ENCINO, CA 914363915
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method:	Solvents Recovery
Tons:	1.13
Facility County:	Los Angeles

Year:	2006
Gepaid:	CAL000281364
Contact:	JILLA JAVADI MANAGER
Telephone:	8187881666
Mailing Name:	Not reported
Mailing Address:	16117 ROYAL OAK RD
Mailing City,St,Zip:	ENCINO, CA 914363915
Gen County:	Not reported

DOLLAR CLEANER (Continued) **S113131659**

TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Recycler
Tons: 0.1
Facility County: Los Angeles

Year: 2006
Gepaid: CAL000281364
Contact: JILLA JAVADI MANAGER
Telephone: 8187881666
Mailing Name: Not reported
Mailing Address: 16117 ROYAL OAK RD
Mailing City,St,Zip: ENCINO, CA 914363915
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Recycler
Tons: Not reported
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
7 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **NOUR CLEANERS** **CA DRYCLEANERS** **S103979989**
11682 OLYMPIC BLVD **N/A**
WEST LOS ANGELES, CA 91316

DRYCLEANERS:
EPA Id: CAL000229708
NAICS Code: 81232
NAICS Description: Drycleaning and Laundry Services (except Coin-Operated)
SIC Code: 7211
SIC Description: Power Laundries, Family and Commercial
Create Date: 07/18/2001
Facility Active: No
Inactive Date: 06/30/2003
Facility Addr2: Not reported
Owner Name: YORAM NOURIAN
Owner Address: 2600 SO SANTA FE AVE
Owner Address 2: Not reported
Owner Telephone: 3235856500
Contact Name: YORAM NOURIAN
Contact Address: 2600 SO SANTA FE AVE
Contact Address 2: Not reported
Contact Telephone: 3235856500

EPA Id: CAD982339467
NAICS Code: 81232
NAICS Description: Drycleaning and Laundry Services (except Coin-Operated)
SIC Code: 7211
SIC Description: Power Laundries, Family and Commercial
Create Date: 06/17/1988
Facility Active: No
Inactive Date: 06/30/2002

NOUR CLEANERS (Continued) **S103979989**

Facility Addr2:	Not reported
Owner Name:	FARIBORZ & YORAM NOURIAN
Owner Address:	PO BOX 641217
Owner Address 2:	Not reported
Owner Telephone:	3102818573
Contact Name:	FARIBORZ NOURIAN
Contact Address:	INACTIVE PER VQ01 - BMI
Contact Address 2:	Not reported
Contact Telephone:	3102818573

---

17 **PEPPERS MEXICAN GRILL, ALBERT** **CA EMI** **S106837319**
11678 OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90025

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	68775
Air District Name:	SC
SIC Code:	5812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **EDR US Hist Auto Stat** **1015323858**
2120 STONER AVE **N/A**
LOS ANGELES, CA 90025

EDR Historical Auto Stations:

Name:	LONDON BRIDGE AUTO RESTORATION
Year:	2006
Address:	2120 STONER AVE
Name:	LONDON BRIDGE AUTO RESTORATION
Year:	2007
Address:	2120 STONER AVE
Name:	LONDON BRIDGE AUTO RESTORATION
Year:	2008
Address:	2120 STONER AVE
Name:	LONDON BRIDGE AUTO RESTORATION
Year:	2009
Address:	2120 STONER AVE

17 **SANTA MONICA SVC** **CA HAZNET** **S113061516**
2120 STONER AVE **N/A**
LOS ANGELES, CA 90025

HAZNET:

Year:	2001
Gepaid:	CAL000106036
Contact:	CARLOS RODRIGUEZ
Telephone:	7146705402
Mailing Name:	Not reported
Mailing Address:	PO BOX 6038
Mailing City,St,Zip:	ARTESIA, CA 907026038
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Transfer Station
Tons:	0.08
Facility County:	Los Angeles

Year:	1996
Gepaid:	CAL000106036
Contact:	UNTIVEROS JOSE
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	PO BOX 6038
Mailing City,St,Zip:	ARTESIA, CA 907026038
Gen County:	Not reported
TSD EPA ID:	CAD099452708
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Recycler
Tons:	.4587
Facility County:	Los Angeles

---

17 **CARPET CRAFT INC./MARILYN GONZALES** **CA SWEEPS UST** **S106924048**
2036 S WESTGATE AVE **N/A**
LOS ANGELES, CA 90025

SWEEPS UST:

Status:	Active
Comp Number:	9024
Number:	1
Board Of Equalization:	Not reported
Referral Date:	03-29-94
Action Date:	04-25-94
Created Date:	03-29-94
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

17 **CITY OF LOS ANGELES (PUBLIC WORKS)** **CA HAZNET** **S112942233**
11361 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2004
Gepaid:	CAC002585063
Contact:	MIKE SARULLO/PROJ MGR
Telephone:	2135806860
Mailing Name:	Not reported
Mailing Address:	221 N FIGUEROA STE 1640
Mailing City,St,Zip:	LOS ANGELES, CA 90012
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Tank bottom waste
Disposal Method:	Not reported
Tons:	1.66
Facility County:	Los Angeles

---

17 **CITY OF LOS ANGELES** **CA HAZNET** **S112939664**
11361 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2004
Gepaid:	CAC002580844
Contact:	MIKE SARULLO
Telephone:	2135806860
Mailing Name:	Not reported
Mailing Address:	221 N FIGUEROA STE 1640
Mailing City,St,Zip:	LOS ANGELES, CA 90012
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Tank bottom waste
Disposal Method:	Not reported
Tons:	1.87
Facility County:	Los Angeles

Year:	2004
Gepaid:	CAC002580844
Contact:	MIKE SARULLO
Telephone:	2135806860
Mailing Name:	Not reported
Mailing Address:	221 N FIGUEROA STE 1640
Mailing City,St,Zip:	LOS ANGELES, CA 90012
Gen County:	Not reported
TSD EPA ID:	CAD009007626
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Disposal, Land Fill
Tons:	0.84
Facility County:	Los Angeles

17 T B D ANALYSIS **RCRA-SQG** **1000109834**
2261 FEDERAL AVE **FINDS** **CAD982498321**
LOS ANGELES, CA **CA HAZNET**

RCRA-SQG:

Date form received by agency:	02/05/1990
Facility name:	T B D ANALYSIS
Facility address:	2261 FEDERAL AVE LOS ANGELES, CA 90064
EPA ID:	CAD982498321
Mailing address:	FEDERAL AVE LOS ANGELES, CA 90064
Contact:	ENVIRONMENTAL MANAGER
Contact address:	2261 FEDERAL AVE LOS ANGELES, CA 90064
Contact country:	US
Contact telephone:	(213) 478-4050
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	ROBERT ROSENFELD
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No

T B D ANALYSIS (Continued) **1000109834**

User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002832472

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:

Year: 1994
Gepaid: CAD982498321
Contact: Not reported
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 2261 FEDERAL AVE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD000088252
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Transfer Station
Tons: .1500
Facility County: Los Angeles

Year: 1994
Gepaid: CAD982498321
Contact: Not reported
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 2261 FEDERAL AVE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAT000646117
TSD County: Not reported
Waste Category: Empty containers less than 30 gallons
Disposal Method: Transfer Station
Tons: .1750
Facility County: Los Angeles

Year: 1994
Gepaid: CAD982498321
Contact: Not reported
Telephone: 0000000000

T B D ANALYSIS (Continued) **1000109834**

Mailing Name: Not reported
Mailing Address: 2261 FEDERAL AVE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD000088252
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Transfer Station
Tons: .2293
Facility County: Los Angeles

Year: 1994
Gepaid: CAD982498321
Contact: Not reported
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 2261 FEDERAL AVE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD000088252
TSD County: Not reported
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: Transfer Station
Tons: .1668
Facility County: Los Angeles

Year: 1994
Gepaid: CAD982498321
Contact: Not reported
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 2261 FEDERAL AVE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD000088252
TSD County: Not reported
Waste Category: Off-specification, aged or surplus organics
Disposal Method: Transfer Station
Tons: .0041
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
2 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **EDR US Hist Auto Stat** **1015341014**

2261 FEDERAL AVE **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:
Name: LANSES AUTO RESTORATION
Year: 2005
Address: 2261 FEDERAL AVE

Name: LANSE HASELRIG FINE AUTOMOTIVE & R
Year: 2006
Address: 2261 FEDERAL AVE

Name: AUTO RESTORATION

(Continued) **1015341014**

Year: 2007
Address: 2261 FEDERAL AVE

Name: LANSE HSELRIG AUTO RESTORATION
Year: 2008
Address: 2261 FEDERAL AVE

Name: LANSES AUTO RESTORATION
Year: 2009
Address: 2261 FEDERAL AVE

Name: LANSES AUTO RESTORATION
Year: 2010
Address: 2261 FEDERAL AVE

Name: LANSES AUTO RESTORATION
Year: 2011
Address: 2261 FEDERAL AVE

Name: LANSES AUTO RESTORATION
Year: 2012
Address: 2261 FEDERAL AVE

---

17 **LANSE HASELRIG AUTO RESTORATION** **CA HAZNET** **S113126143**
2261 FEDERAL AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2005
Gepaid: CAL000269539
Contact: RON ROCHA
Telephone: 3103506434
Mailing Name: Not reported
Mailing Address: 2261 FEDERAL AVE
Mailing City,St,Zip: LOS ANGELES, CA 900641403
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Transfer Station
Tons: 0.1
Facility County: Los Angeles

---

17 **WESTVIEW SCHOOL** **CA HAZNET** **S112955319**
11801-11805 MISSISSIPPI AVE **N/A**
LOS ANGELES, CA 90025

HAZNET:
Year: 2006
Gepaid: CAC002606585
Contact: JUDY GORDAN
Telephone: 3107486484
Mailing Name: Not reported
Mailing Address: 2000 STONER AVE
Mailing City,St,Zip: LOS ANGELES, CA 90025
Gen County: Not reported

WESTVIEW SCHOOL (Continued) **S112955319**

TSD EPA ID: CAD009007626
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Disposal, Land Fill
Tons: 3.2
Facility County: Los Angeles

---

17 **WALKER MOTOR CO, INC** **CA EMI** **S105940403**
2131 STONER AV **N/A**
WEST LOS ANGELES, CA 90025

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	55702
Air District Name:	SC
SIC Code:	5511
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	4
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	55702
Air District Name:	SC
SIC Code:	5511
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	4
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	55702
Air District Name:	SC
SIC Code:	5511
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	6
Reactive Organic Gases Tons/Yr:	5
Carbon Monoxide Emissions Tons/Yr:	0

WALKER MOTOR CO, INC (Continued) **S105940403**

NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	1996
County Code:	19
Air Basin:	SC
Facility ID:	55702
Air District Name:	SC
SIC Code:	5511
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	7
Reactive Organic Gases Tons/Yr:	5
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	55702
Air District Name:	SC
SIC Code:	5511
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	8
Reactive Organic Gases Tons/Yr:	5
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	55702
Air District Name:	SC
SIC Code:	5511
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	6
Reactive Organic Gases Tons/Yr:	4
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	1999

WALKER MOTOR CO, INC (Continued) **S105940403**

County Code:	19
Air Basin:	SC
Facility ID:	55702
Air District Name:	SC
SIC Code:	5511
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	8
Reactive Organic Gases Tons/Yr:	5
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	55702
Air District Name:	SC
SIC Code:	5511
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	8
Reactive Organic Gases Tons/Yr:	5
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2001
County Code:	19
Air Basin:	SC
Facility ID:	55702
Air District Name:	SC
SIC Code:	5511
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	8
Reactive Organic Gases Tons/Yr:	5
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

17 **STONER AVENUE SITE**
2131 STONER AVENUE
LOS ANGELES, CA 90025

CA HIST CORTESE **S100197648**
LA Co. Site Mitigation **N/A**
CA VCP
CA ENVIROSTOR

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: CALSI
Reg Id: 19340669

LA Co. Site Mitigation:
Facility ID: Not reported
Site ID: SD0010387
Jurisdiction: State
Case ID: RO0000323
Abated: No
Assigned To: Not reported
Entered Date: 05/11/2004

Facility ID: Not reported
Site ID: SD0010935
Jurisdiction: State
Case ID: RO0001168
Abated: No
Assigned To: Not reported
Entered Date: 05/11/2004

VCP:
Facility ID: 19340669
Site Type: Voluntary Cleanup
Site Type Detail: Voluntary Cleanup
Site Mgmt. Req.: NONE SPECIFIED
Acres: 0.75
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Not reported
Supervisor: Juli Propes
Division Branch: Cleanup Chatsworth
Site Code: 300322
Assembly: 50
Senate: 26
Special Programs Code: Voluntary Cleanup Program
Status: No Further Action
Status Date: 04/26/2007
Restricted Use: NO
Funding: Responsible Party
Lat/Long: 34.03411 / -118.4495
APN: 4260-010-005, 4260010005
Past Use: FOUNDRY, MACHINE SHOP, VEHICLE MAINTENANCE
Potential COC: 10003, 10097, 30013, 30153, 30407
Confirmed COC: NONE SPECIFIED
Potential Description: SOIL
Alias Name: ALCO STANDARD CORPORATION (1978-1988)
Alias Type: Alternate Name
Alias Name: METCAST CORPORATION (1967-1978)

STONER AVENUE SITE (Continued) **S100197648**

Alias Type: Alternate Name
Alias Name: REX PRECISION
Alias Type: Alternate Name
Alias Name: WALKER-BUERGE COMPANY
Alias Type: Alternate Name
Alias Name: 4260-010-005
Alias Type: APN
Alias Name: 4260010005
Alias Type: APN
Alias Name: CAT080032949
Alias Type: EPA Identification Number
Alias Name: 110033617968
Alias Type: EPA (FRS #)
Alias Name: 300322
Alias Type: Project Code (Site Code)
Alias Name: 19340669
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 06/26/1992
Comments: The Department completed review of a Preliminary Endangerment Assessment (PEA). DTSC does not concur with the recommendation that no further action is needed at the site. DTSC recommends further characterization of the entire site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 07/01/1991
Comments: Site screening completed. L.A county referred site to DTSC. Metcast operated the site from 1967 to 1978. Alco Standard corporation operated the site from 1978 to 1988. Metcast leased property for the manufacture of medical instruments. Process included metal plating, including a foundry. Alco continued the same processes until 1988. Currently an auto body repair shop is on site. Sampling revealed high concentrations of chromium, lead nickel, and TCE in the soil. GW encountered at 38 feet. RP informed of the PEA process. Medium priority PEA required because of contaminated soil and potential GW contamination.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Report
Completed Date: 04/02/1984
Comments: INSPECTION(LOCAL) CO SANIT. ANNUALLY REGULR INDUST INSP. SOURCE ACT: T/C W/ P.VICK,REX RECISION, (213)532-2060,4/2/84 - PROD OF STEEL & ALUM CASTINGS FOR AIRCRAFT PARTS. YR OF OPER: 1978 TO PRESENT WASTE TYPE: SODIUM HYDROXIDE SLUDGE & CAUSTIC MATERIALS. SUBMIT TO EPA PRELIM ASSESS DONE RCRA 3012

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Workplan
Completed Date: 11/11/2005
Comments: DTSC approved Soil Assessment Work plan to complete the site

STONER AVENUE SITE (Continued) **S100197648**

characterization.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Risk Assessment Workplan
Completed Date: 12/02/2005
Comments: DTSC approved a Baseline Risk Assessment Workplan for implementation.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Risk Assessment Report
Completed Date: 03/20/2007
Comments: Based upon DTSC's review of post remediation human health risk assessment, the Site does not appear to pose a threat to human health or the environment under any land use. Therefore, DTSC determines that No Further Action is necessary with respect to investigation and remediation of hazardous substances at the Site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 11/19/2004
Comments: DTSC entered into a VCA to oversee a Site Characterization and a Removal Action Workplan if required.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 09/06/1988
Comments: Identified the site through RP letter contacting DTSC in HQ

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 09/29/1983
Comments: FACILITY IDENTIFIED ID FROM ERRIS

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 03/09/1983
Comments: FACILITY IDENTIFIED ID FROM DRIVE-BYS IN VICINITY. FACILITY DRIVE-BY DRUMS IN YARD. IN A HEAVY INDUST AREA. A MESSY YARD.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

ENVIROSTOR:
Site Type: Voluntary Cleanup
Site Type Detailed: Voluntary Cleanup

STONER AVENUE SITE (Continued) **S100197648**

Acres:	0.75
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Juli Propes
Division Branch:	Cleanup Chatsworth
Facility ID:	19340669
Site Code:	300322
Assembly:	50
Senate:	26
Special Program:	Voluntary Cleanup Program
Status:	No Further Action
Status Date:	04/26/2007
Restricted Use:	NO
Site Mgmt. Req.:	NONE SPECIFIED
Funding:	Responsible Party
Latitude:	34.03411
Longitude:	-118.4495
APN:	4260-010-005, 4260010005
Past Use:	FOUNDRY, MACHINE SHOP, VEHICLE MAINTENANCE
Potential COC:	* HALOGENATED SOLVENTS, * CONTAMINATED SOIL, Lead, Chromium VI, Nickel
Confirmed COC:	* HALOGENATED SOLVENTS, * CONTAMINATED SOIL, Lead, Chromium VI, Nickel, NONE SPECIFIED
Potential Description:	SOIL
Alias Name:	ALCO STANDARD CORPORATION (1978-1988)
Alias Type:	Alternate Name
Alias Name:	METCAST CORPORATION (1967-1978)
Alias Type:	Alternate Name
Alias Name:	REX PRECISION
Alias Type:	Alternate Name
Alias Name:	WALKER-BUERGE COMPANY
Alias Type:	Alternate Name
Alias Name:	4260-010-005
Alias Type:	APN
Alias Name:	4260010005
Alias Type:	APN
Alias Name:	CAT080032949
Alias Type:	EPA Identification Number
Alias Name:	110033617968
Alias Type:	EPA (FRS #)
Alias Name:	300322
Alias Type:	Project Code (Site Code)
Alias Name:	19340669
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	06/26/1992
Comments:	The Department completed review of a Preliminary Endangerment Assessment (PEA). DTSC does not concur with the recommendation that no further action is needed at the site. DTSC recommends further characterization of the entire site.
Completed Area Name:	PROJECT WIDE

STONER AVENUE SITE (Continued) **S100197648**

Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 07/01/1991
Comments: Site screening completed. L.A county referred site to DTSC. Metcast operated the site from 1967 to 1978. Alco Standard corporation operated the site from 1978 to 1988. Metcast leased property for the manufacture of medical instruments. Process included metal plating, including a foundry. Alco continued the same processes until 1988. Currently an auto body repair shop is on site. Sampling revealed high concentrations of chromium, lead nickel, and TCE in the soil. GW encountered at 38 feet. RP informed of the PEA process. Medium priority PEA required because of contaminated soil and potential GW contamination.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Report
Completed Date: 04/02/1984
Comments: INSPECTION(LOCAL) CO SANIT. ANNUALLY REGULR INDUST INSP. SOURCE ACT: T/C W/ P.VICK,REX RECISION, (213)532-2060,4/2/84 - PROD OF STEEL & ALUM CASTINGS FOR AIRCRAFT PARTS. YR OF OPER: 1978 TO PRESENT WASTE TYPE: SODIUM HYDROXIDE SLUDGE & CAUSTIC MATERIALS. SUBMIT TO EPA PRELIM ASSESS DONE RCRA 3012

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Workplan
Completed Date: 11/11/2005
Comments: DTSC approved Soil Assessment Work plan to complete the site characterization.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Risk Assessment Workplan
Completed Date: 12/02/2005
Comments: DTSC approved a Baseline Risk Assessment Workplan for implementation.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Risk Assessment Report
Completed Date: 03/20/2007
Comments: Based upon DTSC's review of post remediation human health risk assessment, the Site does not appear to pose a threat to human health or the environment under any land use. Therefore, DTSC determines that No Further Action is necessary with respect to investigation and remediation of hazardous substances at the Site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 11/19/2004
Comments: DTSC entered into a VCA to oversee a Site Characterization and a Removal Action Workplan if required.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery

STONER AVENUE SITE (Continued) **S100197648**

Completed Date: 09/06/1988
Comments: Identified the site through RP letter contacting DTSC in HQ

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 09/29/1983
Comments: FACILITY IDENTIFIED ID FROM ERRIS

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 03/09/1983
Comments: FACILITY IDENTIFIED ID FROM DRIVE-BYS IN VICINITY. FACILITY DRIVE-BY DRUMS IN YARD. IN A HEAVY INDUST AREA. A MESSY YARD.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

---

17 **REX PRECISION PROD INC** **CERC-NFRAP 1015732953**
2131 STONER AVE **RCRA-SQG CAT080032949**
LOS ANGELES, CA 90025

CERC-NFRAP:
Site ID: 0902703
Federal Facility: Not a Federal Facility
NPL Status: Not on the NPL
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Contact Details:
Contact Sequence ID: 13055712.00000
Person ID: 9271184.00000

Contact Sequence ID: 13285190.00000
Person ID: 13003854.00000

Contact Sequence ID: 13290785.00000
Person ID: 13003858.00000

Contact Sequence ID: 13296643.00000
Person ID: 13004003.00000

CERCLIS-NFRAP Assessment History:
Action: DISCOVERY
Date Started: / /
Date Completed: 05/01/81
Priority Level: Not reported

Action: ARCHIVE SITE
Date Started: / /

REX PRECISION PROD INC (Continued) **1015732953**

Date Completed: 10/01/87
Priority Level: Not reported

Action: PRELIMINARY ASSESSMENT
Date Started: 05/01/84
Date Completed: 10/01/87
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: REX PRECISION PRODS INC
Facility address: 2131 STONER AVE
WEST LOS ANGELES, CA 90025
EPA ID: CAT080032949
Mailing address: STONER AVE
WEST LOS ANGELES, CA 90025
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: ALCO STANDARD
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No

REX PRECISION PROD INC (Continued) **1015732953**

Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

---

17 **WALKER MOTOR CO INC** **FINDS** **1014677273**
2131 STONER AV **N/A**
WEST LOS ANGELES, CA

FINDS:

Registry ID: 110041119027

Environmental Interest/Information System
CRITERIA AND HAZARDOUS AIR POLLUTANT INVENTORY

---

17 **STONER AVENUE SITE** **FINDS** **1010735084**
2131 STONER AVENUE **N/A**
LOS ANGELES, CA

FINDS:

Registry ID: 110033617968

Environmental Interest/Information System
California Department of Toxic Substances Control EnviroStor System (DTSC-EnviroStor) is an online search and Geographic Information System (GIS) tool for identifying sites that have known contamination or sites for which there may be reasons to investigate further. The EnviroStor database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites.

---

17 **REX PRECISION PRODS INC** **FINDS** **1000128304**
2131 STONER AVENUE **N/A**
WEST LOS ANGELES, CA

FINDS:

Registry ID: 110009556426

Environmental Interest/Information System
The NEI (National Emissions Inventory) database contains information on stationary and mobile sources that emit criteria air pollutants and

REX PRECISION PRODS INC (Continued) **1000128304**

their precursors, as well as hazardous air pollutants (HAPs).

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

17 **EDR US Hist Auto Stat** **1015340524**

2257 FEDERAL AVE **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name:	SCOTT MOTORS
Year:	2007
Address:	2257 FEDERAL AVE
Name:	SCOTT MOTORS
Year:	2008
Address:	2257 FEDERAL AVE
Name:	SCOTT MOTORS
Year:	2009
Address:	2257 FEDERAL AVE
Name:	SCOTT MOTORS
Year:	2010
Address:	2257 FEDERAL AVE
Name:	SCOTT MOTORS
Year:	2012
Address:	2257 FEDERAL AVE

---

17 **SCOTT MOTORS** **CA HAZNET** **S113465977**

2257 FEDERAL AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2010
Gepaid:	CAL000301404
Contact:	GARY PROTHERO
Telephone:	3108775372
Mailing Name:	Not reported
Mailing Address:	2257 FEDERAL AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641403
Gen County:	Not reported
TSD EPA ID:	CAT000613935
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.084
Facility County:	Los Angeles

17 WALKER BUERGE FORD *D — **RCRA NonGen / NLR** — **1000269375**
2125 STONER AVE — **FINDS** — **CAD982052987**
LOS ANGELES, CA 90025

RCRA NonGen / NLR:

Date form received by agency:	06/21/2007
Facility name:	WALKER BUERGE FORD *D
Facility address:	2125 STONER AVE LOS ANGELES, CA 90025
EPA ID:	CAD982052987
Mailing address:	11800 SANTA MONICA BLVD LOS ANGELES, CA 90025
Contact:	JAMES C BUERGE
Contact address:	11800 SANTA MONICA BLVD LOS ANGELES, CA 90025
Contact country:	US
Contact telephone:	310-820-2631
Contact email:	Not reported
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	INC
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No

WALKER BUERGE FORD *D (Continued) **1000269375**

Used oil transporter: No

Historical Generators:
Date form received by agency: 10/14/1987
Facility name: WALKER BUERGE FORD *D
Site name: WALKER BUERGE FORD
Classification: Small Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110002790098

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

17 **BUERGE MOTOR CAR COMPANY** **CA EMI** **S106827423**
2125 STONER AVE **N/A**
WEST LOS ANGELES, CA 90025

EMI:

Year:	2002
County Code:	19
Air Basin:	SC
Facility ID:	102175
Air District Name:	SC
SIC Code:	7532
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	5
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2003
County Code:	19
Air Basin:	SC
Facility ID:	102175
Air District Name:	SC
SIC Code:	7532
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported

BUERGE MOTOR CAR COMPANY (Continued) **S106827423**

Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	5
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2004
County Code:	19
Air Basin:	SC
Facility ID:	102175
Air District Name:	SC
SIC Code:	7532
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	5.00033
Reactive Organic Gases Tons/Yr:	3.38
Carbon Monoxide Emissions Tons/Yr:	0.00976
NOX - Oxides of Nitrogen Tons/Yr:	0.0363
SOX - Oxides of Sulphur Tons/Yr:	0.000232
Particulate Matter Tons/Yr:	0.00209
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2005
County Code:	19
Air Basin:	SC
Facility ID:	102175
Air District Name:	SC
SIC Code:	7532
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3.76602
Reactive Organic Gases Tons/Yr:	2.987534294
Carbon Monoxide Emissions Tons/Yr:	.0086
NOX - Oxides of Nitrogen Tons/Yr:	.032
SOX - Oxides of Sulphur Tons/Yr:	.0002
Particulate Matter Tons/Yr:	.00184
Part. Matter 10 Micrometers & Smllr Tons/Yr:	.00184

---

17 **EDR US Hist Auto Stat** **1015324489**

2125 STONER AVE **N/A**
LOS ANGELES, CA 90025

EDR Historical Auto Stations:

Name:	BMCC BODY SHOP
Year:	1999
Address:	2125 STONER AVE

Name:	B M C C BODY SHOP
Year:	2005
Address:	2125 STONER AVE

Name:	B M C C BODY SHOP
Year:	2006

(Continued) **1015324489**

Address: 2125 STONER AVE

---

17 **BMCC BODY SHOP** **CA HAZNET** **S113013744**
2125 STONER **N/A**
W LOS ANGELES, CA 90025

HAZNET:

Year:	2006
Gepaid:	CAD982052987
Contact:	RICK GUIZAR EXT 7/BODY SHOP MG
Telephone:	3108202631
Mailing Name:	Not reported
Mailing Address:	11800 SANTA MONICA BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900252202
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Oil/water separation sludge
Disposal Method:	Discharge To Sewer/Potw Or Npdes(With Prior Storage--With Or Without Treatment)
Tons:	6.25
Facility County:	Los Angeles

Year:	2005
Gepaid:	CAD982052987
Contact:	RICK GUIZAR EXT 7/BODY SHOP MG
Telephone:	3108202631
Mailing Name:	Not reported
Mailing Address:	11800 SANTA MONICA BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900252202
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Transfer Station
Tons:	0.25
Facility County:	Los Angeles

Year:	2005
Gepaid:	CAD982052987
Contact:	RICK GUIZAR EXT 7/BODY SHOP MG
Telephone:	3108202631
Mailing Name:	Not reported
Mailing Address:	11800 SANTA MONICA BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900252202
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Other empty containers 30 gallons or more
Disposal Method:	Transfer Station
Tons:	0.06
Facility County:	Los Angeles

Year:	2005
Gepaid:	CAD982052987
Contact:	RICK GUIZAR EXT 7/BODY SHOP MG
Telephone:	3108202631
Mailing Name:	Not reported

BMCC BODY SHOP (Continued) **S113013744**

Mailing Address: 11800 SANTA MONICA BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900252202
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Recycler
Tons: 1.04
Facility County: Los Angeles

Year: 2003
Gepaid: CAD982052987
Contact: RICK GUIZAR EXT 7/BODY SHOP MG
Telephone: 3108202631
Mailing Name: Not reported
Mailing Address: 11800 SANTA MONICA BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900252202
Gen County: Not reported
TSD EPA ID: CAL000113451
TSD County: Not reported
Waste Category: Unspecified organic liquid mixture
Disposal Method: Recycler
Tons: 0.22
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
22 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **BUERGE MOTOR CAR COMPANY** **FINDS** **1011990942**
2125 STONER AVE **N/A**
WEST LOS ANGELES, CA

FINDS:

Registry ID: 110038019220

Environmental Interest/Information System
The NEI (National Emissions Inventory) database contains information on stationary and mobile sources that emit criteria air pollutants and their precursors, as well as hazardous air pollutants (HAPs).

CRITERIA AND HAZARDOUS AIR POLLUTANT INVENTORY

---

17 **BARRY AVE PLATING CO INC** **RCRA-LQG** **1000372040**
2210 BARRY AVE **CA NPDES** **CAD009688185**
LOS ANGELES, CA 90064 **CA WDS**
CA FID UST
CA UST
CA HIST UST
CA SWEEPS UST
CA VCP
CA EMI
CA ENVIROSTOR
US AIRS

BARRY AVE PLATING CO INC (Continued) **1000372040**

RCRA-LQG:

Date form received by agency:	02/23/2010
Facility name:	BARRY AVENUE PLATING COMPANY
Facility address:	2210 BARRY AVENUE LOS ANGELES, CA 90064
EPA ID:	CAD009688185
Mailing address:	BARRY AVENUE LOS ANGELES, CA 90064
Contact:	MARICAR R JABALLAS-MARIN
Contact address:	BARRY AVENUE LOS ANGELES, CA 90064
Contact country:	US
Contact telephone:	(310) 478-0078
Telephone ext.:	233
Contact email:	MARY@BARRYAVENUEPLATING.COM
EPA Region:	09
Land type:	Private
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	BARRY AVENUE PLATING COMPANY INC
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported
Owner/operator name:	BARRY AVENUE PLATING COMPANY
Owner/operator address:	Not reported Not reported
Owner/operator country:	Not reported
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	06/28/1960
Owner/Op end date:	Not reported
Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported

BARRY AVE PLATING CO INC (Continued) **1000372040**

Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: BARRY AVENUE PLATING, INC.
Owner/operator address: BARRY AVENUE
LOS ANGELES, CA 90064
Owner/operator country: US
Owner/operator telephone: (310) 478-0078
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 06/28/1960
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 02/28/2008
Facility name: BARRY AVENUE PLATING COMPANY
Site name: BARRY AVENUE PLATING
Classification: Large Quantity Generator

Date form received by agency: 03/01/2006
Facility name: BARRY AVENUE PLATING COMPANY
Classification: Small Quantity Generator

Date form received by agency: 03/01/2006
Facility name: BARRY AVENUE PLATING COMPANY
Classification: Large Quantity Generator

Date form received by agency: 09/01/1996
Facility name: BARRY AVENUE PLATING COMPANY
Site name: BARRY AVE PLATING CO INC
Classification: Small Quantity Generator

Date form received by agency: 01/26/1996
Facility name: BARRY AVENUE PLATING COMPANY
Site name: BARRY AVENUE PLATING CO., INC.
Classification: Large Quantity Generator

BARRY AVE PLATING CO INC (Continued) **1000372040**

Date form received by agency: 03/09/1994
Facility name: BARRY AVENUE PLATING COMPANY
Site name: BARRY AVE PLATING CO INC
Classification: Large Quantity Generator

Date form received by agency: 01/30/1992
Facility name: BARRY AVENUE PLATING COMPANY
Site name: BARRY AVE PLATING CO INC
Classification: Large Quantity Generator

Date form received by agency: 08/08/1980
Facility name: BARRY AVENUE PLATING COMPANY
Site name: BARRY AVE PLATING CO INC
Classification: Large Quantity Generator

Hazardous Waste Summary:
Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

Waste code: D006
Waste name: CADMIUM

Waste code: D007
Waste name: CHROMIUM

Waste code: D008
Waste name: LEAD

Waste code: D011
Waste name: SILVER

Waste code: D035
Waste name: METHYL ETHYL KETONE

Waste code: F003
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NON-HALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS, AND, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR

BARRY AVE PLATING CO INC (Continued) **1000372040**

MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Waste code: F005
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Waste code: F006
Waste name: WASTEWATER TREATMENT SLUDGES FROM ELECTROPLATING OPERATIONS EXCEPT FROM THE FOLLOWING PROCESSES: (1) SULFURIC ACID ANODIZING OF ALUMINUM; (2) TIN PLATING ON CARBON STEEL; (3) ZINC PLATING (SEGREGATED BASIS) ON CARBON STEEL; (4) ALUMINUM OR ZINC-ALUMINUM PLATING ON CARBON STEEL; (5) CLEANING/STRIPPING ASSOCIATED WITH TIN, ZINC AND ALUMINUM PLATING ON CARBON STEEL; AND (6) CHEMICAL ETCHING AND MILLING OF ALUMINUM.

Waste code: F007
Waste name: SPENT CYANIDE PLATING BATH SOLUTIONS FROM ELECTROPLATING OPERATIONS

Waste code: F008
Waste name: PLATING BATH RESIDUES FROM THE BOTTOM OF PLATING BATHS FROM ELECTROPLATING OPERATIONS WHERE CYANIDES ARE USED IN THE PROCESS.

Waste code: F009
Waste name: SPENT STRIPPING AND CLEANING BATH SOLUTIONS FROM ELECTROPLATING OPERATIONS WHERE CYANIDES ARE USED IN THE PROCESS.

Facility Has Received Notices of Violations:

Regulation violated: S - 262.30-34.C
Area of violation: Generators - General
Date violation determined: 11/30/1998
Date achieved compliance: 02/02/1999
Violation lead agency: EPA
Enforcement action: Not reported
Enforcement action date: 12/22/1998
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: F - 262.30-34.C
Area of violation: Generators - General
Date violation determined: 11/30/1998
Date achieved compliance: 12/22/1998
Violation lead agency: EPA
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 01/06/1999
Enf. disposition status: Not reported
Enf. disp. status date: Not reported

BARRY AVE PLATING CO INC (Continued) **1000372040**

Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: F - 262.30-34.C
Area of violation: Generators - General
Date violation determined: 11/30/1998
Date achieved compliance: 12/22/1998
Violation lead agency: EPA
Enforcement action: Not reported
Enforcement action date: 12/22/1998
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: S - 262.30-34.C
Area of violation: Generators - General
Date violation determined: 11/30/1998
Date achieved compliance: 02/02/1999
Violation lead agency: EPA
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 01/06/1999
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Evaluation Action Summary:
Evaluation date: 11/30/1998
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 02/02/1999
Evaluation lead agency: EPA

Evaluation date: 11/30/1998
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 12/22/1998
Evaluation lead agency: EPA

NPDES:
Npdes Number: CAS000001
Facility Status: Active
Agency Id: 0
Region: 4
Regulatory Measure Id: 189812
Order No: 97-03-DWQ
Regulatory Measure Type: Enrollee
Place Id: Not reported
WDID: 4 19I009470
Program Type: Industrial

BARRY AVE PLATING CO INC (Continued) **1000372040**

Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	11/24/1992
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Charles B Kearsley III
Discharge Address:	2210 Barry Ave
Discharge City:	Los Angeles
Discharge State:	California
Discharge Zip:	90064

CA WDS:

Facility ID:	4 19I009470
Facility Type:	Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water pumping.
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion:	4
Facility Telephone:	3104780078
Facility Contact:	RONALD ORANTES
Agency Name:	BRICE KEARSLEY III
Agency Address:	2210 Barry Ave
Agency City,St,Zip:	Los Angeles 900641402
Agency Contact:	RONALD ORANTES
Agency Telephone:	3104780078
Agency Type:	Private
SIC Code:	0
SIC Code 2:	Not reported
Primary Waste:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0
Baseline Flow:	0
Reclamation:	Not reported
POTW:	Not reported
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity:	Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

CA FID UST:

Facility ID:	19000722

BARRY AVE PLATING CO INC (Continued) **1000372040**

Regulated By: UTNKA
Regulated ID: 00041149
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2132720116
Mail To: Not reported
Mailing Address: 2210 BARRY AVE
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900640000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

UST:
Facility ID: 23574
Latitude: 34.03456
Longitude: -118.44666

HIST UST:
Region: STATE
Facility ID: 00000041149
Facility Type: Other
Other Type: METAL FINISHING
Total Tanks: 0005
Contact Name: EDUARDO AMAGNA
Telephone: 2132720116
Owner Name: BARRY AVENUE PLATING COMPANY,
Owner Address: 2210 BARRY AVENUE
Owner City,St,Zip: LOS ANGELES, CA 90064

Tank Num: 001
Container Num: 1
Year Installed: 1982
Tank Capacity: 00001600
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: 0.22 inches
Leak Detection: Visual

Tank Num: 001
Container Num: 1
Year Installed: 1982
Tank Capacity: 00001600
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: 0.22 inches
Leak Detection: Visual

Tank Num: 002
Container Num: 2
Year Installed: 1982
Tank Capacity: 00001100

BARRY AVE PLATING CO INC (Continued) **1000372040**

Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: 0.22 inches
Leak Detection: Visual

Tank Num: 002
Container Num: 2
Year Installed: 1982
Tank Capacity: 00001100
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: 0.22 inches
Leak Detection: Visual

Tank Num: 003
Container Num: 3
Year Installed: 1982
Tank Capacity: 00000200
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: 0.22 inches
Leak Detection: Visual

Tank Num: 003
Container Num: 3
Year Installed: 1982
Tank Capacity: 00000200
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: 0.22 inches
Leak Detection: Visual

Tank Num: 004
Container Num: 4
Year Installed: 1981
Tank Capacity: 00001587
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: 0.5 inches
Leak Detection: Visual

Tank Num: 005
Container Num: 5
Year Installed: 1981
Tank Capacity: 00000237
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: 0.5 inches
Leak Detection: Visual

SWEEPS UST:
Status: Active
Comp Number: 2182
Number: 1
Board Of Equalization: 44-012165
Referral Date: 03-04-93
Action Date: 03-04-93

BARRY AVE PLATING CO INC (Continued) **1000372040**

Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002182-000001
Actv Date: 04-20-88
Capacity: 1600
Tank Use: CHEMICAL
Stg: P
Content: UNKNOWN
Number Of Tanks: 5

Status: Active
Comp Number: 2182
Number: 1
Board Of Equalization: 44-012165
Referral Date: 03-04-93
Action Date: 03-04-93
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002182-000002
Actv Date: 04-20-88
Capacity: 1100
Tank Use: CHEMICAL
Stg: P
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Active
Comp Number: 2182
Number: 1
Board Of Equalization: 44-012165
Referral Date: 03-04-93
Action Date: 03-04-93
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002182-000003
Actv Date: 04-20-88
Capacity: 200
Tank Use: CHEMICAL
Stg: P
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Active
Comp Number: 2182
Number: 1
Board Of Equalization: 44-012165
Referral Date: 03-04-93
Action Date: 03-04-93
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002182-000004
Actv Date: 04-20-88
Capacity: 1587

BARRY AVE PLATING CO INC (Continued) **1000372040**

Tank Use:	CHEMICAL
Stg:	P
Content:	UNKNOWN
Number Of Tanks:	Not reported
Status:	Active
Comp Number:	2182
Number:	1
Board Of Equalization:	44-012165
Referral Date:	03-04-93
Action Date:	03-04-93
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-002182-000005
Actv Date:	04-20-88
Capacity:	237
Tank Use:	CHEMICAL
Stg:	P
Content:	UNKNOWN
Number Of Tanks:	Not reported

VCP:

Facility ID:	60000437
Site Type:	Voluntary Cleanup
Site Type Detail:	Voluntary Cleanup
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	3
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Don Indermill
Supervisor:	Philip Chandler
Division Branch:	Cleanup Chatsworth
Site Code:	301299
Assembly:	50
Senate:	26
Special Programs Code:	Voluntary Cleanup Program
Status:	Active
Status Date:	08/31/2006
Restricted Use:	NO
Funding:	Responsible Party
Lat/Long:	34.03461 / -118.4464
APN:	4260014004, 4260014005, 4260014006, 4260014008, 4260014032, 4260014033, 4260014034
Past Use:	AGRICULTURAL - ROW CROPS, METAL FINISHING, METAL PLATING - CHROME, METAL PLATING - OTHER, AGRICULTURAL - ROW CROPS, MANUFACTURING - METAL, METAL FINISHING, METAL PLATING - CHROME, METAL PLATING - OTHER, MANUFACTURING - METAL, METAL FINISHING, METAL PLATING - CHROME, METAL PLATING - OTHER, MANUFACTURING - METAL, METAL FINISHING, METAL PLATING - CHROME, METAL PLATING - OTHER
Potential COC:	30001, 30005, 30013, 30022, 30027, 30152, 30153, 30001, 30013, 30022, 30027, 30152, 30153, 30022, 30027, 30152, 30153, 30022, 30027, 30152, 30153
Confirmed COC:	30001,30013,30005,30022,30152,30153,30027,, ,30022,30152,30153,30027
Potential Description:	AQUI, IA, OTH, SOIL, SV, IA, SOIL, SV, AQUI, OTH, IA, SOIL, SV

BARRY AVE PLATING CO INC (Continued) **1000372040**

Alias Name: 4260014004
Alias Type: APN
Alias Name: 4260014005
Alias Type: APN
Alias Name: 4260014006
Alias Type: APN
Alias Name: 4260014008
Alias Type: APN
Alias Name: 4260014032
Alias Type: APN
Alias Name: 4260014033
Alias Type: APN
Alias Name: 4260014034
Alias Type: APN
Alias Name: 110000474175
Alias Type: EPA (FRS #)
Alias Name: 301299
Alias Type: Project Code (Site Code)
Alias Name: 60000437
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Pilot Study/Treatability Workplan
Completed Date: 03/14/2007
Comments: Pilot Test Workplan approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 03/04/2008
Comments: Removal Action Workplan for remediation of Volatile Organic Compounds and Hexavalent Chromium approved.

Completed Area Name: Oly-Fed Soil OU
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 06/23/2011
Comments: DTSC has concluded that the Removal Action Completion Report for the Oly-Fed OU, and the RACR Addendum adequately demonstrate that remediation of the Oly-Fed OU has been achieved as planned in the RAW. The RACR is approved. DTSC requests that the RACR Addendum be revised and resubmitted to address some relatively minor discrepancies to complete the administrative record.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 03/04/2008
Comments: First Quarter 2007 Groundwater Monitoring Report Accepted and Approved
Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 06/27/2007
Comments: SVE Unit Delivered and operating

BARRY AVE PLATING CO INC (Continued) **1000372040**

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Fieldwork
Completed Date:	11/02/2007
Comments:	Quarterly Groundwater Sampling event completed

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Pilot/Treatability Study Report
Completed Date:	08/19/2011
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	*Correspondence - Received
Completed Date:	04/17/2008
Comments:	Declaration finalized and sent to court

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	*Correspondence - Received
Completed Date:	05/29/2008
Comments:	Emails requested were transferred from Groupwise and placed on a compact disc and given to the requestor.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Monitoring Report
Completed Date:	01/09/2009
Comments:	URS response to DTSC comments was adequate, and URS agreed to address requested changes in future quarterly reports.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Monitoring Report
Completed Date:	01/09/2009
Comments:	URS response was adequate, and as DTSC requested, URS agreed to address comments in future quarterly reports.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	*Correspondence - Received
Completed Date:	03/25/2009
Comments:	The original letter raised questions that are resolved by the 4th Quarter 2008 GW Monitoring and Remedial Progress Report, and DTSC's comments and requested revisions. Therefore, no separate DTSC response has been developed.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Monitoring Report
Completed Date:	08/19/2009
Comments:	Issues related to background arsenic concentrations, shutdown of the SVE system, and remaining residual COCs will be addressed as separate tasks.

Completed Area Name:	PROJECT WIDE

BARRY AVE PLATING CO INC (Continued) **1000372040**

Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 01/15/2013
Comments: Approved without revision in the context of comments made on the draft RACR.

Completed Area Name: Barry Avenue Plating Soil OU
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 06/28/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 02/05/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 02/02/2012
Comments: As this is fieldwork, no DTSC 'Final Letter' is called for. The results of sampling and other activities will be reported in the Semi-annual Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Workplan
Completed Date: 12/13/2012
Comments: DTSC approved the Supplemental Sampling Workplan with modifications.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 08/31/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Notice of Exemption
Completed Date: 01/16/2008
Comments: NOE completed and signed off by Branch Chief

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 07/22/2008
Comments: Letter sent to BAP counsel Patterson, 7/22/2008, DTSC letter to Barry Avenue Plating counsel concurring with timing of placement of vapor monitoring probe URS-05 and monitoring well URS-15 re: Notice of Failure to Perform in Full the Terms of the Stipulated Final Judgement and Order dated and entered December 15, 2004

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets

BARRY AVE PLATING CO INC (Continued) **1000372040**

Completed Date: 01/02/2008
Comments: DTSC Final Fact Sheet was completed 1-02-2008. There will be no RP Final, or DTSC approval since DTSC prepared the final version.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 10/30/2009
Comments: DTSC approves the GW Monitoring report and outstanding comments and issues will be addressed in subsequent monitoring reports.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 02/09/2010
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 02/09/2010
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 01/19/2010
Comments: This was a GW sampling event and was apparently completed on 12/16/2009. The GW monitoring report is pending.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 11/30/2010
Comments: The 4th Quarter 2009 report was approved with comments in a comment letter on the 1st quarter 2010 report. The 1st quarter 2010 report is required to be revised and resubmitted.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 04/20/2010
Comments: Field work completed approx. 4/01/2010, preliminary data submitted 4/20/2010.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 01/15/2012
Comments: DTSC is not requiring revision of the subject report at present as the subsequent monitoring report has been issued, and as the RACR has been submitted and is under review, and any issues related to the monitoring and remediation program will be handled under the RACR.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork

BARRY AVE PLATING CO INC (Continued) **1000372040**

Completed Date: 08/26/2010
Comments: This is a fieldwork exercise that was completed 8/26/2010. No deliverables were submitted, and no DTSC letter was prepared.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 11/30/2010
Comments: RP consultant responses to DTSC comments were not entirely adequate, however, staff availability and deadlines on higher priority tasks on this and other projects precluded DTSC follow up, so this task is being completed and the issues will be addressed in DTSC's response to the BAP OU RACR, being reviewed beginning January 2012.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Well Decommissioning Workplan
Completed Date: 02/23/2010
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Well Decommissioning Workplan
Completed Date: 02/11/2010
Comments: Various proposals and modified proposals were submitted, discussed and evaluated thoroughly. DTSC approves the well decommissioning as indicated in the attached letter dated 2/10/2010.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 03/22/2010
Comments: This was a field activity only, and will be documented in the 1st quarter 2010 groundwater monitoring and remedial progress report, it will not result in a separate document being developed by the consultant, or review and approval by DTSC.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 01/20/2012
Comments: Revision of the subject report is not required at present because the subsequent report has been submitted and the RACR has been submitted and is currently under review. Any changes or issues identified with the monitoring or remediation programs will be handled as a result of the RACR.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 08/19/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 03/15/2012

BARRY AVE PLATING CO INC (Continued) **1000372040**

Comments:	DTSC is not requiring revisions to the submitted report at this time since the RACR is currently under review. Necessary modifications to the remediation and monitoring program will be made through the comments on and revisions to the RACR.
Completed Area Name:	Oly-Fed Soil OU
Completed Sub Area Name:	Not reported
Completed Document Type:	Fieldwork
Completed Date:	09/27/2011
Comments:	DTSC geologist conducted oversight of well and SVE piping and appurtenances abandonment activities and concluded all abandonment activities were conducted consistent with relevant guidance and the RAW.
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Oly-Fed Soil OU
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Certification
Schedule Due Date:	01/04/2013
Schedule Revised Date:	Not reported
Schedule Area Name:	Barry Avenue Plating Soil OU
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Land Use Restriction
Schedule Due Date:	12/24/2013
Schedule Revised Date:	Not reported

EMI:

Year:	2005
County Code:	19
Air Basin:	SC
Facility ID:	13618
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3.67865
Reactive Organic Gases Tons/Yr:	3.585417803
Carbon Monoxide Emissions Tons/Yr:	.00455
NOX - Oxides of Nitrogen Tons/Yr:	1.09641
SOX - Oxides of Sulphur Tons/Yr:	.000105
Particulate Matter Tons/Yr:	1.128574207
Part. Matter 10 Micrometers & Smllr Tons/Yr:	.21998731693

Year:	2006
County Code:	19
Air Basin:	SC
Facility ID:	13618
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3.616367303245639714

BARRY AVE PLATING CO INC (Continued) **1000372040**

Reactive Organic Gases Tons/Yr:	3.482
Carbon Monoxide Emissions Tons/Yr:	.007
NOX - Oxides of Nitrogen Tons/Yr:	.026
SOX - Oxides of Sulphur Tons/Yr:	.016
Particulate Matter Tons/Yr:	.01
Part. Matter 10 Micrometers & Smllr Tons/Yr:	.00656

Year:	2007
County Code:	19
Air Basin:	SC
Facility ID:	13618
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3.616367303245639714
Reactive Organic Gases Tons/Yr:	3.482
Carbon Monoxide Emissions Tons/Yr:	.007
NOX - Oxides of Nitrogen Tons/Yr:	.026
SOX - Oxides of Sulphur Tons/Yr:	.016
Particulate Matter Tons/Yr:	.01
Part. Matter 10 Micrometers & Smllr Tons/Yr:	.00656

Year:	2008
County Code:	19
Air Basin:	SC
Facility ID:	13618
Air District Name:	SC
SIC Code:	3399
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.0059760655154293097
Reactive Organic Gases Tons/Yr:	.0041586916999999576
Carbon Monoxide Emissions Tons/Yr:	.01798
NOX - Oxides of Nitrogen Tons/Yr:	.0195
SOX - Oxides of Sulphur Tons/Yr:	.000143394
Particulate Matter Tons/Yr:	.0027919461645
Part. Matter 10 Micrometers & Smllr Tons/Yr:	.002073901729405

Year:	2009
County Code:	19
Air Basin:	SC
Facility ID:	13618
Air District Name:	SC
SIC Code:	3399
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	6.6734146390246604E-3
Reactive Organic Gases Tons/Yr:	4.9658354999999998E-3
Carbon Monoxide Emissions Tons/Yr:	1.7979999999999999E-2
NOX - Oxides of Nitrogen Tons/Yr:	0.0195
SOX - Oxides of Sulphur Tons/Yr:	1.3339999999999999E-4
Particulate Matter Tons/Yr:	3.2153540000000001E-3
Part. Matter 10 Micrometers & Smllr Tons/Yr:	2.3621448199999998E-3

BARRY AVE PLATING CO INC (Continued) **1000372040**

Year:	2010
County Code:	19
Air Basin:	SC
Facility ID:	13618
Air District Name:	SC
SIC Code:	3399
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1.03496275411685
Reactive Organic Gases Tons/Yr:	1.0221899999999999
Carbon Monoxide Emissions Tons/Yr:	2.0500000000000001E-2
NOX - Oxides of Nitrogen Tons/Yr:	2.4410000000000001E-2
SOX - Oxides of Sulphur Tons/Yr:	1.2999999999999999E-4
Particulate Matter Tons/Yr:	6.6563213999999999E-3
Part. Matter 10 Micrometers & Smllr Tons/Yr:	2.9885301910000002E-3

ENVIROSTOR:

Site Type:	Voluntary Cleanup
Site Type Detailed:	Voluntary Cleanup
Acres:	3
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Don Indermill
Supervisor:	Philip Chandler
Division Branch:	Cleanup Chatsworth
Facility ID:	60000437
Site Code:	301299
Assembly:	50
Senate:	26
Special Program:	Voluntary Cleanup Program
Status:	Active
Status Date:	08/31/2006
Restricted Use:	NO
Site Mgmt. Req.:	NONE SPECIFIED
Funding:	Responsible Party
Latitude:	34.03461
Longitude:	-118.4464
APN:	4260014004, 4260014005, 4260014006, 4260014008, 4260014032, 4260014033, 4260014034
Past Use:	AGRICULTURAL - ROW CROPS, METAL FINISHING, METAL PLATING - CHROME, METAL PLATING - OTHER, AGRICULTURAL - ROW CROPS, MANUFACTURING - METAL, METAL FINISHING, METAL PLATING - CHROME, METAL PLATING - OTHER, MANUFACTURING - METAL, METAL FINISHING, METAL PLATING - CHROME, METAL PLATING - OTHER, MANUFACTURING - METAL, METAL FINISHING, METAL PLATING - CHROME, METAL PLATING - OTHER
Potential COC:	Arsenic, Total Chromium (1:6 ratio Cr VI:Cr III, Lead, Tetrachloroethylene (PCE, Trichloroethylene (TCE, Chromium III, Chromium VI, Arsenic, Lead, Tetrachloroethylene (PCE, Trichloroethylene (TCE, Chromium III, Chromium VI, Tetrachloroethylene (PCE, Trichloroethylene (TCE, Chromium III, Chromium VI, Tetrachloroethylene (PCE, Trichloroethylene (TCE, Chromium III, Chromium VI
Confirmed COC:	Arsenic, Total Chromium (1:6 ratio Cr VI:Cr III, Lead, Tetrachloroethylene (PCE, Trichloroethylene (TCE, Chromium III, Chromium VI, Arsenic, Lead, Tetrachloroethylene (PCE,

BARRY AVE PLATING CO INC (Continued) **1000372040**

Trichloroethylene (TCE, Chromium III, Chromium VI, Tetrachloroethylene (PCE, Trichloroethylene (TCE, Chromium III, Chromium VI, Tetrachloroethylene (PCE, Trichloroethylene (TCE, Chromium III, Chromium VI, Arsenic, Lead, Total Chromium (1:6 ratio Cr VI:Cr III, Tetrachloroethylene (PCE, Chromium III, Chromium VI, Trichloroethylene (TCE, , Tetrachloroethylene (PCE, Tetrachloroethylene (PCE, Chromium III, Chromium VI, Trichloroethylene (TCE

Potential Description: AQUI, IA, OTH, SOIL, SV, IA, SOIL, SV, AQUI, OTH, IA, SOIL, SV
Alias Name: 4260014004
Alias Type: APN
Alias Name: 4260014005
Alias Type: APN
Alias Name: 4260014006
Alias Type: APN
Alias Name: 4260014008
Alias Type: APN
Alias Name: 4260014032
Alias Type: APN
Alias Name: 4260014033
Alias Type: APN
Alias Name: 4260014034
Alias Type: APN
Alias Name: 110000474175
Alias Type: EPA (FRS #)
Alias Name: 301299
Alias Type: Project Code (Site Code)
Alias Name: 60000437
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Pilot Study/Treatability Workplan
Completed Date: 03/14/2007
Comments: Pilot Test Workplan approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 03/04/2008
Comments: Removal Action Workplan for remediation of Volatile Organic Compounds and Hexavalent Chromium approved.

Completed Area Name: Oly-Fed Soil OU
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 06/23/2011
Comments: DTSC has concluded that the Removal Action Completion Report for the Oly-Fed OU, and the RACR Addendum adequately demonstrate that remediation of the Oly-Fed OU has been achieved as planned in the RAW. The RACR is approved. DTSC requests that the RACR Addendum be revised and resubmitted to address some relatively minor discrepancies to complete the administrative record.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report

BARRY AVE PLATING CO INC (Continued) **1000372040**

Completed Date: 03/04/2008
Comments: First Quarter 2007 Groundwater Monitoring Report Accepted and Approved
Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 06/27/2007
Comments: SVE Unit Delivered and operating

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 11/02/2007
Comments: Quarterly Groundwater Sampling event completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Pilot/Treatability Study Report
Completed Date: 08/19/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: *Correspondence - Received
Completed Date: 04/17/2008
Comments: Declaration finalized and sent to court

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: *Correspondence - Received
Completed Date: 05/29/2008
Comments: Emails requested were transferred from Groupwise and placed on a compact disc and given to the requestor.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 01/09/2009
Comments: URS response to DTSC comments was adequate, and URS agreed to address requested changes in future quarterly reports.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 01/09/2009
Comments: URS response was adequate, and as DTSC requested, URS agreed to address comments in future quarterly reports.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: *Correspondence - Received
Completed Date: 03/25/2009
Comments: The original letter raised questions that are resolved by the 4th Quarter 2008 GW Monitoring and Remedial Progress Report, and DTSC's comments and requested revisions. Therefore, no separate DTSC response has been developed.

BARRY AVE PLATING CO INC (Continued) **1000372040**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 08/19/2009
Comments: Issues related to background arsenic concentrations, shutdown of the SVE system, and remaining residual COCs will be addressed as separate tasks.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 01/15/2013
Comments: Approved without revision in the context of comments made on the draft RACR.

Completed Area Name: Barry Avenue Plating Soil OU
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 06/28/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 02/05/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 02/02/2012
Comments: As this is fieldwork, no DTSC 'Final Letter' is called for. The results of sampling and other activities will be reported in the Semi-annual Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Workplan
Completed Date: 12/13/2012
Comments: DTSC approved the Supplemental Sampling Workplan with modifications.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 08/31/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Notice of Exemption
Completed Date: 01/16/2008
Comments: NOE completed and signed off by Branch Chief

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 07/22/2008

BARRY AVE PLATING CO INC (Continued) **1000372040**

Comments: Letter sent to BAP counsel Patterson, 7/22/2008, DTSC letter to Barry Avenue Plating counsel concurring with timing of placement of vapor monitoring probe URS-05 and monitoring well URS-15 re: Notice of Failure to Perform in Full the Terms of the Stipulated Final Judgement and Order dated and entered December 15, 2004

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 01/02/2008
Comments: DTSC Final Fact Sheet was completed 1-02-2008. There will be no RP Final, or DTSC approval since DTSC prepared the final version.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 10/30/2009
Comments: DTSC approves the GW Monitoring report and outstanding comments and issues will be addressed in subsequent monitoring reports.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 02/09/2010
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 02/09/2010
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 01/19/2010
Comments: This was a GW sampling event and was apparently completed on 12/16/2009. The GW monitoring report is pending.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 11/30/2010
Comments: The 4th Quarter 2009 report was approved with comments in a comment letter on the 1st quarter 2010 report. The 1st quarter 2010 report is required to be revised and resubmitted.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 04/20/2010
Comments: Field work completed approx. 4/01/2010, preliminary data submitted 4/20/2010.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report

BARRY AVE PLATING CO INC (Continued) **1000372040**

Completed Date: 01/15/2012
Comments: DTSC is not requiring revision of the subject report at present as the subsequent monitoring report has been issued, and as the RACR has been submitted and is under review, and any issues related to the monitoring and remediation program will be handled under the RACR.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 08/26/2010
Comments: This is a fieldwork exercise that was completed 8/26/2010. No deliverables were submitted, and no DTSC letter was prepared.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 11/30/2010
Comments: RP consultant responses to DTSC comments were not entirely adequate, however, staff availability and deadlines on higher priority tasks on this and other projects precluded DTSC follow up, so this task is being completed and the issues will be addressed in DTSC's response to the BAP OU RACR, being reviewed beginning January 2012.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Well Decommissioning Workplan
Completed Date: 02/23/2010
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Well Decommissioning Workplan
Completed Date: 02/11/2010
Comments: Various proposals and modified proposals were submitted, discussed and evaluated thoroughly. DTSC approves the well decommissioning as indicated in the attached letter dated 2/10/2010.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 03/22/2010
Comments: This was a field activity only, and will be documented in the 1st quarter 2010 groundwater monitoring and remedial progress report, it will not result in a separate document being developed by the consultant, or review and approval by DTSC.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 01/20/2012
Comments: Revision of the subject report is not required at present because the subsequent report has been submitted and the RACR has been submitted and is currently under review. Any changes or issues identified with the monitoring or remediation programs will be handled as a result of the RACR.

Completed Area Name: PROJECT WIDE

BARRY AVE PLATING CO INC (Continued) **1000372040**

Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 08/19/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 03/15/2012
Comments: DTSC is not requiring revisions to the submitted report at this time since the RACR is currently under review. Necessary modifications to the remediation and monitoring program will be made through the comments on and revisions to the RACR.

Completed Area Name: Oly-Fed Soil OU
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 09/27/2011
Comments: DTSC geologist conducted oversight of well and SVE piping and appurtenances abandonment activities and concluded all abandonment activities were conducted consistent with relevant guidance and the RAW.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Oly-Fed Soil OU
Schedule Sub Area Name: Not reported
Schedule Document Type: Certification
Schedule Due Date: 01/04/2013
Schedule Revised Date: Not reported
Schedule Area Name: Barry Avenue Plating Soil OU
Schedule Sub Area Name: Not reported
Schedule Document Type: Land Use Restriction
Schedule Due Date: 12/24/2013
Schedule Revised Date: Not reported

Site Type: Tiered Permit
Site Type Detailed: Tiered Permit
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Not reported
Division Branch: Cleanup Chatsworth
Facility ID: 71002319
Site Code: Not reported
Assembly: 53
Senate: 24
Special Program: Not reported
Status: Refer: Other Agency
Status Date: Not reported
Restricted Use: NO
Site Mgmt. Req.: NONE SPECIFIED
Funding: Not reported

BARRY AVE PLATING CO INC (Continued) **1000372040**

Latitude: 34.05223
Longitude: -118.2436
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: Arsenic, Total Chromium (1:6 ratio Cr VI:Cr III, Lead, Tetrachloroethylene (PCE, Trichloroethylene (TCE, Chromium III, Chromium VI, Arsenic, Lead, Tetrachloroethylene (PCE, Trichloroethylene (TCE, Chromium III, Chromium VI, Tetrachloroethylene (PCE, Trichloroethylene (TCE, Chromium III, Chromium VI, Tetrachloroethylene (PCE, Trichloroethylene (TCE, Chromium III, Chromium VI, Arsenic, Lead, Total Chromium (1:6 ratio Cr VI:Cr III, Tetrachloroethylene (PCE, Chromium III, Chromium VI, Trichloroethylene (TCE, , Tetrachloroethylene (PCE, Tetrachloroethylene (PCE, Chromium III, Chromium VI, Trichloroethylene (TCE, NONE SPECIFIED
Confirmed COC: Arsenic, Total Chromium (1:6 ratio Cr VI:Cr III, Lead, Tetrachloroethylene (PCE, Trichloroethylene (TCE, Chromium III, Chromium VI, Arsenic, Lead, Tetrachloroethylene (PCE, Trichloroethylene (TCE, Chromium III, Chromium VI, Tetrachloroethylene (PCE, Trichloroethylene (TCE, Chromium III, Chromium VI, Tetrachloroethylene (PCE, Trichloroethylene (TCE, Chromium III, Chromium VI, Arsenic, Lead, Total Chromium (1:6 ratio Cr VI:Cr III, Tetrachloroethylene (PCE, Chromium III, Chromium VI, Trichloroethylene (TCE, , Tetrachloroethylene (PCE, Tetrachloroethylene (PCE, Chromium III, Chromium VI, Trichloroethylene (TCE, NONE SPECIFIED, NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAD009688185
Alias Type: EPA Identification Number
Alias Name: 110000474175
Alias Type: EPA (FRS #)
Alias Name: 71002319
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 02/19/1999
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

AIRS (AFS):

Compliance and Violation Data Major Sources:
EPA plant ID: 110000831182
Plant name: BARRY AVE PLATING CO INC
Plant address: 2210 BARRY AVE
LOS ANGELES, CA 900641402

BARRY AVE PLATING CO INC (Continued) **1000372040**

County:	LOS ANGELES
Region code:	09
Dunn & Bradst #:	Not reported
Air quality cntrl region:	024
Sic code:	3471
Sic code desc:	PLATING AND POLISHING
North Am. industrial classf:	332813
NAIC code description:	Electroplating, Plating, Polishing, Anodizing, and Coloring
Default compliance status:	UNKNOWN BY EVALUATION CALCULATION (GENERATED VALUE - NOT AVAILABLE FOR INPUT)
Default classification:	ACTUAL OR POTENTIAL EMISSIONS ARE ABOVE THE APPLICABLE MAJOR SOURCE THRESHOLDS
Govt facility:	ALL OTHER FACILITIES NOT OWNED OR OPERATED BY A FEDERAL, STATE, OR LOCAL GOVERNMENT
Current HPV:	Not reported

Compliance and Enforcement Major Issues:

Air program:	TITLE V PERMITS
National action type:	STATE CONDUCTED PCE/ ON-SITE
Date achieved:	031205
Penalty amount:	Not reported

Air program:	SIP SOURCE
National action type:	STATE CONDUCTED FCE / ON-SITE
Date achieved:	031205
Penalty amount:	Not reported

Air program:	SIP SOURCE
National action type:	STATE CONDUCTED PCE/ ON-SITE
Date achieved:	031205
Penalty amount:	Not reported

Air program:	TITLE V PERMITS
National action type:	STATE CONDUCTED FCE / ON-SITE
Date achieved:	031205
Penalty amount:	Not reported

Air program:	SIP SOURCE
National action type:	STATE CONDUCTED FCE / ON-SITE
Date achieved:	060615
Penalty amount:	Not reported

Air program:	SIP SOURCE
National action type:	STATE CONDUCTED PCE/ ON-SITE
Date achieved:	060615
Penalty amount:	Not reported

Air program:	TITLE V PERMITS
National action type:	STATE CONDUCTED PCE/ ON-SITE
Date achieved:	060615
Penalty amount:	Not reported

Air program:	TITLE V PERMITS
National action type:	STATE CONDUCTED FCE / ON-SITE
Date achieved:	060615
Penalty amount:	Not reported

BARRY AVE PLATING CO INC (Continued) **1000372040**

Air program: TITLE V PERMITS
National action type: STATE CONDUCTED PCE/ ON-SITE
Date achieved: 070501
Penalty amount: Not reported

Air program: SIP SOURCE
National action type: STATE CONDUCTED PCE/ ON-SITE
Date achieved: 070501
Penalty amount: Not reported

Air program: TITLE V PERMITS
National action type: STATE CONDUCTED FCE / ON-SITE
Date achieved: 070501
Penalty amount: Not reported

Air program: SIP SOURCE
National action type: STATE CONDUCTED FCE / ON-SITE
Date achieved: 070501
Penalty amount: Not reported

Air program: TITLE V PERMITS
National action type: STATE CONDUCTED FCE / ON-SITE
Date achieved: 080508
Penalty amount: Not reported

Air program: SIP SOURCE
National action type: STATE CONDUCTED FCE / ON-SITE
Date achieved: 080508
Penalty amount: Not reported

Air program: TITLE V PERMITS
National action type: STATE CONDUCTED PCE/ ON-SITE
Date achieved: 080508
Penalty amount: Not reported

Air program: SIP SOURCE
National action type: STATE CONDUCTED PCE/ ON-SITE
Date achieved: 080508
Penalty amount: Not reported

Air program: SIP SOURCE
National action type: MULTI MEDIA INSPECTION - LEVEL 2 OR GREATER
Date achieved: 971126
Penalty amount: 000000000

Historical Compliance Minor Sources:
State compliance status: IN COMPLIANCE - INSPECTION
Hist compliance date: 1001
Air prog code hist file: SIP SOURCE

State compliance status: IN COMPLIANCE - INSPECTION
Hist compliance date: 1001
Air prog code hist file: TITLE V PERMITS

State compliance status: IN COMPLIANCE - INSPECTION
Hist compliance date: 1002
Air prog code hist file: SIP SOURCE

BARRY AVE PLATING CO INC (Continued) **1000372040**

State compliance status: IN COMPLIANCE - INSPECTION
Hist compliance date: 1002
Air prog code hist file: TITLE V PERMITS

State compliance status: IN COMPLIANCE - INSPECTION
Hist compliance date: 1003
Air prog code hist file: SIP SOURCE

State compliance status: IN COMPLIANCE - INSPECTION
Hist compliance date: 1003
Air prog code hist file: TITLE V PERMITS

State compliance status: IN COMPLIANCE - INSPECTION
Hist compliance date: 1004
Air prog code hist file: SIP SOURCE

State compliance status: IN COMPLIANCE - INSPECTION
Hist compliance date: 1004
Air prog code hist file: TITLE V PERMITS

State compliance status: IN COMPLIANCE - INSPECTION
Hist compliance date: 1101
Air prog code hist file: SIP SOURCE

State compliance status: IN COMPLIANCE - INSPECTION
Hist compliance date: 1101
Air prog code hist file: TITLE V PERMITS

State compliance status: IN COMPLIANCE - INSPECTION
Hist compliance date: 1102
Air prog code hist file: SIP SOURCE

State compliance status: IN COMPLIANCE - INSPECTION
Hist compliance date: 1102
Air prog code hist file: TITLE V PERMITS

State compliance status: IN COMPLIANCE - INSPECTION
Hist compliance date: 1103
Air prog code hist file: SIP SOURCE

State compliance status: IN COMPLIANCE - INSPECTION
Hist compliance date: 1103
Air prog code hist file: TITLE V PERMITS

State compliance status: IN COMPLIANCE - INSPECTION
Hist compliance date: 1104
Air prog code hist file: SIP SOURCE

State compliance status: IN COMPLIANCE - INSPECTION
Hist compliance date: 1104
Air prog code hist file: TITLE V PERMITS

State compliance status: IN COMPLIANCE - INSPECTION
Hist compliance date: 1201
Air prog code hist file: SIP SOURCE

State compliance status: IN COMPLIANCE - INSPECTION

BARRY AVE PLATING CO INC (Continued) **1000372040**

Hist compliance date: 1201
Air prog code hist file: TITLE V PERMITS

State compliance status: IN COMPLIANCE - INSPECTION
Hist compliance date: 1202
Air prog code hist file: SIP SOURCE

State compliance status: IN COMPLIANCE - INSPECTION
Hist compliance date: 1202
Air prog code hist file: TITLE V PERMITS

State compliance status: IN COMPLIANCE - INSPECTION
Hist compliance date: 1203
Air prog code hist file: SIP SOURCE

State compliance status: IN COMPLIANCE - INSPECTION
Hist compliance date: 1203
Air prog code hist file: TITLE V PERMITS

State compliance status: IN COMPLIANCE - INSPECTION
Hist compliance date: 1204
Air prog code hist file: SIP SOURCE

State compliance status: IN COMPLIANCE - INSPECTION
Hist compliance date: 1204
Air prog code hist file: TITLE V PERMITS

---

17 **BARRY AVENUE PLATING CO** **TRIS 1016109526**
2210 BARRY AVE. **FINDS 90064BRRYV2210B**
LOS ANGELES, CA

TRIS:

Click this hyperlink while viewing on your computer to access
1 additional US_TRIS: record(s) in the EDR Site Report.

FINDS:

Registry ID: 110000474175

Environmental Interest/Information System
California Department of Toxic Substances Control EnviroStor System (DTSC-EnviroStor) is an online search and Geographic Information System (GIS) tool for identifying sites that have known contamination or sites for which there may be reasons to investigate further. The EnviroStor database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites.

AFS (Aerometric Information Retrieval System (AIRS) Facility Subsystem) replaces the former Compliance Data System (CDS), the National Emission Data System (NEDS), and the Storage and Retrieval of Aerometric Data (SAROAD). AIRS is the national repository for information concerning airborne pollution in the United States. AFS is used to track emissions and compliance data from industrial plants. AFS data are utilized by states to prepare State Implementation Plans

BARRY AVENUE PLATING CO (Continued) **1016109526**

to comply with regulatory programs and by EPA as an input for the estimation of total national emissions. AFS is undergoing a major redesign to support facility operating permits required under Title V of the Clean Air Act.

The NEI (National Emissions Inventory) database contains information on stationary and mobile sources that emit criteria air pollutants and their precursors, as well as hazardous air pollutants (HAPs).

US EPA TRIS (Toxics Release Inventory System) contains information from facilities on the amounts of over 300 listed toxic chemicals that these facilities release directly to air, water, land, or that are transported off-site.

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZARDOUS WASTE BIENNIAL REPORTER

CRITERIA AND HAZARDOUS AIR POLLUTANT INVENTORY

---

17 **BARRY AVENUE PLATING CO INC** **CA HAZNET** **S112999931**
2210 BARRY AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2012
Gepaid:	CAD009688185
Contact:	MARICAR JABALLAS-MARIN
Telephone:	3104780078
Mailing Name:	Not reported
Mailing Address:	2210 BARRY AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641402
Gen County:	Los Angeles
TSD EPA ID:	CAD097030993
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	2.975
Facility County:	Los Angeles

Year:	2012
Gepaid:	CAD009688185
Contact:	MARICAR JABALLAS-MARIN
Telephone:	3104780078
Mailing Name:	Not reported
Mailing Address:	2210 BARRY AVE

BARRY AVENUE PLATING CO INC (Continued) **S112999931**

Mailing City,St,Zip: LOS ANGELES, CA 900641402
Gen County: Los Angeles
TSD EPA ID: CAD008488025
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Metals Recovery Including Retoring,Smelting,Chemicals,Ect
Tons: 0.4587
Facility County: Los Angeles

Year: 2012
Gepaid: CAD009688185
Contact: MARICAR JABALLAS-MARIN
Telephone: 3104780078
Mailing Name: Not reported
Mailing Address: 2210 BARRY AVE
Mailing City,St,Zip: LOS ANGELES, CA 900641402
Gen County: Los Angeles
TSD EPA ID: CAD008302903
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.3
Facility County: Los Angeles

Year: 2012
Gepaid: CAD009688185
Contact: MARICAR JABALLAS-MARIN
Telephone: 3104780078
Mailing Name: Not reported
Mailing Address: 2210 BARRY AVE
Mailing City,St,Zip: LOS ANGELES, CA 900641402
Gen County: Los Angeles
TSD EPA ID: CAD008302903
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.3
Facility County: Los Angeles

Year: 2012
Gepaid: CAD009688185
Contact: MARICAR JABALLAS-MARIN
Telephone: 3104780078
Mailing Name: Not reported
Mailing Address: 2210 BARRY AVE
Mailing City,St,Zip: LOS ANGELES, CA 900641402
Gen County: Los Angeles
TSD EPA ID: UTD981552177
TSD County: 99
Waste Category: Not reported
Disposal Method: Incineration--Thermal Destruction Other Than Use As A Fuel
Tons: 0.6275
Facility County: Los Angeles

BARRY AVENUE PLATING CO INC (Continued) **S112999931**

Click this hyperlink while viewing on your computer to access
637 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **BARRY AVE PLATING CO INC** **CA EMI** **S106826688**
2210 BARRY AVE. **N/A**
LOS ANGELES, CA

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	13618
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	13618
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	2
Part. Matter 10 Micrometers & Smllr Tons/Yr:	1

---

17 **COLOR IMAGE PRINTING INC** **CA EMI** **S106829023**
2030 S WESTGATE AVE **N/A**
LOS ANGELES, CA 90025

EMI:

Year:	2002
County Code:	19
Air Basin:	SC
Facility ID:	121210
Air District Name:	SC
SIC Code:	2752
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported

COLOR IMAGE PRINTING INC (Continued) **S106829023**

Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	4
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2003
County Code:	19
Air Basin:	SC
Facility ID:	121210
Air District Name:	SC
SIC Code:	2752
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	4
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2004
County Code:	19
Air Basin:	SC
Facility ID:	121210
Air District Name:	SC
SIC Code:	2752
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3.8349
Reactive Organic Gases Tons/Yr:	3.84
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2005
County Code:	19
Air Basin:	SC
Facility ID:	121210
Air District Name:	SC
SIC Code:	2752
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4.17515
Reactive Organic Gases Tons/Yr:	3.783566842
Carbon Monoxide Emissions Tons/Yr:	.00035
NOX - Oxides of Nitrogen Tons/Yr:	.0013
SOX - Oxides of Sulphur Tons/Yr:	.000005
Particulate Matter Tons/Yr:	.000075

COLOR IMAGE PRINTING INC (Continued) **S106829023**

Part. Matter 10 Micrometers & Smllr Tons/Yr:	.000075
Year:	2006
County Code:	19
Air Basin:	SC
Facility ID:	121210
Air District Name:	SC
SIC Code:	2752
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2.041146978439113270
Reactive Organic Gases Tons/Yr:	2.041
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	.001
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	2007
County Code:	19
Air Basin:	SC
Facility ID:	121210
Air District Name:	SC
SIC Code:	2752
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2.041146978439113270
Reactive Organic Gases Tons/Yr:	2.041
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	.001
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	2008
County Code:	19
Air Basin:	SC
Facility ID:	121210
Air District Name:	SC
SIC Code:	2752
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1.137516356135854743
Reactive Organic Gases Tons/Yr:	1.13735683517748844
Carbon Monoxide Emissions Tons/Yr:	.00035
NOX - Oxides of Nitrogen Tons/Yr:	.0013
SOX - Oxides of Sulphur Tons/Yr:	.000006
Particulate Matter Tons/Yr:	.000075
Part. Matter 10 Micrometers & Smllr Tons/Yr:	.000075

17 **COLOR IMAGE PRINTING** **CA HAZNET** **S113085240**
2030 SOUTH WESTGATE **N/A**
LOS ANGELES, CA 90025

HAZNET:

Year:	2012
Gepaid:	CAL000159933
Contact:	ARTHUR NELSON
Telephone:	3109966789
Mailing Name:	Not reported
Mailing Address:	2030 S WESTGATE AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900250000
Gen County:	Los Angeles
TSD EPA ID:	CAD982444481
TSD County:	San Bernardino
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.05
Facility County:	Los Angeles

Year:	2012
Gepaid:	CAL000159933
Contact:	ARTHUR NELSON
Telephone:	3109966789
Mailing Name:	Not reported
Mailing Address:	2030 S WESTGATE AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900250000
Gen County:	Los Angeles
TSD EPA ID:	CAD982444481
TSD County:	San Bernardino
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.05
Facility County:	Los Angeles

Year:	2012
Gepaid:	CAL000159933
Contact:	ARTHUR NELSON
Telephone:	3109966789
Mailing Name:	Not reported
Mailing Address:	2030 S WESTGATE AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900250000
Gen County:	Los Angeles
TSD EPA ID:	CAD982444481
TSD County:	San Bernardino
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.05
Facility County:	Los Angeles

Year:	2012
Gepaid:	CAL000159933
Contact:	ARTHUR NELSON
Telephone:	3109966789
Mailing Name:	Not reported
Mailing Address:	2030 S WESTGATE AVE

COLOR IMAGE PRINTING (Continued) **S113085240**

Mailing City,St,Zip: LOS ANGELES, CA 900250000
Gen County: Los Angeles
TSD EPA ID: CAD982444481
TSD County: San Bernardino
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.17
Facility County: Los Angeles

Year: 2012
Gepaid: CAL000159933
Contact: ARTHUR NELSON
Telephone: 3109966789
Mailing Name: Not reported
Mailing Address: 2030 S WESTGATE AVE
Mailing City,St,Zip: LOS ANGELES, CA 900250000
Gen County: Los Angeles
TSD EPA ID: CAD982444481
TSD County: San Bernardino
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.17
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
46 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **C. I. PRINTING, INC** **FINDS** **1011976798**
2030 S WESTGATE AVE **N/A**
LOS ANGELES, CA

FINDS:

Registry ID: 110038086763

Environmental Interest/Information System
The NEI (National Emissions Inventory) database contains information on stationary and mobile sources that emit criteria air pollutants and their precursors, as well as hazardous air pollutants (HAPs).

CRITERIA AND HAZARDOUS AIR POLLUTANT INVENTORY

---

17 **ROGERSON AIRCRAFT CORPORATION** **RCRA-SQG** **1004676212**
2223 S FEDERAL **FINDS** **CAR000082305**
LOS ANGELES, CA

RCRA-SQG:
Date form received by agency: 09/13/2000
Facility name: ROGERSON AIRCRAFT CORPORATION
Facility address: 2223 S FEDERAL
LOS ANGELES, CA 90064
EPA ID: CAR000082305
Mailing address: 2201 ALTON PARKWAY

ROGERSON AIRCRAFT CORPORATION (Continued) **1004676212**

IRVINE, CA 92606
Contact: MILTON PIZINGER
Contact address: 2201 ALTON PARKWAY
IRVINE, CA 92606
Contact country: US
Contact telephone: (949) 660-0666
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: MICHAEL J ROGERSON
Owner/operator address: 2201 ALTON PARKWAY
IRVINE, CA 92606
Owner/operator country: Not reported
Owner/operator telephone: (949) 660-0666
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 09/13/2000
Facility name: ROGERSON AIRCRAFT CORPORATION
Classification: Small Quantity Generator

Hazardous Waste Summary:
Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE

ROGERSON AIRCRAFT CORPORATION (Continued) **1004676212**

MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Violation Status: No violations found

FINDS:

Registry ID: 110012183886

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

17 **EDR US Hist Auto Stat** **1015340223**

2251 FEDERAL AVE **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name: OCONNELL SERVICE & REPAIR
Year: 1999
Address: 2251 FEDERAL AVE

Name: OCONNELL SERVICE & REPAIR
Year: 2001
Address: 2251 FEDERAL AVE

Name: OCONNELL SERVICE & REPAIR
Year: 2002
Address: 2251 FEDERAL AVE

Name: OCONNELL SERVICE & REPAIR
Year: 2003
Address: 2251 FEDERAL AVE

Name: OCONNELL SERVICE & REPAIR INC
Year: 2004
Address: 2251 FEDERAL AVE

Name: FIVE STAR AUTO BODY
Year: 2009
Address: 2251 FEDERAL AVE

17 **AA AUTOMOTIVE AUTO BODY INC** **CA HAZNET** **S113156363**
2251 FEDERAL AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2012
Gepaid:	CAL000344026
Contact:	PILAR CAMARENA
Telephone:	3109143012
Mailing Name:	Not reported
Mailing Address:	2251 FEDERAL AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641403
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	12.51
Facility County:	Los Angeles

Year:	2012
Gepaid:	CAL000344026
Contact:	PILAR CAMARENA
Telephone:	3109143012
Mailing Name:	Not reported
Mailing Address:	2251 FEDERAL AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641403
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	12.51
Facility County:	Los Angeles

Year:	2011
Gepaid:	CAL000344026
Contact:	PILAR CAMARENA
Telephone:	3108294682
Mailing Name:	Not reported
Mailing Address:	2251 FEDERAL AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641403
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues 10 percent or more
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.22935
Facility County:	Los Angeles

Year:	2011
Gepaid:	CAL000344026
Contact:	PILAR CAMARENA
Telephone:	3108294682
Mailing Name:	Not reported
Mailing Address:	2251 FEDERAL AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641403

AA AUTOMOTIVE AUTO BODY INC (Continued) **S113156363**

Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues 10 percent or more
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.22935
Facility County:	Los Angeles

Year:	2010
Gepaid:	CAL000344026
Contact:	PILAR CAMARENA
Telephone:	3109143012
Mailing Name:	Not reported
Mailing Address:	2251 FEDERAL AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641403
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues 10 percent or more
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.1251
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
3 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **O'CONNELLS SERVICE & REPAIR INC** **CA HAZNET** **S113028959**
2251 FEDERAL AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	1999
Gepaid:	CAL000020754
Contact:	O'CONNELLS SVC & RPR INC
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	2251 FEDERAL AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD099452708
TSD County:	Not reported
Waste Category:	Unspecified aqueous solution
Disposal Method:	Recycler
Tons:	.2085
Facility County:	Los Angeles

Year:	1998
Gepaid:	CAL000020754
Contact:	O'CONNELLS SVC & RPR INC
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	2251 FEDERAL AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD099452708
TSD County:	Not reported
Waste Category:	Unspecified aqueous solution
Disposal Method:	Recycler

O'CONNELLS SERVICE & REPAIR INC (Continued) **S113028959**

Tons: .5212
Facility County: Los Angeles

Year: 1997
Gepaid: CAL000020754
Contact: O'CONNELLS SVC & RPR INC
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 2251 FEDERAL AVE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD050099696
TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Recycler
Tons: .5838
Facility County: Los Angeles

Year: 1997
Gepaid: CAL000020754
Contact: O'CONNELLS SVC & RPR INC
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 2251 FEDERAL AVE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD050099696
TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Not reported
Tons: .2085
Facility County: Los Angeles

Year: 1996
Gepaid: CAL000020754
Contact: O'CONNELLS SVC & RPR INC
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 2251 FEDERAL AVE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD050099696
TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Recycler
Tons: .4170
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access additional CA_HAZNET: detail in the EDR Site Report.

17 HOOVER ELECTRIC CO DIV TELEFLE | **RCRA-SQG** | **1000430762**
2100 S STONER AVE | **FINDS** | **CAD990843583**
LOS ANGELES, CA

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	HOOVER ELECTRIC CO DIV TELEFLE
Facility address:	2100 S STONER AVE LOS ANGELES, CA 90025
EPA ID:	CAD990843583
Mailing address:	S STONER AVE LOS ANGELES, CA 90025
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	TELEFLEX INCORPORATED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No

HOOVER ELECTRIC CO DIV TELEFLE (Continued) **1000430762**

User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002903948

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

17 **WESTWOOD PRINTING** **CA HAZNET** **S113167850**
2100 STONER AVENUE **N/A**
LOS ANGELES, CA 90025

HAZNET:
Year: 1993
Gepaid: CAL922793531
Contact: MANUEL DELGADO
Telephone: 3104780332
Mailing Name: Not reported
Mailing Address: 2100 STONER AVE
Mailing City,St,Zip: LOS ANGELES, CA 900256111
Gen County: Not reported
TSD EPA ID: CAD108040858
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Not reported
Tons: 0.10000000000
Facility County: Los Angeles

---

17 **UNILAB WEST LOS ANGELES STAT LABORATORY** **RCRA-SQG** **1000820444**
11915 LAGRANGE AVENUE **FINDS** **CAD983664814**
LOS ANGELES, CA

RCRA-SQG:
Date form received by agency: 10/31/2001
Facility name: UNILAB WEST L A STAT LAB
Facility address: 11915 LA GRANGE AVE
LOS ANGELES, CA 900255213
EPA ID: CAD983664814
Mailing address: 18408 OXNARD ST
TARZANA, CA 91356
Contact: JAN DEERING
Contact address: 18408 OXNARD ST
TARZANA, CA 91356
Contact country: US

UNILAB WEST LOS ANGELES STAT LABORATORY (Continued) **1000820444**

Contact telephone: (818) 996-7300
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: UNILAB CORPORATION
Owner/operator address: 18408 OXNARD ST
TARZANA, CA 91356
Owner/operator country: Not reported
Owner/operator telephone: (818) 996-7300
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 09/01/1996
Facility name: UNILAB WEST L A STAT LAB
Classification: Small Quantity Generator

Hazardous Waste Summary:
Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: F003
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL

UNILAB WEST LOS ANGELES STAT LABORATORY (Continued) **1000820444**

ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NON-HALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS, AND, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Waste code: U122
Waste name: FORMALDEHYDE

Violation Status: No violations found

FINDS:

Registry ID: 110002896732

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

17 **UNILAB CORPORATION** **CA HAZNET** **S113019312**
11915 LAGRANGE AVE **N/A**
LOS ANGELES, CA 90025

HAZNET:

Year:	2003
Gepaid:	CAD983664814
Contact:	WALTER PROBER, EHS MANAGER, SC
Telephone:	8189967300
Mailing Name:	Not reported
Mailing Address:	18408 OXNARD ST
Mailing City,St,Zip:	TARZANA, CA 913560000
Gen County:	Not reported
TSD EPA ID:	WAD991281767
TSD County:	Not reported
Waste Category:	Laboratory waste chemicals
Disposal Method:	Not reported
Tons:	0.01
Facility County:	Los Angeles

Year:	2003
Gepaid:	CAD983664814
Contact:	WALTER PROBER, EHS MANAGER, SC
Telephone:	8189967300
Mailing Name:	Not reported
Mailing Address:	18408 OXNARD ST
Mailing City,St,Zip:	TARZANA, CA 913560000
Gen County:	Not reported
TSD EPA ID:	WAD991281767
TSD County:	Not reported

UNILAB CORPORATION (Continued) **S113019312**

Waste Category: Laboratory waste chemicals
Disposal Method: Not reported
Tons: 0.01
Facility County: Los Angeles

Year: 2003
Gepaid: CAD983664814
Contact: WALTER PROBER, EHS MANAGER, SC
Telephone: 8189967300
Mailing Name: Not reported
Mailing Address: 18408 OXNARD ST
Mailing City,St,Zip: TARZANA, CA 913560000
Gen County: Not reported
TSD EPA ID: CAD008364432
TSD County: Not reported
Waste Category: Laboratory waste chemicals
Disposal Method: Treatment, Tank
Tons: 0.14
Facility County: Los Angeles

Year: 2003
Gepaid: CAD983664814
Contact: WALTER PROBER, EHS MANAGER, SC
Telephone: 8189967300
Mailing Name: Not reported
Mailing Address: 18408 OXNARD ST
Mailing City,St,Zip: TARZANA, CA 913560000
Gen County: Not reported
TSD EPA ID: CAD008364432
TSD County: Not reported
Waste Category: Laboratory waste chemicals
Disposal Method: Treatment, Tank
Tons: 0.14
Facility County: Los Angeles

Year: 2003
Gepaid: CAD983664814
Contact: WALTER PROBER, EHS MANAGER, SC
Telephone: 8189967300
Mailing Name: Not reported
Mailing Address: 18408 OXNARD ST
Mailing City,St,Zip: TARZANA, CA 913560000
Gen County: Not reported
TSD EPA ID: CAD008364432
TSD County: Not reported
Waste Category: Laboratory waste chemicals
Disposal Method: Transfer Station
Tons: 0.1
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
69 additional CA_HAZNET: record(s) in the EDR Site Report.

17 **O'NEIL DATA SYSTEMS, INC.** **CA EMI** **S106836535**
2005 ARMACOST AVE **N/A**
WEST LOS ANGELES, CA 90025

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	69261
Air District Name:	SC
SIC Code:	2732
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	10
Reactive Organic Gases Tons/Yr:	10
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **O'NEIL DATA SYSTEMS INC** **CA HAZNET** **S113006180**
2005 ARMACOST AVE **N/A**
LOS ANGELES, CA 90025

HAZNET:

Year:	1998
Gepaid:	CAD981430820
Contact:	ONEIL DATA SYSTEM INC
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	2005 ARMACOST AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900256112
Gen County:	Not reported
TSD EPA ID:	CAD099452708
TSD County:	Not reported
Waste Category:	Oil/water separation sludge
Disposal Method:	Transfer Station
Tons:	5.3793
Facility County:	Los Angeles

Year:	1998
Gepaid:	CAD981430820
Contact:	ONEIL DATA SYSTEM INC
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	2005 ARMACOST AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900256112
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Off-specification, aged or surplus organics
Disposal Method:	Recycler
Tons:	.3825
Facility County:	Los Angeles

Year:	1996
Gepaid:	CAD981430820
Contact:	ONEIL DATA SYSTEM INC

O'NEIL DATA SYSTEMS INC (Continued) **S113006180**

Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 2005 ARMACOST AVE
Mailing City,St,Zip: LOS ANGELES, CA 900256112
Gen County: Not reported
TSD EPA ID: CAT000613976
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Transfer Station
Tons: 1.1467
Facility County: Los Angeles

Year: 1996
Gepaid: CAD981430820
Contact: ONEIL DATA SYSTEM INC
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 2005 ARMACOST AVE
Mailing City,St,Zip: LOS ANGELES, CA 900256112
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Recycler
Tons: 4.3785
Facility County: Los Angeles

Year: 1996
Gepaid: CAD981430820
Contact: ONEIL DATA SYSTEM INC
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 2005 ARMACOST AVE
Mailing City,St,Zip: LOS ANGELES, CA 900256112
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Recycler
Tons: .4750
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
10 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **WEST LA SERVICE CENTER** **RCRA-LQG** **1000597317**
12300 NEBRASKA AVENUE **CAD983613225**
LOS ANGELES, CA 90025

RCRA-LQG:
Date form received by agency: 06/09/2010
Facility name: WEST LA SERVICE CENTER
Facility address: 12300 NEBRASKA AVENUE
LOS ANGELES, CA 90025
EPA ID: CAD983613225
Mailing address: 111 NORTH HOPE STREET
ROOM 1050
LOS ANGELES, CA 90012

WEST LA SERVICE CENTER (Continued) **1000597317**

Contact:	MARK J SEDLACEK
Contact address:	111 NORTH HOPE STREET ROOM 1050 LOS ANGELES, CA 90012
Contact country:	US
Contact telephone:	(213) 367-0403
Contact email:	MARK.SEDLACEK@LADWP.COM
EPA Region:	09
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	LA DEPT. OF WATER & POWER
Owner/operator address:	111 NORTH HOPE STREET ROOM 1050 LOS ANGELES, CA 90012
Owner/operator country:	US
Owner/operator telephone:	(213) 367-0403
Legal status:	Municipal
Owner/Operator Type:	Owner
Owner/Op start date:	01/01/1949
Owner/Op end date:	Not reported

Owner/operator name:	MARK J. SEDLACEK
Owner/operator address:	Not reported Not reported
Owner/operator country:	Not reported
Owner/operator telephone:	Not reported
Legal status:	Municipal
Owner/Operator Type:	Operator
Owner/Op start date:	01/01/1949
Owner/Op end date:	Not reported

Owner/operator name:	LA DEPT OF WATER AND POWER
Owner/operator address:	111 N HOPE ST RM 1121 LOS ANGELES, CA 90012
Owner/operator country:	Not reported
Owner/operator telephone:	(213) 481-3250
Legal status:	Municipal
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No

WEST LA SERVICE CENTER (Continued) **1000597317**

Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Historical Generators:

Date form received by agency:	10/23/1991
Facility name:	WEST LA SERVICE CENTER
Site name:	WEST LA SVC CTR
Classification:	Small Quantity Generator

Hazardous Waste Summary:

Waste code:	181
Waste name:	181
Waste code:	331
Waste name:	331
Waste code:	792
Waste name:	792
Waste code:	D001
Waste name:	IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.
Waste code:	D002
Waste name:	A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.
Waste code:	D008
Waste name:	LEAD

Violation Status: No violations found

17 **W LOS ANGELES DISTRIBUTION HQ** **CA FID UST** **S101585975**
12300 NEBRASKA AVE **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90025

CA FID UST:

Facility ID:	19035199
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2134815516
Mail To:	Not reported
Mailing Address:	12300 NEBRASKA AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900250000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

SWEEPS UST:

Status:	Not reported
Comp Number:	6108
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

---

17 **L A DWP/WEST LA DISTRIBUTION HDQTRS** **CA HAZNET** **S113038464**
12300 NEBRASKA AVE **N/A**
LOS ANGELES, CA 90025

HAZNET:

Year:	2008
Gepaid:	CAL000042127
Contact:	EDWARD KARAPETIAN/ENV MGR
Telephone:	2134817962
Mailing Name:	Not reported
Mailing Address:	111 N HOPE ST #1121
Mailing City,St,Zip:	LOS ANGELES, CA 900120000
Gen County:	Not reported
TSD EPA ID:	ALD963167891
TSD County:	Not reported
Waste Category:	Polychlorinated biphenyls and material containing PCBs
Disposal Method:	Metals Recovery Including Retoring,Smelting,Chemicals,Ect
Tons:	2.7135

L A DWP/WEST LA DISTRIBUTION HDQTRS (Continued) **S113038464**

Facility County: Los Angeles

Year: 2008
Gepaid: CAL000042127
Contact: EDWARD KARAPETIAN/ENV MGR
Telephone: 2134817962
Mailing Name: Not reported
Mailing Address: 111 N HOPE ST #1121
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Not reported
TSD EPA ID: ALD963167891
TSD County: Not reported
Waste Category: Liquids with polychloronated biphenyls >= 50 Mg./L
Disposal Method: Metals Recovery Including Retoring,Smelting,Chemicals,Ect
Tons: 0.22481
Facility County: Los Angeles

Year: 2008
Gepaid: CAL000042127
Contact: EDWARD KARAPETIAN/ENV MGR
Telephone: 2134817962
Mailing Name: Not reported
Mailing Address: 111 N HOPE ST #1121
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Not reported
TSD EPA ID: ALD963167891
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Metals Recovery Including Retoring,Smelting,Chemicals,Ect
Tons: 24.9325
Facility County: Los Angeles

---

17 **LA DEPARTMENT WATER & POWER** **CA HAZNET** **S113018107**
12300 NEBRASKA AVE **N/A**
LOS ANGELES, CA 90025

HAZNET:
Year: 2012
Gepaid: CAD983613225
Contact: JENNIFER MADDEN
Telephone: 2133670470
Mailing Name: Not reported
Mailing Address: 111 N HOPE ST RM 1050
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 1.4595
Facility County: Los Angeles

Year: 2012
Gepaid: CAD983613225
Contact: JENNIFER MADDEN
Telephone: 2133670470
Mailing Name: Not reported

LA DEPARTMENT WATER & POWER (Continued) **S113018107**

Mailing Address: 111 N HOPE ST RM 1050
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.2145
Facility County: Los Angeles

Year: 2012
Gepaid: CAD983613225
Contact: JENNIFER MADDEN
Telephone: 2133670470
Mailing Name: Not reported
Mailing Address: 111 N HOPE ST RM 1050
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 18.348
Facility County: Los Angeles

Year: 2012
Gepaid: CAD983613225
Contact: JENNIFER MADDEN
Telephone: 2133670470
Mailing Name: Not reported
Mailing Address: 111 N HOPE ST RM 1050
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 5.7228
Facility County: Los Angeles

Year: 2012
Gepaid: CAD983613225
Contact: JENNIFER MADDEN
Telephone: 2133670470
Mailing Name: Not reported
Mailing Address: 111 N HOPE ST RM 1050
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Los Angeles
TSD EPA ID: TXD055141378
TSD County: 99
Waste Category: Not reported
Disposal Method: Incineration--Thermal Destruction Other Than Use As A Fuel
Tons: 0.3525
Facility County: Los Angeles

LA DEPARTMENT WATER & POWER (Continued) **S113018107**

Click this hyperlink while viewing on your computer to access
280 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **LA DEPARTMENT WATER & POWER** **FINDS** **1007739266**
12300 NEBRASKA AVE **N/A**
LOS ANGELES, CA

FINDS:

Registry ID: 110019000873

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

---

17 **WEST LA SERVICE CENTER** **FINDS** **1014671558**
12300 NEBRASKA AVENUE **N/A**
LOS ANGELES, CA

FINDS:

Registry ID: 110042272705

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZARDOUS WASTE BIENNIAL REPORTER

---

17 **PICO PUMP STATION** **CA HIST UST** **U001578650**
11245 EXPOSITION BLVD **N/A**
LOS ANGELES, CA 92803

HIST UST:
Region: STATE
Facility ID: 00000017626
Facility Type: Other
Other Type: PUMP STATION
Total Tanks: 0001
Contact Name: JOE FREITAS
Telephone: 2134778144
Owner Name: SHELL OIL COMPANY
Owner Address: 511 NORTH BROOKHURST ST.
Owner City,St,Zip: ANAHEIM, CA 92803

Tank Num: 001
Container Num: 1

PICO PUMP STATION (Continued) **U001578650**

Year Installed: Not reported
Tank Capacity: 00000280
Tank Used for: WASTE
Type of Fuel: UNLEADED
Tank Construction: 12 gauge
Leak Detection: Visual

---

17 **NAPOLI AUTO BODY SHOP** **CA EMI** **S103979984**
11656 OLYMPIC BLVD. **N/A**
LOS ANGELES, CA 90064

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	23635
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	23635
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **OLYMPIC BODY SHOP** **CA HAZNET** **S113078925**
11656 OLYMPIC BLVD. **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2007
Gepaid:	CAL000143848
Contact:	JOHN ALVARADO
Telephone:	3104778855
Mailing Name:	Not reported

OLYMPIC BODY SHOP (Continued) **S113078925**

Mailing Address: 11656 W OLYMPIC BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.19
Facility County: Los Angeles

Year: 2005
Gepaid: CAL000143848
Contact: JOHN ALVARADO
Telephone: 3104778855
Mailing Name: Not reported
Mailing Address: 11656 W OLYMPIC BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Recycler
Tons: 0.12
Facility County: Los Angeles

Year: 2005
Gepaid: CAL000143848
Contact: JOHN ALVARADO
Telephone: 3104778855
Mailing Name: Not reported
Mailing Address: 11656 W OLYMPIC BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Recycler
Tons: 0.32
Facility County: Los Angeles

Year: 2004
Gepaid: CAL000143848
Contact: JOHN ALVARADO
Telephone: 3104778855
Mailing Name: Not reported
Mailing Address: 11656 W OLYMPIC BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Recycler
Tons: 0.82
Facility County: Los Angeles

Year: 2003
Gepaid: CAL000143848

OLYMPIC BODY SHOP (Continued) **S113078925**

Contact:	JOHN ALVARADO
Telephone:	3104778855
Mailing Name:	Not reported
Mailing Address:	11656 W OLYMPIC BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Recycler
Tons:	1.14
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
7 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **EDR US Hist Auto Stat** **1015171583**

11656 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name:	OLYMPIC BODY SHOP
Year:	1999
Address:	11656 W OLYMPIC BLVD
Name:	OLYMPIC BODY SHOP
Year:	2001
Address:	11656 W OLYMPIC BLVD
Name:	OLYMPIC BODY SHOP
Year:	2002
Address:	11656 W OLYMPIC BLVD
Name:	OLYMPIC BODY SHOP
Year:	2003
Address:	11656 W OLYMPIC BLVD
Name:	OLYMPIC BODY SHOP
Year:	2004
Address:	11656 W OLYMPIC BLVD
Name:	OLYMPIC BODY SHOP
Year:	2005
Address:	11656 W OLYMPIC BLVD
Name:	OLYMPIC BODY SHOP
Year:	2006
Address:	11656 W OLYMPIC BLVD
Name:	OLYMPIC BODY SHOP
Year:	2007
Address:	11656 W OLYMPIC BLVD
Name:	OLYMPIC BODY SHOP LLC
Year:	2008
Address:	11656 W OLYMPIC BLVD
Name:	OLYMPIC BODY SHOP LLC

(Continued) **1015171583**

Year: 2009
Address: 11656 W OLYMPIC BLVD

Name: V & V AUTO BODY SHOP
Year: 2010
Address: 11656 W OLYMPIC BLVD

Name: V &V AUTO BODY SHOP
Year: 2012
Address: 11656 W OLYMPIC BLVD

---

17 **CORNERSTONE PLAZA** **CA FID UST** **S101588038**
1940 S BUNDY DR **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90025

CA FID UST:
Facility ID: 19056271
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 1940 S BUNDY
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900250000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Not reported
Comp Number: 6559
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: 0

17 **EXPONENT INC** **CA HAZNET** **S113036773**
11777 MISSISSIPPI AVENUE **N/A**
LOS ANGELES, CA 90025

HAZNET:

Year:	1996
Gepaid:	CAL000038057
Contact:	EXPONENT INC
Telephone:	6503269400
Mailing Name:	Not reported
Mailing Address:	11777 MISSISSIPPI AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900256120
Gen County:	Not reported
TSD EPA ID:	CAT080025711
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Recycler
Tons:	.2293
Facility County:	Los Angeles

---

17 **LASKY COACHWORKS** **CA EMI** **S106834363**
2241 FEDERAL AVENUE **N/A**
LOS ANGELES, CA 90064

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	61911
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	61911
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

17 COMMUNICATIONS TECHNOLOGY CORP — **RCRA-SQG** — **1000303634**
2237 2245 FEDERAL AVE — **FINDS** — **CAD982029787**
LOS ANGELES, CA — **CA HIST UST**

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	COMMUNICATIONS TECHNOLOGY CORP
Facility address:	2237 2245 FEDERAL AVE LOS ANGELES, CA 90064
EPA ID:	CAD982029787
Mailing address:	2237 COLBY AVE LOS ANGELES, CA 90064
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	COMMUNICATIONS TECHNOLOGY CORP
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No

COMMUNICATIONS TECHNOLOGY CORP (Continued) **1000303634**

User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 08/07/1987
Facility name: COMMUNICATIONS TECHNOLOGY CORP
Classification: Large Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110002782276

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HIST UST:
Region: STATE
Facility ID: 00000065224
Facility Type: Other
Other Type: MANUFACTURING
Total Tanks: 0002
Contact Name: AL TOWNSEND
Telephone: 2134735024
Owner Name: COMMUNICATIONS TECHNOLOGY CORP
Owner Address: 2237 COLBY AVENUE
Owner City,St,Zip: LOS ANGELES, CA 90064

Tank Num: 001
Container Num: 2
Year Installed: 1974
Tank Capacity: 00005000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00005000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor

17 **LASKY COACHWORKS INC** **CA HAZNET** **S113063628**
2241 FEDERAL AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2006
Gepaid:	CAL000111926
Contact:	MARC LASKY - PRESIDENT
Telephone:	3104793223
Mailing Name:	Not reported
Mailing Address:	2241 FEDERAL AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.15
Facility County:	Los Angeles

Year:	2004
Gepaid:	CAL000111926
Contact:	MARC LASKY - PRESIDENT
Telephone:	3104793223
Mailing Name:	Not reported
Mailing Address:	2241 FEDERAL AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Recycler
Tons:	0.22
Facility County:	Los Angeles

Year:	2002
Gepaid:	CAL000111926
Contact:	MARC LASKY - PRESIDENT
Telephone:	3104793223
Mailing Name:	Not reported
Mailing Address:	2241 FEDERAL AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Other inorganic solid waste
Disposal Method:	Transfer Station
Tons:	0.1
Facility County:	Los Angeles

Year:	2000
Gepaid:	CAL000111926
Contact:	MARC LASKY - PRESIDENT
Telephone:	3104793223
Mailing Name:	Not reported
Mailing Address:	2241 FEDERAL AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported

LASKY COACHWORKS INC (Continued) **S113063628**

TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Other inorganic solid waste
Disposal Method: Recycler
Tons: 0.07
Facility County: Los Angeles

Year: 1999
Gepaid: CAL000111926
Contact: MARC LASKY
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 2241 FEDERAL AVE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues 10 percent or more
Disposal Method: Transfer Station
Tons: .1000
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
8 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **HUDSON ELEMENT LA** **CA SLIC** **S113804544**
1901, 1925, 1933 S. BUNDY DR. **N/A**
LOS ANGELES, CA 90048

SLIC:
Region: STATE
Facility Status: **Open - Site Assessment**
Status Date: 07/19/2013
Global Id: SL0603705527
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number: Not reported
Latitude: 34.0329055617389
Longitude: -118.455770015717
Case Type: Cleanup Program Site
Case Worker: PGN
Local Agency: Not reported
RB Case Number: 0850B
File Location: Regional Board
Potential Media Affected: Aquifer used for drinking water supply
Potential Contaminants of Concern: * Chlorinated Hydrocarbons
Site History: The Site was formerly utilized for agricultural activities until 1950. It consists of an approximately 5.66-acre parcel of land with three buildings and paved parking areas. The three buildings are located within a mixed commercial, office, and light industrial land-use area with combined useable space measuring approximately 84,000 square feet. The 1901 South Bundy Drive building (1901 building), with an area of 30,000 square feet, was the first of the three buildings, constructed in 1950. Packard Bell initially used this building for manufacturing navy testing equipment and electronics, such as radios and televisions, from 1950 until 1970. Thereafter, Teledyne Controls occupied the building and used it for warehousing, and as office space, until 1996. The 1925 South Bundy Drive building (1925 building) was constructed in 1953, and measures

HUDSON ELEMENT LA (Continued) **S113804544**

20,000 square feet in size. This building was primarily used as office space by Packard Bell and Teledyne Inc. The largest of the three buildings is the 1933 South Bundy Drive structure (1933 building), which measures over 34,000 square feet. Packard Bell utilized this building for electronics manufacturing from 1953 until 1977 after which manufacturing activities ceased. Thereafter, Teledyne used the building as office and warehouse space until the early 1990s. AGI Properties purchased the Site between 1996 and 1997 and leased the three buildings to Fox Television. Fox Television used the buildings as a television studio, and office space, until 2003. All three buildings are presently vacant.

Click here to access the California GeoTracker records for this facility:

---

17 **TWENITH CENTURY FOX** **CA HAZNET** **S112843528**
12210 NEBRASKA AVE **N/A**
LOS ANGELES, CA 90025

HAZNET:

Year:	1996
Gepaid:	CAC000762768
Contact:	TWENITH CENTURY FOX
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	12210 NEBRASKA AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900250000
Gen County:	Not reported
TSD EPA ID:	CAD000088252
TSD County:	Not reported
Waste Category:	Paint sludge
Disposal Method:	Transfer Station
Tons:	.1459
Facility County:	Los Angeles

Year:	1996
Gepaid:	CAC000762768
Contact:	TWENITH CENTURY FOX
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	12210 NEBRASKA AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900250000
Gen County:	Not reported
TSD EPA ID:	CAD000088252
TSD County:	Not reported
Waste Category:	Liquids with pH <= 2
Disposal Method:	Transfer Station
Tons:	.0041
Facility County:	Los Angeles

Year:	1996
Gepaid:	CAC000762768
Contact:	TWENITH CENTURY FOX
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	12210 NEBRASKA AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900250000
Gen County:	Not reported
TSD EPA ID:	CAD000088252

TWENITH CENTURY FOX (Continued) **S112843528**

TSD County: Not reported
Waste Category: Off-specification, aged or surplus organics
Disposal Method: Transfer Station
Tons: .0040
Facility County: Los Angeles

---

17 **12210 1/2 NEBRASKA AVENUE PROPERTY** **CA VCP** **S109548374**
12210 1/2 NEBRASKA AVENUE **CA ENVIROSTOR** **N/A**
LOS ANGELES, CA 90025

VCP:
Facility ID: 60001101
Site Type: Voluntary Cleanup
Site Type Detail: Voluntary Cleanup
Site Mgmt. Req.: NONE SPECIFIED
Acres: 1.5
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Armen Minassian
Supervisor: Rita Kamat
Division Branch: Cleanup Chatsworth
Site Code: 301413
Assembly: 50
Senate: 26
Special Programs Code: Voluntary Cleanup Program
Status: Refer: RWQCB
Status Date: 05/27/2010
Restricted Use: NO
Funding: Responsible Party
Lat/Long: 34.03524 / -118.4588
APN: 4259-018-002, 4259018002
Past Use: AEROSPACE MANUFACTURING/MAINTENANCE
Potential COC: 30027, 30136
Confirmed COC: 30027,30136
Potential Description: AQUI, IA, SOIL, SV
Alias Name: 4259-018-002
Alias Type: APN
Alias Name: 4259018002
Alias Type: APN
Alias Name: 301413
Alias Type: Project Code (Site Code)
Alias Name: 60001101
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Amendment - Order/Agreement
Completed Date: 12/16/2009
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 04/17/2009
Comments: VCA signed

12210 1/2 NEBRASKA AVENUE PROPERTY (Continued) **S109548374**

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	05/13/2010
Comments:	CRU memo sent. VCA was terminated prior to site clean completion due noncompliance with terms of VCA. Site referred to Water Board.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Remedial Investigation Workplan
Completed Date:	12/07/2009
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Voluntary Cleanup Agreement Termination Notification
Completed Date:	05/27/2010
Comments:	Not reported

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

ENVIROSTOR:

Site Type:	Voluntary Cleanup
Site Type Detailed:	Voluntary Cleanup
Acres:	1.5
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Armen Minassian
Supervisor:	Rita Kamat
Division Branch:	Cleanup Chatsworth
Facility ID:	60001101
Site Code:	301413
Assembly:	50
Senate:	26
Special Program:	Voluntary Cleanup Program
Status:	Refer: RWQCB
Status Date:	05/27/2010
Restricted Use:	NO
Site Mgmt. Req.:	NONE SPECIFIED
Funding:	Responsible Party
Latitude:	34.03524
Longitude:	-118.4588
APN:	4259-018-002, 4259018002
Past Use:	AEROSPACE MANUFACTURING/MAINTENANCE
Potential COC:	Trichloroethylene (TCE, Chloroform
Confirmed COC:	Trichloroethylene (TCE, Chloroform, Trichloroethylene (TCE, Chloroform
Potential Description:	AQUI, IA, SOIL, SV

12210 1/2 NEBRASKA AVENUE PROPERTY (Continued) **S109548374**

Alias Name: 4259-018-002
Alias Type: APN
Alias Name: 4259018002
Alias Type: APN
Alias Name: 301413
Alias Type: Project Code (Site Code)
Alias Name: 60001101
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Amendment - Order/Agreement
Completed Date: 12/16/2009
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 04/17/2009
Comments: VCA signed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 05/13/2010
Comments: CRU memo sent. VCA was terminated prior to site clean completion due noncompliance with terms of VCA. Site referred to Water Board.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Workplan
Completed Date: 12/07/2009
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement Termination Notification
Completed Date: 05/27/2010
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

17 **PLASKON ELECTRONIC MATERIALS INCORPORATED** **FINDS** **1016068790**
12270 NEBRASKA AVE. **N/A**
LOS ANGELES, CA

FINDS:

Registry ID: 110002138990

Environmental Interest/Information System

US EPA TRIS (Toxics Release Inventory System) contains information from facilities on the amounts of over 300 listed toxic chemicals that these facilities release directly to air, water, land, or that are transported off-site.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

17 **PLASKON ELECTRONIC MATL CO INC** **RCRA NonGen / NLR** **1000383162**
12270 NEBRASKA AVE **CA FID UST** **CAD008375487**
LOS ANGELES, CA 90025 **CA HIST UST**
CA SWEEPS UST
CA EMI

RCRA NonGen / NLR:

Date form received by agency:	07/10/1980
Facility name:	PLASKON ELECTRONIC MATL CO INC
Facility address:	12270 NEBRASKA AVE LOS ANGELES, CA 90025
EPA ID:	CAD008375487
Mailing address:	NEBRASKA AVE LOS ANGELES, CA 90025
Contact:	ENVIRONMENTAL MANAGER
Contact address:	12270 NEBRASKA AVE LOS ANGELES, CA 90025
Contact country:	US
Contact telephone:	(213) 272-4471
Contact email:	Not reported
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported
Owner/operator name:	PLASKON ELECTRONIC MATL CO INC
Owner/operator address:	NOT REQUIRED

PLASKON ELECTRONIC MATL CO INC (Continued) **1000383162**

NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

CA FID UST:
Facility ID: 19028508
Regulated By: UTNKI
Regulated ID: 00016949
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2132724471
Mail To: Not reported
Mailing Address: 2829 GLENDALE AVE
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900250000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

HIST UST:
Region: STATE
Facility ID: 00000016949
Facility Type: Other
Other Type: MFG.
Total Tanks: 0002
Contact Name: J.W. CARLYLE
Telephone: 2132724471
Owner Name: PLASKON ELECTRONIC MATERIALS,
Owner Address: 2829 GLENDALE AVE.
Owner City,St,Zip: TOLEDO, OH 43614

PLASKON ELECTRONIC MATL CO INC (Continued) **1000383162**

Tank Num: 001
Container Num: 308
Year Installed: 1959
Tank Capacity: 00007500
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor, Vapor Sniff Well

Tank Num: 002
Container Num: 563
Year Installed: 1978
Tank Capacity: 00000000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: 10 gauge
Leak Detection: Visual, Stock Inventor

SWEEPS UST:
Status: Not reported
Comp Number: 1046
Number: Not reported
Board Of Equalization: 44-011555
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001046-000001
Actv Date: Not reported
Capacity: 7500
Tank Use: CHEMICAL
Stg: PRODUCT
Content: UNKNOWN
Number Of Tanks: 2

Status: Not reported
Comp Number: 1046
Number: Not reported
Board Of Equalization: 44-011555
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001046-000002
Actv Date: Not reported
Capacity: Not reported
Tank Use: CHEMICAL
Stg: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

EMI:
Year: 1987
County Code: 19

PLASKON ELECTRONIC MATL CO INC (Continued) **1000383162**

Air Basin:	SC
Facility ID:	45149
Air District Name:	SC
SIC Code:	308
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	18
Reactive Organic Gases Tons/Yr:	18
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	2
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **AEROQUIP CORP** **RCRA-SQG 1000340249**
11214 EXPOSITON BLVD **FINDS CAD008299760**
LOS ANGELES, CA

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	AEROQUIP CORP
Facility address:	11214 EXPOSITON BLVD LOS ANGELES, CA 90064
EPA ID:	CAD008299760
Mailing address:	PO BOX 64425 LOS ANGELES, CA 90064
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Land type:	Facility is not located on Indian land. Additional information is not known.
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	LIBBEY-OWENS FORD COMPANY
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported
Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported

AEROQUIP CORP (Continued) **1000340249**

Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 07/31/1980
Facility name: AEROQUIP CORP
Classification: Large Quantity Generator

Facility Has Received Notices of Violations:
Regulation violated: FR - 262.10-12.A
Area of violation: Generators - General
Date violation determined: 01/18/1985
Date achieved compliance: 01/01/1986
Violation lead agency: State
Enforcement action: Not reported
Enforcement action date: Not reported
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Evaluation Action Summary:
Evaluation date: 01/18/1985
Evaluation: NON-FINANCIAL RECORD REVIEW
Area of violation: Generators - General
Date achieved compliance: 01/01/1986
Evaluation lead agency: State

Evaluation date: 01/18/1985
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

AEROQUIP CORP (Continued) **1000340249**

FINDS:

Registry ID: 110002631983

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

17 **LOS ANGELES PLANT** **CA FID UST** **S101617599**
11214 EXPOSITION BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90064

CA FID UST:

Facility ID:	19005270
Regulated By:	UTNKI
Regulated ID:	00007815
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2314780921
Mail To:	Not reported
Mailing Address:	300 S EAST AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900640000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

SWEEPS UST:

Status:	Not reported
Comp Number:	883
Number:	Not reported
Board Of Equalization:	44-011464
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000883-000001
Actv Date:	Not reported
Capacity:	2000
Tank Use:	CHEMICAL
Stg:	PRODUCT
Content:	UNKNOWN
Number Of Tanks:	1

17 **LOS ANGELES PLANT** **CA HIST UST** **U001562418**
11214 EXPOSITION BLVD **N/A**
LOS ANGELES, CA 90064

HIST UST:

Region:	STATE
Facility ID:	00000007815
Facility Type:	Other
Other Type:	METAL FABRICATION
Total Tanks:	0001
Contact Name:	CLARENCE N. OHASHI
Telephone:	2314780921
Owner Name:	AEROQUIP CORPORATION
Owner Address:	300 S. EAST AVENUE
Owner City,St,Zip:	JACKSON, MI 492031972
Tank Num:	001
Container Num:	NONE
Year Installed:	1977
Tank Capacity:	00002000
Tank Used for:	WASTE
Type of Fuel:	Not reported
Tank Construction:	1/4 inches
Leak Detection:	None

---

17 **CITY OF LOS ANGELES PARKING ENFORCEMENT** **CA UST** **U003781702**
11214 EXPOSITION BLVD **N/A**
LOS ANGELES, CA 90064

UST:

Facility ID:	25478
Latitude:	34.0349
Longitude:	-118.43603

---

17 **CITY OF LA GENERAL SERVICES** **CA HAZNET** **S113107434**
11214 EXPOSITION BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2012
Gepaid:	CAL000212326
Contact:	EMMANUEL AMESI
Telephone:	2139783798
Mailing Name:	Not reported
Mailing Address:	111 E FIRST ST RM 600
Mailing City,St,Zip:	LOS ANGELES, CA 900120000
Gen County:	Los Angeles
TSD EPA ID:	CAD044429835
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.361
Facility County:	Los Angeles
Year:	2012
Gepaid:	CAL000212326
Contact:	EMMANUEL AMESI

CITY OF LA GENERAL SERVICES (Continued) **S113107434**

Telephone: 2139783798
Mailing Name: Not reported
Mailing Address: 111 E FIRST ST RM 600
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Los Angeles
TSD EPA ID: CAD044429835
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.5
Facility County: Los Angeles

Year: 2011
Gepaid: CAL000212326
Contact: H.E. MAXWELL, MGMT. ANALYST
Telephone: 2139783791
Mailing Name: Not reported
Mailing Address: 111 E 1ST ST RM 600
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Not reported
TSD EPA ID: CAD044429835
TSD County: Not reported
Waste Category: Off-specification, aged or surplus organics
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.225
Facility County: Los Angeles

Year: 2011
Gepaid: CAL000212326
Contact: H.E. MAXWELL, MGMT. ANALYST
Telephone: 2139783791
Mailing Name: Not reported
Mailing Address: 111 E 1ST ST RM 600
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Not reported
TSD EPA ID: CAD044429835
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 2.19
Facility County: Los Angeles

Year: 2010
Gepaid: CAL000212326
Contact: EMMANUEL AMESI
Telephone: 2139783798
Mailing Name: Not reported
Mailing Address: 111 E FIRST ST RM 600
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Not reported
TSD EPA ID: CAT000613935
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery

CITY OF LA GENERAL SERVICES (Continued) **S113107434**

(H010-H129) Or (H131-H135)
Tons: 0.4788
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
31 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **EDR US Hist Auto Stat** **1015338110**
2233 FEDERAL AVE **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:
Name: TIAMO MOTORCARS
Year: 2009
Address: 2233 FEDERAL AVE

Name: SUPER COLLISION CENTER
Year: 2011
Address: 2233 FEDERAL AVE

---

17 **CONTOUR BODY WORKS, JAMES F BR** **CA EMI** **S106829207**
2233 FEDERAL AV **N/A**
WEST LOS ANGELES, CA 90064

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	65725
Air District Name:	SC
SIC Code:	7532
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **EDR US Hist Auto Stat** **1015307127**
2018 S WESTGATE AVE **N/A**
LOS ANGELES, CA 90025

EDR Historical Auto Stations:
Name: STUTTGART AUTOMOTIVE
Year: 1999
Address: 2018 S WESTGATE AVE

Name: STUTTGART AUTOMOTIVE
Year: 2001
Address: 2018 S WESTGATE AVE

(Continued) **1015307127**

Name: STUTTGART AUTOMOTIVE
Year: 2002
Address: 2018 S WESTGATE AVE

Name: STUTTGART AUTOMOTIVE
Year: 2003
Address: 2018 S WESTGATE AVE

Name: STUTTGART AUTOMOTIVE
Year: 2004
Address: 2018 S WESTGATE AVE

Name: STUTTGART AUTOMOTIVE
Year: 2007
Address: 2018 S WESTGATE AVE

Name: STUTTGART AUTOMOTIVE
Year: 2010
Address: 2018 S WESTGATE AVE

Name: STUTTGART AUTOMOTIVE
Year: 2011
Address: 2018 S WESTGATE AVE

Name: STUTTGART AUTOMOTIVE
Year: 2012
Address: 2018 S WESTGATE AVE

---

17 **STUTTGART AUTOMOTIVE** **CA HAZNET** **S113004202**
2018 WESTGATE AVE **N/A**
LOS ANGELES, CA 90025

HAZNET:
Year: 2012
Gepaid: CAD981380546
Contact: VALERIE RAVEN
Telephone: 3104734529
Mailing Name: Not reported
Mailing Address: 2018 S WESTGATE AVE
Mailing City,St,Zip: LOS ANGELES, CA 900256119
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 2.66
Facility County: Los Angeles

Year: 2011
Gepaid: CAD981380546
Contact: VALERIE RAVEN
Telephone: 3104734529
Mailing Name: Not reported
Mailing Address: 2018 S WESTGATE AVE
Mailing City,St,Zip: LOS ANGELES, CA 900256119
Gen County: Not reported
TSD EPA ID: CAT080013352

STUTTGART AUTOMOTIVE (Continued) **S113004202**

TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 1.596
Facility County: Los Angeles

Year: 2010
Gepaid: CAD981380546
Contact: VALERIE RAVEN
Telephone: 3104734529
Mailing Name: Not reported
Mailing Address: 2018 S WESTGATE AVE
Mailing City,St,Zip: LOS ANGELES, CA 900256119
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.462
Facility County: Los Angeles

---

17 **CINEMA PRODUCTS, INC** **LA Co. Site Mitigation** **1000483023**
2037 GRANVILLE AVE **CA ENVIROSTOR** **N/A**
LOS ANGELES, CA 90025

LA Co. Site Mitigation:
Facility ID: Not reported
Site ID: SD0010933
Jurisdiction: County
Case ID: RO0000754
Abated: Yes
Assigned To: Kim Clark
Entered Date: 05/11/2004

ENVIROSTOR:
Site Type: Historical
Site Type Detailed: * Historical
Acres: 1
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: * Mmonroy
Division Branch: Cleanup Chatsworth
Facility ID: 19360526
Site Code: Not reported
Assembly: 50
Senate: 26
Special Program: Not reported
Status: No Further Action
Status Date: 08/23/1993
Restricted Use: NO
Site Mgmt. Req.: NONE SPECIFIED
Funding: Not reported
Latitude: 34.035

CINEMA PRODUCTS, INC (Continued) **1000483023**

Longitude: -118.4516
APN: NONE SPECIFIED
Past Use: MANUFACTURING - ELECTRONIC
Potential COC: * HALOGENATED ORGANIC COMPOUNDS, * HALOGENATED SOLVENTS, * HYDROCARBON SOLVENTS, * OIL/WATER SEPARATION SLUDGE, * ORGANIC MONOMER WASTE, INCLUDING UNREACTED RESINS, * ORGANIC SOLIDS WITH HALOGENS, * OTHER ORGANIC SOLIDS, * Sludge - Degreasing, * Sludge - Halogenated Compounds, * Sludge - Paint, * UNSPECIFIED AQUEOUS SOLUTION, * UNSPECIFIED OIL CONTAINING WASTE, * UNSPECIFIED SOLVENT MIXTURES, * WASTE OIL & MIXED OIL, * ADHESIVES, * ORGANIC LIQUIDS (NONSOLVENTS) WITH HALOGENS, * POLYMERIC RESIN WASTE, * UNSPECIFIED ORGANIC LIQUID MIXTURE
Confirmed COC: * HALOGENATED ORGANIC COMPOUNDS, * HALOGENATED SOLVENTS, * HYDROCARBON SOLVENTS, * OIL/WATER SEPARATION SLUDGE, * ORGANIC MONOMER WASTE, INCLUDING UNREACTED RESINS, * ORGANIC SOLIDS WITH HALOGENS, * OTHER ORGANIC SOLIDS, * Sludge - Degreasing, * Sludge - Halogenated Compounds, * Sludge - Paint, * UNSPECIFIED AQUEOUS SOLUTION, * UNSPECIFIED OIL CONTAINING WASTE, * UNSPECIFIED SOLVENT MIXTURES, * WASTE OIL & MIXED OIL, * ADHESIVES, * ORGANIC LIQUIDS (NONSOLVENTS) WITH HALOGENS, * POLYMERIC RESIN WASTE, * UNSPECIFIED ORGANIC LIQUID MIXTURE, NONE SPECIFIED
Potential Description: SOIL
Alias Name: 3M COMPANY
Alias Type: Alternate Name
Alias Name: CARPETCRAFT
Alias Type: Alternate Name
Alias Name: COMPUTER COMMUNICATIONS CORPORATION
Alias Type: Alternate Name
Alias Name: FIDELITY ARTS
Alias Type: Alternate Name
Alias Name: MINNESOTA MINING & MANUFACRTURING CO.
Alias Type: Alternate Name
Alias Name: RADIO CORPORATION OF AMERICA
Alias Type: Alternate Name
Alias Name: RCA CORPORATION
Alias Type: Alternate Name
Alias Name: THE CINEMA PRODUCTS
Alias Type: Alternate Name
Alias Name: CAD 983566753
Alias Type: EPA Identification Number
Alias Name: 19360526
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 10/27/1994
Comments: DATABASE VERIFICATION PROJECT CONFIRMS NFA FOR DTSC.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 07/14/1992
Comments: THE SITE WAS IDENTIFIED FORM EPA FIT PA REPORT DATED FEB 22, 1991 WHICH WAS RECOMMENDED NFA FOR EPA. THE ONE ACRE SITE OCCUPIED A 23,600 SQ. FT. BUILDING. THE BUILDING IS CURRENTLY OCCUPIED BY TWO BUSINESSESS FIDELITY ARTS, A RETAILER OF ARTWORKS AND CARPETCRAFT, A

CINEMA PRODUCTS, INC (Continued) **1000483023**

WHOLESALE AND RETAIL CARPET STORE. THE BUILDING CONSTRUCTED IN 1960S, LATER LEASED BY 3M COMPANY (MINNESOTA MINING & MANUFACTURING CO. AND THE COMPUTER COMMUNICATIONS CORP, BOTH PERFORMED ELECTRONIC ASSEMBLY AT THE SITE. FROM 1973 TO 1986 CINEMA PRODUCTS OPERATED AT THE SITE IN THE MANUFACTRUING OF SPECIALITY MOTION PICTURE CAMERAS. CINEMA PRODUCTS USED THE CHEMICALS SUCH AS TCE, ACETONE, LACQUER THINNER, WHITE GAS, KEROSENE, DEODORIZED KEROSENE AND TRETHANE III. SPENT TCE WAS DISPOSED AT THE SITE. ALSO, DRUM STORAGE AREA WAS STAINED WITH OIL. DEPTH TO THE GROUNDWATER AT THE SITE IS APPX 40 TO 50 FEET. PEA IS REQUIRED BECAUSE OS THE EVIDENCE OF CONTAMINATION ONSITE.

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

---

17 **1X BILL FELDMEN** **CA HAZNET** **S112851183**
2037 GRANVILLE **N/A**
LOS ANGELES, CA 90025

HAZNET:

Year:	1994
Gepaid:	CAC000899328
Contact:	Not reported
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	2037 GRANVILLE
Mailing City,St,Zip:	LOS ANGELES, CA 900250000
Gen County:	Not reported
TSD EPA ID:	CAD099452708
TSD County:	Not reported
Waste Category:	Oil/water separation sludge
Disposal Method:	Recycler
Tons:	3.3276
Facility County:	Los Angeles

---

17 **CINEMA PRODUCTS** **CERC-NFRAP** **1003877948**
2037 GRANVILLE AVE **CAD983566753**
LOS ANGELES, CA 90025

CERC-NFRAP:

Site ID:	0900021
Federal Facility:	Not a Federal Facility
NPL Status:	Not on the NPL
Non NPL Status:	NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Contact Details:

Contact Sequence ID:	13052207.00000
Person ID:	9271184.00000

CINEMA PRODUCTS (Continued) **1003877948**

Contact Sequence ID: 13288484.00000
Person ID: 13003854.00000

Contact Sequence ID: 13294079.00000
Person ID: 13003858.00000

Contact Sequence ID: 13299937.00000
Person ID: 13004003.00000

CERCLIS-NFRAP Assessment History:
Action: PRELIMINARY ASSESSMENT
Date Started: / /
Date Completed: 03/26/91
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

Action: ARCHIVE SITE
Date Started: / /
Date Completed: 03/26/91
Priority Level: Not reported

Action: DISCOVERY
Date Started: / /
Date Completed: 08/17/90
Priority Level: Not reported

---

17 **1X TEEN PRODUCTIONS** **CA HAZNET** **S112851875**
11500 TENNESSEE **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 1995
Gepaid: CAC000906824
Contact: Not reported
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 11500 TENNESSEE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Unspecified organic liquid mixture
Disposal Method: Not reported
Tons: .2293
Facility County: Los Angeles

---

17 **LEE HOMES** **CA HAZNET** **S112901580**
11500 TENNESSEE AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2007
Gepaid: CAC002182106
Contact: MATTHEW NELSON
Telephone: 2136891976
Mailing Name: Not reported
Mailing Address: 830 S FLOWER ST

LEE HOMES (Continued) **S112901580**

Mailing City,St,Zip:	LOS ANGELES, CA 90017
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	2.4
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAC002182106
Contact:	MATTHEW NELSON
Telephone:	2136891976
Mailing Name:	Not reported
Mailing Address:	830 S FLOWER ST
Mailing City,St,Zip:	LOS ANGELES, CA 90017
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Unspecified oil-containing waste
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.8
Facility County:	Los Angeles

---

17 **TENNESSEE AVENUE LOFTS** **LA Co. Site Mitigation** **S102796847**
11500 TENNESSEE AVE **CA ENVIROSTOR** **N/A**
LOS ANGELES, CA 90064

LA Co. Site Mitigation:

Facility ID:	Not reported
Site ID:	SD0000164
Jurisdiction:	County
Case ID:	RO0000168
Abated:	Yes
Assigned To:	Not reported
Entered Date:	08/18/2005

ENVIROSTOR:

Site Type:	Evaluation
Site Type Detailed:	Evaluation
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	LA CNTY FIRE DEPT. (BILLING AND UST), LOS ANGELES COUNTY
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	* Greg Holmes
Division Branch:	Cleanup Cypress
Facility ID:	70000127
Site Code:	Not reported
Assembly:	54
Senate:	26
Special Program:	Not reported
Status:	Refer: 1248 Local Agency
Status Date:	08/23/2005
Restricted Use:	NO

TENNESSEE AVENUE LOFTS (Continued) **S102796847**

Site Mgmt. Req.: NONE SPECIFIED
Funding: Not Applicable
Latitude: 34.03436
Longitude: -118.4426
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED, NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: 70000127
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

---

17 **INTEGRATED CEILINGS, INC** **CA FID UST** **1000202564**
11500 TENNESSEE AVE **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90064

CA FID UST:
Facility ID: 19028618
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 11500 TENNESSEE AVE
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900640000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Not reported
Comp Number: 4978
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported

INTEGRATED CEILINGS, INC (Continued) **1000202564**

Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	0

---

17 **ALLDY SPOT WELDERS CORP** **RCRA-SQG** **1000193843**
2035 GRANVILLE **FINDS** **CAD982516932**
LOS ANGELES, CA **CA HAZNET**

RCRA-SQG:

Date form received by agency:	03/08/1989
Facility name:	ALLDY SPOT WELDERS CORP
Facility address:	2035 GRANVILLE LOS ANGELES, CA 90025
EPA ID:	CAD982516932
Mailing address:	2035 GRANVILLE AVE LOS ANGELES, CA 90025
Contact:	ENVIRONMENTAL MANAGER
Contact address:	2035 GRANVILLE LOS ANGELES, CA 90025
Contact country:	US
Contact telephone:	(213) 477-5527
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	UNC FN CORPORATED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported
Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported

ALLDY SPOT WELDERS CORP (Continued) **1000193843**

Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002839224

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:
Year: 1995
Gepaid: CAD982516932
Contact: WILLIAM I ROOKE
Telephone: 3104775527
Mailing Name: Not reported
Mailing Address: 2035 GRANVILLE AVE
Mailing City,St,Zip: LOS ANGELES, CA 900256103
Gen County: Not reported
TSD EPA ID: CAD044429835
TSD County: Not reported
Waste Category: Off-specification, aged or surplus organics
Disposal Method: Treatment, Incineration
Tons: .3500
Facility County: Los Angeles

Year: 1995
Gepaid: CAD982516932
Contact: WILLIAM I ROOKE
Telephone: 3104775527
Mailing Name: Not reported
Mailing Address: 2035 GRANVILLE AVE
Mailing City,St,Zip: LOS ANGELES, CA 900256103

ALLDY SPOT WELDERS CORP (Continued) **1000193843**

Gen County: Not reported
TSD EPA ID: CAD044429835
TSD County: Not reported
Waste Category: Liquids with pH <= 2
Disposal Method: Recycler
Tons: .6255
Facility County: Los Angeles

Year: 1995
Gepaid: CAD982516932
Contact: WILLIAM I ROOKE
Telephone: 3104775527
Mailing Name: Not reported
Mailing Address: 2035 GRANVILLE AVE
Mailing City,St,Zip: LOS ANGELES, CA 900256103
Gen County: Not reported
TSD EPA ID: CAD044429835
TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Recycler
Tons: .8340
Facility County: Los Angeles

Year: 1995
Gepaid: CAD982516932
Contact: WILLIAM I ROOKE
Telephone: 3104775527
Mailing Name: Not reported
Mailing Address: 2035 GRANVILLE AVE
Mailing City,St,Zip: LOS ANGELES, CA 900256103
Gen County: Not reported
TSD EPA ID: CAD044429835
TSD County: Not reported
Waste Category: Liquids with pH <= 2
Disposal Method: Treatment, Incineration
Tons: .1250
Facility County: Los Angeles

Year: 1995
Gepaid: CAD982516932
Contact: WILLIAM I ROOKE
Telephone: 3104775527
Mailing Name: Not reported
Mailing Address: 2035 GRANVILLE AVE
Mailing City,St,Zip: LOS ANGELES, CA 900256103
Gen County: Not reported
TSD EPA ID: CAD044429835
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Treatment, Incineration
Tons: 2.0849
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
1 additional CA_HAZNET: record(s) in the EDR Site Report.

17 **AEROSPACE WELDING INC** **CA HAZNET** **S113080040**
2035 GRANVILLE AVE **N/A**
LOS ANGELES, CA 90025

HAZNET:

Year:	2012
Gepaid:	CAL000145658
Contact:	EDWARD SUTTER
Telephone:	3104738684
Mailing Name:	Not reported
Mailing Address:	2035 GRANVILLE AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900250000
Gen County:	Los Angeles
TSD EPA ID:	CAD097030993
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Discharge To Sewer/Potw Or Npdes(With Prior Storage--With Or Without Treatment)
Tons:	4.17
Facility County:	Los Angeles

Year:	2012
Gepaid:	CAL000145658
Contact:	EDWARD SUTTER
Telephone:	3104738684
Mailing Name:	Not reported
Mailing Address:	2035 GRANVILLE AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900250000
Gen County:	Los Angeles
TSD EPA ID:	CAD097030993
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Discharge To Sewer/Potw Or Npdes(With Prior Storage--With Or Without Treatment)
Tons:	4.17
Facility County:	Los Angeles

Year:	2012
Gepaid:	CAL000145658
Contact:	EDWARD SUTTER
Telephone:	3104738684
Mailing Name:	Not reported
Mailing Address:	2035 GRANVILLE AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900250000
Gen County:	Los Angeles
TSD EPA ID:	CAD097030993
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	3.5445
Facility County:	Los Angeles

Year:	2012
Gepaid:	CAL000145658
Contact:	EDWARD SUTTER
Telephone:	3104738684
Mailing Name:	Not reported
Mailing Address:	2035 GRANVILLE AVE

AEROSPACE WELDING INC (Continued) **S113080040**

Mailing City,St,Zip:	LOS ANGELES, CA 900250000
Gen County:	Los Angeles
TSD EPA ID:	CAD097030993
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	3.5445
Facility County:	Los Angeles

Year:	2010
Gepaid:	CAL000145658
Contact:	EDWARD SUTTER
Telephone:	3104738684
Mailing Name:	Not reported
Mailing Address:	2035 GRANVILLE AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900250000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	3.4
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
31 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **ALLOY SPOT WELDERS** **CA EMI** **S106825654**
2035 GRANVILLE AVE. **N/A**
LOS ANGELES, CA 90025

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	20371
Air District Name:	SC
SIC Code:	3443
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

17 SAWTELLE MAINTENANCE STA — **RCRA-SQG** **1000400190**
2410 SAWTELLE BLVD — **FINDS** **CAD982469975**
LOS ANGELES, CA 90064

RCRA-SQG:

Date form received by agency:	03/28/1989
Facility name:	SAWTELLE MAINTENANCE STA
Facility address:	2410 SAWTELLE BLVD LOS ANGELES, CA 90064
EPA ID:	CAD982469975
Mailing address:	SAWTELLE BLVD LOS ANGELES, CA 90064
Contact:	ENVIRONMENTAL MANAGER
Contact address:	2410 SAWTELLE BLVD LOS ANGELES, CA 90064
Contact country:	US
Contact telephone:	(213) 473-1660
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	CALTRANS
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No

SAWTELLE MAINTENANCE STA (Continued) **1000400190**

User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002819479

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

17 **HMIRS** **9999060371**

TENNESSEE & BUTLER **N/A**
LOS ANGELES, CA

Click this hyperlink while viewing on your computer to access additional HMIRS detail in the EDR Site Report.

---

17 **INSTANT IMPRESSIONS INC DBA WESTWOOD PRI** **CA HAZNET** **S113062799**
11751 MISSISSIPPI AVE **N/A**
LOS ANGELES, CA 90025

HAZNET:
Year: 1995
Gepaid: CAL000110633
Contact: VIRGILEE A DELGADO
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 11751 MISSISSIPPI AVE
Mailing City,St,Zip: LOS ANGELES, CA 900256120
Gen County: Not reported
TSD EPA ID: CAD000088252
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Transfer Station
Tons: .0417
Facility County: Los Angeles

17 **SMITH C C** **EDR US Hist Cleaners** **1009144175**
11630 OLYMPIC BLVD **N/A**
SANTA MONICA, CA

EDR Historical Cleaners:
Name: SMITH C C
Year: 1948
Type: LAUNDRIES STEAM

---

17 **SMITH C C** **EDR US Hist Cleaners** **1009163738**
11630 OLYMPIC BLVD **N/A**
WEST LOS ANGELES, CA

EDR Historical Cleaners:
Name: SMITH C C
Year: 1948
Type: LAUNDRIES STEAM

---

17 **DRAKE L C** **EDR US Hist Cleaners** **1009145286**
11628 OLYMPIC BLVD **N/A**
SANTA MONICA, CA

EDR Historical Cleaners:
Name: DRAKE L C
Year: 1948
Type: CLOTHES PRESSERS AND CLEANERS

---

17 **DRAKE L C** **EDR US Hist Cleaners** **1009164068**
11628 OLYMPIC BLVD **N/A**
WEST LOS ANGELES, CA

EDR Historical Cleaners:
Name: DRAKE L C
Year: 1948
Type: CLOTHES PRESSERS AND CLEANERS

---

17 **AVES TRUST** **CERCLIS** **1003073272**
2010 S. WESTGATE AVE. **FINDS** **CAN000905652**
LOS ANGELES, CA 90025

CERCLIS:
Site ID: 0905652
EPA ID: CAN000905652
Facility County: LOS ANGELES
Short Name: AVES TRUST
Congressional District: Not reported
IFMS ID: Not reported
SMSA Number: Not reported
USGC Hydro Unit: Not reported
Federal Facility: Not a Federal Facility
DMNSN Number: 0.00000
Site Orphan Flag: Not reported
RCRA ID: Not reported
USGS Quadrangle: Not reported
Site Init By Prog: S

AVES TRUST (Continued) **1003073272**

NFRAP Flag: Not reported
Parent ID: Not reported
RST Code: Not reported
EPA Region: 09
Classification: Not reported
Site Settings Code: Not reported
NPL Status: Not on the NPL
DMNSN Unit Code: Not reported
RBRAC Code: Not reported
RResp Fed Agency Code: Not reported
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information
Non NPL Status Date: 09/14/05
Site Fips Code: 06037
CC Concurrence Date: / /
CC Concurrence FY: Not reported
Alias EPA ID: Not reported
Site FUDS Flag: Not reported

CERCLIS Site Contact Name(s):
Contact ID: 9271184.00000
Contact Name: Not reported
Contact Tel: Not reported
Contact Title: Site Assessment Manager (SAM)
Contact Email: Not reported

Contact ID: 13003854.00000
Contact Name: Not reported
Contact Tel: Not reported
Contact Title: Site Assessment Manager (SAM)
Contact Email: Not reported

Contact ID: 13003858.00000
Contact Name: Not reported
Contact Tel: Not reported
Contact Title: Site Assessment Manager (SAM)
Contact Email: Not reported

Contact ID: 13004003.00000
Contact Name: Not reported
Contact Tel: Not reported
Contact Title: Site Assessment Manager (SAM)
Contact Email: Not reported

CERCLIS Site Alias Name(s):
Alias ID: 101
Alias Name: INTERNATIONAL MOTORS
Alias Address: Not reported
Not reported
Alias ID: 102
Alias Name: ARK LIGHTING
Alias Address: Not reported
Not reported
Alias ID: 101
Alias ID: 102
Alias Comments: Not reported
Site Description: APA to Dan 9/03

AVES TRUST (Continued) **1003073272**

CERCLIS Assessment History:

Action Code:	001
Action:	DISCOVERY
Date Started:	/ /
Date Completed:	06/16/00
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	State, Fund Financed
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

Action Code:	001
Action:	PRE-CERCLIS SCREENING
Date Started:	/ /
Date Completed:	06/16/00
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	State, Fund Financed
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

Action Code:	001
Action:	PRELIMINARY ASSESSMENT
Date Started:	10/01/02
Date Completed:	08/12/05
Priority Level:	NFRAP-Site does not qualify for the NPL based on existing information
Operable Unit:	SITEWIDE
Primary Responsibility:	EPA Fund-Financed
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

FINDS:

Registry ID: 110009333453

Environmental Interest/Information System

CERCLIS (Comprehensive Environmental Response, Compensation, and Liability Information System) is the Superfund database that is used to support management in all phases of the Superfund program. The system contains information on all aspects of hazardous waste sites, including an inventory of sites, planned and actual site activities, and financial information.

17 **EDR US Hist Auto Stat** **1015306144**
2010 S WESTGATE AVE **N/A**
LOS ANGELES, CA 90025

EDR Historical Auto Stations:
Name: INTERNATIONAL MOTORS
Year: 1999
Address: 2010 S WESTGATE AVE

---

17 **AVES TRUST/BANK OF AMERICA** **LA Co. Site Mitigation** **S103951816**
2010 S WESTGATE AVE **N/A**
LOS ANGELES, CA 90025

LA Co. Site Mitigation:
Facility ID: FA0029548
Site ID: SD0010591
Jurisdiction: State
Case ID: RO0010591
Abated: No
Assigned To: Not reported
Entered Date: 05/11/2004

---

17 **MULKEY EDNA MRS** **EDR US Hist Cleaners** **1009144785**
2405 SAWTELLE BLVD **N/A**
SANTA MONICA, CA

EDR Historical Cleaners:
Name: MULKEY EDNA MRS
Year: 1940
Type: CLOTHES PRESSERS AND CLEANERS

Name: MULKEY EDNA MRS
Year: 1940
Type: CLOTHES PRESSERS AND CLEANERS

---

17 **CA CHMIRS** **S110983115**
2257 COLBY AVE **N/A**
LOS ANGELES, CA 90064

CHMIRS:
OES Incident Number: '10-7551
OES notification: 12/16/2010
OES Date: Not reported
OES Time: Not reported
Incident Date: Not reported
Date Completed: Not reported
Property Use: Not reported
Agency Id Number: Not reported
Agency Incident Number: Not reported
Time Notified: Not reported
Time Completed: Not reported
Surrounding Area: Not reported
Estimated Temperature: Not reported
Property Management: Not reported
Special Studies 1: Not reported
Special Studies 2: Not reported
Special Studies 3: Not reported

(Continued) **S110983115**

Special Studies 4:	Not reported
Special Studies 5:	Not reported
Special Studies 6:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA/DOT/PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Comments:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	Unknown
Waterway:	Not reported
Spill Site:	Road
Cleanup By:	Unknown
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Gal(s)
Other:	Not reported
Date/Time:	1200
Year:	2010
Agency:	Citizen
Incident Date:	12/16/2010
Admin Agency:	Los Angeles City Fire Department
Amount:	Not reported
Contained:	Unknown
Site Type:	Not reported
E Date:	Not reported
Substance:	Unknown
Quantity Released:	Not reported
BBLS:	Not reported
Cups:	Not reported
CUFT:	Not reported
Gallons:	Not reported
Grams:	Not reported
Pounds:	Not reported
Liters:	Not reported
Ounces:	Not reported
Pints:	Not reported
Quarts:	Not reported
Sheen:	Not reported
Tons:	Not reported
Unknown:	Not reported
Evacuations:	Not reported
Number of Injuries:	Not reported
Number of Fatalities:	Not reported
Description:	Unknown substance with a pungent chemical smell in the street this

(Continued) **S110983115**

happened several months ago and someone responded washing down the street.

---

17 **COLORNET PRESS** **FINDS** **1005775985**
2216 FEDERAL AVENUE **N/A**
LOS ANGELES, CA

FINDS:

Registry ID: 110010479428

Environmental Interest/Information System
The NEI (National Emissions Inventory) database contains information on stationary and mobile sources that emit criteria air pollutants and their precursors, as well as hazardous air pollutants (HAPs).

CRITERIA AND HAZARDOUS AIR POLLUTANT INVENTORY

---

17 **COMPUARTIST** **CA HAZNET** **S113031767**
2216 FEDERAL AVENUE **N/A**
WEST LOS ANGELES, CA 90064

HAZNET:

Year:	1993
Gepaid:	CAL000027611
Contact:	NIKNEJAD INC
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	2216 FEDERAL AVENUE
Mailing City,St,Zip:	WEST LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD089446710
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Recycler
Tons:	0.91720000000
Facility County:	Los Angeles

Year:	1993
Gepaid:	CAL000027611
Contact:	NIKNEJAD INC
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	2216 FEDERAL AVENUE
Mailing City,St,Zip:	WEST LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	OKD089761290
TSD County:	Not reported
Waste Category:	Unspecified sludge waste
Disposal Method:	Not reported
Tons:	0.2293
Facility County:	Los Angeles

17 **COLORNET PRESS** **CA EMI** **S106829028**
2216-23 FEDERAL AVE **N/A**
LOS ANGELES, CA 90064

EMI:

Year:	1996
County Code:	19
Air Basin:	SC
Facility ID:	73807
Air District Name:	SC
SIC Code:	2752
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **COLORNET PRESS** **CA EMI** **S103958129**
2216 FEDERAL AVE. **N/A**
LOS ANGELES, CA 90064

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	73807
Air District Name:	SC
SIC Code:	0
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1993
County Code:	19
Air Basin:	SC
Facility ID:	73807
Air District Name:	SC
SIC Code:	2752
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

COLORNET PRESS (Continued) **S103958129**

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	73807
Air District Name:	SC
SIC Code:	2752
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	73807
Air District Name:	SC
SIC Code:	2752
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	4
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	73807
Air District Name:	SC
SIC Code:	2752
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1999
County Code:	19
Air Basin:	SC
Facility ID:	73807
Air District Name:	SC
SIC Code:	2752

COLORNET PRESS (Continued) **S103958129**

Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	4
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	73807
Air District Name:	SC
SIC Code:	2752
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	4
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2001
County Code:	19
Air Basin:	SC
Facility ID:	73807
Air District Name:	SC
SIC Code:	2752
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	4
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **COLORNET PRESS** **CA HAZNET** **S112835661**
2216 FEDERAL **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2012
Gepaid:	CA0000010843
Contact:	RICH YASSAMY
Telephone:	3104770407
Mailing Name:	Not reported
Mailing Address:	2216 FEDERAL AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641404
Gen County:	Los Angeles

COLORNET PRESS (Continued) **S112835661**

TSD EPA ID: CAD008364432
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.2052
Facility County: Los Angeles

Year: 2012
Gepaid: CA0000010843
Contact: RICH YASSAMY
Telephone: 3104770407
Mailing Name: Not reported
Mailing Address: 2216 FEDERAL AVE
Mailing City,St,Zip: LOS ANGELES, CA 900641404
Gen County: Los Angeles
TSD EPA ID: CAD008364432
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.417
Facility County: Los Angeles

Year: 2012
Gepaid: CA0000010843
Contact: RICH YASSAMY
Telephone: 3104770407
Mailing Name: Not reported
Mailing Address: 2216 FEDERAL AVE
Mailing City,St,Zip: LOS ANGELES, CA 900641404
Gen County: Los Angeles
TSD EPA ID: CAD008364432
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.9044
Facility County: Los Angeles

Year: 2012
Gepaid: CA0000010843
Contact: RICH YASSAMY
Telephone: 3104770407
Mailing Name: Not reported
Mailing Address: 2216 FEDERAL AVE
Mailing City,St,Zip: LOS ANGELES, CA 900641404
Gen County: Los Angeles
TSD EPA ID: CAD008364432
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.7314
Facility County: Los Angeles

Year: 2012
Gepaid: CA0000010843
Contact: RICH YASSAMY

COLORNET PRESS (Continued) **S112835661**

Telephone:	3104770407
Mailing Name:	Not reported
Mailing Address:	2216 FEDERAL AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641404
Gen County:	Los Angeles
TSD EPA ID:	NVT330010000
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.1
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
58 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **COMPUARTIST** **RCRA-SQG 1000856973**
2216 FEDERAL **FINDS CA0000010843**
LOS ANGELES, CA 90064

RCRA-SQG:

Date form received by agency:	09/16/1993
Facility name:	COMPUARTIST
Facility address:	2216 FEDERAL LOS ANGELES, CA 90064
EPA ID:	CA0000010843
Mailing address:	FEDERAL LOS ANGELES, CA 90064
Contact:	HECTOR CUEVAS
Contact address:	2216 FEDERAL LOS ANGELES, CA 90064
Contact country:	US
Contact telephone:	(310) 474-0407
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	COMPUARTIST
Owner/operator address:	2216 FEDERAL LOS ANGELES, CA 90064
Owner/operator country:	Not reported
Owner/operator telephone:	(310) 477-0407
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No

COMPUARTIST (Continued) **1000856973**

Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002610620

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

17 **AUTO FITNESS** **CA HAZNET** **S113049064**
2254 COLBY AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2008
Gepaid:	CAL000071671
Contact:	MAURICIO PIER
Telephone:	3105950075
Mailing Name:	Not reported
Mailing Address:	2254 COLBY AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641505
Gen County:	Not reported
TSD EPA ID:	CAT000613976
TSD County:	Not reported
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.06255
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAL000071671
Contact:	MAURICIO PIER
Telephone:	3105950075
Mailing Name:	Not reported
Mailing Address:	2254 COLBY AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641505
Gen County:	Not reported
TSD EPA ID:	CAT000613976

AUTO FITNESS (Continued) **S113049064**

TSD County:	Not reported
Waste Category:	Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.08
Facility County:	Los Angeles

Year:	2000
Gepaid:	CAL000071671
Contact:	MAURICIO PIER
Telephone:	3105950075
Mailing Name:	Not reported
Mailing Address:	2254 COLBY AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641505
Gen County:	Not reported
TSD EPA ID:	CAT000613935
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Transfer Station
Tons:	0.12
Facility County:	Los Angeles

Year:	1999
Gepaid:	CAL000071671
Contact:	DORESEY CHILDREN TRUST THE
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	2254 COLBY AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641505
Gen County:	Not reported
TSD EPA ID:	CAT000613935
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Transfer Station
Tons:	.1292
Facility County:	Los Angeles

Year:	1998
Gepaid:	CAL000071671
Contact:	DORESEY CHILDREN TRUST THE
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	2254 COLBY AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641505
Gen County:	Not reported
TSD EPA ID:	CAT000613893
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Transfer Station
Tons:	.1125
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
1 additional CA_HAZNET: record(s) in the EDR Site Report.

17 **EDR US Hist Auto Stat** **1015340359**
2254 COLBY AVE **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:
Name: AUTO FITNESS LIDIMAR CORP
Year: 2003
Address: 2254 COLBY AVE

---

17 **DANIELSON B B** **EDR US Hist Auto Stat** **1009018491**
11301 PICO BLVD **N/A**
SANTA MONICA, CA

EDR Historical Auto Stations:
Name: DANIELSON B B
Year: 1933
Type: GASOLINE AND OIL SERVICE STATIONS

Name: ST HELENS PETROLEUM CO
Year: 1936
Type: GAS AND OIL SERVICE STATIONS

---

17 **MC MILLAN PETROLEUM CORP** **EDR US Hist Auto Stat** **1009018710**
11301 W PICO BLVD **N/A**
SANTA MONICA, CA

EDR Historical Auto Stations:
Name: MC MILLAN PETROLEUM CORP
Year: 1948
Type: GASOLINE AND OIL SERVICE STATIONS

---

17 **MC MILLAN PETROLEUM CORP** **EDR US Hist Auto Stat** **1009053789**
11301 W PICO BLVD **N/A**
WEST LOS ANGELES, CA

EDR Historical Auto Stations:
Name: MC MILLAN PETROLEUM CORP
Year: 1948
Type: GASOLINE AND OIL SERVICE STATIONS

---

17 **ST HELENS PETROLEUM CO** **EDR US Hist Auto Stat** **1009020943**
11301 PICO BLVD **N/A**
WEST LOS ANGELES, CA

EDR Historical Auto Stations:
Name: DANIELSON B B
Year: 1933
Type: GASOLINE AND OIL SERVICE STATIONS

Name: ST HELENS PETROLEUM CO
Year: 1936
Type: GAS AND OIL SERVICE STATIONS

Name: SIMON HERMAN
Year: 1940

ST HELENS PETROLEUM CO (Continued) **1009020943**

Type: GASOLINE AND OIL SERVICE STATIONS

---

17 **CURB YOUR ENTHUSIASM INC** **CA HAZNET** **S113464256**
1901 S BUNDY DR **N/A**
LOS ANGELES, CA 90025

HAZNET:

Year:	2010
Gepaid:	CAC002660235
Contact:	MARC BERLINE
Telephone:	8184218131
Mailing Name:	Not reported
Mailing Address:	3000 OLYMPIC BLVD
Mailing City,St,Zip:	SANTA MONICA, CA 904045073
Gen County:	Not reported
TSD EPA ID:	NVT330010000
TSD County:	Not reported
Waste Category:	Off-specification, aged or surplus organics
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.1749
Facility County:	Los Angeles

---

17 **STANLEY CARZ** **CA HAZNET** **S113776369**
11614 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2012
Gepaid:	CAC002689471
Contact:	STANLEY CARZ
Telephone:	3104224005
Mailing Name:	Not reported
Mailing Address:	710 DEVON AVE
Mailing City,St,Zip:	LOS ANGELES, CA 90024
Gen County:	Los Angeles
TSD EPA ID:	AZC950823111
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	2
Facility County:	Los Angeles

---

17 **BEST BUY STORE #109** **CA HAZNET** **S112965690**
11301 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2007
Gepaid:	CAC002623414
Contact:	TIM DUNN
Telephone:	6122913406
Mailing Name:	Not reported
Mailing Address:	7601 PENN AVE S BLDG E6

BEST BUY STORE #109 (Continued) **S112965690**

Mailing City,St,Zip: RICHFIELD, MN 554233645
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Off-specification, aged or surplus organics
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.2
Facility County: Los Angeles

Year: 2007
Gepaid: CAC002623414
Contact: TIM DUNN
Telephone: 6122913406
Mailing Name: Not reported
Mailing Address: 7601 PENN AVE S BLDG E6
Mailing City,St,Zip: RICHFIELD, MN 554233645
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.01
Facility County: Los Angeles

---

17 **BEST BUY STORE #109** **CA HAZNET** **S112945659**
11301 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2005
Gepaid: CAC002590668
Contact: BRENDA MATHISON
Telephone: 6122913774
Mailing Name: Not reported
Mailing Address: 7601 PENN AVE S
Mailing City,St,Zip: RICHFIELD, MN 55423
Gen County: Not reported
TSD EPA ID: CAT000646117
TSD County: Not reported
Waste Category: Other inorganic solid waste
Disposal Method: Disposal, Other
Tons: 0.84
Facility County: Los Angeles

---

17 **HOMER HARVEY** **CA HAZNET** **S112850309**
11301 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 1994
Gepaid: CAC000888904
Contact: HOMER HARVEY
Telephone: 3104781771
Mailing Name: Not reported
Mailing Address: 11835 W OLYMPIC BLVD

HOMER HARVEY (Continued) **S112850309**

Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Recycler
Tons: .2502
Facility County: Los Angeles

Year: 1994
Gepaid: CAC000888904
Contact: HOMER HARVEY
Telephone: 3104781771
Mailing Name: Not reported
Mailing Address: 11835 W OLYMPIC BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD000088252
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Transfer Station
Tons: .2919
Facility County: Los Angeles

Year: 1994
Gepaid: CAC000888904
Contact: HOMER HARVEY
Telephone: 3104781771
Mailing Name: Not reported
Mailing Address: 11835 W OLYMPIC BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: Not reported
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Recycler
Tons: 9.5910
Facility County: Los Angeles

---

17 **BEST BUY STORE 109** **CA HAZNET** **S112989336**
11301 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2011
Gepaid: CAC002670651
Contact: TIM DUNN
Telephone: 6122913406
Mailing Name: Not reported
Mailing Address: 7601 PENN AVE S
Mailing City,St,Zip: RICHFIELD, MN 55423
Gen County: Not reported
TSD EPA ID: CAD050806850
TSD County: Not reported
Waste Category: Polychlorinated biphenyls and material containing PCBs
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 1.56375

BEST BUY STORE 109 (Continued) **S112989336**

Facility County: Los Angeles

---

17 **CEDAR PETROLEUM** **CA FID UST** **S101583696**
11301 W PICO BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90064

CA FID UST:

Facility ID:	19005575
Regulated By:	UTNKA
Regulated ID:	00061136
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2134789918
Mail To:	Not reported
Mailing Address:	10524 W PICO BLVD-
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900640000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

SWEEPS UST:

Status:	Active
Comp Number:	3333
Number:	9
Board Of Equalization:	44-011652
Referral Date:	07-09-93
Action Date:	04-19-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-003333-000001
Actv Date:	04-20-88
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	4

Status:	Active
Comp Number:	3333
Number:	9
Board Of Equalization:	44-011652
Referral Date:	07-09-93
Action Date:	04-19-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-003333-000002
Actv Date:	04-20-88
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	P

CEDAR PETROLEUM (Continued) **S101583696**

Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 3333
Number: 9
Board Of Equalization: 44-011652
Referral Date: 07-09-93
Action Date: 04-19-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-003333-000003
Actv Date: 04-20-88
Capacity: 10000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 3333
Number: 9
Board Of Equalization: 44-011652
Referral Date: 07-09-93
Action Date: 04-19-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-003333-000004
Actv Date: 04-20-88
Capacity: 10000
Tank Use: M.V. FUEL
Stg: P
Content: DIESEL
Number Of Tanks: Not reported

---

17 **GEORGE'S SAWTELLE TEXACO** **CA HIST UST** **U001562413**
11301 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

HIST UST:
Region: STATE
Facility ID: 00000061136
Facility Type: Gas Station
Other Type: Not reported
Total Tanks: 0004
Contact Name: GEORGE ADAMIAN
Telephone: 2138365084
Owner Name: GEORGE ADAMIAN
Owner Address: 10524 W. PICO BLVD. #205
Owner City,St,Zip: LOS ANGELES, CA 90064

Tank Num: 001
Container Num: 1
Year Installed: 1971
Tank Capacity: 00010000
Tank Used for: PRODUCT

GEORGE'S SAWTELLE TEXACO (Continued) **U001562413**

Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: None

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: None

Tank Num: 003
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: Not reported
Leak Detection: None

Tank Num: 004
Container Num: 4
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: None

---

17 **EDR US Hist Auto Stat** **1015334580**

2209 FEDERAL AVE **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:
Name: STEALTH AUTO
Year: 2007
Address: 2209 FEDERAL AVE

Name: STEALTH AUTO
Year: 2008
Address: 2209 FEDERAL AVE

---

17 **THE POST GROUP WEST** **CA HAZNET** **S113075688**

11858 LAGRANGE AVE **N/A**
LOS ANGELES, CA 90025

HAZNET:
Year: 2004
Gepaid: CAL000138616
Contact: KEN QUAIN
Telephone: 3109794300
Mailing Name: Not reported
Mailing Address: 11858 LA GRANGE AVE
Mailing City,St,Zip: LOS ANGELES, CA 900255230

THE POST GROUP WEST (Continued) **S113075688**

Gen County: Not reported
TSD EPA ID: CAT000613927
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Transfer Station
Tons: 0.06
Facility County: Los Angeles

Year: 1998
Gepaid: CAL000138616
Contact: THE POST GROUP WEST
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 11858 LA GRANGE AVE
Mailing City,St,Zip: LOS ANGELES, CA 900255230
Gen County: Not reported
TSD EPA ID: CAD000088252
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Transfer Station
Tons: .2085
Facility County: Los Angeles

Year: 1997
Gepaid: CAL000138616
Contact: THE POST GROUP WEST
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 11858 LA GRANGE AVE
Mailing City,St,Zip: LOS ANGELES, CA 900255230
Gen County: Not reported
TSD EPA ID: CAD020161642
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Recycler
Tons: .4170
Facility County: Los Angeles

Year: 1996
Gepaid: CAL000138616
Contact: THE POST GROUP WEST
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 11858 LA GRANGE AVE
Mailing City,St,Zip: LOS ANGELES, CA 900255230
Gen County: Not reported
TSD EPA ID: CAD020161642
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Recycler
Tons: .2085
Facility County: Los Angeles

17 **HUTCHISON C E** **EDR US Hist Auto Stat** **1009052327**
11289 PICO BLVD **N/A**
WEST LOS ANGELES, CA

EDR Historical Auto Stations:
Name: HUTCHISON C E
Year: 1940
Type: GASOLINE AND OIL SERVICE STATIONS

---

17 **ASTON MARTIN/LAMBORGHINI OF BEVERLY HILLS** **FINDS** **1011925583**
2240 COLBY AVE **N/A**
LOS ANGELES, CA

FINDS:

Registry ID: 110037460477

Environmental Interest/Information System
UORS (California - Used Oil Recycling System). California Integrated Waste Management Board (CIWMB) helps communities establish and promote convenient collection opportunities for used oil and used oil filters.

---

17 **ASTON MARTIN/LAMBORGHINI OF BEVERLY HILLS** **CA HAZNET** **S113141529**
2240 COLBY AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2012
Gepaid: CAL000304315
Contact: CHRIS ROGERS/CONTROLLER
Telephone: 3106594050
Mailing Name: Not reported
Mailing Address: 8833 W OLYMPIC BLVD
Mailing City,St,Zip: BEVERLY HILLS, CA 902113696
Gen County: Los Angeles
TSD EPA ID: CAD099452708
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.665
Facility County: Los Angeles

Year: 2012
Gepaid: CAL000304315
Contact: CHRIS ROGERS/CONTROLLER
Telephone: 3106594050
Mailing Name: Not reported
Mailing Address: 8833 W OLYMPIC BLVD
Mailing City,St,Zip: BEVERLY HILLS, CA 902113696
Gen County: Los Angeles
TSD EPA ID: CAD099452708
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.42

ASTON MARTIN/LAMBORGHINI OF BEVERLY HILLS (Continued) **S113141529**

Facility County: Los Angeles

Year: 2010
Gepaid: CAL000304315
Contact: CHRIS ROGERS/CONTROLLER
Telephone: 3106594050
Mailing Name: Not reported
Mailing Address: 8833 W OLYMPIC BLVD
Mailing City,St,Zip: BEVERLY HILLS, CA 902113696
Gen County: Not reported
TSD EPA ID: CAT000613935
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.084
Facility County: Los Angeles

Year: 2007
Gepaid: CAL000304315
Contact: CHRIS ROGERS/CONTROLLER
Telephone: 3106594050
Mailing Name: Not reported
Mailing Address: 8833 W OLYMPIC BLVD
Mailing City,St,Zip: BEVERLY HILLS, CA 902113696
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Latex waste
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.37
Facility County: Los Angeles

---

17 **NICOL MOTORS** **CA HAZNET** **S113044490**
2240 COLBY **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 1994
Gepaid: CAL000058495
Contact: NICOL HARRY
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 2240 COLBY
Mailing City,St,Zip: LOS ANGELE, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD099452708
TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Not reported
Tons: .0417
Facility County: Los Angeles

17 | **EDR US Hist Auto Stat** | **1015338913** | **N/A**

2240 COLBY AVE
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name:	NICHOL MOTORS
Year:	1999
Address:	2240 COLBY AVE
Name:	NICOL MOTORS
Year:	2003
Address:	2240 COLBY AVE
Name:	NICOL MOTORS
Year:	2004
Address:	2240 COLBY AVE
Name:	NICOL MOTORS
Year:	2005
Address:	2240 COLBY AVE

---

17 **NICOL MOTORS** | **CA HAZNET** | **S113045905** | **N/A**
2240 COLBY AVE
WEST LOS ANGELES, CA 90064

HAZNET:

Year:	2002
Gepaid:	CAL000062492
Contact:	HENRY NICOL
Telephone:	--
Mailing Name:	Not reported
Mailing Address:	2240 COLBY AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Unspecified aqueous solution
Disposal Method:	Recycler
Tons:	0.43
Facility County:	Los Angeles
Year:	2001
Gepaid:	CAL000062492
Contact:	HENRY NICOL
Telephone:	--
Mailing Name:	Not reported
Mailing Address:	2240 COLBY AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Unspecified aqueous solution
Disposal Method:	Recycler
Tons:	0.45
Facility County:	Los Angeles
Year:	1996
Gepaid:	CAL000062492
Contact:	HENRY NICOL
Telephone:	0000000000

NICOL MOTORS (Continued) **S113045905**

Mailing Name: Not reported
Mailing Address: 2240 COLBY AVE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Recycler
Tons: .4795
Facility County: Los Angeles

Year: 1995
Gepaid: CAL000062492
Contact: HENRY NICOL
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 2240 COLBY AVE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD099452708
TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Recycler
Tons: .9174
Facility County: Los Angeles

Year: 1994
Gepaid: CAL000062492
Contact: HENRY NICOL
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 2240 COLBY AVE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD099452708
TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Recycler
Tons: .4587
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access additional CA_HAZNET: detail in the EDR Site Report.

---

17 **PREMIER SCHOOLS INC DAB ALADDIN PRINTING** **CA HAZNET** **S113044745**
11600 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2000
Gepaid: CAL000059220
Contact: INACTIVE DUP NUM IN BLK LOGBK
Telephone: 3103128867
Mailing Name: Not reported
Mailing Address: 11600 W OLYMPIC BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAT000613976

PREMIER SCHOOLS INC DAB ALADDIN PRINTING (Continued) **S113044745**

TSD County: Not reported
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: Transfer Station
Tons: 0.03
Facility County: Los Angeles

Year: 1998
Gepaid: CAL000059220
Contact: PREMIER SCHOOLS INC
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 11600 W OLYMPIC BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAT000613976
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Transfer Station
Tons: .1251
Facility County: Los Angeles

Year: 1996
Gepaid: CAL000059220
Contact: PREMIER SCHOOLS INC
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 11600 W OLYMPIC BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAT000613976
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Transfer Station
Tons: .1251
Facility County: Los Angeles

---

17 **STONER AVENUE PROPERTIES LLC** **CA HAZNET** **S112972616**
2040 STONER AVE **N/A**
LOS ANGELES, CA 90025

HAZNET:
Year: 2008
Gepaid: CAC002634057
Contact: PAUL JENNINGS
Telephone: 3102311000
Mailing Name: Not reported
Mailing Address: 11859 WILSHIRE BLVD STE 600
Mailing City,St,Zip: LOS ANGELES, CA 900256621
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Tank bottom waste
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.834
Facility County: Los Angeles

17 **HD SUPPLY PLUMBING HVAC LTD HG7906** **CA HAZNET** **S113152248**
2311 PURDUE AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2011
Gepaid:	CAL000331456
Contact:	SHEILA WESTERVELD
Telephone:	4078222385
Mailing Name:	Not reported
Mailing Address:	3100 CUMBERLAND BLVD SE
Mailing City,St,Zip:	ATLANTA, GA 303395940
Gen County:	Not reported
TSD EPA ID:	CAD008364432
TSD County:	Not reported
Waste Category:	Off-specification, aged or surplus organics
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.002
Facility County:	Los Angeles

Year:	2011
Gepaid:	CAL000331456
Contact:	SHEILA WESTERVELD
Telephone:	4078222385
Mailing Name:	Not reported
Mailing Address:	3100 CUMBERLAND BLVD SE
Mailing City,St,Zip:	ATLANTA, GA 303395940
Gen County:	Not reported
TSD EPA ID:	CAD008364432
TSD County:	Not reported
Waste Category:	Off-specification, aged or surplus organics
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.008
Facility County:	Los Angeles

---

17 **ABA CUSTOM COACH WORKS** **CA HAZNET** **S113064176**
2311 PURDUE AVENUE **N/A**
LOS ANGELES, CA 90063

HAZNET:

Year:	1995
Gepaid:	CAL000112765
Contact:	Not reported
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	2311 PURDUE AVENUE
Mailing City,St,Zip:	LOS ANGELES, CA 900630000
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues 10 percent or more
Disposal Method:	Recycler
Tons:	.0708
Facility County:	Los Angeles

17 **HUGHES SUPPLY PLUMBING #HDHG 7906** **CA HAZNET** **S113142585**
2311 PURDUE AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2009
Gepaid:	CAL000306786
Contact:	MARTY LASKEY
Telephone:	4047879241
Mailing Name:	Not reported
Mailing Address:	3100 CUMBERLAND BLVD FL 17
Mailing City,St,Zip:	ATLANTA, GA 303390000
Gen County:	Not reported
TSD EPA ID:	CAD008364432
TSD County:	Not reported
Waste Category:	Off-specification, aged or surplus organics
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.004
Facility County:	Los Angeles

---

17 **COMMUNICATIONS TECHNOLOGY** **CA FID UST** **S101586497**
2237 COLBY AVE **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90064 **CA WIP**
CA EMI

CA FID UST:

Facility ID:	19052394
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	2237 COLBY AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900640000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

SWEEPS UST:

Status:	Not reported
Comp Number:	7046
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported

COMMUNICATIONS TECHNOLOGY (Continued) **S101586497**

Content: Not reported
Number Of Tanks: 0

WIP:
Region: 4
File Number: 105.0065
File Status: Historical
Staff: RWANG
Facility Suite: A

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	21900
Air District Name:	SC
SIC Code:	7534
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **EDR US Hist Auto Stat** **1015162827**
11285 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:
Name: KLC AUTO SERVICE
Year: 1999
Address: 11285 W PICO BLVD

---

17 **STONER AVENUE PROPERTY** **LA Co. Site Mitigation** **S109517320**
2040 STONER AVE **N/A**
LOS ANGELES, CA 90025

LA Co. Site Mitigation:
Facility ID: Not reported
Site ID: SD0000257
Jurisdiction: State
Case ID: RO0000261
Abated: No
Assigned To: Not reported
Entered Date: 08/27/2008

17 **COMMUNICATIONS MANUFACTURING CO** **CA HAZNET** **S113075361**
2234 COLBY AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2006
Gepaid:	CAL000138060
Contact:	LARAINE PORRAS/ACCTG MNGR
Telephone:	3108283200
Mailing Name:	Not reported
Mailing Address:	2239 COLBY AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Recycler
Tons:	0.22
Facility County:	Los Angeles

Year:	2000
Gepaid:	CAL000138060
Contact:	LARAINE PORRAS/ACCTG MNGR
Telephone:	3108283200
Mailing Name:	Not reported
Mailing Address:	2239 COLBY AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Paint sludge
Disposal Method:	Recycler
Tons:	0
Facility County:	Los Angeles

Year:	1996
Gepaid:	CAL000138060
Contact:	COMMUNICATIONS MANUFACTURING
Telephone:	3108283200
Mailing Name:	Not reported
Mailing Address:	2234 COLBY AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641505
Gen County:	Not reported
TSD EPA ID:	CAD000088252
TSD County:	Not reported
Waste Category:	Paint sludge
Disposal Method:	Transfer Station
Tons:	.4795
Facility County:	Los Angeles

Year:	1995
Gepaid:	CAL000138060
Contact:	COMMUNICATIONS MANUFACTURING
Telephone:	3108283200
Mailing Name:	Not reported
Mailing Address:	2234 COLBY AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641505
Gen County:	Not reported
TSD EPA ID:	CAD000088252

COMMUNICATIONS MANUFACTURING CO (Continued) **S113075361**

TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Transfer Station
Tons: .0375
Facility County: Los Angeles

Year: 1995
Gepaid: CAL000138060
Contact: COMMUNICATIONS MANUFACTURING
Telephone: 3108283200
Mailing Name: Not reported
Mailing Address: 2234 COLBY AVE
Mailing City,St,Zip: LOS ANGELES, CA 900641505
Gen County: Not reported
TSD EPA ID: CAD000088252
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Not reported
Tons: .4587
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
2 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **SCANDINAVIAN COACHCRAFT LLC** **CA HAZNET** **S113162410**
2234 COLBY AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2011
Gepaid: CAL000367749
Contact: OLE VANDBORG
Telephone: 3104795171
Mailing Name: Not reported
Mailing Address: 2234 COLBY AVE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Solvents Recovery
Tons: 0.162
Facility County: Los Angeles

---

17 **WEST LOS ANGELES ANIMAL SHELTE** **CA FID UST** **S101617292**
11950 MISSOURI AVE **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90025

CA FID UST:
Facility ID: 19025214
Regulated By: UTNKA
Regulated ID: 00047073
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2138202691

WEST LOS ANGELES ANIMAL SHELTE (Continued) **S101617292**

Mail To: Not reported
Mailing Address: 200 N MAIN STREET-ROOM
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900250000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Not reported
Comp Number: 2434
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002434-000001
Actv Date: Not reported
Capacity: 500
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: DIESEL
Number Of Tanks: 1

---

17 **WEST LOS ANGELES ANIMAL SHELTE** **CA HIST UST** **U001561136**
11950 MISSOURI AVE **N/A**
LOS ANGELES, CA 90025

HIST UST:
Region: STATE
Facility ID: 00000047073
Facility Type: Other
Other Type: ANIMAL REGULATION
Total Tanks: 0001
Contact Name: KENNETH WILLIAMS, DIST. SUPERV
Telephone: 2138202691
Owner Name: DEPARTMENT OF ANIMAL REGULATIO
Owner Address: 200 N. MAIN STREET, RM. 1650,
Owner City,St,Zip: LOS ANGELES, CA 90012

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00000500
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: 12 gauge
Leak Detection: Not reported

17 LA WEST LOS ANGELES ANIMAL SHELTER — **RCRA-SQG** — **1000436734**
11950 W MISSOURI AVE — **FINDS** — **CAD981988371**
WEST LOS ANGELES, CA — **CA HAZNET**

RCRA-SQG:

Date form received by agency:	03/25/1987
Facility name:	LA WEST LOS ANGELES ANIMAL SHELTER
Facility address:	11950 W MISSOURI AVE WEST LOS ANGELES, CA 90025
EPA ID:	CAD981988371
Mailing address:	200 N MAIN RM EIGHTH HUNDREDCH LOS ANGELES, CA 90012
Contact:	ENVIRONMENTAL MANAGER
Contact address:	11950 W MISSOURI AVE WEST LOS ANGELES, CA 90025
Contact country:	US
Contact telephone:	(213) 485-7527
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	CITY OF LOS ANGELES
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Municipal
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Municipal
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No

LA WEST LOS ANGELES ANIMAL SHELTER (Continued) **1000436734**

User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002767319

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:

Year: 1999
Gepaid: CAD981988371
Contact: CITY OF L A ANIMAL REGULATION
Telephone: 2138938400
Mailing Name: Not reported
Mailing Address: 11950 MISSOURI AVE
Mailing City,St,Zip: W LOS ANGELES, CA 900252001
Gen County: Not reported
TSD EPA ID: CAD009007626
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Disposal, Land Fill
Tons: .8428
Facility County: Los Angeles

Year: 1993
Gepaid: CAD981988371
Contact: CITY OF L A ANIMAL REGULATION
Telephone: 2138938400
Mailing Name: Not reported
Mailing Address: 11950 MISSOURI AVE
Mailing City,St,Zip: W LOS ANGELES, CA 900252001
Gen County: Not reported
TSD EPA ID: CAD099452708
TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Recycler
Tons: 8.34000000000
Facility County: Los Angeles

17 **SUPERTEK CO, INC** **RCRA-SQG** **1000219431**
2231 COLBY AVE **FINDS** **CAD981162985**
LOS ANGELES, CA 90064

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	SUPERTEK CO, INC
Facility address:	2231 COLBY AVE LOS ANGELES, CA 90064
EPA ID:	CAD981162985
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	JOHN KIM
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No

SUPERTEK CO, INC (Continued) **1000219431**

Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 11/05/1985
Facility name: SUPERTEK CO, INC
Classification: Large Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110002679361

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

17 **PLATINUM AUTO BODY** **CA HAZNET** **S113055597**
2101 S BARRINGTON AVE **N/A**
LOS ANGELES, CA 90025

HAZNET:
Year: 1999
Gepaid: CAL000089867
Contact: SARBAZ KAMRAN
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 2101 S BARRINGTON AVE
Mailing City,St,Zip: LOS ANGELES, CA 900255322
Gen County: Not reported
TSD EPA ID: CAT080025711
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Transfer Station
Tons: 1.5636
Facility County: Los Angeles

Year: 1995
Gepaid: CAL000089867
Contact: SARBAZ KAMRAN
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 2101 S BARRINGTON AVE
Mailing City,St,Zip: LOS ANGELES, CA 900255322
Gen County: Not reported
TSD EPA ID: CAT000613893
TSD County: Not reported
Waste Category: Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method: Transfer Station
Tons: .0740
Facility County: Los Angeles

PLATINUM AUTO BODY (Continued) **S113055597**

Year:	1994
Gepaid:	CAL000089867
Contact:	SARBAZ KAMRAN
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	2101 S BARRINGTON AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900255322
Gen County:	Not reported
TSD EPA ID:	CAT000613893
TSD County:	Not reported
Waste Category:	Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method:	Transfer Station
Tons:	.0180
Facility County:	Los Angeles

---

17 **EDR US Hist Auto Stat** **1015336796**
2221 COLBY AVE **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name:	GT INTERNATIONAL MOTORS LTD
Year:	2001
Address:	2221 COLBY AVE
Name:	GT INTERNATIONAL MOTORS LTD
Year:	2003
Address:	2221 COLBY AVE
Name:	GT INTERNATIONAL MOTORS LTD
Year:	2004
Address:	2221 COLBY AVE
Name:	G T INTERNATIONAL MOTORS LTD
Year:	2006
Address:	2221 COLBY AVE
Name:	G T INTERNATIONAL MOTORS LTD
Year:	2007
Address:	2221 COLBY AVE
Name:	G T INTERNATIONAL MOTORS LTD
Year:	2008
Address:	2221 COLBY AVE
Name:	G T INTL MOTORS LTD
Year:	2010
Address:	2221 COLBY AVE
Name:	G T INTERNATIONAL MOTORS LTD
Year:	2012
Address:	2221 COLBY AVE

17 **INVESTORS BUSINESS DAILY** **CA HAZNET** **S113057807**
1941 ARMACOST AVE **N/A**
LA, CA 90025

HAZNET:

Year:	1995
Gepaid:	CAL000094436
Contact:	INVESTORS BUSINESS DAILY
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	1941 ARMACOST AVE
Mailing City,St,Zip:	LA, CA 900250000
Gen County:	Not reported
TSD EPA ID:	CAL000013493
TSD County:	Not reported
Waste Category:	Other inorganic solid waste
Disposal Method:	Not reported
Tons:	.0020
Facility County:	Los Angeles

---

17 **EDR US Hist Cleaners** **1015026986**
2453 S SEPULVEDA BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Cleaners:

Name:	BELLO CLEANERS
Year:	2005
Address:	2453 S SEPULVEDA BLVD
Name:	BELLO CLEANERS
Year:	2006
Address:	2453 S SEPULVEDA BLVD

---

17 **BODY ELEGANCE DETAIL** **CA HAZNET** **S112840988**
2219 COLBY **N/A**
WEST LOS ANGELES, CA 90064

HAZNET:

Year:	1995
Gepaid:	CAC000730552
Contact:	GEORGE SANANIS
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	2219 COLBY
Mailing City,St,Zip:	WEST LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Tank bottom waste
Disposal Method:	Recycler
Tons:	5.4210
Facility County:	Los Angeles
Year:	1995
Gepaid:	CAC000730552
Contact:	GEORGE SANANIS
Telephone:	0000000000
Mailing Name:	Not reported

BODY ELEGANCE DETAIL (Continued) **S112840988**

Mailing Address: 2219 COLBY
Mailing City,St,Zip: WEST LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Tank bottom waste
Disposal Method: Not reported
Tons: 5.4210
Facility County: Los Angeles

---

17 **EDR US Hist Auto Stat** **1015336125**

2219 COLBY AVE **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:
Name: KIWI MOTORS
Year: 1999
Address: 2219 COLBY AVE

---

17 **ARRIBA RESTAURANT, INC** **CA EMI** **S106826240**
11240 W PICO **N/A**
LOS ANGELES, CA 90064

EMI:
Year: 1990
County Code: 19
Air Basin: SC
Facility ID: 73068
Air District Name: SC
SIC Code: 5812
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

---

17 **LOS ANGELES BREWING CO., INC.** **CA EMI** **S106834731**
1845 S BUNDY **N/A**
LOS ANGELES, CA 90025

EMI:
Year: 1990
County Code: 19
Air Basin: SC
Facility ID: 56876
Air District Name: SC
SIC Code: 2082
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported

LOS ANGELES BREWING CO., INC. (Continued) **S106834731**

Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **CALIFORNIA CRYOBANK INC** **CA HAZNET** **S112984453**
1935 ARMACOST AVE **N/A**
LOS ANGELES, CA 90025

HAZNET:

Year:	2011
Gepaid:	CAC002664204
Contact:	CHARLES SIMS EXT 1202
Telephone:	3104435244
Mailing Name:	Not reported
Mailing Address:	11915 LA GRANGE AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900255213
Gen County:	Not reported
TSD EPA ID:	CAD009007626
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	16
Facility County:	Los Angeles

---

17 **GENERAL MEDICAL COMPANY** **CA HAZNET** **S113057384**
1935 ARMACOST AVE **N/A**
LOS ANGELES, CA 90025

HAZNET:

Year:	2011
Gepaid:	CAL000093468
Contact:	SYLVIA TAPPER
Telephone:	3108205881
Mailing Name:	Not reported
Mailing Address:	1935 ARMACOST AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900255210
Gen County:	Not reported
TSD EPA ID:	CAD008364432
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.0125
Facility County:	Los Angeles

Year:	2011
Gepaid:	CAL000093468
Contact:	SYLVIA TAPPER
Telephone:	3108205881
Mailing Name:	Not reported
Mailing Address:	1935 ARMACOST AVE

GENERAL MEDICAL COMPANY (Continued) **S113057384**

Mailing City,St,Zip:	LOS ANGELES, CA 900255210
Gen County:	Not reported
TSD EPA ID:	WAD991281767
TSD County:	Not reported
Waste Category:	Off-specification, aged or surplus organics
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.015
Facility County:	Los Angeles

Year:	2011
Gepaid:	CAL000093468
Contact:	SYLVIA TAPPER
Telephone:	3108205881
Mailing Name:	Not reported
Mailing Address:	1935 ARMACOST AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900255210
Gen County:	Not reported
TSD EPA ID:	CAD008364432
TSD County:	Not reported
Waste Category:	Off-specification, aged or surplus organics
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.075
Facility County:	Los Angeles

Year:	2011
Gepaid:	CAL000093468
Contact:	SYLVIA TAPPER
Telephone:	3108205881
Mailing Name:	Not reported
Mailing Address:	1935 ARMACOST AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900255210
Gen County:	Not reported
TSD EPA ID:	CAD008364432
TSD County:	Not reported
Waste Category:	Off-specification, aged or surplus organics
Disposal Method:	Not reported
Tons:	0.015
Facility County:	Los Angeles

Year:	2011
Gepaid:	CAL000093468
Contact:	SYLVIA TAPPER
Telephone:	3108205881
Mailing Name:	Not reported
Mailing Address:	1935 ARMACOST AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900255210
Gen County:	Not reported
TSD EPA ID:	CAD008364432
TSD County:	Not reported
Waste Category:	Off-specification, aged or surplus organics
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.05
Facility County:	Los Angeles

GENERAL MEDICAL COMPANY (Continued) **S113057384**

Click this hyperlink while viewing on your computer to access
1 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **WEST LA PRINT & COPY PARTNERSHIP** **CA HAZNET** **S113116574**
11577 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2003
Gepaid:	CAL000238089
Contact:	SHERRI PLATT/PARTNER
Telephone:	3104735620
Mailing Name:	Not reported
Mailing Address:	11577 W OLYMPIC BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD981402522
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	0.12
Facility County:	Los Angeles

Year:	2002
Gepaid:	CAL000238089
Contact:	SHERRI PLATT/PARTNER
Telephone:	3104735620
Mailing Name:	Not reported
Mailing Address:	11577 W OLYMPIC BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD093459485
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	0.12
Facility County:	Los Angeles

Year:	2002
Gepaid:	CAL000238089
Contact:	SHERRI PLATT/PARTNER
Telephone:	3104735620
Mailing Name:	Not reported
Mailing Address:	11577 W OLYMPIC BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD981402522
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	0.25
Facility County:	Los Angeles

17 **COMPLEX INC THE** **RCRA-SQG** **1000348265**
2323 CORINTH AVE **FINDS** **CAD085942852**
LOS ANGELES, CA 90064

RCRA-SQG:

Date form received by agency:	03/14/1986
Facility name:	COMPLEX INC THE
Facility address:	2323 CORINTH AVE LOS ANGELES, CA 90064
EPA ID:	CAD085942852
Contact:	ENVIRONMENTAL MANAGER
Contact address:	2323 CORINTH AVE WEST LOS ANGELES, CA 90064
Contact country:	US
Contact telephone:	(213) 477-1938
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	THE COMPLEX INC
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No

COMPLEX INC THE (Continued) **1000348265**

Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110006468009

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

17 **ALVARADIO IND INC** **CA EMI** **S106825721**
1915 ARMACOST AV **N/A**
LOS ANGELES, CA 90025

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	37931
Air District Name:	SC
SIC Code:	3679
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	37931
Air District Name:	SC
SIC Code:	36
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

ALVARADIO IND INC (Continued) **S106825721**

Year:	1993
County Code:	19
Air Basin:	SC
Facility ID:	37931
Air District Name:	SC
SIC Code:	36
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	37931
Air District Name:	SC
SIC Code:	36
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **PACIFIC GATEWAY SERVICE STATION** **EDR US Hist Auto Stat** **1009052035**
2357 SAWTELLE BLVD **N/A**
SAWTELLE, CA

EDR Historical Auto Stations:

Name:	PACIFIC GATEWAY SERVICE STATION
Year:	1928
Type:	GASOLINE AND OIL SERVICE STATIONS

---

17 **RIEDERMAN O H** **EDR US Hist Auto Stat** **1009050600**
2357 SAWTELLE BLVD **N/A**
SAWTELLE, CA

EDR Historical Auto Stations:

Name:	RIEDERMAN O H
Year:	1928
Type:	AUTOMOBILE GARAGES

17 **LOOMIS** **CA LUST** **S110819243**
1929 PICO, WEST **N/A**
LOS ANGELES, CA 90006

LUST:

Region:	STATE
Global Id:	T10000002999
Latitude:	34.0358636
Longitude:	-118.4535762
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	03/19/2012
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	WXT
Local Agency:	Not reported
RB Case Number:	900060161
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Diesel
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T10000002999
Contact Type:	Regional Board Caseworker
Contact Name:	JAY HUANG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 WEST 4TH STREET, SUITE 200
City:	LOS ANGELES
Email:	jhuang@waterboards.ca.gov
Phone Number:	2135766711

Regulatory Activities:

Global Id:	T10000002999
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported
Global Id:	T10000002999
Action Type:	ENFORCEMENT
Date:	02/28/2012
Action:	Notification - Preclosure
Global Id:	T10000002999
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery
Global Id:	T10000002999
Action Type:	ENFORCEMENT
Date:	03/19/2012
Action:	Closure/No Further Action Letter
Global Id:	T10000002999
Action Type:	ENFORCEMENT
Date:	04/13/2011
Action:	Referral to Regional Board - #1

LOOMIS (Continued) **S110819243**

Global Id: T10000002999
Action Type: ENFORCEMENT
Date: 03/19/2012
Action: Closure/No Further Action Letter

Global Id: T10000002999
Action Type: ENFORCEMENT
Date: 05/17/2011
Action: Staff Letter

Global Id: T10000002999
Action Type: RESPONSE
Date: 07/01/2011
Action: Other Report / Document

---

17 **HELD PROPERTIES** **CA HAZNET** **S112976294**
2020 STONER AVE **N/A**
LOS ANGELES, CA 90025

HAZNET:

Year: 2010
Gepaid: CAC002651853
Contact: ERIC HELD
Telephone: 3109635136
Mailing Name: Not reported
Mailing Address: 1880 CENTURY PARK E STE 500
Mailing City,St,Zip: LOS ANGELES, CA 900671607
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.19
Facility County: Los Angeles

Year: 2009
Gepaid: CAC002639835
Contact: GARY MEIER
Telephone: 3103002200
Mailing Name: Not reported
Mailing Address: 1880 CENTURY PARK E STE 500
Mailing City,St,Zip: LOS ANGELES, CA 900671607
Gen County: Not reported
TSD EPA ID: ARD981057870
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.198
Facility County: Los Angeles

Year: 2009
Gepaid: CAC002639835
Contact: GARY MEIER
Telephone: 3103002200
Mailing Name: Not reported
Mailing Address: 1880 CENTURY PARK E STE 500

HELD PROPERTIES (Continued) **S112976294**

Mailing City,St,Zip: LOS ANGELES, CA 900671607
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 1.045
Facility County: Los Angeles

---

17 **HELD PROPERTIES INC** **CA HAZNET** **S112929632**
2020 STONER AVE **N/A**
LOS ANGELES, CA 90025

HAZNET:
Year: 2005
Gepaid: CAC002564915
Contact: SPENCER STERRETT
Telephone: 3103002200
Mailing Name: Not reported
Mailing Address: 1880 CENTURY PK EAST STE 500
Mailing City,St,Zip: LOS ANGELES, CA 90007
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: Recycler
Tons: 0.41
Facility County: Los Angeles

Year: 2003
Gepaid: CAC002564915
Contact: SPENCER STERRETT
Telephone: 3103002200
Mailing Name: Not reported
Mailing Address: 1880 CENTURY PK EAST STE 500
Mailing City,St,Zip: LOS ANGELES, CA 90007
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: Recycler
Tons: 0.45
Facility County: Los Angeles

---

17 **JACQUART ALFD** **EDR US Hist Auto Stat** **1009016386**
2353 SAWTELLE BLVD **N/A**
SANTA MONICA, CA

EDR Historical Auto Stations:
Name: JACQUART ALFD
Year: 1933
Type: AUTOMOBILE REPAIRING

Name: JACQUART ALFD
Year: 1933

JACQUART ALFD (Continued) **1009016386**

Type: AUTOMOBILE REPAIRING

Name: MORROW FRANK
Year: 1936
Type: AUTOMOBILE REPAIRING

Name: MORROW FRANK
Year: 1936
Type: AUTOMOBILE REPAIRING

---

17 **GOLDEN HAMMER** **RCRA-SQG** **1000186911**
2231 BUTLER AVE **FINDS** **CAD030872964**
LOS ANGELES, CA **CA HAZNET**
CA EMI

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: GOLDEN HAMMER
Facility address: 2231 BUTLER AVE
LOS ANGELES, CA 90064
EPA ID: CAD030872964
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: JOHN BARRESI
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

GOLDEN HAMMER (Continued) **1000186911**

Handler Activities Summary:
- U.S. importer of hazardous waste: No
- Mixed waste (haz. and radioactive): No
- Recycler of hazardous waste: No
- Transporter of hazardous waste: No
- Treater, storer or disposer of HW: No
- Underground injection activity: No
- On-site burner exemption: No
- Furnace exemption: No
- Used oil fuel burner: No
- Used oil processor: No
- User oil refiner: No
- Used oil fuel marketer to burner: No
- Used oil Specification marketer: No
- Used oil transfer facility: No
- Used oil transporter: No

Historical Generators:
- Date form received by agency: 09/26/1985
- Facility name: GOLDEN HAMMER
- Classification: Large Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110002642944

Environmental Interest/Information System

The NEI (National Emissions Inventory) database contains information on stationary and mobile sources that emit criteria air pollutants and their precursors, as well as hazardous air pollutants (HAPs).

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

CRITERIA AND HAZARDOUS AIR POLLUTANT INVENTORY

HAZNET:
- Year: 2012
- Gepaid: CAD030872964
- Contact: M O'CONNELL/PRES, S BARRESI/VP
- Telephone: 3104794311
- Mailing Name: Not reported
- Mailing Address: 2231 BUTLER AVE
- Mailing City,St,Zip: LOS ANGELES, CA 900640000

GOLDEN HAMMER (Continued) **1000186911**

Gen County: Los Angeles
TSD EPA ID: CAD008252405
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.45453
Facility County: Los Angeles

Year: 2011
Gepaid: CAD030872964
Contact: M O'CONNELL/PRES, S BARRESI/VP
Telephone: 3104794311
Mailing Name: Not reported
Mailing Address: 2231 BUTLER AVE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues 10 percent or more
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.47955
Facility County: Los Angeles

Year: 2010
Gepaid: CAD030872964
Contact: M O'CONNELL/PRES, S BARRESI/VP
Telephone: 3104794311
Mailing Name: Not reported
Mailing Address: 2231 BUTLER AVE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues 10 percent or more
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.2502
Facility County: Los Angeles

Year: 2010
Gepaid: CAD030872964
Contact: M O'CONNELL/PRES, S BARRESI/VP
Telephone: 3104794311
Mailing Name: Not reported
Mailing Address: 2231 BUTLER AVE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Tank bottom waste
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 1.8765
Facility County: Los Angeles

Year: 2009
Gepaid: CAD030872964
Contact: M O'CONNELL/PRES, S BARRESI/VP

GOLDEN HAMMER (Continued) **1000186911**

Telephone:	3104794311
Mailing Name:	Not reported
Mailing Address:	2231 BUTLER AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues 10 percent or more
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.3336
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
24 additional CA_HAZNET: record(s) in the EDR Site Report.

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	21589
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	21589
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1993
County Code:	19
Air Basin:	SC
Facility ID:	21589
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD

GOLDEN HAMMER (Continued) **1000186911**

Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	4
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	21589
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	4
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1996
County Code:	19
Air Basin:	SC
Facility ID:	21589
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	21589
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0

GOLDEN HAMMER (Continued) **1000186911**

SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	21589
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	1999
County Code:	19
Air Basin:	SC
Facility ID:	21589
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	21589
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	2001
County Code:	19

GOLDEN HAMMER (Continued) **1000186911**

Air Basin:	SC
Facility ID:	21589
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **U S POSTAL SERVICE** **CA HAZNET** **S112946025**
2306 CORINTH AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2005
Gepaid:	CAC002591229
Contact:	WILLIAM CASTILLA
Telephone:	3235861297
Mailing Name:	Not reported
Mailing Address:	7001 S CENTRAL AVE
Mailing City,St,Zip:	LOS ANGELES, CA 90052
Gen County:	Not reported
TSD EPA ID:	AZ0000337360
TSD County:	Not reported
Waste Category:	Polychlorinated biphenyls and material containing PCBs
Disposal Method:	Recycler
Tons:	0.24
Facility County:	Los Angeles

---

17 **USPS-VMF** **CA HAZNET** **S113006769**
2306 CORINTH AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2012
Gepaid:	CAD981453582
Contact:	CHARLES JOSEPH
Telephone:	3232720030
Mailing Name:	Not reported
Mailing Address:	2306 CORINTH AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641702
Gen County:	Los Angeles
TSD EPA ID:	CAT000613893
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.273
Facility County:	Los Angeles

USPS-VMF (Continued) **S113006769**

Year:	2012
Gepaid:	CAD981453582
Contact:	CHARLES JOSEPH
Telephone:	3232720030
Mailing Name:	Not reported
Mailing Address:	2306 CORINTH AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641702
Gen County:	Los Angeles
TSD EPA ID:	CAT000613893
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.273
Facility County:	Los Angeles

Year:	2011
Gepaid:	CAD981453582
Contact:	CHARLES JOSEPH
Telephone:	3232720030
Mailing Name:	Not reported
Mailing Address:	2306 CORINTH AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641702
Gen County:	Not reported
TSD EPA ID:	CAT000613935
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.168
Facility County:	Los Angeles

Year:	2011
Gepaid:	CAD981453582
Contact:	CHARLES JOSEPH
Telephone:	3232720030
Mailing Name:	Not reported
Mailing Address:	2306 CORINTH AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641702
Gen County:	Not reported
TSD EPA ID:	CAT000613935
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.168
Facility County:	Los Angeles

Year:	2011
Gepaid:	CAD981453582
Contact:	CHARLES JOSEPH
Telephone:	3232720030
Mailing Name:	Not reported
Mailing Address:	2306 CORINTH AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641702
Gen County:	Not reported
TSD EPA ID:	CAT000613893

USPS-VMF (Continued) **S113006769**

TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.189
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
97 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **U.S. POSTAL SERVICE** **CA WDS** **S101585245**
2306 CORINTH AVE **CA FID UST** **N/A**
LOS ANGELES, CA 90064

CA WDS:
Facility ID: 4 19I000024
Facility Type: Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water pumping.
Facility Status: Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number: CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion: 4
Facility Telephone: 3235861933
Facility Contact: SANDERS ARTIE
Agency Name: U S POSTAL SER
Agency Address: 7001 S Central Ave
Agency City,St,Zip: Los Angeles 900524200
Agency Contact: SANDERS ART
Agency Telephone: 3235861900
Agency Type: ?
SIC Code: 0
SIC Code 2: Not reported
Primary Waste: Not reported
Primary Waste Type: Not reported
Secondary Waste: Not reported
Secondary Waste Type: Not reported
Design Flow: 0
Baseline Flow: 0
Reclamation: Not reported
POTW: Not reported
Treat To Water: Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity: Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

U.S. POSTAL SERVICE (Continued) **S101585245**

CA FID UST:
- Facility ID: 19021638
- Regulated By: UTNKA
- Regulated ID: 00041174
- Cortese Code: Not reported
- SIC Code: Not reported
- Facility Phone: 2136174529
- Mail To: Not reported
- Mailing Address: 900 N ALAMEDA STREET-ROOM
- Mailing Address 2: Not reported
- Mailing City,St,Zip: LOS ANGELES 900640000
- Contact: Not reported
- Contact Phone: Not reported
- DUNs Number: Not reported
- NPDES Number: Not reported
- EPA ID: Not reported
- Comments: Not reported
- Status: Active

---

17 **WEST GARAGE** **CA NPDES** **U001562434**
2306 CORINTH AVE **CA HIST UST** **N/A**
LOS ANGELES, CA 90064

NPDES:
- Npdes Number: CAS000001
- Facility Status: Active
- Agency Id: 0
- Region: 4
- Regulatory Measure Id: 188528
- Order No: 97-03-DWQ
- Regulatory Measure Type: Enrollee
- Place Id: Not reported
- WDID: 4 19I000024
- Program Type: Industrial
- Adoption Date Of Regulatory Measure: Not reported
- Effective Date Of Regulatory Measure: 02/07/1992
- Expiration Date Of Regulatory Measure: Not reported
- Termination Date Of Regulatory Measure: Not reported
- Discharge Name: US Postal Service LA VMF
- Discharge Address: 7001 South Central Avenue
- Discharge City: Los Angeles
- Discharge State: California
- Discharge Zip: 90052

HIST UST:
- Region: STATE
- Facility ID: 00000041174
- Facility Type: Other
- Other Type: U.S. POSTAL SERVICE
- Total Tanks: 0004
- Contact Name: OSWALD BENOIT
- Telephone: 2132723231
- Owner Name: U.S. POSTAL SERVICE LESSEE
- Owner Address: 900 N. ALAMEDA STREET RM 3
- Owner City,St,Zip: LOS ANGELES, CA 90052

- Tank Num: 001

WEST GARAGE (Continued) **U001562434**

Container Num: 05
Year Installed: Not reported
Tank Capacity: 00005000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: None

Tank Num: 002
Container Num: 00-05
Year Installed: Not reported
Tank Capacity: 00001000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: None

Tank Num: 003
Container Num: 5W
Year Installed: 1966
Tank Capacity: 00000550
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Tank Construction: Not reported
Leak Detection: None

Tank Num: 004
Container Num: 05 A
Year Installed: Not reported
Tank Capacity: 00005000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: None

---

17 **U.S. POSTAL SERVICE** **CA UST** **U003880033**
2306 CORINTH AVE **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90064

UST:
Facility ID: 25081
Latitude: 34.03593
Longitude: -118.44074

SWEEPS UST:
Status: Active
Comp Number: 2195
Number: 7
Board Of Equalization: Not reported
Referral Date: 01-23-93
Action Date: 04-11-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002195-000001
Actv Date: 04-20-88
Capacity: 5000

U.S. POSTAL SERVICE (Continued) **U003880033**

Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: 4

Status: Active
Comp Number: 2195
Number: 7
Board Of Equalization: Not reported
Referral Date: 01-23-93
Action Date: 04-11-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002195-000002
Actv Date: 04-20-88
Capacity: 1000
Tank Use: CHEMICAL
Stg: P
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Active
Comp Number: 2195
Number: 7
Board Of Equalization: Not reported
Referral Date: 01-23-93
Action Date: 04-11-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002195-000003
Actv Date: 04-20-88
Capacity: 550
Tank Use: OIL
Stg: W
Content: WASTE OIL
Number Of Tanks: Not reported

Status: Active
Comp Number: 2195
Number: 7
Board Of Equalization: Not reported
Referral Date: 01-23-93
Action Date: 04-11-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002195-000004
Actv Date: 04-20-88
Capacity: 5000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

17 **EDR US Hist Auto Stat** **1015337964**
2231 BUTLER AVE **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name:	GOLDEN HAMMER INCORPORATED AUTO BODY
Year:	1999
Address:	2231 BUTLER AVE

Name:	GOLDEN HAMMER INC AUTO BODY
Year:	2010
Address:	2231 BUTLER AVE

---

17 **O'CONNELL'S SERVICE & REPAIR I** **CA HIST UST** **U001562420**
11555 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HIST UST:

Region:	STATE
Facility ID:	00000050815
Facility Type:	Gas Station
Other Type:	Not reported
Total Tanks:	0005
Contact Name:	Not reported
Telephone:	2134734718
Owner Name:	CHARLES E. O'CONNELL
Owner Address:	3214 FERMI DR
Owner City,St,Zip:	TOPANGA, CA 90290
Tank Num:	001
Container Num:	4
Year Installed:	1973
Tank Capacity:	00018250
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Tank Construction:	Not reported
Leak Detection:	None
Tank Num:	002
Container Num:	5
Year Installed:	Not reported
Tank Capacity:	00018250
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Tank Construction:	Not reported
Leak Detection:	None
Tank Num:	003
Container Num:	1
Year Installed:	Not reported
Tank Capacity:	00018250
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Tank Construction:	Not reported
Leak Detection:	Stock Inventor, Pressure Test
Tank Num:	004
Container Num:	2
Year Installed:	Not reported
Tank Capacity:	00018250

O'CONNELL'S SERVICE & REPAIR I (Continued) **U001562420**

Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: None

Tank Num: 005
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00018250
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: Not reported
Leak Detection: None

---

17 **O'CONNELL'S SERVICE & REPAIR** **CA SWEEPS UST** **S106930031**
11555 W OLYMPIC BLVD **N/A**
WEST LOS ANGELES, CA 90064

SWEEPS UST:
Status: Not reported
Comp Number: 2813
Number: Not reported
Board Of Equalization: 44-012554
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002813-000001
Actv Date: Not reported
Capacity: 18250
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: DIESEL
Number Of Tanks: 5

Status: Not reported
Comp Number: 2813
Number: Not reported
Board Of Equalization: 44-012554
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002813-000002
Actv Date: Not reported
Capacity: 18250
Tank Use: OIL
Stg: WASTE
Content: WASTE OIL
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 2813
Number: Not reported
Board Of Equalization: 44-012554
Referral Date: Not reported

O'CONNELL'S SERVICE & REPAIR (Continued) **S106930031**

Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-002813-000003
Actv Date:	Not reported
Capacity:	18250
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Status:	Not reported
Comp Number:	2813
Number:	Not reported
Board Of Equalization:	44-012554
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-002813-000004
Actv Date:	Not reported
Capacity:	18250
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Status:	Not reported
Comp Number:	2813
Number:	Not reported
Board Of Equalization:	44-012554
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-002813-000005
Actv Date:	Not reported
Capacity:	18250
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	Not reported

---

17 **GOLDEN CHOPSTICKS,OBLIGACION &** **CA EMI** **S106831849**
11555 W OLYMPIC BLVD. **N/A**
LOS ANGELES, CA 90064

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	73713
Air District Name:	SC
SIC Code:	5812
Air District Name:	SOUTH COAST AQMD

GOLDEN CHOPSTICKS,OBLIGACION & (Continued) **S106831849**

Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **COPYCO PRINTING** **CA HAZNET** **S113059207**
11555 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2007
Gepaid:	CAL000098208
Contact:	MICHAEL MORTON
Telephone:	3104781776
Mailing Name:	Not reported
Mailing Address:	11555 W OLYMPIC BLVD STE C & D
Mailing City,St,Zip:	LOS ANGELES, CA 90064
Gen County:	Not reported
TSD EPA ID:	CAD981402522
TSD County:	Not reported
Waste Category:	Not reported
Disposal Method:	Metals Recovery Including Retoring,Smelting,Chemicals,Ect
Tons:	0.12
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAL000098208
Contact:	MICHAEL MORTON
Telephone:	3104781776
Mailing Name:	Not reported
Mailing Address:	11555 W OLYMPIC BLVD STE C & D
Mailing City,St,Zip:	LOS ANGELES, CA 90064
Gen County:	Not reported
TSD EPA ID:	CAD981402522
TSD County:	Not reported
Waste Category:	Not reported
Disposal Method:	Metals Recovery Including Retoring,Smelting,Chemicals,Ect
Tons:	0.12
Facility County:	Los Angeles

Year:	2005
Gepaid:	CAL000098208
Contact:	MICHAEL MORTON
Telephone:	3104781776
Mailing Name:	Not reported
Mailing Address:	11555 W OLYMPIC BLVD STE C & D
Mailing City,St,Zip:	LOS ANGELES, CA 90064
Gen County:	Not reported
TSD EPA ID:	CAD981402522
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	0.06

COPYCO PRINTING (Continued) **S113059207**

Facility County: Los Angeles

Year: 2005
Gepaid: CAL000098208
Contact: MICHAEL MORTON
Telephone: 3104781776
Mailing Name: Not reported
Mailing Address: 11555 W OLYMPIC BLVD STE C & D
Mailing City,St,Zip: LOS ANGELES, CA 90064
Gen County: Not reported
TSD EPA ID: CAD981402522
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: 0.06
Facility County: Los Angeles

Year: 2003
Gepaid: CAL000098208
Contact: MICHAEL MORTON
Telephone: 3104781776
Mailing Name: Not reported
Mailing Address: 11555 W OLYMPIC BLVD STE C & D
Mailing City,St,Zip: LOS ANGELES, CA 90064
Gen County: Not reported
TSD EPA ID: CAD981402522
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: 0.12
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
11 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **TREND AUTO WORKS** **RCRA-SQG** **1000308672**
2343 SAWTELLE BLVD **FINDS** **CAD981966112**
LOS ANGELES, CA 90064

RCRA-SQG:
Date form received by agency: 03/16/1987
Facility name: TREND AUTO WORKS
Facility address: 2343 SAWTELLE BLVD
LOS ANGELES, CA 90064
EPA ID: CAD981966112
Mailing address: SAWTELLE BLVD
LOS ANGELES, CA 90064
Contact: ENVIRONMENTAL MANAGER
Contact address: 2343 SAWTELLE BLVD
LOS ANGELES, CA 90064
Contact country: US
Contact telephone: (213) 479-1156
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous

TREND AUTO WORKS (Continued) **1000308672**

waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	DAVE LOPEZ
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002758203

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

17 **BLACK FOREST BODYWORKS** **CA EMI** **S106827050**
2343 SAWTELL BLVD **N/A**
WEST LOS ANGELES, CA 90064

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	58935
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1993
County Code:	19
Air Basin:	SC
Facility ID:	58935
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	58935
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

17 **SPEED SERVICE** **CA HAZNET** **S113053026**
2343 SAWTELLE BLVD **N/A**
WEST LOS ANGELES, CA 90064

HAZNET:

Year:	2004
Gepaid:	CAL000081287
Contact:	UNDELIVERABLE 1996 FEES FORM
Telephone:	--
Mailing Name:	Not reported
Mailing Address:	2343 SAWTELLE BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900641707
Gen County:	Not reported
TSD EPA ID:	CAT000613935
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Transfer Station
Tons:	0.05
Facility County:	Los Angeles

Year:	2003
Gepaid:	CAL000081287
Contact:	UNDELIVERABLE 1996 FEES FORM
Telephone:	--
Mailing Name:	Not reported
Mailing Address:	2343 SAWTELLE BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900641707
Gen County:	Not reported
TSD EPA ID:	CAT000613935
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Transfer Station
Tons:	0.08
Facility County:	Los Angeles

Year:	2002
Gepaid:	CAL000081287
Contact:	UNDELIVERABLE 1996 FEES FORM
Telephone:	--
Mailing Name:	Not reported
Mailing Address:	2343 SAWTELLE BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900641707
Gen County:	Not reported
TSD EPA ID:	CAT000613935
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Transfer Station
Tons:	0.06
Facility County:	Los Angeles

Year:	2002
Gepaid:	CAL000081287
Contact:	UNDELIVERABLE 1996 FEES FORM
Telephone:	--
Mailing Name:	Not reported
Mailing Address:	2343 SAWTELLE BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900641707
Gen County:	Not reported
TSD EPA ID:	CAT000613935

SPEED SERVICE (Continued) **S113053026**

TSD County: Not reported
Waste Category: Not reported
Disposal Method: Transfer Station
Tons: Not reported
Facility County: Los Angeles

Year: 1998
Gepaid: CAL000081287
Contact: ARABIA MIKE
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 2343 SAWTELLE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900641707
Gen County: Not reported
TSD EPA ID: CAD099452708
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: .8757
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
9 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **WEST DISTRICT REFUSE YARD** **CA UST** **U003880087**
2027 STONER AVE **N/A**
LOS ANGELES, CA 90025

UST:
Facility ID: 25048
Latitude: 34.03603
Longitude: -118.45085

---

17 **WESTERN** **CA HIST UST** **U001561138**
2027 STONER AVE **N/A**
LOS ANGELES, CA 90025

HIST UST:
Region: STATE
Facility ID: 00000047125
Facility Type: Other
Other Type: CITY OF LOS ANGELES
Total Tanks: 0003
Contact Name: LLOYD MACK
Telephone: 2134780731
Owner Name: CITY OF LOS ANGELES-DEPARTMENT
Owner Address: 200 N. MAIN ST.
Owner City,St,Zip: LOS ANGELES, CA 90012

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00000550
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: 12 gauge

WESTERN (Continued) **U001561138**

Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00001500
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: 12 gauge
Leak Detection: Stock Inventor

Tank Num: 003
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00002000
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Tank Construction: 12 gauge
Leak Detection: Stock Inventor

---

17 **CITY OF L A GENERAL SERVICES** **CA HAZNET** **S113007524**
2027 STONER AVE **N/A**
LOS ANGELES, CA 90025

HAZNET:
Year: 2012
Gepaid: CAD981576010
Contact: EMMANUEL AMESI
Telephone: 2139783798
Mailing Name: Not reported
Mailing Address: 111 E FIRST ST RM 600
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Los Angeles
TSD EPA ID: TXD055141378
TSD County: 99
Waste Category: Not reported
Disposal Method: Incineration--Thermal Destruction Other Than Use As A Fuel
Tons: 0.0725
Facility County: Los Angeles

Year: 2012
Gepaid: CAD981576010
Contact: EMMANUEL AMESI
Telephone: 2139783798
Mailing Name: Not reported
Mailing Address: 111 E FIRST ST RM 600
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Los Angeles
TSD EPA ID: TXD055141378
TSD County: 99
Waste Category: Not reported
Disposal Method: Incineration--Thermal Destruction Other Than Use As A Fuel
Tons: 0.0725
Facility County: Los Angeles

Year: 2012
Gepaid: CAD981576010
Contact: EMMANUEL AMESI

CITY OF L A GENERAL SERVICES (Continued) **S113007524**

Telephone: 2139783798
Mailing Name: Not reported
Mailing Address: 111 E FIRST ST RM 600
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Los Angeles
TSD EPA ID: TXD055141378
TSD County: 99
Waste Category: Not reported
Disposal Method: Incineration--Thermal Destruction Other Than Use As A Fuel
Tons: 0.05
Facility County: Los Angeles

Year: 2012
Gepaid: CAD981576010
Contact: EMMANUEL AMESI
Telephone: 2139783798
Mailing Name: Not reported
Mailing Address: 111 E FIRST ST RM 600
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Los Angeles
TSD EPA ID: TXD055141378
TSD County: 99
Waste Category: Not reported
Disposal Method: Incineration--Thermal Destruction Other Than Use As A Fuel
Tons: 0.05
Facility County: Los Angeles

Year: 2012
Gepaid: CAD981576010
Contact: EMMANUEL AMESI
Telephone: 2139783798
Mailing Name: Not reported
Mailing Address: 111 E FIRST ST RM 600
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 28.31
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
341 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **L A CITY DEPT OF PUBLIC WORK** **CA FID UST** **S101585289**
2027 STONER AVE **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90025

CA FID UST:
Facility ID: 19022022
Regulated By: UTNKA
Regulated ID: 00047125
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2134854902
Mail To: Not reported

L A CITY DEPT OF PUBLIC WORK (Continued) **S101585289**

Mailing Address: 200 N MAIN ST
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900250000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Active
Comp Number: 2473
Number: 4
Board Of Equalization: 44-012367
Referral Date: 02-12-93
Action Date: 04-18-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002473-000001
Actv Date: 04-20-88
Capacity: 550
Tank Use: CHEMICAL
Stg: P
Content: UNKNOWN
Number Of Tanks: 3

Status: Active
Comp Number: 2473
Number: 4
Board Of Equalization: 44-012367
Referral Date: 02-12-93
Action Date: 04-18-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002473-000002
Actv Date: 04-20-88
Capacity: 1500
Tank Use: CHEMICAL
Stg: P
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Active
Comp Number: 2473
Number: 4
Board Of Equalization: 44-012367
Referral Date: 02-12-93
Action Date: 04-18-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002473-000003
Actv Date: 04-20-88

L A CITY DEPT OF PUBLIC WORK (Continued) **S101585289**

Capacity:	2000
Tank Use:	OIL
Stg:	W
Content:	WASTE OIL
Number Of Tanks:	Not reported

---

17 **CITY OF L A GENERAL SERVICES** **CA HAZNET** **S113464863**
2027 STONER AVE **N/A**
LOS ANGELES, CA 90025

HAZNET:

Year:	2010
Gepaid:	CAD981692791
Contact:	SHARI KUROKI MGMT ANALYST
Telephone:	2134737748
Mailing Name:	Not reported
Mailing Address:	419 S SPRING ST 12TH FLOOR
Mailing City,St,Zip:	LOS ANGELES, CA 900130000
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Tank bottom waste
Disposal Method:	Discharge To Sewer/Potw Or Npdes(With Prior Storage--With Or Without Treatment)
Tons:	0.10425
Facility County:	Los Angeles

---

17 **ADRAY'S** **CA SWEEPS UST** **S106922428**
11201 W PICO BLVD **N/A**
WEST LOS ANGELES, CA 90045

SWEEPS UST:

Status:	Active
Comp Number:	5561
Number:	9
Board Of Equalization:	Not reported
Referral Date:	04-03-93
Action Date:	04-03-93
Created Date:	02-29-88
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

17 **WESTERN DISTRICT COLLECTION YARD** **CA LUST** **S106116329**
2027 STONER AVE S. **N/A**
WEST LOS ANGELES, CA 90025

LUST:

Region:	STATE
Global Id:	T0603763571
Latitude:	34.036095
Longitude:	-118.45089
Case Type:	LUST Cleanup Site
Status:	Open - Remediation
Status Date:	01/13/2005
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	JH
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900250243
LOC Case Number:	Not reported
File Location:	Regional Board
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603763571
Contact Type:	Local Agency Caseworker
Contact Name:	TBD
Organization Name:	LOS ANGELES, CITY OF
Address:	200 N. MAIN ST. RM. 970
City:	LOS ANGELES
Email:	Not reported
Phone Number:	2134826528

Global Id:	T0603763571
Contact Type:	Regional Board Caseworker
Contact Name:	JAY HUANG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 WEST 4TH STREET, SUITE 200
City:	LOS ANGELES
Email:	jhuang@waterboards.ca.gov
Phone Number:	2135766711

Regulatory Activities:

Global Id:	T0603763571
Action Type:	RESPONSE
Date:	07/15/2010
Action:	Monitoring Report - Quarterly

Global Id:	T0603763571
Action Type:	RESPONSE
Date:	07/15/2006
Action:	Monitoring Report - Quarterly

Global Id:	T0603763571
Action Type:	RESPONSE
Date:	07/15/2004
Action:	Monitoring Report - Quarterly

WESTERN DISTRICT COLLECTION YARD (Continued) **S106116329**

Global Id: T0603763571
Action Type: RESPONSE
Date: 09/30/2003
Action: Interim Remedial Action Plan

Global Id: T0603763571
Action Type: ENFORCEMENT
Date: 04/19/2004
Action: Staff Letter

Global Id: T0603763571
Action Type: RESPONSE
Date: 07/15/2012
Action: Monitoring Report - Quarterly

Global Id: T0603763571
Action Type: RESPONSE
Date: 01/15/2012
Action: Monitoring Report - Quarterly

Global Id: T0603763571
Action Type: ENFORCEMENT
Date: 08/25/2003
Action: Staff Letter

Global Id: T0603763571
Action Type: ENFORCEMENT
Date: 07/29/2003
Action: Staff Letter

Global Id: T0603763571
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T0603763571
Action Type: RESPONSE
Date: 10/02/2003
Action: CAP/RAP - Feasibility Study Report

Global Id: T0603763571
Action Type: RESPONSE
Date: 07/15/2004
Action: Corrective Action Plan / Remedial Action Plan

Global Id: T0603763571
Action Type: RESPONSE
Date: 01/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603763571
Action Type: RESPONSE
Date: 01/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603763571
Action Type: RESPONSE

WESTERN DISTRICT COLLECTION YARD (Continued) **S106116329**

Date: 01/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603763571
Action Type: RESPONSE
Date: 04/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603763571
Action Type: REMEDIATION
Date: 01/01/1950
Action: Free Product Removal

Global Id: T0603763571
Action Type: RESPONSE
Date: 04/21/2005
Action: Soil and Water Investigation Report

Global Id: T0603763571
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603763571
Action Type: RESPONSE
Date: 04/11/2003
Action: Other Report / Document

Global Id: T0603763571
Action Type: RESPONSE
Date: 04/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603763571
Action Type: RESPONSE
Date: 10/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603763571
Action Type: RESPONSE
Date: 07/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603763571
Action Type: RESPONSE
Date: 10/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603763571
Action Type: RESPONSE
Date: 04/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603763571
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

WESTERN DISTRICT COLLECTION YARD (Continued) **S106116329**

Global Id: T0603763571
Action Type: Other
Date: 01/01/1950
Action: Leak Stopped

Global Id: T0603763571
Action Type: RESPONSE
Date: 04/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603763571
Action Type: RESPONSE
Date: 08/15/2003
Action: Interim Remedial Action Plan

Global Id: T0603763571
Action Type: RESPONSE
Date: 08/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603763571
Action Type: ENFORCEMENT
Date: 03/10/2003
Action: Staff Letter

Global Id: T0603763571
Action Type: ENFORCEMENT
Date: 10/20/2003
Action: Staff Letter

Global Id: T0603763571
Action Type: ENFORCEMENT
Date: 04/21/2003
Action: Staff Letter

Global Id: T0603763571
Action Type: RESPONSE
Date: 10/15/2012
Action: Monitoring Report - Quarterly

Global Id: T0603763571
Action Type: RESPONSE
Date: 01/15/2013
Action: Monitoring Report - Quarterly

Global Id: T0603763571
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0603763571
Action Type: RESPONSE
Date: 10/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603763571
Action Type: RESPONSE

WESTERN DISTRICT COLLECTION YARD (Continued) **S106116329**

Date: 07/15/2004
Action: Well Installation Report

Global Id: T0603763571
Action Type: RESPONSE
Date: 08/31/2007
Action: CAP/RAP - Final Remediation / Design Plan

Global Id: T0603763571
Action Type: RESPONSE
Date: 07/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603763571
Action Type: RESPONSE
Date: 04/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603763571
Action Type: RESPONSE
Date: 07/15/2011
Action: Monitoring Report - Quarterly

Global Id: T0603763571
Action Type: ENFORCEMENT
Date: 06/12/2007
Action: Staff Letter

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900250243
Status: Pollution Characterization
Substance: UNK
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Not reported
Global ID: T0603763571
W Global ID: Not reported
Staff: WXT
Local Agency: 19050
Cross Street: STONER AVE & MOTOR AVE
Enforcement Type: DLSEL
Date Leak Discovered: 10/7/1999
Date Leak First Reported: 1/16/2001
Date Leak Record Entered: Not reported
Date Confirmation Began: Not reported
Date Leak Stopped: 10/7/1999
Date Case Last Changed on Database: Not reported
Date the Case was Closed: Not reported
How Leak Discovered: OM
How Leak Stopped: Close Tank
Cause of Leak: UNK
Leak Source: UNK

WESTERN DISTRICT COLLECTION YARD (Continued) **S106116329**

Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		Not reported
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		1/13/2003
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	WILLIAM MALVEY	
RP Address:	650 S. SPRINGS ST., SUITE #600	
Program:	LUST	
Lat/Long:	0 / 0	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	Not reported	

---

17 **JOHN BEST** **CA HAZNET** **S112876006**
11201 PICO BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	1997
Gepaid:	CAC001227832
Contact:	JOHN BEST
Telephone:	3108225770
Mailing Name:	Not reported
Mailing Address:	3130 WILSHIRE BLVD STE 300
Mailing City,St,Zip:	SANTA MONICA, CA 904030000
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues 10 percent or more
Disposal Method:	Treatment, Tank
Tons:	1.0842
Facility County:	Los Angeles

17 **OLYMPIC CHIROPRACTIC** **CA HAZNET** **S113087919**
11545 OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	1997
Gepaid:	CAL000167665
Contact:	DR GLENN FISCHEL DC
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	11545 W OLYMPIC BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAL000121946
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	.0200
Facility County:	Los Angeles

Year:	1995
Gepaid:	CAL000167665
Contact:	DR GLENN FISCHEL DC
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	11545 W OLYMPIC BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAL000121946
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	.0125
Facility County:	Los Angeles

---

17 **MCL PROPERTIES** **CA HAZNET** **S112889185**
11543 OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90025

HAZNET:

Year:	1998
Gepaid:	CAC001411048
Contact:	ETHEL SHELLEY
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	11543 OLYMPIC BLVD 2ND FLOOR
Mailing City,St,Zip:	LOS ANGELES, CA 900250000
Gen County:	Not reported
TSD EPA ID:	CAD009007626
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Disposal, Land Fill
Tons:	.8428
Facility County:	Los Angeles

17 **MCROSKEY ARMACOST REAL ESTATE OPERATING COMPANY LLC** **CA HAZNET** **S113777374**
1905 ARMACOST AVE # 1915 **N/A**
LOS ANGELES, CA 90025

HAZNET:

Year:	2012
Gepaid:	CAC002690691
Contact:	BENTON JESS
Telephone:	6503428617
Mailing Name:	Not reported
Mailing Address:	PO BOX 754
Mailing City,St,Zip:	DEL MAR, CA 92014
Gen County:	Los Angeles
TSD EPA ID:	CAD028409019
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.13
Facility County:	Los Angeles

Year:	2012
Gepaid:	CAC002690691
Contact:	BENTON JESS
Telephone:	6503428617
Mailing Name:	Not reported
Mailing Address:	PO BOX 754
Mailing City,St,Zip:	DEL MAR, CA 92014
Gen County:	Los Angeles
TSD EPA ID:	CAD009007626
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	25.6
Facility County:	Los Angeles

---

17 **ARMACOST WAREHOUSE** **CA HAZNET** **S113140809**
1905 ARMACOST AVE **N/A**
LOS ANGELES, CA 90025

HAZNET:

Year:	2006
Gepaid:	CAL000302600
Contact:	DONALD ISHIMARA
Telephone:	3103694277
Mailing Name:	Not reported
Mailing Address:	PO BOX 900
Mailing City,St,Zip:	BEVERLY HILLS, CA 90213
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Off-specification, aged or surplus organics
Disposal Method:	Transfer Station
Tons:	0.22
Facility County:	Los Angeles

Year:	2006
Gepaid:	CAL000302600
Contact:	DONALD ISHIMARA

ARMACOST WAREHOUSE (Continued) **S113140809**

Telephone: 3103694277
Mailing Name: Not reported
Mailing Address: PO BOX 900
Mailing City,St,Zip: BEVERLY HILLS, CA 90213
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Off-specification, aged or surplus organics
Disposal Method: Transfer Station
Tons: 0.1
Facility County: Los Angeles

Year: 2006
Gepaid: CAL000302600
Contact: DONALD ISHIMARA
Telephone: 3103694277
Mailing Name: Not reported
Mailing Address: PO BOX 900
Mailing City,St,Zip: BEVERLY HILLS, CA 90213
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Off-specification, aged or surplus organics
Disposal Method: Recycler
Tons: 0.1
Facility County: Los Angeles

---

17 **CENTURY CITY CAR WASH** **CA HIST UST** **U001562407**
11200 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

HIST UST:
Region: STATE
Facility ID: 00000006360
Facility Type: Gas Station
Other Type: Not reported
Total Tanks: 0003
Contact Name: Not reported
Telephone: 2134798111
Owner Name: KIYOTAKA UYENO
Owner Address: 1523 6TH AVE.
Owner City,St,Zip: LOS ANGELES, CA 90019

Tank Num: 001
Container Num: #1
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: #2
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED

CENTURY CITY CAR WASH (Continued) **U001562407**

Tank Construction: Not reported
Leak Detection: None

Tank Num: 003
Container Num: #3
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: Visual

---

17 **HOME JUNCTION PROPERTY** **CA SLIC** **S106483766**
11200-40 WEST PICO BLVD **N/A**
LOS ANGELES, CA

SLIC:
Region: STATE
Facility Status: **Completed - Case Closed**
Status Date: 09/01/1999
Global Id: SL184721455
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number: Not reported
Latitude: 34.05521
Longitude: -118.394476
Case Type: Cleanup Program Site
Case Worker: JG
Local Agency: Not reported
RB Case Number: 0633
File Location: Not reported
Potential Media Affected: Not reported
Potential Contaminants of Concern: Not reported
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

---

17 **MASAHIKO G FUKUSHIMA** **CA HIST CORTESE** **S101583017**
11200 W PICO BLVD **CA LUST** **N/A**
LOS ANGELES, CA 90064 **CA FID UST**
CA SWEEPS UST

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900640089

LUST:
Region: STATE
Global Id: T0603701169
Latitude: 34.035542
Longitude: -118.436773
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 10/30/1996
Lead Agency: LOS ANGELES RWQCB (REGION 4)

MASAHIKO G FUKUSHIMA (Continued) **S101583017**

Case Worker:	YR
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900640089
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603701169
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Global Id:	T0603701169
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Regulatory Activities:

Global Id:	T0603701169
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900640089	
Status:	Case Closed	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603701169	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19050	
Cross Street:	Not reported	
Enforcement Type:	Not reported	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		2/12/1990
Date Leak Record Entered:	2/12/1990	

MASAHIKO G FUKUSHIMA (Continued) **S101583017**

Date Confirmation Began: Not reported
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 10/1/1996
Date the Case was Closed: 10/30/1996
How Leak Discovered: Not reported
How Leak Stopped: Not reported
Cause of Leak: Not reported
Leak Source: Not reported
Operator: FORMERLY CENTURY CITY CAR WASH
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 7320.196789653674498260586667 3
Source of Cleanup Funding: Not reported
Preliminary Site Assessment Workplan Submitted: 2/12/1990
Preliminary Site Assessment Began: Not reported
Pollution Characterization Began: 8/15/1996
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: Not reported
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: SOUTHERN PACIFIC LINES
RP Address: 1200 CORPORATE CENTER DR,STE 100, MONTEREY PARK CA 91754 S
Program: LUST
Lat/Long: 34.0360012 / -1
Local Agency Staff: PEJ
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: OLD CASE #022390-03

CA FID UST:
Facility ID: 19002255
Regulated By: UTNKA
Regulated ID: 00006360
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2134798111
Mail To: Not reported
Mailing Address: 1523 6TH AVE
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900640000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported

MASAHIKO G FUKUSHIMA (Continued) **S101583017**

Status: Active

SWEEPS UST:
Status: Not reported
Comp Number: 688
Number: Not reported
Board Of Equalization: 44-011335
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000688-000001
Actv Date: Not reported
Capacity: 10000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: 3

Status: Not reported
Comp Number: 688
Number: Not reported
Board Of Equalization: 44-011335
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000688-000002
Actv Date: Not reported
Capacity: 10000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 688
Number: Not reported
Board Of Equalization: 44-011335
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000688-000003
Actv Date: Not reported
Capacity: 1
Tank Use: CHEMICAL
Stg: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

17 **SPL - HOME JUNCTION** **CA SLIC** **S106387059**
11200-40 PICO **N/A**
LOS ANGELES, CA 90064

SLIC REG 4:
Region: 4
Facility Status: No further action required
SLIC: 0633
Substance: VOCs
Staff: John Geroch

---

17 **MILLER DM INC** **RCRA-SQG** **1007569154**
2326 SAWTELLE BLVD **CAR000156471**
LOS ANGELES, CA 90064

RCRA-SQG:
Date form received by agency: 07/02/2004
Facility name: MILLER DM INC
Facility address: 2326 SAWTELLE BLVD
LOS ANGELES, CA 90064
EPA ID: CAR000156471
Mailing address: 9250 BEVERLY BLVD
BEVERLY HILLS, CA 90210
Contact: JIM MCGUANE
Contact address: 9250 BEVERLY BLVD
BEVERLY HILLS, CA 90210
Contact country: US
Contact telephone: 310-659-2980
Telephone ext.: 238
Contact email: MCGUANE@BHBENZ.COM
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: MILLER DM INC
Owner/operator address: Not reported
Not reported
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 07/12/2004
Owner/Op end date: Not reported

Owner/operator name: DENHOLM TRUST
Owner/operator address: 8105 IRVINE CENTER DR NO 675
IRVINE, CA 92618
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 01/01/1953
Owner/Op end date: Not reported

MILLER DM INC (Continued) **1007569154**

Handler Activities Summary:
- U.S. importer of hazardous waste: No
- Mixed waste (haz. and radioactive): No
- Recycler of hazardous waste: No
- Transporter of hazardous waste: No
- Treater, storer or disposer of HW: No
- Underground injection activity: No
- On-site burner exemption: No
- Furnace exemption: No
- Used oil fuel burner: No
- Used oil processor: No
- User oil refiner: No
- Used oil fuel marketer to burner: No
- Used oil Specification marketer: No
- Used oil transfer facility: No
- Used oil transporter: No

Hazardous Waste Summary:
- Waste code: D001
- Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Violation Status: No violations found

---

17 **MILLER DM INC** **FINDS** **1007731647**
2326 SAWTELLE BLVD **N/A**
LOS ANGELES, CA

FINDS:

Registry ID: 110018885884

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

17 **BEVERLY HILLS LTD** **CA HAZNET** **S113114807**
2326 SAWTELLE BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
- Year: 2008
- Gepaid: CAL000230186
- Contact: ED CHRIS / SHOP FOREMAN
- Telephone: 3106592980
- Mailing Name: Not reported

BEVERLY HILLS LTD (Continued) **S113114807**

Mailing Address: 2326 SAWTELLE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAT000613935
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.336
Facility County: Los Angeles

Year: 2007
Gepaid: CAL000230186
Contact: ED CHRIS / SHOP FOREMAN
Telephone: 3106592980
Mailing Name: Not reported
Mailing Address: 2326 SAWTELLE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAT000613935
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.5
Facility County: Los Angeles

Year: 2006
Gepaid: CAL000230186
Contact: ROGER HODGE/SHOP FOREMAN
Telephone: 3106592980
Mailing Name: Not reported
Mailing Address: 2326 SAWTELLE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAT000613935
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Transfer Station
Tons: 0.16
Facility County: Los Angeles

Year: 2006
Gepaid: CAL000230186
Contact: ROGER HODGE/SHOP FOREMAN
Telephone: 3106592980
Mailing Name: Not reported
Mailing Address: 2326 SAWTELLE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAT000613935
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.31
Facility County: Los Angeles

BEVERLY HILLS LTD (Continued) **S113114807**

Year:	2006
Gepaid:	CAL000230186
Contact:	ROGER HODGE/SHOP FOREMAN
Telephone:	3106592980
Mailing Name:	Not reported
Mailing Address:	2326 SAWTELLE BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT000613935
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Transfer Station
Tons:	0.25
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
3 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **CALIFORNIA PORTLAND CEMENT CO.** **CA EMI** **S113751119**
11150 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

EMI:

Year:	2010
County Code:	19
Air Basin:	SC
Facility ID:	62647
Air District Name:	SC
SIC Code:	9999
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	2.9634100000000001
Part. Matter 10 Micrometers & Smllr Tons/Yr:	2.7263372000000001

---

17 **CALMAT COMPANY CONROCK DIVISIO** **CA WDS** **S101587731**
11122 W PICO BLVD **CA NPDES** **N/A**
LOS ANGELES, CA 90064 **CA FID UST**
CA SWEEPS UST

CA WDS:

Facility ID:	4 19I006262
Facility Type:	Other - Does not fall into the category of Municipal/Domestic, Industrial, Agricultural or Solid Waste (Class I, II or III)
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion:	4
Facility Telephone:	Not reported
Facility Contact:	Not reported

CALMAT COMPANY CONROCK DIVISIO (Continued) **S101587731**

Agency Name:	CALIFORNIA PORTLAND CEMENT CO.
Agency Address:	Not reported
Agency City,St,Zip:	0
Agency Contact:	Not reported
Agency Telephone:	Not reported
Agency Type:	Private
SIC Code:	0
SIC Code 2:	Not reported
Primary Waste:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0
Baseline Flow:	0
Reclamation:	Not reported
POTW:	Not reported
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity:	Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

NPDES:

Npdes Number:	CAS000001
Facility Status:	Active
Agency Id:	0
Region:	4
Regulatory Measure Id:	189600
Order No:	97-03-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19I006262
Program Type:	Industrial
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	04/22/1992
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	CalPortland Co
Discharge Address:	2025 E Financial Wy
Discharge City:	Glendora
Discharge State:	California
Discharge Zip:	91741

CA FID UST:

Facility ID:	19055939
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported

CALMAT COMPANY CONROCK DIVISIO (Continued) **S101587731**

Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 11122 W PICO BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900640000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Active
Comp Number: 4976
Number: 9
Board Of Equalization: Not reported
Referral Date: 04-03-93
Action Date: 04-03-93
Created Date: 02-29-88
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: Not reported

---

17 CALPORTLAND CO WEST LA PLANT **TRIS 1006816003**
11122 W PICO BLVD **90064CTLNP11122**
LOS ANGELES, CA 90064

TRIS:

Click this hyperlink while viewing on your computer to access
1 additional US_TRIS: record(s) in the EDR Site Report.

---

17 CALIFORNIA PORTLAND CEMENT CO. **FINDS 1006826941**
11150 W PICO BL **CA EMI N/A**
LOS ANGELES, CA

FINDS:

Registry ID: 110013861632

Environmental Interest/Information System
The NEI (National Emissions Inventory) database contains information on stationary and mobile sources that emit criteria air pollutants and their precursors, as well as hazardous air pollutants (HAPs).

CRITERIA AND HAZARDOUS AIR POLLUTANT INVENTORY

CALIFORNIA PORTLAND CEMENT CO. (Continued) **1006826941**

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	62647
Air District Name:	SC
SIC Code:	3273
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers & Smllr Tons/Yr:	1

Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	62647
Air District Name:	SC
SIC Code:	3273
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	62647
Air District Name:	SC
SIC Code:	3273
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1999
County Code:	19
Air Basin:	SC
Facility ID:	62647
Air District Name:	SC

CALIFORNIA PORTLAND CEMENT CO. (Continued) **1006826941**

SIC Code:	3273
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	62647
Air District Name:	SC
SIC Code:	3273
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2001
County Code:	19
Air Basin:	SC
Facility ID:	62647
Air District Name:	SC
SIC Code:	3273
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **WEST LOS ANGELES-CAL MAT CO** **CA FID UST** **S101585277**
11150 W PICO BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90064

CA FID UST:

Facility ID:	19021889
Regulated By:	UTNKI
Regulated ID:	00004807
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2132582777
Mail To:	Not reported

WEST LOS ANGELES-CAL MAT CO (Continued) **S101585277**

Mailing Address: 3200 SAN FERNANDO RD
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900640000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

SWEEPS UST:
Status: Not reported
Comp Number: 395
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000395-000001
Actv Date: Not reported
Capacity: Not reported
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: 3

Status: Not reported
Comp Number: 395
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000395-000002
Actv Date: Not reported
Capacity: 8222
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: DIESEL
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 395
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000395-000003
Actv Date: Not reported

WEST LOS ANGELES-CAL MAT CO (Continued) **S101585277**

Capacity: 550
Tank Use: OIL
Stg: WASTE
Content: WASTE OIL
Number Of Tanks: Not reported

---

17 **SAM'S U-DRIVE** **CA SWEEPS UST** **S106931755**
2431 S SEPULVEDA BLVD **N/A**
WEST LOS ANGELES, CA 90064

SWEEPS UST:
Status: Not reported
Comp Number: 525
Number: Not reported
Board Of Equalization: 44-011249
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000525-000001
Actv Date: Not reported
Capacity: 10000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: 1

---

17 **SAM'S U-DRIVE** **CA HIST UST** **U001562425**
2431 S SEPULVEDA BLVD **N/A**
LOS ANGELES, CA 90064

HIST UST:
Region: STATE
Facility ID: 00000005153
Facility Type: Gas Station
Other Type: Not reported
Total Tanks: 0001
Contact Name: SAMUEL GREENBERG
Telephone: 2134781206
Owner Name: SAMUEL GREENBERG
Owner Address: 14540 OXANRD ST.
Owner City,St,Zip: VAN NUYS, CA 91408

Tank Num: 001
Container Num: W-1
Year Installed: 1982
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: 1/4 inches
Leak Detection: Stock Inventor

17 **WEST LA** **CA HIST UST** **U001562435**
11150 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

HIST UST:

Region:	STATE
Facility ID:	00000004807
Facility Type:	Other
Other Type:	CONCRETE BATCH PLANT
Total Tanks:	0003
Contact Name:	Not reported
Telephone:	2132582777
Owner Name:	CAL MAT CO FORMERLY CONROCK CO
Owner Address:	3200 SAN FERNANDO RD
Owner City,St,Zip:	LOS ANGELES, CA 90065

Tank Num:	001
Container Num:	1
Year Installed:	Not reported
Tank Capacity:	00000000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Tank Construction:	Not reported
Leak Detection:	None

Tank Num:	002
Container Num:	2
Year Installed:	Not reported
Tank Capacity:	00008222
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Tank Construction:	Not reported
Leak Detection:	None

Tank Num:	003
Container Num:	3
Year Installed:	Not reported
Tank Capacity:	00000550
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Tank Construction:	Not reported
Leak Detection:	None

---

17 **CALPORTLAND CO WEST LA PLANT** **FINDS** **1006328611**
11122 W. PICO BLVD. **N/A**
LOS ANGELES, CA

FINDS:

Registry ID: 110012702209

Environmental Interest/Information System

The NEI (National Emissions Inventory) database contains information on stationary and mobile sources that emit criteria air pollutants and their precursors, as well as hazardous air pollutants (HAPs).

US EPA TRIS (Toxics Release Inventory System) contains information from facilities on the amounts of over 300 listed toxic chemicals that these facilities release directly to air, water, land, or that are transported off-site.

CALPORTLAND CO WEST LA PLANT (Continued) **1006328611**

CRITERIA AND HAZARDOUS AIR POLLUTANT INVENTORY

---

17 **MANSON PROPERTIES** **CA HAZNET** **S113773389**
2045 S BARRINGTON AVE **N/A**
LOS ANGELES, CA 90025

HAZNET:

Year:	2012
Gepaid:	CAC002685757
Contact:	SARAH MANSON
Telephone:	4242018800
Mailing Name:	Not reported
Mailing Address:	700 N BONHILL RD
Mailing City,St,Zip:	LOS ANGELES, CA 90049
Gen County:	Los Angeles
TSD EPA ID:	AZC950823111
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.4
Facility County:	Los Angeles

---

17 **BEVERLY COACHCRAFT** **FINDS** **1005773776**
2320 SAWTELLE BOULEVARD **N/A**
LOS ANGELES, CA

FINDS:

Registry ID: 110010479865

Environmental Interest/Information System
The NEI (National Emissions Inventory) database contains information on stationary and mobile sources that emit criteria air pollutants and their precursors, as well as hazardous air pollutants (HAPs).

CRITERIA AND HAZARDOUS AIR POLLUTANT INVENTORY

---

17 **BEVERLY COACHCRAFT** **CA EMI** **S100624522**
2320 SAWTELLE BL. **N/A**
LOS ANGELES, CA 90064

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	11105
Air District Name:	SC
SIC Code:	7532
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	5

BEVERLY COACHCRAFT (Continued) **S100624522**

Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1993
County Code:	19
Air Basin:	SC
Facility ID:	11105
Air District Name:	SC
SIC Code:	7532
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	11105
Air District Name:	SC
SIC Code:	7532
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1996
County Code:	19
Air Basin:	SC
Facility ID:	11105
Air District Name:	SC
SIC Code:	7532
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

BEVERLY COACHCRAFT (Continued) **S100624522**

Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	11105
Air District Name:	SC
SIC Code:	7532
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	11105
Air District Name:	SC
SIC Code:	7532
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1999
County Code:	19
Air Basin:	SC
Facility ID:	11105
Air District Name:	SC
SIC Code:	7532
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	11105
Air District Name:	SC
SIC Code:	7532

BEVERLY COACHCRAFT (Continued) **S100624522**

Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2001
County Code:	19
Air Basin:	SC
Facility ID:	11105
Air District Name:	SC
SIC Code:	7532
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2002
County Code:	19
Air Basin:	SC
Facility ID:	11105
Air District Name:	SC
SIC Code:	7539
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2003
County Code:	19
Air Basin:	SC
Facility ID:	11105
Air District Name:	SC
SIC Code:	7539
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	0

BEVERLY COACHCRAFT (Continued) **S100624522**

NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	2004
County Code:	19
Air Basin:	SC
Facility ID:	11105
Air District Name:	SC
SIC Code:	7539
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4.35397
Reactive Organic Gases Tons/Yr:	2.55
Carbon Monoxide Emissions Tons/Yr:	0.00679
NOX - Oxides of Nitrogen Tons/Yr:	0.0252
SOX - Oxides of Sulphur Tons/Yr:	0.000161
Particulate Matter Tons/Yr:	0.00145
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	2006
County Code:	19
Air Basin:	SC
Facility ID:	11105
Air District Name:	SC
SIC Code:	7532
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1.261686175341240569
Reactive Organic Gases Tons/Yr:	1.067
Carbon Monoxide Emissions Tons/Yr:	.01
NOX - Oxides of Nitrogen Tons/Yr:	.036
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	.002
Part. Matter 10 Micrometers & Smllr Tons/Yr:	.002
Year:	2007
County Code:	19
Air Basin:	SC
Facility ID:	11105
Air District Name:	SC
SIC Code:	7532
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1.261686175341240569
Reactive Organic Gases Tons/Yr:	1.067
Carbon Monoxide Emissions Tons/Yr:	.01
NOX - Oxides of Nitrogen Tons/Yr:	.036
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	.002
Part. Matter 10 Micrometers & Smllr Tons/Yr:	.002

17 **BEVERLY COACHCRAFT INC** **CA HAZNET** **S113035911**
2320 SAWTELLE BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2012
Gepaid:	CAL000036254
Contact:	DAN SCHIMPKE
Telephone:	3104776561
Mailing Name:	Not reported
Mailing Address:	2320 SAWTELLE BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900641708
Gen County:	Los Angeles
TSD EPA ID:	CAD008252405
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.22101
Facility County:	Los Angeles

Year:	2012
Gepaid:	CAL000036254
Contact:	DAN SCHIMPKE
Telephone:	3104776561
Mailing Name:	Not reported
Mailing Address:	2320 SAWTELLE BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900641708
Gen County:	Los Angeles
TSD EPA ID:	CAD008252405
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.05
Facility County:	Los Angeles

Year:	2011
Gepaid:	CAL000036254
Contact:	DAN SCHIMPKE
Telephone:	3104776561
Mailing Name:	Not reported
Mailing Address:	2320 SAWTELLE BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900641708
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.6255
Facility County:	Los Angeles

Year:	2011
Gepaid:	CAL000036254
Contact:	DAN SCHIMPKE
Telephone:	3104776561
Mailing Name:	Not reported
Mailing Address:	2320 SAWTELLE BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900641708

BEVERLY COACHCRAFT INC (Continued) **S113035911**

Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues 10 percent or more
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.21684
Facility County: Los Angeles

Year: 2010
Gepaid: CAL000036254
Contact: DAN SCHIMPKE
Telephone: 3104776561
Mailing Name: Not reported
Mailing Address: 2320 SAWTELLE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900641708
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues 10 percent or more
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.24186
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
23 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **CITY OF LOS ANGELES DEPT. OF GENERAL SERVICES** **CA HAZNET** **S112923500**
2117 BUTLER AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2002
Gepaid: CAC002554276
Contact: SCHERRY KUROKY
Telephone: 2134737748
Mailing Name: Not reported
Mailing Address: 419 S SPRING ST 12TH FLOOR
Mailing City,St,Zip: LOS ANGELES, CA 90013
Gen County: Not reported
TSD EPA ID: CAD009007626
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Disposal, Land Fill
Tons: 1.68
Facility County: Los Angeles

---

17 **LA FIRE STATION 59** **RCRA-SQG** **1000229437**
11505 W OLYMPIC **FINDS** **CAD981962350**
LOS ANGELES, CA 90012

RCRA-SQG:
Date form received by agency: 03/09/1987
Facility name: LA FIRE STATION 59
Facility address: 11505 W OLYMPIC
LOS ANGELES, CA 90012
EPA ID: CAD981962350

LA FIRE STATION 59 (Continued) **1000229437**

Mailing address: 200 N MAIN RM EIGHTH HUNDRED C
LOS ANGELES, CA 90012
Contact: ENVIRONMENTAL MANAGER
Contact address: 11505 W OLYMPIC
LOS ANGELES, CA 90012
Contact country: US
Contact telephone: (213) 485-7527
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: CITY OF LA
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Municipal
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Municipal
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

LA FIRE STATION 59 (Continued) **1000229437**

FINDS:

Registry ID: 110002756474

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

17 **FIRE STATION 59** **CA HIST UST** **U001562411**
11505 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HIST UST:

Region:	STATE
Facility ID:	00000047510
Facility Type:	Other
Other Type:	FIRE STATION
Total Tanks:	0001
Contact Name:	Not reported
Telephone:	2134780731
Owner Name:	CITY OF LOS ANGELES
Owner Address:	200 N. MAIN ST
Owner City,St,Zip:	LOS ANGELES, CA 90012
Tank Num:	001
Container Num:	F599-1
Year Installed:	Not reported
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Tank Construction:	Not reported
Leak Detection:	Stock Inventor

---

17 **LOS ANGELES FIRE STATION 59** **CA FID UST** **S101585499**
11505 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

CA FID UST:

Facility ID:	19024395
Regulated By:	UTNKA
Regulated ID:	00047510
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2133128559
Mail To:	Not reported
Mailing Address:	200 N MAIN STREET-ROOM

LOS ANGELES FIRE STATION 59 (Continued) **S101585499**

Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900640000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

---

17 **CITY OF LA GENERAL SERVICES** **CA HAZNET** **S113010641**
11505 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2008
Gepaid: CAD981962350
Contact: LEE MOORE, MGMT. ANALYST II
Telephone: 2139783798
Mailing Name: Not reported
Mailing Address: 111 E 1ST ST ROOM 600
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 21.825
Facility County: Los Angeles

Year: 2008
Gepaid: CAD981962350
Contact: LEE MOORE, MGMT. ANALYST II
Telephone: 2139783798
Mailing Name: Not reported
Mailing Address: 111 E 1ST ST ROOM 600
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 21.825
Facility County: Los Angeles

Year: 2003
Gepaid: CAD981962350
Contact: LEE MOORE, MGMT. ANALYST II
Telephone: 2139783798
Mailing Name: Not reported
Mailing Address: 111 E 1ST ST ROOM 600
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Not reported
TSD EPA ID: CAD009007626
TSD County: Not reported
Waste Category: Asbestos containing waste

CITY OF LA GENERAL SERVICES (Continued) **S113010641**

Disposal Method: Disposal, Land Fill
Tons: 0.25
Facility County: Los Angeles

Year: 2003
Gepaid: CAD981962350
Contact: LEE MOORE, MGMT. ANALYST II
Telephone: 2139783798
Mailing Name: Not reported
Mailing Address: 111 E 1ST ST ROOM 600
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Not reported
TSD EPA ID: CAD009007626
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Disposal, Land Fill
Tons: 0.25
Facility County: Los Angeles

Year: 2002
Gepaid: CAD981962350
Contact: LEE MOORE, MGMT. ANALYST II
Telephone: 2139783798
Mailing Name: Not reported
Mailing Address: 111 E 1ST ST ROOM 600
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Other inorganic solid waste
Disposal Method: Transfer Station
Tons: 0.02
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
7 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **LOS ANGELES FIRE STATION 59** **CA UST** **U003781653**
11505 W OLYMPIC BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90064

UST:
Facility ID: 25414
Latitude: 34.03642
Longitude: -118.44425

SWEEPS UST:
Status: Active
Comp Number: 2676
Number: 4
Board Of Equalization: Not reported
Referral Date: 04-20-88
Action Date: 04-04-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002676-000001

LOS ANGELES FIRE STATION 59 (Continued) **U003781653**

Actv Date:	04-20-88
Capacity:	1000
Tank Use:	M.V. FUEL
Stg:	P
Content:	DIESEL
Number Of Tanks:	1

---

17 **CALIFORNIA PORTLAND CEMENT CO** **CA HAZNET** **S113007305**
11122 W PICO BLVD **N/A**
LOS ANGELES, CA 90054

HAZNET:

Year:	2012
Gepaid:	CAD981568637
Contact:	JULIA LAKES
Telephone:	6268526264
Mailing Name:	Not reported
Mailing Address:	2025 E FINANCIAL WAY
Mailing City,St,Zip:	GLENDORA, CA 917410000
Gen County:	Los Angeles
TSD EPA ID:	CAD982444481
TSD County:	San Bernardino
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.105
Facility County:	Los Angeles

Year:	2012
Gepaid:	CAD981568637
Contact:	JULIA LAKES
Telephone:	6268526264
Mailing Name:	Not reported
Mailing Address:	2025 E FINANCIAL WAY
Mailing City,St,Zip:	GLENDORA, CA 917410000
Gen County:	Los Angeles
TSD EPA ID:	CAD982444481
TSD County:	San Bernardino
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	1.026
Facility County:	Los Angeles

Year:	2012
Gepaid:	CAD981568637
Contact:	JULIA LAKES
Telephone:	6268526264
Mailing Name:	Not reported
Mailing Address:	2025 E FINANCIAL WAY
Mailing City,St,Zip:	GLENDORA, CA 917410000
Gen County:	Los Angeles
TSD EPA ID:	CAD982444481
TSD County:	San Bernardino
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.1

CALIFORNIA PORTLAND CEMENT CO (Continued) **S113007305**

Facility County: Los Angeles

Year: 2011
Gepaid: CAD981568637
Contact: JAY GRADY, SR ENVT'L MANAGER
Telephone: 6268526200
Mailing Name: Not reported
Mailing Address: 2025 E FINANCIAL WAY
Mailing City,St,Zip: GLENDORA, CA 917414692
Gen County: Not reported
TSD EPA ID: CAD982444481
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 6.878
Facility County: Los Angeles

Year: 2011
Gepaid: CAD981568637
Contact: JAY GRADY, SR ENVT'L MANAGER
Telephone: 6268526200
Mailing Name: Not reported
Mailing Address: 2025 E FINANCIAL WAY
Mailing City,St,Zip: GLENDORA, CA 917414692
Gen County: Not reported
TSD EPA ID: CAD982444481
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.125
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
45 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **MORTON M FELDBAUM DDS** **CA HAZNET** **S113060044**
11500 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2001
Gepaid: CAL000100535
Contact: MORTON FELDBAUM
Telephone: 3104771691
Mailing Name: Not reported
Mailing Address: 11500 W OLYMPIC BLVD STE 335
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAL000212588
TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Not reported
Tons: 0.01
Facility County: Los Angeles

Year: 2000

MORTON M FELDBAUM DDS (Continued) **S113060044**

Gepaid: CAL000100535
Contact: MORTON FELDBAUM
Telephone: 3104771691
Mailing Name: Not reported
Mailing Address: 11500 W OLYMPIC BLVD STE 335
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method: Transfer Station
Tons: 0
Facility County: Los Angeles

Year: 2000
Gepaid: CAL000100535
Contact: MORTON FELDBAUM
Telephone: 3104771691
Mailing Name: Not reported
Mailing Address: 11500 W OLYMPIC BLVD STE 335
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Treatment, Tank
Tons: 0.01
Facility County: Los Angeles

Year: 1995
Gepaid: CAL000100535
Contact: MORTON M FELDBAUM
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 11500 W OLYMPIC BLVD STE 335
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD981402522
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: .0249
Facility County: Los Angeles

---

17 **OLYMPIC PLAZA** **CA HAZNET** **S112952347**
11500 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2006
Gepaid: CAC002601848
Contact: NEAL PERKEY
Telephone: 3104454637
Mailing Name: Not reported
Mailing Address: 11500 W OLYMPIC BLVD STE 384
Mailing City,St,Zip: LOS ANGELES, CA 90064
Gen County: Not reported
TSD EPA ID: CAT080013352

OLYMPIC PLAZA (Continued) **S112952347**

TSD County: Not reported
Waste Category: Tank bottom waste
Disposal Method: Recycler
Tons: 0.83
Facility County: Los Angeles

---

17 **WALLY'S AUTO DETAIL** **CA HAZNET** **S113140477**
11500 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2009
Gepaid: CAL000301878
Contact: OMAR FLORES
Telephone: 8184824919
Mailing Name: Not reported
Mailing Address: PO BOX 5907
Mailing City,St,Zip: SHERMAN OAKS, CA 914135907
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Oil/water separation sludge
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 1.14675
Facility County: Los Angeles

---

17 **NANSAY CORPORATION USA** **CA EMI** **S106836106**
11500 OLYMPIC BLVD STE 334 **N/A**
LOS ANGELES, CA 90064

EMI:
Year: 1990
County Code: 19
Air Basin: SC
Facility ID: 67910
Air District Name: SC
SIC Code: 6552
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

17 **TREVOR MEDBERY D.D.S.** **CA HAZNET** **S113084629**
11500 OLYMPIC BLVD. **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2000
Gepaid:	CAL000159022
Contact:	ARI NADELMAN-CONSULTANT
Telephone:	--
Mailing Name:	Not reported
Mailing Address:	9665 WILSHIRE BL #222
Mailing City,St,Zip:	BEVERLY HILLS, CA 902122309
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method:	Transfer Station
Tons:	0.01
Facility County:	Los Angeles

Year:	1998
Gepaid:	CAL000159022
Contact:	TREVOR MEDBERY D.D.S.
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	9665 WILSHIRE BL #222
Mailing City,St,Zip:	BEVERLY HILLS, CA 902122309
Gen County:	Not reported
TSD EPA ID:	CAD000088252
TSD County:	Not reported
Waste Category:	Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method:	Transfer Station
Tons:	.0208
Facility County:	Los Angeles

Year:	1997
Gepaid:	CAL000159022
Contact:	TREVOR MEDBERY D.D.S.
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	9665 WILSHIRE BL #222
Mailing City,St,Zip:	BEVERLY HILLS, CA 902122309
Gen County:	Not reported
TSD EPA ID:	CAL000121946
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Not reported
Tons:	.2043
Facility County:	Los Angeles

Year:	1995
Gepaid:	CAL000159022
Contact:	TREVOR MEDBERY D.D.S.
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	9665 WILSHIRE BL #222
Mailing City,St,Zip:	BEVERLY HILLS, CA 902122309
Gen County:	Not reported
TSD EPA ID:	CAD981402522

TREVOR MEDBERY D.D.S. (Continued) **S113084629**

TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: .0166
Facility County: Los Angeles

---

17 **ALEXANDER PANA DDS** **CA HAZNET** **S113096077**
11500 W OLYMPIC BLVD STE 320 **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2001
Gepaid: CAL000181253
Contact: DR PANA
Telephone: 3105750206
Mailing Name: Not reported
Mailing Address: 11500 W OLYMPIC BLVD STE 320
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Other inorganic solid waste
Disposal Method: Transfer Station
Tons: 0
Facility County: Los Angeles

Year: 2000
Gepaid: CAL000181253
Contact: DR PANA
Telephone: 3105750206
Mailing Name: Not reported
Mailing Address: 11500 W OLYMPIC BLVD STE 320
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Other inorganic solid waste
Disposal Method: Transfer Station
Tons: 0
Facility County: Los Angeles

Year: 1999
Gepaid: CAL000181253
Contact: DR ALEXANDER PANA
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 11500 W OLYMPIC BLVD STE 320
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Other inorganic solid waste
Disposal Method: Not reported
Tons: .0001
Facility County: Los Angeles

17 **LARRY PICARD DDS** **CA HAZNET** **S113801936**
11500 W OLYMPIC BLVD STE 326 **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2012
Gepaid:	CAL000374094
Contact:	CECILIA VERDUZCO
Telephone:	3104794500
Mailing Name:	Not reported
Mailing Address:	11500 W OLYMPIC BLVD STE 326
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Los Angeles
TSD EPA ID:	CAD008364432
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.021
Facility County:	Los Angeles

---

17 **WALLY'S AUTOMOTIVE DETAILING** **CA HAZNET** **S113140478**
11500 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2011
Gepaid:	CAL000301880
Contact:	OMAR FLORES
Telephone:	8184824919
Mailing Name:	Not reported
Mailing Address:	7330 CORBIN AVE APT 40
Mailing City,St,Zip:	RESEDA, CA 913353499
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Oil/water separation sludge
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	6.255
Facility County:	Los Angeles

---

17 **WALLEYS AUTOMOTIVE DETAILING** **CA HAZNET** **S112948537**
11500 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2005
Gepaid:	CAC002595484
Contact:	OMAR FLORED
Telephone:	8184824919
Mailing Name:	Not reported
Mailing Address:	11500 W OLYMPIC BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 90064
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Oil/water separation sludge

WALLEYS AUTOMOTIVE DETAILING (Continued) **S112948537**

Disposal Method: Recycler
Tons: 2.81
Facility County: Los Angeles

---

17 **PACIFIC DERMATOPATHOLOGY** **CA HAZNET** **S113802146**
11500 W OLYMPIC BLVD STE 352 **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2012
Gepaid: CAL000375111
Contact: GREGORY VAN DYKE
Telephone: 3108284071
Mailing Name: Not reported
Mailing Address: 11500 W OLYMPIC BLVD STE 352
Mailing City,St,Zip: LOS ANGELES, CA 90064
Gen County: Los Angeles
TSD EPA ID: CAD008252405
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.0834
Facility County: Los Angeles

---

17 **EDWARD MARKS/DON LEVIN** **CA FID UST** **S101586329**
11500 OLYMPIC BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90034

CA FID UST:
Facility ID: 19045084
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 11500 OLYMPIC BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900340000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Not reported
Comp Number: 4785
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported

EDWARD MARKS/DON LEVIN (Continued) **S101586329**

Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

---

17 **WCP COLOR GRAPHICS INC** **CA HAZNET** **S113087981**
2440 SO SEPULVEDA BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	1998
Gepaid:	CAL000167766
Contact:	ROBIN L WELLS
Telephone:	3105755516
Mailing Name:	Not reported
Mailing Address:	2440 S SEPULVEDA BLVD STE 175
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT000613976
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Transfer Station
Tons:	.1296
Facility County:	Los Angeles

Year:	1997
Gepaid:	CAL000167766
Contact:	ROBIN L WELLS
Telephone:	3105755516
Mailing Name:	Not reported
Mailing Address:	2440 S SEPULVEDA BLVD STE 175
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT000613976
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Transfer Station
Tons:	.1906
Facility County:	Los Angeles

Year:	1996
Gepaid:	CAL000167766
Contact:	ROBIN L WELLS
Telephone:	3105755516
Mailing Name:	Not reported
Mailing Address:	2440 S SEPULVEDA BLVD STE 175
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT000613976
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Transfer Station
Tons:	.1698
Facility County:	Los Angeles

WCP COLOR GRAPHICS INC (Continued) **S113087981**

Year:	1995
Gepaid:	CAL000167766
Contact:	ROBIN L WELLS
Telephone:	3105755516
Mailing Name:	Not reported
Mailing Address:	2440 S SEPULVEDA BLVD STE 175
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT000613976
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Transfer Station
Tons:	.1042
Facility County:	Los Angeles

Year:	1995
Gepaid:	CAL000167766
Contact:	ROBIN L WELLS
Telephone:	3105755516
Mailing Name:	Not reported
Mailing Address:	2440 S SEPULVEDA BLVD STE 175
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT000613976
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	.0417
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access additional CA_HAZNET: detail in the EDR Site Report.

---

17 **NATIONAL GENETICS INSTITUTE** **RCRA-LQG** **1015740050**
2440 S. SEPULVEDA BLVD. STE 23 **CAL000318762**
LOS ANGELES, CA 90064

RCRA-LQG:

Date form received by agency:	10/31/2012
Facility name:	NATIONAL GENETICS INSTITUTE
Facility address:	2440 S. SEPULVEDA BLVD. STE 23 LOS ANGELES, CA 90064
EPA ID:	CAL000318762
Mailing address:	S. SEPULVEDA BLVD. STE 235 LOS ANGELES, CA 90064
Contact:	MARK RICHARDSON
Contact address:	S. SEPULVEDA BLVD. STE 235 LOS ANGELES, CA 90064
Contact country:	Not reported
Contact telephone:	(310) 689-4929
Telephone ext.:	4957
Contact email:	MRICHARDSON@NGI.COM
EPA Region:	09
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the

NATIONAL GENETICS INSTITUTE (Continued) **1015740050**

cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	LABORATORY CORP. OF AMERICAN HOLDINGS
Owner/operator address:	MAPLE AVE
	BURLINGTON, NC 27215
Owner/operator country:	Not reported
Owner/operator telephone:	(336) 436-5022
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	09/01/2001
Owner/Op end date:	Not reported
Owner/operator name:	NATIONAL GENETICS INSTITUTE
Owner/operator address:	Not reported
	Not reported
Owner/operator country:	Not reported
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	04/19/2007
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	Yes
Recycler of hazardous waste:	Yes
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Hazardous Waste Summary:

Waste code:	343
Waste name:	343
Waste code:	352
Waste name:	352
Waste code:	D001
Waste name:	IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF

NATIONAL GENETICS INSTITUTE (Continued) **1015740050**

LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D022
Waste name: CHLOROFORM

Waste code: F003
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NON-HALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS, AND, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Waste code: F005
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Biennial Reports:

Last Biennial Reporting Year: 2013

Annual Waste Handled:

Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.
Amount (Lbs): 27851.4

Waste code: D022
Waste name: CHLOROFORM
Amount (Lbs): 273.6

Waste code: F003
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NON-HALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS, AND, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR

NATIONAL GENETICS INSTITUTE (Continued) **1015740050**

MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.
Amount (Lbs): 21873.1

Waste code: F005
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.
Amount (Lbs): 21873.1

Waste code: U239
Waste name: BENZENE, DIMETHYL- (I,T)
Amount (Lbs): 1360

Violation Status: No violations found

---

17 **NATIONAL GENETICS INSTITUTE** **FINDS** **1015950929**
2440 S. SEPULVEDA BLVD. STE 235 **N/A**
LOS ANGELES, CA

FINDS:

Registry ID: 110054812752

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZARDOUS WASTE BIENNIAL REPORTER

---

17 **NATIONAL GENETICS/DR CONRAD & DR SCHMID** **CA HAZNET** **S113072976**
2440 S SEPULVEDA BLVD STE 130 **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2000
Gepaid: CAL000128715
Contact: RICHARD SMITH, PH.D.
Telephone: 3109960036
Mailing Name: Not reported
Mailing Address: 2311 PONTIUS AVENUE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAT080033681
TSD County: Not reported
Waste Category: Liquids with pH <= 2

NATIONAL GENETICS/DR CONRAD & DR SCHMID (Continued) **S113072976**

Disposal Method: Recycler
Tons: 0.02
Facility County: Los Angeles

Year: 2000
Gepaid: CAL000128715
Contact: RICHARD SMITH, PH.D.
Telephone: 3109960036
Mailing Name: Not reported
Mailing Address: 2311 PONTIUS AVENUE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: Recycler
Tons: 0.08
Facility County: Los Angeles

Year: 2000
Gepaid: CAL000128715
Contact: RICHARD SMITH, PH.D.
Telephone: 3109960036
Mailing Name: Not reported
Mailing Address: 2311 PONTIUS AVENUE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: TND002222186
TSD County: Not reported
Waste Category: Unspecified organic liquid mixture
Disposal Method: Disposal, Other
Tons: 0.02
Facility County: Los Angeles

Year: 2000
Gepaid: CAL000128715
Contact: RICHARD SMITH, PH.D.
Telephone: 3109960036
Mailing Name: Not reported
Mailing Address: 2311 PONTIUS AVENUE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Off-specification, aged or surplus organics
Disposal Method: Recycler
Tons: 0.02
Facility County: Los Angeles

Year: 1999
Gepaid: CAL000128715
Contact: NATIONAL GENETICS INSTITUTE
Telephone: 3109960036
Mailing Name: Not reported
Mailing Address: 2311 PONTIUS AVENUE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported

NATIONAL GENETICS/DR CONRAD & DR SCHMID (Continued) **S113072976**

TSD EPA ID: CAD044429835
TSD County: Not reported
Waste Category: Laboratory waste chemicals
Disposal Method: Disposal, Other
Tons: .0400
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
7 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **NATIONAL GENETICS INSTITUTE** **CA HAZNET** **S113147242**
2440 S SEPULVEDA BLVD STE 235 **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2012
Gepaid: CAL000318762
Contact: JOHNNA TRABUCCO
Telephone: 8003527788
Mailing Name: Not reported
Mailing Address: 2440 S SEPULVEDA BLVD STE 235
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Los Angeles
TSD EPA ID: CAD982444481
TSD County: San Bernardino
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 4.4732
Facility County: Los Angeles

Year: 2012
Gepaid: CAL000318762
Contact: JOHNNA TRABUCCO
Telephone: 8003527788
Mailing Name: Not reported
Mailing Address: 2440 S SEPULVEDA BLVD STE 235
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Los Angeles
TSD EPA ID: NMD002208627
TSD County: 99
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 3.755
Facility County: Los Angeles

Year: 2012
Gepaid: CAL000318762
Contact: JOHNNA TRABUCCO
Telephone: 8003527788
Mailing Name: Not reported
Mailing Address: 2440 S SEPULVEDA BLVD STE 235
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Los Angeles
TSD EPA ID: NMD002208627
TSD County: 99
Waste Category: Not reported

NATIONAL GENETICS INSTITUTE (Continued) **S113147242**

Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.077
Facility County: Los Angeles

Year: 2012
Gepaid: CAL000318762
Contact: JOHNNA TRABUCCO
Telephone: 8003527788
Mailing Name: Not reported
Mailing Address: 2440 S SEPULVEDA BLVD STE 235
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Los Angeles
TSD EPA ID: UTD981552177
TSD County: 99
Waste Category: Not reported
Disposal Method: Incineration--Thermal Destruction Other Than Use As A Fuel
Tons: 0.0045
Facility County: Los Angeles

Year: 2012
Gepaid: CAL000318762
Contact: JOHNNA TRABUCCO
Telephone: 8003527788
Mailing Name: Not reported
Mailing Address: 2440 S SEPULVEDA BLVD STE 235
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Los Angeles
TSD EPA ID: ARD069748192
TSD County: 99
Waste Category: Not reported
Disposal Method: Incineration--Thermal Destruction Other Than Use As A Fuel
Tons: 0.17
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
58 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **NATIONAL GENETICS INSTITUTE** **CA HAZNET** **S113107950**
2440 S SEPULVEDA BLVD STE 130 **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2007
Gepaid: CAL000213141
Contact: RICHARD SMITH, PH.D.
Telephone: 3109960036
Mailing Name: Not reported
Mailing Address: 2440 S SEPULVEDA BLVD STE 235
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: UTD981552177
TSD County: Not reported
Waste Category: Unspecified organic liquid mixture
Disposal Method: Incineration--Thermal Destruction Other Than Use As A Fuel
Tons: 2.71
Facility County: Los Angeles

NATIONAL GENETICS INSTITUTE (Continued) **S113107950**

Year:	2007
Gepaid:	CAL000213141
Contact:	RICHARD SMITH, PH.D.
Telephone:	3109960036
Mailing Name:	Not reported
Mailing Address:	2440 S SEPULVEDA BLVD STE 235
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD044429835
TSD County:	Not reported
Waste Category:	Other inorganic solid waste
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAL000213141
Contact:	RICHARD SMITH, PH.D.
Telephone:	3109960036
Mailing Name:	Not reported
Mailing Address:	2440 S SEPULVEDA BLVD STE 235
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD044429835
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Incineration--Thermal Destruction Other Than Use As A Fuel
Tons:	0.68
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAL000213141
Contact:	RICHARD SMITH, PH.D.
Telephone:	3109960036
Mailing Name:	Not reported
Mailing Address:	2440 S SEPULVEDA BLVD STE 235
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD044429835
TSD County:	Not reported
Waste Category:	Liquids with pH <= 2
Disposal Method:	Incineration--Thermal Destruction Other Than Use As A Fuel
Tons:	0.01
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAL000213141
Contact:	RICHARD SMITH, PH.D.
Telephone:	3109960036
Mailing Name:	Not reported
Mailing Address:	2440 S SEPULVEDA BLVD STE 235
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD044429835
TSD County:	Not reported
Waste Category:	Off-specification, aged or surplus inorganics

NATIONAL GENETICS INSTITUTE (Continued) **S113107950**

Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
38 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **WEST LA RADIATOR** **CA HAZNET** **S113067948**
2304 SAWTELLE BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2000
Gepaid: CAL000120838
Contact: UNDELIVERABLE PER VF97 AH
Telephone: 3104440023
Mailing Name: Not reported
Mailing Address: 2304 SAWTELLE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900641708
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Transfer Station
Tons: 0.25
Facility County: Los Angeles

Year: 2000
Gepaid: CAL000120838
Contact: UNDELIVERABLE PER VF97 AH
Telephone: 3104440023
Mailing Name: Not reported
Mailing Address: 2304 SAWTELLE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900641708
Gen County: Not reported
TSD EPA ID: CAD981696420
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Transfer Station
Tons: 1.16
Facility County: Los Angeles

Year: 1999
Gepaid: CAL000120838
Contact: JACOB BASSON
Telephone: 3104440023
Mailing Name: Not reported
Mailing Address: 2304 SAWTELLE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900641708
Gen County: Not reported
TSD EPA ID: CAD981696420
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Transfer Station
Tons: 1.7305
Facility County: Los Angeles

WEST LA RADIATOR (Continued) **S113067948**

Year:	1998
Gepaid:	CAL000120838
Contact:	JACOB BASSON
Telephone:	3104440023
Mailing Name:	Not reported
Mailing Address:	2304 SAWTELLE BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900641708
Gen County:	Not reported
TSD EPA ID:	CAD981696420
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Transfer Station
Tons:	2.4186
Facility County:	Los Angeles

Year:	1997
Gepaid:	CAL000120838
Contact:	JACOB BASSON
Telephone:	3104440023
Mailing Name:	Not reported
Mailing Address:	2304 SAWTELLE BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900641708
Gen County:	Not reported
TSD EPA ID:	CAD981696420
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Transfer Station
Tons:	3.5862
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
2 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **EDR US Hist Auto Stat** **1015338105**

2233 CORINTH AVE **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name:	J & Y AUTO CTR
Year:	2004
Address:	2233 CORINTH AVE

Name:	J & Y AUTO CENTER
Year:	2008
Address:	2233 CORINTH AVE

Name:	JNY AUTO CTR
Year:	2010
Address:	2233 CORINTH AVE

17 **YUKI IMPORT SERVICE, INC.** **CA HAZNET** **S113114320**
2233 CORINTH AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2012
Gepaid:	CAL000225991
Contact:	KEIKO OSADA/PRESIDENT
Telephone:	3109141601
Mailing Name:	Not reported
Mailing Address:	2233 CORINTH AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Los Angeles
TSD EPA ID:	CAD099452708
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.20016
Facility County:	Los Angeles

Year:	2011
Gepaid:	CAL000225991
Contact:	KEIKO OSADA/PRESIDENT
Telephone:	3109141601
Mailing Name:	Not reported
Mailing Address:	2233 CORINTH AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD099452708
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues 10 percent or more
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.02919
Facility County:	Los Angeles

---

17 **MICRODROP, INC** **RCRA-SQG** **1000366713**
2227 CORINTH AVE **FINDS** **CAD981456197**
LOS ANGELES, CA 90064

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	MICRODROP, INC
Facility address:	2227 CORINTH AVE LOS ANGELES, CA 90064
EPA ID:	CAD981456197
Mailing address:	CORINTH AVE LOS ANGELES, CA 90064
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous

MICRODROP, INC (Continued) **1000366713**

waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	PAUL I TERASAKI
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002713546

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

17 **R&B REALTY GROUP** **CA HAZNET** **S113782900**
2222 CORINTH AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2012
Gepaid:	CAC002697530
Contact:	WYLIE CHUNG
Telephone:	3104771023
Mailing Name:	Not reported
Mailing Address:	2222 CORINTH AVE
Mailing City,St,Zip:	LOS ANGELES, CA 90064
Gen County:	Los Angeles
TSD EPA ID:	AZC950823111
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.4
Facility County:	Los Angeles

---

17 **R & B ENTERPRISES** **CA FID UST** **S101617601**
2222 CORINTH AVE **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90064

CA FID UST:

Facility ID:	19008591
Regulated By:	UTNKI
Regulated ID:	00055354
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2134781021
Mail To:	Not reported
Mailing Address:	2222 CORINTH AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900640000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

SWEEPS UST:

Status:	Not reported
Comp Number:	2936
Number:	Not reported
Board Of Equalization:	44-012653
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-002936-000001
Actv Date:	Not reported
Capacity:	6000
Tank Use:	M.V. FUEL
Stg:	PRODUCT

R & B ENTERPRISES (Continued) **S101617601**

Content: REG UNLEADED
Number Of Tanks: 2

Status: Not reported
Comp Number: 2936
Number: Not reported
Board Of Equalization: 44-012653
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002936-000002
Actv Date: Not reported
Capacity: 10000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

---

17 **R & B ENTERPRISES** **CA HIST UST** **U001562422**
2222 CORINTH AVE **N/A**
LOS ANGELES, CA 90064

HIST UST:
Region: STATE
Facility ID: 00000055354
Facility Type: Other
Other Type: PROPERTY MANAGEMENT
Total Tanks: 0002
Contact Name: LEIGH CAPELL
Telephone: 2134781021
Owner Name: R & B ENTERPRISES
Owner Address: 2222 CORINTH AVE.
Owner City,St,Zip: LOS ANGELES, CA 90064

Tank Num: 001
Container Num: 1
Year Installed: 1979
Tank Capacity: 00006000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: Not reported
Leak Detection: 10

Tank Num: 002
Container Num: 2
Year Installed: 1979
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: 10

17 **R & B ENTERPRISES** **CA HAZNET** **S112875549**
2222 CORINTH AVE. **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	1997
Gepaid:	CAC001222896
Contact:	H RUBY, E. BROIDA & R. FRANKS
Telephone:	3104442500
Mailing Name:	Not reported
Mailing Address:	2222 CORINTH AVE.
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAL000027741
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Disposal, Land Fill
Tons:	1.6856
Facility County:	Los Angeles

---

17 **1X R & B ENTERPRISES** **CA HAZNET** **S112837384**
2222 CORINTH AVE. **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2006
Gepaid:	CAC000162141
Contact:	LEIGH SIETSEMA
Telephone:	2134442211
Mailing Name:	Not reported
Mailing Address:	2222 CORINTH AVE.
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD009007626
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Disposal, Land Fill
Tons:	0.75
Facility County:	Los Angeles

Year:	2005
Gepaid:	CAC000162141
Contact:	LEIGH SIETSEMA
Telephone:	2134442211
Mailing Name:	Not reported
Mailing Address:	2222 CORINTH AVE.
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD009007626
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Disposal, Land Fill
Tons:	5.05
Facility County:	Los Angeles

17 **OLYMPIC BUTLER ASSOCIATES** **CA EMI** **S106836632**
11444 OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	68246
Air District Name:	SC
SIC Code:	6512
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers & Smllr Tons/Yr:	1

---

17 **EDR US Hist Auto Stat** **1015166908**
11444 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name:	TEXACO SERVICE STATION NO
Year:	2002
Address:	11444 W OLYMPIC BLVD

---

17 **TELEFLORA LLC** **CA HAZNET** **S113088462**
11444 W OLYMPIC BLVD 4TH FLR **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	1997
Gepaid:	CAL000168497
Contact:	ROLL INTL/STEWART RESNICK
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	11444 W OLYMPIC BLVD FL 4
Mailing City,St,Zip:	LOS ANGELES, CA 900641549
Gen County:	Not reported
TSD EPA ID:	CAD108040858
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	.0417
Facility County:	Los Angeles

17 **AURORA NATIONAL LIFE ASSURANCE COMPANY** **CA HAZNET** **S113164105**
11444 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	1994
Gepaid:	CAL913235904
Contact:	AURORA NATIONAL LIFE
Telephone:	3103121000
Mailing Name:	Not reported
Mailing Address:	11444 W OLYMPIC BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD982524613
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	.0958
Facility County:	Los Angeles

Year:	1993
Gepaid:	CAL913235904
Contact:	AURORA NATIONAL LIFE
Telephone:	3103121000
Mailing Name:	Not reported
Mailing Address:	11444 W OLYMPIC BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD982524613
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	5.82999999999
Facility County:	Los Angeles

---

17 **EXECUTIVE LIFE/OLYMPIC PURDUE** **CA HAZNET** **S113050913**
11444 W OLYMPIC BLVD **N/A**
WEST LOS ANGELES, CA 90064

HAZNET:

Year:	1995
Gepaid:	CAL000076450
Contact:	EXECUTIVE LIFE
Telephone:	3103123600
Mailing Name:	Not reported
Mailing Address:	11444 W OLYMPIC BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900641549
Gen County:	Not reported
TSD EPA ID:	CAT080031628
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Recycler
Tons:	.1876
Facility County:	Los Angeles

17 **CA CHMIRS** **S109037628**
N/A

2401 SOUTH SEPULVEDA BLVD
LOS ANGELES, CA

CHMIRS:

OES Incident Number:	07-3151	
OES notification:	05/23/2007	
OES Date:	Not reported	
OES Time:	Not reported	
Incident Date:	Not reported	
Date Completed:	**Not reported**	
Property Use:	Not reported	
Agency Id Number:	Not reported	
Agency Incident Number:	Not reported	
Time Notified:	Not reported	
Time Completed:	Not reported	
Surrounding Area:	Not reported	
Estimated Temperature:	Not reported	
Property Management:	Not reported	
Special Studies 1:	Not reported	
Special Studies 2:	Not reported	
Special Studies 3:	Not reported	
Special Studies 4:	Not reported	
Special Studies 5:	Not reported	
Special Studies 6:	Not reported	
More Than Two Substances Involved?:		Not reported
Resp Agncy Personel # Of Decontaminated:		Not reported
Responding Agency Personel # Of Injuries:		Not reported
Responding Agency Personel # Of Fatalities:		Not reported
Others Number Of Decontaminated:		Not reported
Others Number Of Injuries:		Not reported
Others Number Of Fatalities:		Not reported
Vehicle Make/year:	Not reported	
Vehicle License Number:	Not reported	
Vehicle State:	Not reported	
Vehicle Id Number:	Not reported	
CA/DOT/PUC/ICC Number:	Not reported	
Company Name:	Not reported	
Reporting Officer Name/ID:	Not reported	
Report Date:	Not reported	
Comments:	Not reported	
Facility Telephone:	Not reported	
Waterway Involved:	Not reported	
Waterway:	Not reported	
Spill Site:	Not reported	
Cleanup By:	Reporting Party	
Containment:	Not reported	
What Happened:	Not reported	
Type:	Not reported	
Measure:	Not reported	
Other:	Not reported	
Date/Time:	Not reported	
Year:	2007	
Agency:	UPRR	
Incident Date:	5/23/2007 12:00:00 AM	
Admin Agency:	Los Angeles City Fire Department	
Amount:	Not reported	
Contained:	Yes	
Site Type:	Rail Road	

(Continued) **S109037628**

E Date:	Not reported
Substance:	Unknown Hazardous Material
Quantity Released:	Not reported
BBLS:	0
Cups:	0
CUFT:	0
Gallons:	Unknown
Grams:	0
Pounds:	0
Liters:	0
Ounces:	0
Pints:	0
Quarts:	0
Sheen:	0
Tons:	0
Unknown:	0
Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
Description:	Per the caller, a container is leaking either a hazardous or an unhazardous material at this time, it is unknown which. UPRR will call back when an assertation is made. The container leaked on to the flat-bed car that was hauling it. This release is still under investigation by the railroad.

---

17 **FILANC L C** **EDR US Hist Auto Stat** **1009018072**
11091 PICO BLVD **N/A**
SANTA MONICA, CA

EDR Historical Auto Stations:

Name:	FILANC L C
Year:	1948
Type:	GASOLINE AND OIL SERVICE STATIONS

---

17 **FILANC L C** **EDR US Hist Auto Stat** **1009053012**
11091 PICO BLVD **N/A**
WEST LOS ANGELES, CA

EDR Historical Auto Stations:

Name:	FILANC L C
Year:	1948
Type:	GASOLINE AND OIL SERVICE STATIONS

---

17 **SHELL OIL CO** **CA FID UST** **S101588171**
2375 S SEPULVEDA BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90064

CA FID UST:

Facility ID:	19056409
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported

SHELL OIL CO (Continued) **S101588171**

Mailing Address: 2375 S SEPULVEDA BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900640000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Not reported
Comp Number: 6991
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: Not reported

---

17 **EXECUTIVE LIFE INSURANCE** **CA FID UST** **S101587886**
11400 OLYMPIC BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90064

CA FID UST:
Facility ID: 19056104
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 11400 OLYMPIC BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900640000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Active
Comp Number: 5672
Number: 1
Board Of Equalization: Not reported

EXECUTIVE LIFE INSURANCE (Continued) **S101587886**

Referral Date:	02-25-93
Action Date:	02-25-93
Created Date:	02-29-88
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

---

17 **OLYMPIC PURDUE ASSOCIATES** **CA EMI** **S106836639**
11400 W OLYMPIC BLVD, STE #750 **N/A**
LOS ANGELES, CA 90064

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	74235
Air District Name:	SC
SIC Code:	0
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	74235
Air District Name:	SC
SIC Code:	9999
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

17 **LUIQUI'S RESTAURANT, D. ROSENT** **CA EMI** **S106834841**
11400 W OLYMPIC BLVD GROUND FL **N/A**
LOS ANGELES, CA 90064

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	76500
Air District Name:	SC
SIC Code:	5812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **EXECUTIVE TOWER** **CA HAZNET** **S113133677**
11400 W OLYMPIC BLVD STE 150 **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2007
Gepaid:	CAL000285805
Contact:	MARLIN GILL
Telephone:	3104440051
Mailing Name:	Not reported
Mailing Address:	11400 W OLYMPIC BLVD STE 150
Mailing City,St,Zip:	LOS ANGELES, CA 90064
Gen County:	Not reported
TSD EPA ID:	TXD077603371
TSD County:	Not reported
Waste Category:	Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.3
Facility County:	Los Angeles

---

17 **EXECUTIVE TOWER** **CA UST** **U003781651**
11400 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

UST:

Facility ID:	25412
Latitude:	34.037
Longitude:	-118.44325

17 **DOUGLAS EMMETT MANAGEMENT LLC** **CA HAZNET** **S113458846**
11400 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2010
Gepaid:	CAC002651137
Contact:	TIM RIALL
Telephone:	3104440051
Mailing Name:	Not reported
Mailing Address:	11400 W OLYMPIC BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900641550
Gen County:	Not reported
TSD EPA ID:	CAD982444481
TSD County:	Not reported
Waste Category:	Unspecified oil-containing waste
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	1.14675
Facility County:	Los Angeles

---

17 **CAHILL BUILDING COMPANY** **CA HAZNET** **S112979073**
11390 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2009
Gepaid:	CAC002644192
Contact:	NANCY MCDONALD
Telephone:	3104771246
Mailing Name:	Not reported
Mailing Address:	11390 W OLYMPIC BLVD STE 1
Mailing City,St,Zip:	LOS ANGELES, CA 900641634
Gen County:	Not reported
TSD EPA ID:	CAD009007626
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	2.8
Facility County:	Los Angeles

---

17 **1X CAHILL JOHN T** **CA HAZNET** **S112838781**
11390 WEST OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90020

HAZNET:

Year:	1993
Gepaid:	CAC000657536
Contact:	J T CAHILL
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	Not reported
Mailing City,St,Zip:	BREA, CA 926210000
Gen County:	Not reported
TSD EPA ID:	CAD009007626
TSD County:	Not reported
Waste Category:	Asbestos containing waste

1X CAHILL JOHN T (Continued) **S112838781**

Disposal Method: Disposal, Land Fill
Tons: 1.6856
Facility County: Los Angeles

---

17 **CAHILL BUILDING CO** **CA HAZNET** **S112936919**
11390 W OLYMPIC BLVD **N/A**
WEST LOS ANGELES, CA 90064

HAZNET:
Year: 2004
Gepaid: CAC002576519
Contact: NANCY MCDONALD
Telephone: 3104771246
Mailing Name: Not reported
Mailing Address: 11390 W OLYMPIC BLVD STE 1
Mailing City,St,Zip: WEST LOS ANGELES, CA 90064
Gen County: Not reported
TSD EPA ID: CAD009007626
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Disposal, Land Fill
Tons: 0.84
Facility County: Los Angeles

---

17 **ANAWALT LUMBER** **CA HAZNET** **S112891743**
11060 WEST PICO **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2000
Gepaid: CAC001439424
Contact: DAVID ANAWALT
Telephone: 3104783934
Mailing Name: Not reported
Mailing Address: 11060 WEST PICO
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD009007626
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Disposal, Land Fill
Tons: 5.05
Facility County: Los Angeles

---

17 **SEASIDE SILVER RECOVERY** **RCRA-SQG** **1000382110**
2329-1/2 COTNER AVE **FINDS** **CAD098614084**
LOS ANGELES, CA 90064

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: SEASIDE SILVER RECOVERY
Facility address: 2329-1/2 COTNER AVE
LOS ANGELES, CA 90064
EPA ID: CAD098614084
Mailing address: COTNER AVE

SEASIDE SILVER RECOVERY (Continued) **1000382110**

LOS ANGELES, CA 90064
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: BRYAN STEWART
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

SEASIDE SILVER RECOVERY (Continued) **1000382110**

Registry ID: 110008263672

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

17 SEASIDE THOROUGHRED INC **RCRA NonGen / NLR 1000382112**
2327 COTNER AVE REAR **FINDS CAD981673999**
LOS ANGELES, CA

RCRA NonGen / NLR:
Date form received by agency: 09/13/1986
Facility name: SEASIDE THOROUGHRED INC
Facility address: 2327 COTNER AVE REAR
LOS ANGELES, CA 90064
EPA ID: CAD981673999
Mailing address: 3229 FIRST/2 COTNER
LOS ANGELES, CA 90064
Contact: ENVIRONMENTAL MANAGER
Contact address: 2327 COTNER AVE REAR
LOS ANGELES, CA 90064
Contact country: US
Contact telephone: (213) 477-4123
Contact email: Not reported
EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: CARLOS DELGADO
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No

SEASIDE THOROUGHRED INC (Continued) **1000382112**

Recycler of hazardous waste:	No
Transporter of hazardous waste:	Yes
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002746039

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

17 **ERNS** **90164130**

11000 BLOCK OF AYRES AVE. **N/A**
W. LOS ANGELES, CA

Click this hyperlink while viewing on your computer to access additional ERNS detail in the EDR Site Report.

---

17 **ARNOLD S INC** **EDR US Hist Cleaners** **1009163740**
11054 W PICO BLVD **N/A**
WEST LOS ANGELES, CA

EDR Historical Cleaners:

Name:	ARNOLD S INC
Year:	1954
Type:	CLEANERS AND DYERS

17 **ARNOLD S INC** **EDR US Hist Cleaners** **1009144178**
11054 W PICO BLVD WEST LOS ANGELES **N/A**
LOS ANGELES, CA

EDR Historical Cleaners:
Name: ARNOLD S INC
Year: 1954
Type: CLEANERS AND DYERS

---

17 **ARNOLDS INC** **EDR US Hist Cleaners** **1009164373**
11054 PICO BLVD **N/A**
WEST LOS ANGELES, CA

EDR Historical Cleaners:
Name: ARNOLDS INC
Year: 1948
Type: CLOTHES PRESSERS AND CLEANERS

---

17 **ARNOLDS INC** **EDR US Hist Cleaners** **1009146516**
11054 PICO BLVD **N/A**
SANTA MONICA, CA

EDR Historical Cleaners:
Name: ARNOLDS INC
Year: 1948
Type: CLOTHES PRESSERS AND CLEANERS

---

17 **DISCOVERY DESIGN** **RCRA-SQG** **1000857804**
11054 W PICO BLVD **CAD983672510**
LOS ANGELES, CA 90064

RCRA-SQG:
Date form received by agency: 07/22/1993
Facility name: DISCOVERY DESIGN
Facility address: 11054 W PICO BLVD
LOS ANGELES, CA 90064
EPA ID: CAD983672510
Contact: MAURO BONILLA
Contact address: 11054 W PICO BLVD
WEST LOS ANGELES, CA 90064
Contact country: US
Contact telephone: (310) 479-1665
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: MAURO BONILLA
Owner/operator address: 11054 W PICO BLVD
WEST LOS ANGELES, CA 90064
Owner/operator country: Not reported

DISCOVERY DESIGN (Continued) **1000857804**

Owner/operator telephone: (310) 479-1665
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

---

17 **DISCOVERY DESIGN** **FINDS** **1015819749**
11054 WEST PICO BLVD **N/A**
LOS ANGELES, CA

FINDS:

Registry ID: 110006485071

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Registry ID: 110045039980

Environmental Interest/Information System
STATE MASTER

17 **BESSEN BODY SHOP INC** **CA EMI** **S100930712**
2323 COTNER **N/A**
LOS ANGELES, CA 90064

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	76256
Air District Name:	SC
SIC Code:	7532
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **EDR US Hist Auto Stat** **1015347509**
2323 COTNER AVE **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name:	BESSEN BODY SHOP INCORPORATED
Year:	1999
Address:	2323 COTNER AVE
Name:	BESSEN BODY SHOP INC
Year:	2001
Address:	2323 COTNER AVE
Name:	BESSEN BODY SHOP INC
Year:	2002
Address:	2323 COTNER AVE
Name:	BESSEN BODY SHOP INC
Year:	2003
Address:	2323 COTNER AVE
Name:	BESSEN BODY SHOP INC
Year:	2004
Address:	2323 COTNER AVE
Name:	BESSEN BODY SHOP INC
Year:	2005
Address:	2323 COTNER AVE
Name:	BESSEN BODY SHOP INC
Year:	2006
Address:	2323 COTNER AVE
Name:	BESSEN BODY SHOP INC
Year:	2007
Address:	2323 COTNER AVE
Name:	BESSEN BODY SHOP INC

(Continued) **1015347509**

Year: 2008
Address: 2323 COTNER AVE

---

17 **BESSEN BODY SHOP INC** **CA HAZNET** **S113062419**
2323 COTNER **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year: 2005
Gepaid: CAL000110014
Contact: ROBERT BESSENBACHER-PRESIDENT
Telephone: 3104775538
Mailing Name: Not reported
Mailing Address: 2323 COTNER AVE
Mailing City,St,Zip: LOS ANGELES, CA 900641803
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Not reported
Tons: 0.22
Facility County: Los Angeles

Year: 2004
Gepaid: CAL000110014
Contact: ROBERT BESSENBACHER-PRESIDENT
Telephone: 3104775538
Mailing Name: Not reported
Mailing Address: 2323 COTNER AVE
Mailing City,St,Zip: LOS ANGELES, CA 900641803
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Recycler
Tons: 0.2
Facility County: Los Angeles

Year: 2003
Gepaid: CAL000110014
Contact: ROBERT BESSENBACHER-PRESIDENT
Telephone: 3104775538
Mailing Name: Not reported
Mailing Address: 2323 COTNER AVE
Mailing City,St,Zip: LOS ANGELES, CA 900641803
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method: Recycler
Tons: 0.2
Facility County: Los Angeles

Year: 2002
Gepaid: CAL000110014
Contact: ROBERT BESSENBACHER-PRESIDENT
Telephone: 3104775538
Mailing Name: Not reported

BESSEN BODY SHOP INC (Continued) **S113062419**

Mailing Address:	2323 COTNER AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641803
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method:	Recycler
Tons:	0.2
Facility County:	Los Angeles

Year:	2001
Gepaid:	CAL000110014
Contact:	ROBERT BESSENBACHER-PRESIDENT
Telephone:	3104775538
Mailing Name:	Not reported
Mailing Address:	2323 COTNER AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641803
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method:	Recycler
Tons:	0.2
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
11 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **EDR US Hist Auto Stat** **1015347189**

2320 COTNER AVE **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name:	MOVIN LUBE 2000 INC
Year:	2006
Address:	2320 COTNER AVE

Name:	MOVIN LUBE 2000 INC
Year:	2007
Address:	2320 COTNER AVE

Name:	MOVIN LUBE 2000 INC
Year:	2008
Address:	2320 COTNER AVE

Name:	MOVIN LUBE 2000 INC
Year:	2009
Address:	2320 COTNER AVE

17 **TRIDENT CENTER** **CA UST** **U003780563**
11355 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

UST:
Facility ID: 24126
Latitude: 34.03758
Longitude: -118.44233

---

17 **TRIDENT LIMITED** **CA EMI** **S106841391**
11355 OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	67909
Air District Name:	SC
SIC Code:	8111
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **ABBOTT MOTOR BRAKE CLEANING** **CA HAZNET** **S113072035**
2246 SAWTELLE BLVD **N/A**
WEST LOS ANGELES, CA 90064

HAZNET:

Year:	1997
Gepaid:	CAL000127225
Contact:	TONY TERECERO
Telephone:	3108231759
Mailing Name:	Not reported
Mailing Address:	11722 GATEWAY BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900642820
Gen County:	Not reported
TSD EPA ID:	CAD000088252
TSD County:	Not reported
Waste Category:	Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method:	Transfer Station
Tons:	.0070
Facility County:	Los Angeles

Year:	1994
Gepaid:	CAL000127225
Contact:	TONY TERECERO
Telephone:	3108231759
Mailing Name:	Not reported
Mailing Address:	11722 GATEWAY BLVD

ABBOTT MOTOR BRAKE CLEANING (Continued) **S113072035**

Mailing City,St,Zip: LOS ANGELES, CA 900642820
Gen County: Not reported
TSD EPA ID: CAD099452708
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: 1.1676
Facility County: Los Angeles

---

17 **HEINZ WEBER INC** **RCRA-SQG 1000597695**
2345 PONTIUS AVE **FINDS CAD983617200**
LOS ANGELES, CA 90064 **CA HAZNET**

RCRA-SQG:
Date form received by agency: 01/31/1992
Facility name: HEINZ WEBER INC
Facility address: 2345 PONTIUS AVE
LOS ANGELES, CA 90064
EPA ID: CAD983617200
Contact: REBECCA MORA
Contact address: 2345 PONTIUS AVE
WEST LOS ANGELES, CA 90064
Contact country: US
Contact telephone: (213) 221-4887
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: HEINZ WEBER
Owner/operator address: 2345 PONTIUS AVE
WEST LOS ANGELES, CA 90064
Owner/operator country: Not reported
Owner/operator telephone: (310) 477-3561
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No

HEINZ WEBER INC (Continued) **1000597695**

Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110006482877

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:

Year: 2011
Gepaid: CAD983617200
Contact: PAULINE WONG
Telephone: 3104773561
Mailing Name: Not reported
Mailing Address: 2345 PONTIUS AVE
Mailing City,St,Zip: LOS ANGELES, CA 900641809
Gen County: Not reported
TSD EPA ID: TXD077603371
TSD County: Not reported
Waste Category: Unspecified organic liquid mixture
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.15
Facility County: Los Angeles

Year: 2011
Gepaid: CAD983617200
Contact: PAULINE WONG
Telephone: 3104773561
Mailing Name: Not reported
Mailing Address: 2345 PONTIUS AVE
Mailing City,St,Zip: LOS ANGELES, CA 900641809
Gen County: Not reported
TSD EPA ID: TXD077603371
TSD County: Not reported
Waste Category: Unspecified organic liquid mixture
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.15
Facility County: Los Angeles

Year: 2010
Gepaid: CAD983617200

HEINZ WEBER INC (Continued) **1000597695**

Contact:	PAULINE WONG
Telephone:	3104773561
Mailing Name:	Not reported
Mailing Address:	40690 GLENCORE AVE STE 412
Mailing City,St,Zip:	MARINA DEL REY, CA 902925886
Gen County:	Not reported
TSD EPA ID:	TXD077603371
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.2
Facility County:	Los Angeles

Year:	2010
Gepaid:	CAD983617200
Contact:	PAULINE WONG
Telephone:	3104773561
Mailing Name:	Not reported
Mailing Address:	40690 GLENCORE AVE STE 412
Mailing City,St,Zip:	MARINA DEL REY, CA 902925886
Gen County:	Not reported
TSD EPA ID:	TXD077603371
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.2
Facility County:	Los Angeles

Year:	2010
Gepaid:	CAD983617200
Contact:	PAULINE WONG
Telephone:	3104773561
Mailing Name:	Not reported
Mailing Address:	40690 GLENCORE AVE STE 412
Mailing City,St,Zip:	MARINA DEL REY, CA 902925886
Gen County:	Not reported
TSD EPA ID:	TXD077603371
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.125
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
69 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **ED'S WALKER BODY WORKS** **RCRA-SQG** **1000376266**
2240 SAWTELLE BLVD **FINDS** **CAD980888424**
LOS ANGELES, CA 90064 **CA HIST CORTESE**
CA EMI

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	ED'S WALKER BODY WORKS
Facility address:	2240 SAWTELLE BLVD LOS ANGELES, CA 90064
EPA ID:	CAD980888424
Contact:	Not reported

ED'S WALKER BODY WORKS (Continued) **1000376266**

Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: ED ARTINIAN
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 09/23/1985
Facility name: ED'S WALKER BODY WORKS
Classification: Large Quantity Generator

ED'S WALKER BODY WORKS (Continued) **1000376266**

Violation Status: No violations found

FINDS:

Registry ID: 110002675007

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	2813

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	2813
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	2813
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

17 **ED'S WALKER BODY WORKS** **CA HAZNET** **S113003092**
2240 SAWTELLE BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	1997
Gepaid:	CAD980888424
Contact:	Not reported
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	2100 WESTWOOD BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900256331
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Recycler
Tons:	.2293
Facility County:	Los Angeles

Year:	1995
Gepaid:	CAD980888424
Contact:	Not reported
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	2100 WESTWOOD BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900256331
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Recycler
Tons:	.1876
Facility County:	Los Angeles

Year:	1993
Gepaid:	CAD980888424
Contact:	Not reported
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	2100 WESTWOOD BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900256331
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Recycler
Tons:	0.47949999999
Facility County:	Los Angeles

17 EXXON SERVICE STATION — **CA FID UST** — **S101629792**
11350 W OLYMPIC BLVD — **CA SWEEPS UST** — **N/A**
LOS ANGELES, CA 90064

CA FID UST:

Facility ID:	19005331
Regulated By:	UTNKA
Regulated ID:	00029345
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2134738201
Mail To:	Not reported
Mailing Address:	16945 N CHASE BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900640000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

SWEEPS UST:

Status:	Active
Comp Number:	1751
Number:	9
Board Of Equalization:	44-000285
Referral Date:	06-18-93
Action Date:	03-24-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-001751-000001
Actv Date:	04-20-88
Capacity:	4000
Tank Use:	M.V. FUEL
Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	4

Status:	Active
Comp Number:	1751
Number:	9
Board Of Equalization:	44-000285
Referral Date:	06-18-93
Action Date:	03-24-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-001751-000002
Actv Date:	04-20-88
Capacity:	6000
Tank Use:	M.V. FUEL
Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Status:	Active

EXXON SERVICE STATION (Continued) **S101629792**

Comp Number: 1751
Number: 9
Board Of Equalization: 44-000285
Referral Date: 06-18-93
Action Date: 03-24-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001751-000003
Actv Date: 04-20-88
Capacity: 10000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 1751
Number: 9
Board Of Equalization: 44-000285
Referral Date: 06-18-93
Action Date: 03-24-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001751-000004
Actv Date: 04-20-88
Capacity: 280
Tank Use: OIL
Stg: W
Content: WASTE OIL
Number Of Tanks: Not reported

---

17 **EXXON #7-8432** **CA LUST** **S102429475**
11350 OLYMPIC BLVD W **N/A**
RANCHO PARK, CA 90064

LUST:
Region: STATE
Global Id: T0603701165
Latitude: 34.0374401
Longitude: -118.4422265
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 10/28/1993
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: YR
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900640052
LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

EXXON #7-8432 (Continued) **S102429475**

Global Id: T0603701165
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

Global Id: T0603701165
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

Regulatory Activities:
Global Id: T0603701165
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900640052
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Not reported
Global ID: T0603701165
W Global ID: Not reported
Staff: UNK
Local Agency: 19050
Cross Street: SAWTELLE
Enforcement Type: Not reported
Date Leak Discovered: Not reported
Date Leak First Reported: 2/18/1988
Date Leak Record Entered: 3/7/1988
Date Confirmation Began: Not reported
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 1/12/1994
Date the Case was Closed: 10/28/1993
How Leak Discovered: Not reported
How Leak Stopped: Not reported
Cause of Leak: Not reported
Leak Source: Not reported
Operator: Not reported
Water System: Not reported
Well Name: Not reported

EXXON #7-8432 (Continued) **S102429475**

Approx. Dist To Production Well (ft):	5886.6305951477898622196870348
Source of Cleanup Funding:	Not reported
Preliminary Site Assessment Workplan Submitted:	Not reported
Preliminary Site Assessment Began:	Not reported
Pollution Characterization Began:	2/7/1992
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Yes
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	EXXON COMPANY, USA
RP Address:	PO BOX 4415, HOUSTON, TEXAS 77210
Program:	LUST
Lat/Long:	34.0374401 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	Not reported

---

17 **EXXON #7-8432** **CA HIST CORTESE** **S105024659**
11350 OLYMPIC **N/A**
LOS ANGELES, CA 90064

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900640052

---

17 **EXXON SERVICE STATION** **CA HIST UST** **U001562410**
11350 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HIST UST:

Region:	STATE
Facility ID:	00000029345
Facility Type:	Gas Station
Other Type:	Not reported
Total Tanks:	0004
Contact Name:	PHILIP TAKAHASHI
Telephone:	2134738201
Owner Name:	EXXON COMPANY U.S.A.
Owner Address:	16945 NORTHCHASE BLVD.
Owner City,St,Zip:	HOUSTON, TX 77210
Tank Num:	001

EXXON SERVICE STATION (Continued) **U001562410**

Container Num: 1
Year Installed: 1967
Tank Capacity: 00004000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 2
Year Installed: 1967
Tank Capacity: 00006000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 003
Container Num: 3
Year Installed: 1967
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 004
Container Num: 4
Year Installed: 1967
Tank Capacity: 00000280
Tank Used for: PRODUCT
Type of Fuel: WASTE OIL
Tank Construction: Not reported
Leak Detection: Stock Inventor

---

17 **SHIELD T B** **EDR US Hist Auto Stat** **1009021876**
11350 OLYMPIC BLVD **N/A**
SANTA MONICA, CA

EDR Historical Auto Stations:
Name: SHIELD T B
Year: 1948
Type: GASOLINE AND OIL SERVICE STATIONS

---

17 **SHIELD T B** **EDR US Hist Auto Stat** **1009053575**
11350 OLYMPIC BLVD **N/A**
WEST LOS ANGELES, CA

EDR Historical Auto Stations:
Name: SHIELD T B
Year: 1948
Type: GASOLINE AND OIL SERVICE STATIONS

17 **KARTEK INC** **CA HAZNET** **S113112743**
2310 COTNER AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2007
Gepaid:	CAL000223425
Contact:	CARLOS LOPEZ - PRES
Telephone:	3104444938
Mailing Name:	Not reported
Mailing Address:	2310 COTNER AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641804
Gen County:	Not reported
TSD EPA ID:	CAT000613976
TSD County:	Not reported
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.2
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAL000223425
Contact:	CARLOS LOPEZ - PRES
Telephone:	3104444938
Mailing Name:	Not reported
Mailing Address:	2310 COTNER AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641804
Gen County:	Not reported
TSD EPA ID:	CAD099452708
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.95
Facility County:	Los Angeles

Year:	2006
Gepaid:	CAL000223425
Contact:	CARLOS LOPEZ - PRES
Telephone:	3104444938
Mailing Name:	Not reported
Mailing Address:	2310 COTNER AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641804
Gen County:	Not reported
TSD EPA ID:	CAD099452708
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Recycler
Tons:	0.16
Facility County:	Los Angeles

Year:	2006
Gepaid:	CAL000223425
Contact:	CARLOS LOPEZ - PRES
Telephone:	3104444938
Mailing Name:	Not reported
Mailing Address:	2310 COTNER AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641804

KARTEK INC (Continued) **S113112743**

Gen County: Not reported
TSD EPA ID: CAD099452708
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.16
Facility County: Los Angeles

Year: 2005
Gepaid: CAL000223425
Contact: CARLOS LOPEZ - PRES
Telephone: 3104444938
Mailing Name: Not reported
Mailing Address: 2310 COTNER AVE
Mailing City,St,Zip: LOS ANGELES, CA 900641804
Gen County: Not reported
TSD EPA ID: CAD099452708
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: 0.66
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
4 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **EDR US Hist Auto Stat** **1015345983**
2310 COTNER AVE **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:
Name: ADVANCED AUTO TECHNICIAN
Year: 2001
Address: 2310 COTNER AVE

Name: ADVANCE AUTO TECHNICIAN
Year: 2005
Address: 2310 COTNER AVE

Name: ADVANCE AUTO TECHNICIAN
Year: 2007
Address: 2310 COTNER AVE

---

17 **ADVANCED AUTO TECH** **CA HAZNET** **S113072554**
2310 COTNER AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 1998
Gepaid: CAL000128045
Contact: MARIA, AND BERDO FALCON
Telephone: 3104444938
Mailing Name: Not reported
Mailing Address: 2310 COTNER AVE
Mailing City,St,Zip: LOS ANGELES, CA 900641804

ADVANCED AUTO TECH (Continued) **S113072554**

Gen County: Not reported
TSD EPA ID: CAD093459485
TSD County: Not reported
Waste Category: Organic liquids with metals (Alkaline solution (pH >= 12.5) with metals)
Disposal Method: Transfer Station
Tons: .1417
Facility County: Los Angeles

Year: 1998
Gepaid: CAL000128045
Contact: MARIA, AND BERDO FALCON
Telephone: 3104444938
Mailing Name: Not reported
Mailing Address: 2310 COTNER AVE
Mailing City,St,Zip: LOS ANGELES, CA 900641804
Gen County: Not reported
TSD EPA ID: CAT000613893
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Transfer Station
Tons: .0750
Facility County: Los Angeles

Year: 1996
Gepaid: CAL000128045
Contact: MARIA, AND BERDO FALCON
Telephone: 3104444938
Mailing Name: Not reported
Mailing Address: 2310 COTNER AVE
Mailing City,St,Zip: LOS ANGELES, CA 900641804
Gen County: Not reported
TSD EPA ID: CAD093459485
TSD County: Not reported
Waste Category: Organic liquids with metals (Alkaline solution (pH >= 12.5) with metals)
Disposal Method: Transfer Station
Tons: .0667
Facility County: Los Angeles

---

17 **LAZ-BOY** **CA HAZNET** **S112922004**
11040 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2002
Gepaid: CAC002551809
Contact: STAN GOFF
Telephone: 8583448515
Mailing Name: Not reported
Mailing Address: 11040 W PICO BLVD
Mailing City,St,Zip: LOS ANGELES, CA 90064
Gen County: Not reported
TSD EPA ID: CAD009007626
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Disposal, Land Fill
Tons: 33.71

LAZ-BOY (Continued) **S112922004**

Facility County: Los Angeles

Year: 2002
Gepaid: CAC002551809
Contact: STAN GOFF
Telephone: 8583448515
Mailing Name: Not reported
Mailing Address: 11040 W PICO BLVD
Mailing City,St,Zip: LOS ANGELES, CA 90064
Gen County: Not reported
TSD EPA ID: CAT000646117
TSD County: Not reported
Waste Category: Other inorganic solid waste
Disposal Method: Not reported
Tons: 15.17
Facility County: Los Angeles

---

17 **PREMIERE DENTAL CARE INC** **CA HAZNET** **S113146580**
11340 W OLYMPIC BLVD STE 240 **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2012
Gepaid: CAL000317113
Contact: YASUHIRO MATSUMURA
Telephone: 3105758828
Mailing Name: Not reported
Mailing Address: 11340 W OLYMPIC BLVD STE 240
Mailing City,St,Zip: LOS ANGELES, CA 900641612
Gen County: Los Angeles
TSD EPA ID: CAD008252405
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.063
Facility County: Los Angeles

Year: 2011
Gepaid: CAL000317113
Contact: YASUHIRO MATSUMURA
Telephone: 3105758828
Mailing Name: Not reported
Mailing Address: 11340 W OLYMPIC BLVD STE 240
Mailing City,St,Zip: LOS ANGELES, CA 900641612
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.063
Facility County: Los Angeles

Year: 2011
Gepaid: CAL000317113
Contact: YASUHIRO MATSUMURA
Telephone: 3105758828
Mailing Name: Not reported
Mailing Address: 11340 W OLYMPIC BLVD STE 240

PREMIERE DENTAL CARE INC (Continued) **S113146580**

Mailing City,St,Zip: LOS ANGELES, CA 900641612
Gen County: Not reported
TSD EPA ID: CAD008364432
TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.042
Facility County: Los Angeles

Year: 2010
Gepaid: CAL000317113
Contact: YASUHIRO MATSUMURA
Telephone: 3105758828
Mailing Name: Not reported
Mailing Address: 11340 W OLYMPIC BLVD STE 240
Mailing City,St,Zip: LOS ANGELES, CA 900641612
Gen County: Not reported
TSD EPA ID: CAD008364432
TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.105
Facility County: Los Angeles

Year: 2009
Gepaid: CAL000317113
Contact: YASUHIRO MATSUMURA
Telephone: 3105758828
Mailing Name: Not reported
Mailing Address: 11340 W OLYMPIC BLVD STE 240
Mailing City,St,Zip: LOS ANGELES, CA 900641612
Gen County: Not reported
TSD EPA ID: CAD008364432
TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.042
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
2 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **SNYDER CHIROPRACTIC HEALTH CEN** **CA HAZNET** **S113052596**
11340 W OLYMPIC BLVD STE 138 **N/A**
WEST LOS ANGELES, CA 90064

HAZNET:
Year: 1998
Gepaid: CAL000080160
Contact: SNYDER NEAL D C
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 11340 W OLYMPIC BLVD STE 138
Mailing City,St,Zip: LOS ANGELES, CA 900641611
Gen County: Not reported

SNYDER CHIROPRACTIC HEALTH CEN (Continued) **S113052596**

TSD EPA ID: CAD981402522
TSD County: Not reported
Waste Category: Metal sludge (Alkaline solution (pH >= 12.5) with metals)
Disposal Method: Recycler
Tons: .0417
Facility County: Los Angeles

Year: 1997
Gepaid: CAL000080160
Contact: SNYDER NEAL D C
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 11340 W OLYMPIC BLVD STE 138
Mailing City,St,Zip: LOS ANGELES, CA 900641611
Gen County: Not reported
TSD EPA ID: CAD108040858
TSD County: Not reported
Waste Category: Metal sludge (Alkaline solution (pH >= 12.5) with metals)
Disposal Method: Recycler
Tons: .0400
Facility County: Los Angeles

---

17 **MEDCLONE INC** **CA HAZNET** **S113052374**
2435 MILITARY AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 1994
Gepaid: CAL000079678
Contact: MEDCLONE INC
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 2435 MILITARY AVE
Mailing City,St,Zip: LOS ANGELES, CA 900641920
Gen County: Not reported
TSD EPA ID: CAD982433575
TSD County: Not reported
Waste Category: Metal sludge (Alkaline solution (pH >= 12.5) with metals)
Disposal Method: Recycler
Tons: .0166
Facility County: Los Angeles

---

17 **COLORWISE** **CA HAZNET** **S113071264**
2435 MILITARY AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 1999
Gepaid: CAL000126085
Contact: COLORWISE LA, LLC
Telephone: 3104779473
Mailing Name: Not reported
Mailing Address: 2435 MILITARY AVE
Mailing City,St,Zip: LOS ANGELES, CA 900641990
Gen County: Not reported
TSD EPA ID: CAT080025711

COLORWISE (Continued) **S113071264**

TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Not reported
Tons: 8.2983
Facility County: Los Angeles

---

17 **CYPRUS INDUSTRIAL MINERALS INC** **RCRA-SQG** **1000370499**
2435 MILITARY AVE **FINDS** **CAD981383342**
LOS ANGELES, CA

RCRA-SQG:
Date form received by agency: 02/07/1986
Facility name: CYPRUS INDUSTRIAL MINERALS INC
Facility address: 2435 MILITARY AVE
LOS ANGELES, CA 90064
EPA ID: CAD981383342
Mailing address: MILITARY AVE
LOS ANGELES, CA 90064
Contact: ENVIRONMENTAL MANAGER
Contact address: 2435 MILITARY AVE
LOS ANGELES, CA 90064
Contact country: US
Contact telephone: (213) 478-0462
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: CYPRUS MINERALS CORP
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No

CYPRUS INDUSTRIAL MINERALS INC (Continued) **1000370499**

Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002688271

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

17 **ONE LAMBDA INC** **CA FID UST** **S101583900**
2435 MILITARY AVE **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90064

CA FID UST:

Facility ID:	19007184
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2136361771
Mail To:	Not reported
Mailing Address:	2435 MILITARY AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900640000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

SWEEPS UST:

Status:	Not reported
Comp Number:	7300
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported

ONE LAMBDA INC (Continued) **S101583900**

Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

---

17 **BARLOW SPECIALTY ADVERTISING I** **FINDS** **1014679916**
2330 PONTIUS AV **N/A**
LOS ANGELES, CA

FINDS:

Registry ID: 110040976771

Environmental Interest/Information System
CRITERIA AND HAZARDOUS AIR POLLUTANT INVENTORY

---

17 **BARLOW PROMOTIONAL PRODUCTS INC** **RCRA NonGen / NLR** **1000818737**
2330 PONTIUS AVENUE **FINDS** **CAD983646464**
LOS ANGELES, CA **CA HAZNET**
CA EMI

RCRA NonGen / NLR:

Date form received by agency:	07/03/1996
Facility name:	BARLOW PROMOTIONAL PRODUCTS INC
Facility address:	2330 PONTIUS AVE LOS ANGELES, CA 900641860
EPA ID:	CAD983646464
Contact:	TERRY CLARKE
Contact address:	8700 BELLANCA LOS ANGELES, CA 90045
Contact country:	US
Contact telephone:	(310) 477-7516
Contact email:	Not reported
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	BARLOW PROMOTIONAL PRODUCTS INC
Owner/operator address:	2330 PONTIUS AVE LOS ANGELES, CA 90064
Owner/operator country:	Not reported
Owner/operator telephone:	(310) 477-7516
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

BARLOW PROMOTIONAL PRODUCTS INC (Continued) **1000818737**

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002883407

Environmental Interest/Information System

The NEI (National Emissions Inventory) database contains information on stationary and mobile sources that emit criteria air pollutants and their precursors, as well as hazardous air pollutants (HAPs).

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:

Year:	1998
Gepaid:	CAD983646464
Contact:	NORWOOD ACQUIRING CO
Telephone:	5122231185
Mailing Name:	Not reported
Mailing Address:	8700 BELLANCA AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900450000
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Unspecified aqueous solution
Disposal Method:	Recycler
Tons:	.6672
Facility County:	Los Angeles

Year:	1998
Gepaid:	CAD983646464
Contact:	NORWOOD ACQUIRING CO
Telephone:	5122231185
Mailing Name:	Not reported

BARLOW PROMOTIONAL PRODUCTS INC (Continued) **1000818737**

Mailing Address:	8700 BELLANCA AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900450000
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Other inorganic solid waste
Disposal Method:	Recycler
Tons:	1.0000
Facility County:	Los Angeles

Year:	1998
Gepaid:	CAD983646464
Contact:	NORWOOD ACQUIRING CO
Telephone:	5122231185
Mailing Name:	Not reported
Mailing Address:	8700 BELLANCA AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900450000
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Unspecified oil-containing waste
Disposal Method:	Recycler
Tons:	.2085
Facility County:	Los Angeles

Year:	1998
Gepaid:	CAD983646464
Contact:	NORWOOD ACQUIRING CO
Telephone:	5122231185
Mailing Name:	Not reported
Mailing Address:	8700 BELLANCA AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900450000
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Recycler
Tons:	.6000
Facility County:	Los Angeles

Year:	1998
Gepaid:	CAD983646464
Contact:	NORWOOD ACQUIRING CO
Telephone:	5122231185
Mailing Name:	Not reported
Mailing Address:	8700 BELLANCA AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900450000
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Liquids with pH <= 2
Disposal Method:	Recycler
Tons:	.4170
Facility County:	Los Angeles

BARLOW PROMOTIONAL PRODUCTS INC (Continued) **1000818737**

Click this hyperlink while viewing on your computer to access
41 additional CA_HAZNET: record(s) in the EDR Site Report.

EMI:

Year:	1993
County Code:	19
Air Basin:	SC
Facility ID:	92026
Air District Name:	SC
SIC Code:	7311
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	92026
Air District Name:	SC
SIC Code:	7311
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1996
County Code:	19
Air Basin:	SC
Facility ID:	92026
Air District Name:	SC
SIC Code:	7311
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	9
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1997
County Code:	19

BARLOW PROMOTIONAL PRODUCTS INC (Continued) **1000818737**

Air Basin:	SC
Facility ID:	92026
Air District Name:	SC
SIC Code:	7311
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	92026
Air District Name:	SC
SIC Code:	7311
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1999
County Code:	19
Air Basin:	SC
Facility ID:	92026
Air District Name:	SC
SIC Code:	7311
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	92026
Air District Name:	SC
SIC Code:	7311
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported

BARLOW PROMOTIONAL PRODUCTS INC (Continued) **1000818737**

Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2001
County Code:	19
Air Basin:	SC
Facility ID:	92026
Air District Name:	SC
SIC Code:	7311
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **VIP DRY CLEANING SERVICE INC** **CA FID UST** **S101586485**
11027 W PICO BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90064

CA FID UST:

Facility ID:	19051905
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	11027 W PICO BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900640000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

SWEEPS UST:

Status:	Not reported
Comp Number:	5400
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported

VIP DRY CLEANING SERVICE INC (Continued) **S101586485**

Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: 0

---

17 **EDR US Hist Auto Stat** **1015350110**

2350 S BENTLEY AVE **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:
Name: HAPA MOTORSPORT
Year: 2003
Address: 2350 S BENTLEY AVE

---

17 **MATTHEWS 0 W** **EDR US Hist Auto Stat** **1009018708**
11010 PICO BLVD **N/A**
SANTA MONICA, CA

EDR Historical Auto Stations:
Name: MATTHEWS 0 W
Year: 1948
Type: GASOLINE AND OIL SERVICE STATIONS

---

17 **MATTHEWS 0 W** **EDR US Hist Auto Stat** **1009053502**
11010 PICO BLVD **N/A**
WEST LOS ANGELES, CA

EDR Historical Auto Stations:
Name: MATTHEWS 0 W
Year: 1948
Type: GASOLINE AND OIL SERVICE STATIONS

---

17 **CARLSON DESIGN AND CONSTRUCTIO** **CA FID UST** **S101586501**
11010 W PICO BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90064

CA FID UST:
Facility ID: 19052561
Regulated By: UTNKI
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 11010 W PICO BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900640000
Contact: Not reported

CARLSON DESIGN AND CONSTRUCTIO (Continued) **S101586501**

Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

SWEEPS UST:
Status: Not reported
Comp Number: 6836
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: 0

---

17 **LAB CORP OF AMERICA - NATIONAL GENETICS INSTITUTE** **CA HAZNET** **S113155186**
2311 PONTIUS AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2012
Gepaid: CAL000340010
Contact: JOHNNA TRABUCCO
Telephone: 8003527788
Mailing Name: Not reported
Mailing Address: 2440 S SEPULVEDA BLVD STE 235
Mailing City,St,Zip: LOS ANGELES, CA 900641748
Gen County: Los Angeles
TSD EPA ID: NVT330010000
TSD County: 99
Waste Category: Not reported
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.0775
Facility County: Los Angeles

Year: 2012
Gepaid: CAL000340010
Contact: JOHNNA TRABUCCO
Telephone: 8003527788
Mailing Name: Not reported
Mailing Address: 2440 S SEPULVEDA BLVD STE 235
Mailing City,St,Zip: LOS ANGELES, CA 900641748
Gen County: Los Angeles
TSD EPA ID: NVT330010000
TSD County: 99
Waste Category: Not reported

LAB CORP OF AMERICA - NATIONAL GENETICS INSTITUTE (Continued) **S113155186**

Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.2
Facility County: Los Angeles

Year: 2011
Gepaid: CAL000340010
Contact: JOHNNA TRABUCCO
Telephone: 8003527788
Mailing Name: Not reported
Mailing Address: 2440 S SEPULVEDA BLVD STE 235
Mailing City,St,Zip: LOS ANGELES, CA 900641748
Gen County: Not reported
TSD EPA ID: NVT330010000
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.125
Facility County: Los Angeles

Year: 2011
Gepaid: CAL000340010
Contact: JOHNNA TRABUCCO
Telephone: 8003527788
Mailing Name: Not reported
Mailing Address: 2440 S SEPULVEDA BLVD STE 235
Mailing City,St,Zip: LOS ANGELES, CA 900641748
Gen County: Not reported
TSD EPA ID: NVT330010000
TSD County: Not reported
Waste Category: Laboratory waste chemicals
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.185
Facility County: Los Angeles

Year: 2011
Gepaid: CAL000340010
Contact: JOHNNA TRABUCCO
Telephone: 8003527788
Mailing Name: Not reported
Mailing Address: 2440 S SEPULVEDA BLVD STE 235
Mailing City,St,Zip: LOS ANGELES, CA 900641748
Gen County: Not reported
TSD EPA ID: NVT330010000
TSD County: Not reported
Waste Category: Laboratory waste chemicals
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.5087
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
7 additional CA_HAZNET: record(s) in the EDR Site Report.

17 ENTREPRENEUR GP, INC **RCRA-SQG 1000356331**
2311 PONTIUS AVE **FINDS CAD981160112**
LOS ANGELES, CA 90064

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	ENTREPRENEUR GP, INC
Facility address:	2311 PONTIUS AVE LOS ANGELES, CA 90064
EPA ID:	CAD981160112
Mailing address:	PONTIUS AVE LOS ANGELES, CA 90064
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	ENTREPRENEUR GROUP, INC
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No

ENTREPRENEUR GP, INC (Continued) **1000356331**

User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002677880

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

17 **GALI CORP DBA DYNAMATION RESEARCH** **CA HAZNET** **S113132898**
2310 PONTIUS AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2004
Gepaid: CAL000284100
Contact: ETTY ROTMAN
Telephone: 3104771224
Mailing Name: Not reported
Mailing Address: 2301 PONTIUS AVE
Mailing City,St,Zip: LOS ANGELES, CA 90064
Gen County: Not reported
TSD EPA ID: CAT080033681
TSD County: Not reported
Waste Category: Unspecified alkaline solution
Disposal Method: Recycler
Tons: 0.08
Facility County: Los Angeles

Year: 2004
Gepaid: CAL000284100
Contact: ETTY ROTMAN
Telephone: 3104771224
Mailing Name: Not reported
Mailing Address: 2301 PONTIUS AVE
Mailing City,St,Zip: LOS ANGELES, CA 90064
Gen County: Not reported
TSD EPA ID: CAT080033681
TSD County: Not reported
Waste Category: Liquids with pH <= 2
Disposal Method: Recycler
Tons: 0.1
Facility County: Los Angeles

Year: 2004
Gepaid: CAL000284100

GALI CORP DBA DYNAMATION RESEARCH (Continued) **S113132898**

Contact: ETTY ROTMAN
Telephone: 3104771224
Mailing Name: Not reported
Mailing Address: 2301 PONTIUS AVE
Mailing City,St,Zip: LOS ANGELES, CA 90064
Gen County: Not reported
TSD EPA ID: CAT080033681
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Disposal, Land Fill
Tons: 0.12
Facility County: Los Angeles

Year: 2004
Gepaid: CAL000284100
Contact: ETTY ROTMAN
Telephone: 3104771224
Mailing Name: Not reported
Mailing Address: 2301 PONTIUS AVE
Mailing City,St,Zip: LOS ANGELES, CA 90064
Gen County: Not reported
TSD EPA ID: CAT080033681
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Not reported
Tons: 0.12
Facility County: Los Angeles

Year: 2004
Gepaid: CAL000284100
Contact: ETTY ROTMAN
Telephone: 3104771224
Mailing Name: Not reported
Mailing Address: 2301 PONTIUS AVE
Mailing City,St,Zip: LOS ANGELES, CA 90064
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Recycler
Tons: 0.41
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
3 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **SO CALIF GAS CO** **CA FID UST** **S101584991**
2326 S SEPULVEDA BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90064

CA FID UST:
Facility ID: 19017911
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported

SO CALIF GAS CO (Continued) **S101584991**

Mailing Address: 2326 S SEPULVEDA BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900640000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Not reported
Comp Number: 7141
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: Not reported

---

17 **M.P.I. LTD.** **CA EMI** **S106834938**
11300 W. OLYMPIC BLVD, **N/A**
LOS ANGELES, CA 90064

EMI:
Year: 1990
County Code: 19
Air Basin: SC
Facility ID: 68267
Air District Name: SC
SIC Code: 9999
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 2
Reactive Organic Gases Tons/Yr: 2
Carbon Monoxide Emissions Tons/Yr: 2
NOX - Oxides of Nitrogen Tons/Yr: 2
SOX - Oxides of Sulphur Tons/Yr: 1
Particulate Matter Tons/Yr: 2
Part. Matter 10 Micrometers & Smllr Tons/Yr: 2

17 **DSL CONSTRUCTION CORPORATION** **CA SWEEPS UST** **S106925545**
11300 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

SWEEPS UST:

Status:	Active
Comp Number:	4933
Number:	7
Board Of Equalization:	Not reported
Referral Date:	02-25-93
Action Date:	02-25-93
Created Date:	02-29-88
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

---

17 **M.P.I. LTD.** **CA UST** **U003781644**
11300 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

UST:

Facility ID:	25405
Latitude:	34.03812
Longitude:	-118.44136

---

17 **NASA INVESTMENT GROUPS,S AKHTA** **CA EMI** **S106836120**
11301 OLYMPIC BLVD, SUITE 302 **N/A**
WEST LOS ANGELES, CA

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	76182
Air District Name:	SC
SIC Code:	6798
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

17 **RYANS AUTO REPAIR** **CA UST** **U003879900**
2307 PONTIUS AVE **N/A**
LOS ANGELES, CA 90064

UST:
Facility ID: 25082
Latitude: 34.0381
Longitude: -118.43702

---

17 **EDR US Hist Auto Stat** **1015345396**
2307 PONTIUS AVE **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:
Name: RYANS AUTO REPAIR
Year: 1999
Address: 2307 PONTIUS AVE

Name: RYANS AUTO REPAIR
Year: 2001
Address: 2307 PONTIUS AVE

Name: RYANS AUTO REPAIR
Year: 2003
Address: 2307 PONTIUS AVE

Name: RYANS AUTO REPAIR INC
Year: 2004
Address: 2307 PONTIUS AVE

---

17 **RYANS AUTO REPAIR INC** **CA HAZNET** **S113164354**
2307 PONTIUS AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2003
Gepaid: CAL913504797
Contact: RYAN ITO PRES
Telephone: 3108208889
Mailing Name: Not reported
Mailing Address: 2307 PONTIUS AVE
Mailing City,St,Zip: LOS ANGELES, CA 900641809
Gen County: Not reported
TSD EPA ID: CAT000613935
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Transfer Station
Tons: 0.02
Facility County: Los Angeles

Year: 1998
Gepaid: CAL913504797
Contact: ITO RYAN
Telephone: 2138208889
Mailing Name: Not reported
Mailing Address: 2307 PONTIUS AVE
Mailing City,St,Zip: LOS ANGELES, CA 900641809
Gen County: Not reported

RYANS AUTO REPAIR INC (Continued) **S113164354**

TSD EPA ID: CAT000613893
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Transfer Station
Tons: .1250
Facility County: Los Angeles

Year: 1995
Gepaid: CAL913504797
Contact: ITO RYAN
Telephone: 2138208889
Mailing Name: Not reported
Mailing Address: 2307 PONTIUS AVE
Mailing City,St,Zip: LOS ANGELES, CA 900641809
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: .2085
Facility County: Los Angeles

---

17 **MULTICHROME CO INC** **RCRA-SQG 1000411487**
11165 TENNESSEE AVENUE **FINDS CAD009650748**
LOS ANGELES, CA 90064

RCRA-SQG:
Date form received by agency: 10/12/2000
Facility name: MULTICHROME CO INC
Site name: MULTICHROME COMPANY, INC
Facility address: 11165 TENNESSEE AVENUE
LOS ANGELES, CA 90064
EPA ID: CAD009650748
Mailing address: 1013 WEST HILLCREST BLVD
INGLEWOOD, CA 90301
Contact: DAVID MORGAN
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: (310) 216-1086
Contact email: Not reported
EPA Region: 09
Land type: Facility is not located on Indian land. Additional information is not known.
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: CORPORATION
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private

MULTICHROME CO INC (Continued) **1000411487**

Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 09/01/1996
Facility name: MULTICHROME CO INC
Classification: Small Quantity Generator

Date form received by agency: 08/18/1980
Facility name: MULTICHROME CO INC
Classification: Large Quantity Generator

Violation Status: No violations found

Evaluation Action Summary:
Evaluation date: 04/29/1994
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State Contractor/Grantee

FINDS:

Registry ID: 110002637576

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for

MULTICHROME CO INC (Continued) **1000411487**

generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

17 **MULTICHROME CO INC** **CA EMI** **S106836044**
11165 TENNESSEE AVE. **N/A**
WEST LOS ANGELES, CA 90064

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	13658
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	13658
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

17 **MULTICHROME CO. INC.** **CA WDS** **S102806258**
11165 TENNESSEE **LA Co. Site Mitigation** **N/A**
LOS ANGELES, CA 90064 **CA ENVIROSTOR**

CA WDS:

Facility ID:	4 19I003300
Facility Type:	Not reported
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion:	4
Facility Telephone:	Not reported
Facility Contact:	Not reported
Agency Name:	STEVEN PETERMAN
Agency Address:	Not reported
Agency City,St,Zip:	0
Agency Contact:	Not reported
Agency Telephone:	Not reported
Agency Type:	Not reported
SIC Code:	0
SIC Code 2:	Not reported
Primary Waste:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0
Baseline Flow:	0
Reclamation:	Not reported
POTW:	Not reported
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity:	Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

LA Co. Site Mitigation:

Facility ID:	FA0026256
Site ID:	SD0000097
Jurisdiction:	County
Case ID:	RO0000101
Abated:	Yes
Assigned To:	Don Thompson
Entered Date:	03/29/2004

ENVIROSTOR:

Site Type:	Evaluation
Site Type Detailed:	Evaluation
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED

MULTICHROME CO. INC. (Continued) **S102806258**

Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Referred - Not Assigned
Division Branch:	Cleanup Cypress
Facility ID:	19340794
Site Code:	Not reported
Assembly:	54
Senate:	30
Special Program:	Not reported
Status:	Refer: 1248 Local Agency
Status Date:	04/01/2004
Restricted Use:	NO
Site Mgmt. Req.:	NONE SPECIFIED
Funding:	Not Applicable
Latitude:	34.03811
Longitude:	-118.4379
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED, NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	19340794
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	Not reported
Completed Sub Area Name:	Not reported
Completed Document Type:	Not reported
Completed Date:	Not reported
Comments:	Not reported

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

---

17 **MULTICHROME COMPANY INC** **CA HAZNET** **S112999907**
11165 TENNESSEE AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2006
Gepaid:	CAD009650748
Contact:	RICARDO FLORES
Telephone:	3104176900
Mailing Name:	Not reported
Mailing Address:	1013 W HILLCREST BLVD
Mailing City,St,Zip:	INGLEWOOD, CA 903012019
Gen County:	Not reported
TSD EPA ID:	NVT330010000
TSD County:	Not reported
Waste Category:	Alkaline solution (pH >= 12.5) with metals
Disposal Method:	Disposal, Other

MULTICHROME COMPANY INC (Continued) **S112999907**

Tons: 0.93
Facility County: Los Angeles

Year: 2006
Gepaid: CAD009650748
Contact: RICARDO FLORES
Telephone: 3104176900
Mailing Name: Not reported
Mailing Address: 1013 W HILLCREST BLVD
Mailing City,St,Zip: INGLEWOOD, CA 903012019
Gen County: Not reported
TSD EPA ID: NVT330010000
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Disposal, Land Fill
Tons: 0.2
Facility County: Los Angeles

Year: 2005
Gepaid: CAD009650748
Contact: RICARDO FLORES
Telephone: 3104176900
Mailing Name: Not reported
Mailing Address: 1013 W HILLCREST BLVD
Mailing City,St,Zip: INGLEWOOD, CA 903012019
Gen County: Not reported
TSD EPA ID: NVT330010000
TSD County: Not reported
Waste Category: Contaminated soil from site clean-up
Disposal Method: Not reported
Tons: 117.99
Facility County: Los Angeles

Year: 2005
Gepaid: CAD009650748
Contact: RICARDO FLORES
Telephone: 3104176900
Mailing Name: Not reported
Mailing Address: 1013 W HILLCREST BLVD
Mailing City,St,Zip: INGLEWOOD, CA 903012019
Gen County: Not reported
TSD EPA ID: NVT330010000
TSD County: Not reported
Waste Category: Other inorganic solid waste
Disposal Method: Disposal, Land Fill
Tons: 33.71
Facility County: Los Angeles

Year: 2005
Gepaid: CAD009650748
Contact: RICARDO FLORES
Telephone: 3104176900
Mailing Name: Not reported
Mailing Address: 1013 W HILLCREST BLVD
Mailing City,St,Zip: INGLEWOOD, CA 903012019
Gen County: Not reported
TSD EPA ID: NVT330010000

MULTICHROME COMPANY INC (Continued) **S112999907**

TSD County: Not reported
Waste Category: Other inorganic solid waste
Disposal Method: Disposal, Other
Tons: 77.53
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
27 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **KARTEK INC** **CA HAZNET** **S113150656**
11165 TENNESSEE AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2008
Gepaid: CAL000327080
Contact: CARLOS LOPEZ
Telephone: 3104444938
Mailing Name: Not reported
Mailing Address: 11165 TENNESSEE AVE
Mailing City,St,Zip: LOS ANGELES, CA 900641813
Gen County: Not reported
TSD EPA ID: CAT000613976
TSD County: Not reported
Waste Category: Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.0417
Facility County: Los Angeles

---

17 **SAWTELLE SELF STORAGE** **CA HAZNET** **S112864666**
2238-2246 SAWTELLE BLVD **N/A**
LOS ANGELES, CA 90025

HAZNET:
Year: 1997
Gepaid: CAC001066128
Contact: SAWTELLE SELF STORAGE
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 21241 VENTURA BLVD STE 169
Mailing City,St,Zip: WOODLAND HILLS, CA 913640000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Tank bottom waste
Disposal Method: Recycler
Tons: 6.6720
Facility County: Los Angeles

17 **SINGLETON C M** **EDR US Hist Cleaners** **1009163407**
10978 PICO BLVD **N/A**
WEST LOS ANGELES, CA

EDR Historical Cleaners:

Name:	SINGLETON C M
Year:	1940
Type:	LAUNDRIES HAND
Name:	TYER ETHEL MRS
Year:	1948
Type:	CLOTHES PRESSERS AND CLEANERS

---

17 **TYER ETHEL MRS** **EDR US Hist Cleaners** **1009143287**
10978 PICO BLVD **N/A**
SANTA MONICA, CA

EDR Historical Cleaners:

Name:	SINGLETON C M
Year:	1940
Type:	LAUNDRIES HAND
Name:	TYER ETHEL MRS
Year:	1948
Type:	CLOTHES PRESSERS AND CLEANERS

---

17 **NEARLY ME INC** **RCRA-SQG** **1000364672**
2250 COTNER AVE **FINDS** **CAD981374341**
LOS ANGELES, CA

RCRA-SQG:

Date form received by agency:	01/28/1986
Facility name:	NEARLY ME INC
Facility address:	2250 COTNER AVE LOS ANGELES, CA 90064
EPA ID:	CAD981374341
Mailing address:	2245 PONTIUS AVE LOS ANGELES, CA 90064
Contact:	ENVIRONMENTAL MANAGER
Contact address:	2250 COTNER AVE LOS ANGELES, CA 90064
Contact country:	US
Contact telephone:	(213) 478-7701
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212

NEARLY ME INC (Continued) **1000364672**

Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: RUTH HANDLER
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002685103

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

17 **HICK.RAN B G** **EDR US Hist Cleaners** **1009163842**
10962 PICO BLVD **N/A**
WEST LOS ANGELES, CA

EDR Historical Cleaners:
Name: HICK.RAN B G
Year: 1940
Type: CLOTHES PRESSERS AND CLEANERS

17 **HICK.RAN B G** **EDR US Hist Cleaners** **1009143643**
10962 PICO BLVD **N/A**
SANTA MONICA, CA

EDR Historical Cleaners:

Name:	HICK.RAN B G
Year:	1940
Type:	CLOTHES PRESSERS AND CLEANERS

---

17 **EDITH CHAPLIN** **CA HAZNET** **S113793762**
2323 S BENTLEY AVE APT 103 **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2012
Gepaid:	CAC002712484
Contact:	EDITH CHAPLIN
Telephone:	3109910893
Mailing Name:	Not reported
Mailing Address:	2323 S BENTLEY AVE APT 103
Mailing City,St,Zip:	LOS ANGELES, CA 900641963
Gen County:	Los Angeles
TSD EPA ID:	AZC950823111
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	1.2
Facility County:	Los Angeles

---

17 **AIRCRAFT BEARING CORP** **RCRA-SQG** **1000905388**
2238 COTNER AVE **FINDS** **CA0000568121**
LOS ANGELES, CA 90064

RCRA-SQG:

Date form received by agency:	07/21/1995
Facility name:	AIRCRAFT BEARING CORP
Facility address:	2238 COTNER AVE LOS ANGELES, CA 90064
EPA ID:	CA0000568121
Contact:	CARLOS MORALES
Contact address:	2238 COTNER AVE LOS ANGELES, CA 90064
Contact country:	US
Contact telephone:	(310) 477-9071
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	BANNER AEROSPACE INC
Owner/operator address:	P O BOX 20260 WASHINGTON, DC 20041

AIRCRAFT BEARING CORP (Continued) **1000905388**

Owner/operator country: Not reported
Owner/operator telephone: (703) 478-5790
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002619140

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

17 **DEPT PUBLIC SOCIAL SVCS** **RCRA-SQG 1004675498**
10961 PICO BLVD **FINDS CAR000073601**
LOS ANGELES, CA

RCRA-SQG:
Date form received by agency: 05/18/2000
Facility name: DEPT PUBLIC SOCIAL SVCS
Facility address: 10961 PICO BLVD
LOS ANGELES, CA 90064
EPA ID: CAR000073601
Mailing address: 1100 N EASTERN AVE
LOS ANGELES, CA 90063
Contact: IRENE GRIEGO
Contact address: 1100 N EASTERN AVE
LOS ANGELES, CA 90063
Contact country: US
Contact telephone: (323) 267-3138
Contact email: Not reported
EPA Region: 09

DEPT PUBLIC SOCIAL SVCS (Continued) **1004675498**

Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: PUBLIC SOCIAL SVCS
Owner/operator address: 10961 PICO BLVD
LOS ANGELES, CA 90064
Owner/operator country: Not reported
Owner/operator telephone: (310) 312-6981
Legal status: County
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Hazardous Waste Summary:
Waste code: D000
Waste name: Not Defined

Waste code: D008
Waste name: LEAD

Violation Status: No violations found

FINDS:

Registry ID: 110002937323

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

17 **ALPHA CONSTRUCTION COMPANY INC** **CA HAZNET** **S112978633**
10961 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2009
Gepaid:	CAC002643510
Contact:	PHIL FLEMMINGS
Telephone:	8186329757
Mailing Name:	Not reported
Mailing Address:	14601 AETNA ST
Mailing City,St,Zip:	VAN NUYS, CA 914112879
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	10.8
Facility County:	Los Angeles

---

17 **VENTURA DIV OF METAL PRODS GRP** **RCRA-SQG** **1000422367**
2222 COTNER AVE **FINDS** **CAD042242248**
LOS ANGELES, CA

RCRA-SQG:

Date form received by agency:	04/24/1986
Facility name:	VENTURA DIV OF METAL PRODS GRP
Facility address:	2222 COTNER AVE LOS ANGELES, CA 90064
EPA ID:	CAD042242248
Mailing address:	2310 S SEPULVEDA BLVD LOS ANGELES, CA 90064
Contact:	ENVIRONMENTAL MANAGER
Contact address:	2222 COTNER AVE LOS ANGELES, CA 90064
Contact country:	US
Contact telephone:	(213) 477-9581
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	EVEREST & JENNINGS INTL
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name: NOT REQUIRED

VENTURA DIV OF METAL PRODS GRP (Continued) **1000422367**

Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002644817

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

17 **EDR US Hist Auto Stat** **1015336928**
2222 COTNER AVE **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:
Name: FOREIGN CAR SERVICE & COMPLIANCE CENTER
Year: 1999
Address: 2222 COTNER AVE

Name: GERMAN ITALIAN MOTOR CAR CO
Year: 2001
Address: 2222 COTNER AVE

Name: GERMAN ITALIAN MOTOR CAR CO
Year: 2002
Address: 2222 COTNER AVE

(Continued) **1015336928**

Name: GERMAN ITALIAN MOTOR CAR CO
Year: 2003
Address: 2222 COTNER AVE

Name: GERMAN ITALIAN MOTOR CAR CO
Year: 2004
Address: 2222 COTNER AVE

Name: GERMAN ITALIAN MOTOR CAR CO
Year: 2005
Address: 2222 COTNER AVE

Name: GERMAN ITALIAN MOTOR CAR CO
Year: 2006
Address: 2222 COTNER AVE

Name: GERMAN ITALIAN MOTOR CAR CO
Year: 2007
Address: 2222 COTNER AVE

Name: GERMAN ITALIAN MOTOR CAR CO
Year: 2008
Address: 2222 COTNER AVE

---

17 **TWO GUYS FROM SWEDEN** **CA HAZNET** **S113060443**
2222 COTNER AVE **N/A**
WEST LOS ANGELES, CA 90064

HAZNET:
Year: 2003
Gepaid: CAL000102595
Contact: ROBERT GRZYBOWSKI/TODD ANDERSSON
Telephone: 3104374600
Mailing Name: Not reported
Mailing Address: 11305 VENICE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 90066
Gen County: Not reported
TSD EPA ID: CAD099452708
TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Recycler
Tons: 0.87
Facility County: Los Angeles

Year: 2003
Gepaid: CAL000102595
Contact: ROBERT GRZYBOWSKI/TODD ANDERSSON
Telephone: 3104374600
Mailing Name: Not reported
Mailing Address: 11305 VENICE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 90066
Gen County: Not reported
TSD EPA ID: CAD099452708
TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Recycler
Tons: 0.87
Facility County: Los Angeles

TWO GUYS FROM SWEDEN (Continued) **S113060443**

Year:	2002
Gepaid:	CAL000102595
Contact:	ROBERT GRZYBOWSKI/TODD ANDERSSON
Telephone:	3104374600
Mailing Name:	Not reported
Mailing Address:	11305 VENICE BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 90066
Gen County:	Not reported
TSD EPA ID:	CAD099452708
TSD County:	Not reported
Waste Category:	Unspecified aqueous solution
Disposal Method:	Recycler
Tons:	0.79
Facility County:	Los Angeles

Year:	2002
Gepaid:	CAL000102595
Contact:	ROBERT GRZYBOWSKI/TODD ANDERSSON
Telephone:	3104374600
Mailing Name:	Not reported
Mailing Address:	11305 VENICE BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 90066
Gen County:	Not reported
TSD EPA ID:	CAD099452708
TSD County:	Not reported
Waste Category:	Unspecified aqueous solution
Disposal Method:	Recycler
Tons:	0.79
Facility County:	Los Angeles

Year:	1999
Gepaid:	CAL000102595
Contact:	2 GUYS FROM SWEDEN INC
Telephone:	3105751954
Mailing Name:	Not reported
Mailing Address:	2222 COTNER AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD099452708
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Recycler
Tons:	.9174
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
7 additional CA_HAZNET: record(s) in the EDR Site Report.

17 **GERMAN ITALIAN MOTOR CAR COMPANY** **CA HAZNET** **S113072219**
2222 COTNER AVE **N/A**
WEST LOS ANGELES, CA 90064

HAZNET:

Year:	2002
Gepaid:	CAL000127511
Contact:	GABRIEL KARAIAN/OWNER
Telephone:	--
Mailing Name:	Not reported
Mailing Address:	2222 COTNER AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD099452708
TSD County:	Not reported
Waste Category:	Unspecified aqueous solution
Disposal Method:	Recycler
Tons:	0.41
Facility County:	Los Angeles

Year:	1997
Gepaid:	CAL000127511
Contact:	GABRIEL KARAIAN
Telephone:	3103058720
Mailing Name:	Not reported
Mailing Address:	2222 COTNER AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD050099696
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Recycler
Tons:	.3336
Facility County:	Los Angeles

Year:	1997
Gepaid:	CAL000127511
Contact:	GABRIEL KARAIAN
Telephone:	3103058720
Mailing Name:	Not reported
Mailing Address:	2222 COTNER AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD050099696
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Not reported
Tons:	.2293
Facility County:	Los Angeles

17 **STAPP B R** **EDR US Hist Auto Stat** **1009051042**
2152 SAWTELLE BLVD **N/A**
WEST LOS ANGELES, CA

EDR Historical Auto Stations:
Name: STAPP B R
Year: 1936
Type: GAS AND OIL SERVICE STATIONS

---

17 **FLOYD THOS** **EDR US Hist Auto Stat** **1009018099**
2152 SAWTELLE BLVD **N/A**
SANTA MONICA, CA

EDR Historical Auto Stations:
Name: FLOYD THOS
Year: 1933
Type: GASOLINE AND OIL SERVICE STATIONS

Name: FLOYD THOS
Year: 1933
Type: GASOLINE AND OIL SERVICE STATIONS

---

17 **JEFF HRONEK HARDWOOD FLOORS INC** **CA HAZNET** **S113146746**
10700 ESTHER AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2007
Gepaid: CAL000317577
Contact: JEFF HRONEK
Telephone: 3104751414
Mailing Name: Not reported
Mailing Address: 10700 ESTHER AVE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: TXD077603371
TSD County: Not reported
Waste Category: Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.65
Facility County: Los Angeles

---

17 **MIDAS MUFFLER** **CA HAZNET** **S113144156**
10950 PICO BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2011
Gepaid: CAL000310866
Contact: BLAS VASQUEZ
Telephone: 3104742567
Mailing Name: Not reported
Mailing Address: 10950 W PICO BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900642115
Gen County: Not reported
TSD EPA ID: CAT000613935
TSD County: Not reported

MIDAS MUFFLER (Continued) **S113144156**

Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.084
Facility County:	Los Angeles
Year:	2011
Gepaid:	CAL000310866
Contact:	BLAS VASQUEZ
Telephone:	3104742567
Mailing Name:	Not reported
Mailing Address:	10950 W PICO BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900642115
Gen County:	Not reported
TSD EPA ID:	CAT000613935
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.084
Facility County:	Los Angeles
Year:	2009
Gepaid:	CAL000310866
Contact:	BLAS VASQUEZ
Telephone:	2134742567
Mailing Name:	Not reported
Mailing Address:	10950 PICO BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 90064
Gen County:	Not reported
TSD EPA ID:	AZR000501510
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.209
Facility County:	Los Angeles
Year:	2009
Gepaid:	CAL000310866
Contact:	BLAS VASQUEZ
Telephone:	2134742567
Mailing Name:	Not reported
Mailing Address:	10950 PICO BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 90064
Gen County:	Not reported
TSD EPA ID:	AZR000501510
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.209
Facility County:	Los Angeles
Year:	2007
Gepaid:	CAL000310866
Contact:	BLAS VASQUEZ

MIDAS MUFFLER (Continued) **S113144156**

Telephone: 2134742567
Mailing Name: Not reported
Mailing Address: 10950 PICO BLVD
Mailing City,St,Zip: LOS ANGELES, CA 90064
Gen County: Not reported
TSD EPA ID: AZR000501510
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.2
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
5 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **EDR US Hist Auto Stat** **1015149828**
10950 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name: MIDAS AUTO SYSTEMS EXPERTS
Year: 1999
Address: 10950 W PICO BLVD

Name: BC MUFFLER CO INC
Year: 2006
Address: 10950 W PICO BLVD

Name: MIDAS MUFFLER
Year: 2008
Address: 10950 W PICO BLVD

Name: MIDAS MUFFLER
Year: 2009
Address: 10950 W PICO BLVD

Name: B C MUFFLER CO INC
Year: 2010
Address: 10950 W PICO BLVD

Name: B C MUFFLER COMPANY INC
Year: 2011
Address: 10950 W PICO BLVD

---

17 **CALIFORNIA TIRE CO.** **CA HAZNET** **S113799569**
10950 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year: 2012
Gepaid: CAL000364182
Contact: ROSE LOVETT
Telephone: 3102348473
Mailing Name: Not reported
Mailing Address: 10950 W PICO BLVD

CALIFORNIA TIRE CO. (Continued) **S113799569**

Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Los Angeles
TSD EPA ID: CAD097030993
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.165
Facility County: Los Angeles

---

17 **MIDAS MUFFLER** **CA HAZNET** **S113025712**
10950 PICO BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 1999
Gepaid: CAL000012167
Contact: VASQUEZ BLAS
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 10950 W PICO BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900642115
Gen County: Not reported
TSD EPA ID: CAD059494310
TSD County: Not reported
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: Disposal, Other
Tons: .2293
Facility County: Los Angeles

Year: 1997
Gepaid: CAL000012167
Contact: VASQUEZ BLAS
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 10950 W PICO BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900642115
Gen County: Not reported
TSD EPA ID: CAD059494310
TSD County: Not reported
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: Disposal, Other
Tons: .2293
Facility County: Los Angeles

Year: 1996
Gepaid: CAL000012167
Contact: VASQUEZ BLAS
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 10950 W PICO BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900642115
Gen County: Not reported
TSD EPA ID: CAT080031628
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: .2085

MIDAS MUFFLER (Continued) **S113025712**

Facility County: Los Angeles

Year: 1995
Gepaid: CAL000012167
Contact: VASQUEZ BLAS
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 10950 W PICO BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900642115
Gen County: Not reported
TSD EPA ID: CAT080031628
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: .1668
Facility County: Los Angeles

Year: 1994
Gepaid: CAL000012167
Contact: VASQUEZ BLAS
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 10950 W PICO BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900642115
Gen County: Not reported
TSD EPA ID: CAT080031628
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Not reported
Tons: .2502
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
1 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **YAMANA, S.** **CA WMUDS/SWAT** **S103441635**
2138 1/2 SAWTELLE **N/A**
WEST LOS ANGELES, CA

WMUDS/SWAT:
Edit Date: Not reported
Complexity: Not reported
Primary Waste: Not reported
Primary Waste Type: Not reported
Secondary Waste: Not reported
Secondary Waste Type: Not reported
Base Meridian: Not reported
NPID: Not reported
Tonnage: 0
Regional Board ID: Not reported
Municipal Solid Waste: False
Superorder: False
Open To Public: False
Waste List: False
Agency Type: Not reported
Agency Name: S. YAMANA
Agency Department: Not reported
Agency Address: Not reported

YAMANA, S. (Continued) **S103441635**

Agency City,St,Zip:	Not reported
Agency Contact:	Not reported
Agency Telephone:	Not reported
Land Owner Name:	Not reported
Land Owner Address:	Not reported
Land Owner City,St,Zip:	CA
Land Owner Contact:	Not reported
Land Owner Phone:	Not reported
Region:	4
Facility Type:	Not reported
Facility Description:	Not reported
Facility Telephone:	Not reported
SWAT Facility Name:	Not reported
Primary SIC:	Not reported
Secondary SIC:	Not reported
Comments:	Not reported
Last Facility Editors:	Not reported
Waste Discharge System:	False
Solid Waste Assessment Test Program:	True
Toxic Pits Cleanup Act Program:	False
Resource Conservation Recovery Act:	False
Department of Defence:	False
Solid Waste Assessment Test Program:	S. YAMANA
Threat to Water Quality:	Not reported
Sub Chapter 15:	False
Regional Board Project Officer:	LT
Number of WMUDS at Facility:	1
Section Range:	Not reported
RCRA Facility:	Not reported
Waste Discharge Requirements:	Not reported
Self-Monitoring Rept. Frequency:	Not reported
Waste Discharge System ID:	4 190443NUR
Solid Waste Information ID:	Not reported

---

17 **GARRETT E W** **EDR US Hist Auto Stat** **1009016721**
2136 SAWTELLE BLVD **N/A**
SANTA MONICA, CA

EDR Historical Auto Stations:

Name:	GARRETT E W
Year:	1928
Type:	GASOLINE AND OIL SERVICE STATIONS

---

17 **GARRETT E W** **EDR US Hist Auto Stat** **1009052018**
2136 SAWTELLE BLVD **N/A**
SAWTELLE, CA

EDR Historical Auto Stations:

Name:	GARRETT E W
Year:	1928
Type:	GASOLINE AND OIL SERVICE STATIONS

17 **CA CHMIRS** **S100219090**
N/A

N/B I-405 300' S/OLYMPIC BLVD
LOS ANGELES, CA

CHMIRS:

OES Incident Number:	8910971
OES notification:	Not reported
OES Date:	Not reported
OES Time:	Not reported
Incident Date:	30-DEC-89
Date Completed:	**30-DEC-89**
Property Use:	961
Agency Id Number:	66
Agency Incident Number:	353
Time Notified:	1320
Time Completed:	1420
Surrounding Area:	500
Estimated Temperature:	Not reported
Property Management:	S
Special Studies 1:	Not reported
Special Studies 2:	Not reported
Special Studies 3:	Not reported
Special Studies 4:	Not reported
Special Studies 5:	Not reported
Special Studies 6:	Not reported
More Than Two Substances Involved?:	N
Resp Agncy Personel # Of Decontaminated:	7
Responding Agency Personel # Of Injuries:	0
Responding Agency Personel # Of Fatalities:	0
Others Number Of Decontaminated:	0
Others Number Of Injuries:	0
Others Number Of Fatalities:	0
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA/DOT/PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	L. ACEVEDO #8721
Report Date:	18-JAN-90
Comments:	Not reported
Facility Telephone:	916 327-3310
Waterway Involved:	Not reported
Waterway:	Not reported
Spill Site:	Not reported
Cleanup By:	Not reported
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	88-92
Agency:	Not reported
Incident Date:	Not reported
Admin Agency:	Not reported
Amount:	Not reported
Contained:	Not reported
Site Type:	Not reported

(Continued) **S100219090**

E Date:	24-MAY-90
Substance:	Not reported
Quantity Released:	Not reported
BBLS:	Not reported
Cups:	Not reported
CUFT:	Not reported
Gallons:	Not reported
Grams:	Not reported
Pounds:	Not reported
Liters:	Not reported
Ounces:	Not reported
Pints:	Not reported
Quarts:	Not reported
Sheen:	Not reported
Tons:	Not reported
Unknown:	Not reported
Evacuations:	Not reported
Number of Injuries:	Not reported
Number of Fatalities:	Not reported
Description:	Not reported

---

17 **AVIO COACH CRAFT, AVIO PIOMBET** **CA EMI** **S106826500**
2245 PONTIUS AV **N/A**
LOS ANGELES, CA 90064

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	72658
Air District Name:	SC
SIC Code:	5012
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1993
County Code:	19
Air Basin:	SC
Facility ID:	72658
Air District Name:	SC
SIC Code:	5012
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0

AVIO COACH CRAFT, AVIO PIOMBET (Continued) **S106826500**

Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

Year: 1995
County Code: 19
Air Basin: SC
Facility ID: 72658
Air District Name: SC
SIC Code: 5012
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

Year: 2002
County Code: 19
Air Basin: SC
Facility ID: 72658
Air District Name: SC
SIC Code: 7532
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 1
Reactive Organic Gases Tons/Yr: 1
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

Year: 2003
County Code: 19
Air Basin: SC
Facility ID: 72658
Air District Name: SC
SIC Code: 7532
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 1
Reactive Organic Gases Tons/Yr: 1
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

Year: 2004
County Code: 19
Air Basin: SC
Facility ID: 72658

AVIO COACH CRAFT, AVIO PIOMBET (Continued) **S106826500**

Air District Name:	SC
SIC Code:	7532
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.57141
Reactive Organic Gases Tons/Yr:	0.56
Carbon Monoxide Emissions Tons/Yr:	0.00318
NOX - Oxides of Nitrogen Tons/Yr:	0.0118
SOX - Oxides of Sulphur Tons/Yr:	0.0000754
Particulate Matter Tons/Yr:	0.009012
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0.01

---

17 **AVIO COACH CRAFT INC** **CA HAZNET** **S113035801**
2245 PONTIUS AVE **N/A**
WEST LOS ANGELES, CA 90064

HAZNET:

Year:	2012
Gepaid:	CAL000036031
Contact:	AVIO PIOMBETTI/PRESIDENT
Telephone:	3103121128
Mailing Name:	Not reported
Mailing Address:	2245 PONTIUS AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641807
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.209
Facility County:	Los Angeles

Year:	2012
Gepaid:	CAL000036031
Contact:	AVIO PIOMBETTI/PRESIDENT
Telephone:	3103121128
Mailing Name:	Not reported
Mailing Address:	2245 PONTIUS AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641807
Gen County:	Los Angeles
TSD EPA ID:	CAD008252405
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.27105
Facility County:	Los Angeles

Year:	2011
Gepaid:	CAL000036031
Contact:	AVIO PIOMBETTI/PRESIDENT
Telephone:	3103121128
Mailing Name:	Not reported
Mailing Address:	2245 PONTIUS AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641807
Gen County:	Not reported
TSD EPA ID:	CAT080013352

AVIO COACH CRAFT INC (Continued) **S113035801**

TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.152
Facility County:	Los Angeles

Year:	2011
Gepaid:	CAL000036031
Contact:	AVIO PIOMBETTI/PRESIDENT
Telephone:	3103121128
Mailing Name:	Not reported
Mailing Address:	2245 PONTIUS AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641807
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues 10 percent or more
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.1251
Facility County:	Los Angeles

Year:	2010
Gepaid:	CAL000036031
Contact:	AVIO PIOMBETTI/PRESIDENT
Telephone:	3103121128
Mailing Name:	Not reported
Mailing Address:	2245 PONTIUS AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900641807
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.209
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
26 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **THAI DISHES, NIRAMOL CHITRCHAR** **CA EMI** **S106840803**
10926 PICO BL **N/A**
LOS ANGELES, CA 90064

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	73070
Air District Name:	SC
SIC Code:	5812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0

THAI DISHES, NIRAMOL CHITRCHAR (Continued) **S106840803**

NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **TABLE BARBEQUE RESTAURANT, H K** **CA EMI** **S106840478**
2125 SAWTELLE BLVD **N/A**
WEST LOS ANGELES, CA 90025

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	75482
Air District Name:	SC
SIC Code:	5812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **ANNA'S RESTAURANT DBA ANTONES** **CA EMI** **S106825995**
10929 PICO BLVD **N/A**
LOS ANGELES, CA 90064

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	67964
Air District Name:	SC
SIC Code:	5812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

17 **EDR US Hist Auto Stat** **1015338488**
2239 PONTIUS AVE **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name:	WESTSIDE AUTOHAUS
Year:	2008
Address:	2239 PONTIUS AVE
Name:	WEST COAST TIRES & REPAIR
Year:	2010
Address:	2239 PONTIUS AVE
Name:	AUTO BEAUTY SPA
Year:	2012
Address:	2239 PONTIUS AVE

---

17 **WEST COAST TIRE WAREHOUSE INC** **CA HAZNET** **S113163263**
2239 PONTIUS AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2012
Gepaid:	CAL912382842
Contact:	PHILLIP WALKER
Telephone:	3104777057
Mailing Name:	Not reported
Mailing Address:	2239 PONTIUS AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	21.926
Facility County:	Los Angeles
Year:	2011
Gepaid:	CAL912382842
Contact:	PHILLIP WALKER
Telephone:	3104777057
Mailing Name:	Not reported
Mailing Address:	2239 PONTIUS AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	8.417
Facility County:	Los Angeles
Year:	2010
Gepaid:	CAL912382842
Contact:	PHILLIP WALKER
Telephone:	3104777057
Mailing Name:	Not reported
Mailing Address:	2239 PONTIUS AVE

WEST COAST TIRE WAREHOUSE INC (Continued) **S113163263**

Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 11.856
Facility County: Los Angeles

Year: 2010
Gepaid: CAL912382842
Contact: PHILLIP WALKER
Telephone: 3104777057
Mailing Name: Not reported
Mailing Address: 2239 PONTIUS AVE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 1.344
Facility County: Los Angeles

Year: 2009
Gepaid: CAL912382842
Contact: SCOTT MAXSON-GENERAL MANAGER
Telephone: 3104777057
Mailing Name: Not reported
Mailing Address: 2239 PONTIUS AVE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.42
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
5 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **ISHIZAWA HAROLD** **EDR US Hist Auto Stat** **1009018338**
2115 SAWTELLE BLVD **N/A**
SANTA MONICA, CA

EDR Historical Auto Stations:
Name: ISHIZAWA HAROLD
Year: 1948
Type: AUTOMOBILE REPAIRING

Name: ISHIZAWA HAROLD
Year: 1948
Type: AUTO REPAIRS

17 **EDR US Hist Cleaners** **1015017194**
2109 SAWTELLE BLVD **N/A**
LOS ANGELES, CA 90025

EDR Historical Cleaners:

Name:	WESTDALE LAUNDRY
Year:	2001
Address:	2109 SAWTELLE BLVD
Name:	WESTDALE LAUNDRY
Year:	2002
Address:	2109 SAWTELLE BLVD
Name:	WESTDALE LAUNDRY
Year:	2003
Address:	2109 SAWTELLE BLVD
Name:	WESTDALE LAUNDRY
Year:	2004
Address:	2109 SAWTELLE BLVD

---

17 **BRUIN MOTOR CO** **EDR US Hist Auto Stat** **1009018036**
2109 SAWTELLE BLVD **N/A**
SANTA MONICA, CA

EDR Historical Auto Stations:

Name:	BRUIN MOTOR CO
Year:	1948
Type:	AUTO REPAIRS

---

17 **BRUIN MOTOR CO** **EDR US Hist Auto Stat** **1009052332**
2109 SAWTELLE BLVD **N/A**
WEST LOS ANGELES, CA

EDR Historical Auto Stations:

Name:	BRUIN MOTOR CO
Year:	1948
Type:	AUTOMOBILE REPAIRING

---

17 **LA BOARD OF PUBLIC WORKS** **CA SWEEPS UST** **S106928350**
10909 W PICO **N/A**
LOS ANGELES, CA 90000

SWEEPS UST:

Status:	Not reported
Comp Number:	8175
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported

LA BOARD OF PUBLIC WORKS (Continued) **S106928350**

Stg: Not reported
Content: Not reported
Number Of Tanks: Not reported

---

17 **FUJIMOTO ROBT** **EDR US Hist Auto Stat** **1009053013**
2101 SAWTELLE BLVD **N/A**
WEST LOS ANGELES, CA

EDR Historical Auto Stations:
Name: FUJIMOTO ROBT
Year: 1948
Type: GASOLINE AND OIL SERVICE STATIONS

---

17 **FUJIMOTO ROBT** **EDR US Hist Auto Stat** **1009018074**
2101 SAWTELLE BLVD **N/A**
SANTA MONICA, CA

EDR Historical Auto Stations:
Name: FUJIMOTO ROBT
Year: 1948
Type: GASOLINE AND OIL SERVICE STATIONS

---

17 **PACIFIC SPECTRO LABS** **CA HAZNET** **S112863553**
2558 OVERLAND AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 1995
Gepaid: CAC001053624
Contact: TOM COLE
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 2558 OVERLAND AVE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD000088252
TSD County: Not reported
Waste Category: Liquids with pH <= 2
Disposal Method: Transfer Station
Tons: .0417
Facility County: Los Angeles

Year: 1995
Gepaid: CAC001053624
Contact: TOM COLE
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 2558 OVERLAND AVE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD000088252
TSD County: Not reported
Waste Category: Alkaline solution without metals pH >= 12.5
Disposal Method: Transfer Station
Tons: .0208

PACIFIC SPECTRO LABS (Continued) **S112863553**

Facility County: Los Angeles

Year: 1995
Gepaid: CAC001053624
Contact: TOM COLE
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 2558 OVERLAND AVE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD000088252
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Transfer Station
Tons: .0150
Facility County: Los Angeles

---

17 **1X CITY OF LOS ANGELES** **CA HAZNET** **S112847484**
10909 WEST PICO BLVD. **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 1993
Gepaid: CAC000842368
Contact: CITY OF LOS ANGELES
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 200 NORTH MAIN ST.
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: 0.41699999999
Facility County: Los Angeles

---

17 **EDR US Hist Auto Stat** **1015336155**
2219 PONTIUS AVE **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:
Name: UNIVERSAL MOTORS
Year: 1999
Address: 2219 PONTIUS AVE

17 **AMERICAN SPEEDY PRINTING CENTER** **CA HAZNET** **S113069559**
2219 PONTIUS AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	1994
Gepaid:	CAL000123438
Contact:	LBMM INC
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	2219 PONTIUS AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD000088252
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Transfer Station
Tons:	.2293
Facility County:	Los Angeles

Year:	1994
Gepaid:	CAL000123438
Contact:	LBMM INC
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	2219 PONTIUS AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD108040858
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	.1084
Facility County:	Los Angeles

Year:	1993
Gepaid:	CAL000123438
Contact:	LBMM INC
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	2219 PONTIUS AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD108040858
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	0.12509999999
Facility County:	Los Angeles

17 **ELDREDGE R J** **EDR US Hist Auto Stat** **1009051218**
10901 PICO BLVD **N/A**
WEST LOS ANGELES, CA

EDR Historical Auto Stations:

Name:	ELDREDGE R J
Year:	1933
Type:	GASOLINE AND OIL SERVICE STATIONS
Name:	ELDREDGE R J
Year:	1940
Type:	GASOLINE AND OIL SERVICE STATIONS

---

17 **EIDRIDGE R J** **EDR US Hist Auto Stat** **1009016714**
10901 PICO BLVD **N/A**
SANTA MONICA, CA

EDR Historical Auto Stations:

Name:	ELDRIDGE R J
Year:	1928
Type:	GASOLINE AND OIL SERVICE STATIONS
Name:	EIDRIDGE R J
Year:	1928
Type:	GASOLINE AND OIL SERVICE STATIONS
Name:	ELDREDGE R J
Year:	1933
Type:	GASOLINE AND OIL SERVICE STATIONS
Name:	ELDREDGE R J
Year:	1940
Type:	GASOLINE AND OIL SERVICE STATIONS

---

17 **KITS CAMERAS C55** **RCRA-SQG** **1001023220**
10850 W PICO SPACE 405 **FINDS** **CAR000005785**
LOS ANGELES, CA 90064

RCRA-SQG:

Date form received by agency:	09/15/1995
Facility name:	KITS CAMERAS C55
Facility address:	10850 W PICO SPACE 405 LOS ANGELES, CA 90064
EPA ID:	CAR000005785
Mailing address:	W PICO SPACE 405 LOS ANGELES, CA 90064
Contact:	ROBERT RUFFER
Contact address:	10850 W PICO SPACE 405 LOS ANGELES, CA 90064
Contact country:	US
Contact telephone:	(310) 474-6659
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of

KITS CAMERAS C55 (Continued) **1001023220**

hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: KITS CAMERA INC
Owner/operator address: 6051 S 194TH ST
KENT, WA 98032
Owner/operator country: Not reported
Owner/operator telephone: (714) 952-1065
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002908042

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

17 **EDR US Hist Cleaners** **1015028950**
2540 OVERLAND AVE **N/A**
LOS ANGELES, CA 90064

EDR Historical Cleaners:
Name: NU LIFE CLEANERS
Year: 1999
Address: 2540 OVERLAND AVE

Name: NEW LIFE CLEANERS NU LIFE CLEANERS
Year: 1999
Address: 2540 OVERLAND AVE

(Continued) **1015028950**

Name: NU LIFE CLEANERS
Year: 2001
Address: 2540 OVERLAND AVE

Name: NU LIFE CLEANERS
Year: 2002
Address: 2540 OVERLAND AVE

Name: NU LIFE CLEANERS
Year: 2003
Address: 2540 OVERLAND AVE

Name: NU LIFE CLEANERS
Year: 2005
Address: 2540 OVERLAND AVE

Name: NU LIFE CLEANERS
Year: 2009
Address: 2540 OVERLAND AVE

Name: NU LIFE CLEANERS
Year: 2010
Address: 2540 OVERLAND AVE

Name: NU LIFE CLEANERS
Year: 2011
Address: 2540 OVERLAND AVE

Name: NULIFE CLEANERS
Year: 2012
Address: 2540 OVERLAND AVE

---

17 **NU LIFE CLEANERS** **CA HAZNET** **S113148679**
2540 OVERLAND AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2007
Gepaid: CAL000322456
Contact: SUM YOO
Telephone: 3108364434
Mailing Name: Not reported
Mailing Address: 2540 OVERLAND AVE
Mailing City,St,Zip: LOS ANGELES, CA 900643333
Gen County: Not reported
TSD EPA ID: CAT000613893
TSD County: Not reported
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.19
Facility County: Los Angeles

17 NU LIFE CLEANERS
2540 OVERLAND AVE PICO
LOS ANGELES, CA 90064

Database(s): RCRA-SQG, FINDS, CA DRYCLEANERS, CA HAZNET, CA EMI

EDR ID Number: 1000597000
EPA ID Number: CAD983609934

RCRA-SQG:

Date form received by agency:	10/24/1991
Facility name:	NU LIFE CLEANERS
Facility address:	2540 OVERLAND AVE PICO LOS ANGELES, CA 90064
EPA ID:	CAD983609934
Contact:	SEUNG H LEE
Contact address:	2540 OVERLAND AVE PICO LOS ANGELES, CA 90064
Contact country:	US
Contact telephone:	(213) 836-4434
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	SEUNG H LEE
Owner/operator address:	2540 OVERLAND AVE PICO LOS ANGELES, CA 90064
Owner/operator country:	Not reported
Owner/operator telephone:	(213) 836-4434
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002863768

NU LIFE CLEANERS (Continued) **1000597000**

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

DRYCLEANERS:

EPA Id:	CAL000020512
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	11/14/1989
Facility Active:	No
Inactive Date:	06/30/2001
Facility Addr2:	Not reported
Owner Name:	SEUNG H LEE
Owner Address:	2540 OVERLAND AVE
Owner Address 2:	Not reported
Owner Telephone:	0000000000
Contact Name:	SEUNG HOON LEE OWNER
Contact Address:	2540 OVERLAND AVE
Contact Address 2:	Not reported
Contact Telephone:	3108364434

HAZNET:

Year:	2007
Gepaid:	CAD983609934
Contact:	SEUNG H LEE
Telephone:	3108364434
Mailing Name:	Not reported
Mailing Address:	2540 OVERLAND AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method:	Solvents Recovery
Tons:	0.12
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAD983609934
Contact:	SEUNG H LEE
Telephone:	3108364434
Mailing Name:	Not reported
Mailing Address:	2540 OVERLAND AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)

NU LIFE CLEANERS (Continued) **1000597000**

Disposal Method:	Solvents Recovery
Tons:	Not reported
Facility County:	Los Angeles
Year:	2007
Gepaid:	CAD983609934
Contact:	SEUNG H LEE
Telephone:	3108364434
Mailing Name:	Not reported
Mailing Address:	2540 OVERLAND AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT000613893
TSD County:	Not reported
Waste Category:	Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.19
Facility County:	Los Angeles
Year:	2007
Gepaid:	CAD983609934
Contact:	SEUNG H LEE
Telephone:	3108364434
Mailing Name:	Not reported
Mailing Address:	2540 OVERLAND AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Solvents Recovery
Tons:	Not reported
Facility County:	Los Angeles
Year:	1996
Gepaid:	CAD983609934
Contact:	SEUNG H LEE
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	2540 OVERLAND AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD981397417
TSD County:	Not reported
Waste Category:	Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method:	Recycler
Tons:	.4317
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
1 additional CA_HAZNET: record(s) in the EDR Site Report.

EMI:

Year:	1987
County Code:	19

NU LIFE CLEANERS (Continued) **1000597000**

Air Basin:	SC
Facility ID:	53615
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	53615
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **TISHMAN/405 BUILDING ASSOCLTD** **CA UST** **U003781643**
11150 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

UST:

Facility ID:	25403
Latitude:	34.03976
Longitude:	-118.43856

---

17 **TISHMAN/405 BUILDING ASSOC LTD** **CA FID UST** **S101588000**
11150 OLYMPIC BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90064 **CA EMI**

CA FID UST:

Facility ID:	19056232
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	11150 OLYMPIC BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900640000

TISHMAN/405 BUILDING ASSOC LTD (Continued) **S101588000**

Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Active
Comp Number: 6441
Number: 9
Board Of Equalization: Not reported
Referral Date: 06-18-93
Action Date: 06-18-93
Created Date: 02-29-88
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: Not reported

EMI:
Year: 1990
County Code: 19
Air Basin: SC
Facility ID: 67660
Air District Name: SC
SIC Code: 6512
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 2
Reactive Organic Gases Tons/Yr: 2
Carbon Monoxide Emissions Tons/Yr: 2
NOX - Oxides of Nitrogen Tons/Yr: 2
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 2
Part. Matter 10 Micrometers & Smllr Tons/Yr: 2

---

17 **OLYMPIC CENTER** **CA HAZNET** **S112943885**
11150 W OLYMPIC CENTER **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2005
Gepaid: CAC002587723
Contact: MARLIN GIL
Telephone: 3104449911
Mailing Name: Not reported
Mailing Address: 11150 W OLYMPIC CENTER
Mailing City,St,Zip: LOS ANGELES, CA 90064
Gen County: Not reported

OLYMPIC CENTER (Continued) **S112943885**

TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Recycler
Tons: 0.03
Facility County: Los Angeles

---

17 **EDR US Hist Auto Stat** **1015159098**

11150 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:
Name: ADVANCED ENGINE TECHNOLOGIES
Year: 2002
Address: 11150 W OLYMPIC BLVD

---

17 **DOUGLAS EMMETT & CO** **CA HAZNET** **S112893326**
11150 W OLYMPIC **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 1999
Gepaid: CAC001467360
Contact: DOUGLAS EMMETT &CO
Telephone: 3109147690
Mailing Name: Not reported
Mailing Address: 11150 W OLYMPIC
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD982484933
TSD County: Not reported
Waste Category: Other empty containers 30 gallons or more
Disposal Method: Recycler
Tons: .2750
Facility County: Los Angeles

---

17 **DOUGLAS, EMMETT, & CO** **CA HAZNET** **S112889435**
11150 W OLYMPIC UNIT 150 **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 1998
Gepaid: CAC001413736
Contact: DOUGLAS, EMMETT, & CO
Telephone: 3109147695
Mailing Name: Not reported
Mailing Address: 11150 W OLYMPIC UNIT 150
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Treatment, Tank
Tons: .6588
Facility County: Los Angeles

17 **DIABLO CONTRUCTORS INC** **CA HAZNET** **S112964710**
2120 BELOIT AVE **N/A**
LOS ANGELES, CA 90025

HAZNET:

Year:	2007
Gepaid:	CAC002621779
Contact:	MARK ZHAG
Telephone:	9255528250
Mailing Name:	Not reported
Mailing Address:	7 CROW CANYON CT STE 100
Mailing City,St,Zip:	SAN RAMON, CA 945831699
Gen County:	Not reported
TSD EPA ID:	CAD059494310
TSD County:	Not reported
Waste Category:	Laboratory waste chemicals
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.02
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAC002621779
Contact:	MARK ZHAG
Telephone:	9255528250
Mailing Name:	Not reported
Mailing Address:	7 CROW CANYON CT STE 100
Mailing City,St,Zip:	SAN RAMON, CA 945831699
Gen County:	Not reported
TSD EPA ID:	CAD099452708
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	1.42
Facility County:	Los Angeles

---

17 **TEXACO OVERLAND STATION** **CA HIST UST** **U001562428**
2528 OVERLAND AVE **N/A**
LOS ANGELES, CA 90064

HIST UST:

Region:	STATE
Facility ID:	00000055339
Facility Type:	Gas Station
Other Type:	Not reported
Total Tanks:	0005
Contact Name:	STEVE GOLDBERG
Telephone:	2137212522
Owner Name:	G-BAR-K COMPANY
Owner Address:	715 SOUTH MAPLE AVENUE
Owner City,St,Zip:	MONTEBELLO, CA 90640

Tank Num:	001
Container Num:	ONE
Year Installed:	Not reported
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Tank Construction:	Not reported

TEXACO OVERLAND STATION (Continued) **U001562428**

Leak Detection: Visual, Stock Inventor

Tank Num: 002
Container Num: 4
Year Installed: Not reported
Tank Capacity: 00004000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 003
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 004
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00004000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 005
Container Num: 5
Year Installed: Not reported
Tank Capacity: 00000550
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor

---

17 **CURRENT OCCUPANT** **CA FID UST** **S101587411**
2528 OVERLAND AVE **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90064

CA FID UST:
Facility ID: 19055556
Regulated By: UTNKA
Regulated ID: 00055339
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 2528 OVERLAND AVE
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900640000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported

CURRENT OCCUPANT (Continued) **S101587411**

Comments: Not reported
Status: Active

SWEEPS UST:
Status: Not reported
Comp Number: 2927
Number: Not reported
Board Of Equalization: 44-031803
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002927-000001
Actv Date: Not reported
Capacity: 10000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: 5

Status: Not reported
Comp Number: 2927
Number: Not reported
Board Of Equalization: 44-031803
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002927-000002
Actv Date: Not reported
Capacity: 4000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 2927
Number: Not reported
Board Of Equalization: 44-031803
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002927-000003
Actv Date: Not reported
Capacity: 10000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 2927

CURRENT OCCUPANT (Continued) **S101587411**

Number:	Not reported
Board Of Equalization:	44-031803
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-002927-000004
Actv Date:	Not reported
Capacity:	4000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Status:	Not reported
Comp Number:	2927
Number:	Not reported
Board Of Equalization:	44-031803
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-002927-000005
Actv Date:	Not reported
Capacity:	550
Tank Use:	OIL
Stg:	WASTE
Content:	WASTE OIL
Number Of Tanks:	Not reported

---

17 **BRENT AIR AUTO BODY LTD** **CA HAZNET** **S113038754**
2216 S SEPULVEDA BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	1993
Gepaid:	CAL000042794
Contact:	LEIGH BALCHER
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	2216 S SEPULVEDA BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Recycler
Tons:	0.3377
Facility County:	Los Angeles

17 **BEVERLY EURO MOTORS DBA SUPER COLLISION** **CA HAZNET** **S113113300**
2216 S SEPULVEDA BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2009
Gepaid:	CAL000224478
Contact:	ROSS MISSAGHI-PRES
Telephone:	3105759663
Mailing Name:	Not reported
Mailing Address:	2216 S SEPULVEDA BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Solvents Recovery
Tons:	0.2988
Facility County:	Los Angeles

Year:	2008
Gepaid:	CAL000224478
Contact:	ROSS MISSAGHI-PRES
Telephone:	3105759663
Mailing Name:	Not reported
Mailing Address:	2216 S SEPULVEDA BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Solvents Recovery
Tons:	0.5148
Facility County:	Los Angeles

Year:	2008
Gepaid:	CAL000224478
Contact:	ROSS MISSAGHI-PRES
Telephone:	3105759663
Mailing Name:	Not reported
Mailing Address:	2216 S SEPULVEDA BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.594
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAL000224478
Contact:	ROSS MISSAGHI-PRES
Telephone:	3105759663
Mailing Name:	Not reported
Mailing Address:	2216 S SEPULVEDA BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD008252405

BEVERLY EURO MOTORS DBA SUPER COLLISION (Continued) **S113113300**

TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.19
Facility County: Los Angeles

Year: 2004
Gepaid: CAL000224478
Contact: ROSS MISSAGHI-PRES
Telephone: 3105759663
Mailing Name: Not reported
Mailing Address: 2216 S SEPULVEDA BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Recycler
Tons: 0.22
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
3 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **EDR US Hist Auto Stat** **1015335930**

2216 S SEPULVEDA BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name: KSC MOTORS
Year: 1999
Address: 2216 S SEPULVEDA BLVD

Name: KSC MOTORS
Year: 2001
Address: 2216 S SEPULVEDA BLVD

Name: KSC MOTORS
Year: 2002
Address: 2216 S SEPULVEDA BLVD

Name: KSC MOTORS
Year: 2003
Address: 2216 S SEPULVEDA BLVD

Name: KSC MOTORS
Year: 2004
Address: 2216 S SEPULVEDA BLVD

Name: SUPER COLLISION
Year: 2006
Address: 2216 S SEPULVEDA BLVD

Name: SUPER COLLISION
Year: 2007
Address: 2216 S SEPULVEDA BLVD

Name: SUPER COLLISION CENTER

(Continued) **1015335930**

Year: 2008
Address: 2216 S SEPULVEDA BLVD

Name: SUPER COLLISION CENTER
Year: 2009
Address: 2216 S SEPULVEDA BLVD

Name: BEVERLY EURO MOTORS INC
Year: 2012
Address: 2216 S SEPULVEDA BLVD

---

17 **S C BODY & PAINT** **CA HAZNET** **S113102209**
2216 S SEPULVEDA BLVD **N/A**
WEST LOS ANGELES, CA 90064

HAZNET:
Year: 2000
Gepaid: CAL000196136
Contact: DENNIS LABREA\\ MGR
Telephone: 3105759663
Mailing Name: Not reported
Mailing Address: 2216 S SEPULVEDA BLVD
Mailing City,St,Zip: WEST LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Recycler
Tons: 0.22
Facility County: Los Angeles

---

17 **RITZ CAMERA CENTERS INC** **CA HAZNET** **S113173379**
10850 W PICO SPACE 405 **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 1998
Gepaid: CAR000005785
Contact: PHIL LALJI
Telephone: 2068723688
Mailing Name: Not reported
Mailing Address: 6711 RITZ WAY
Mailing City,St,Zip: BELTSVILLE, MD 207050000
Gen County: Not reported
TSD EPA ID: CAT000613976
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Transfer Station
Tons: .8757
Facility County: Los Angeles

Year: 1997
Gepaid: CAR000005785
Contact: PHIL LALJI
Telephone: 2068723688
Mailing Name: Not reported

RITZ CAMERA CENTERS INC (Continued) **S113173379**

Mailing Address: 6711 RITZ WAY
Mailing City,St,Zip: BELTSVILLE, MD 207050000
Gen County: Not reported
TSD EPA ID: CAD981402522
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: 1.7930
Facility County: Los Angeles

Year: 1997
Gepaid: CAR000005785
Contact: PHIL LALJI
Telephone: 2068723688
Mailing Name: Not reported
Mailing Address: 6711 RITZ WAY
Mailing City,St,Zip: BELTSVILLE, MD 207050000
Gen County: Not reported
TSD EPA ID: CAT000613976
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Transfer Station
Tons: 3.1275
Facility County: Los Angeles

Year: 1997
Gepaid: CAR000005785
Contact: PHIL LALJI
Telephone: 2068723688
Mailing Name: Not reported
Mailing Address: 6711 RITZ WAY
Mailing City,St,Zip: BELTSVILLE, MD 207050000
Gen County: Not reported
TSD EPA ID: CAT000613976
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Not reported
Tons: .2502
Facility County: Los Angeles

Year: 1996
Gepaid: CAR000005785
Contact: PHIL LALJI
Telephone: 2068723688
Mailing Name: Not reported
Mailing Address: 6711 RITZ WAY
Mailing City,St,Zip: BELTSVILLE, MD 207050000
Gen County: Not reported
TSD EPA ID: CAD981402522
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: 5.5832
Facility County: Los Angeles

RITZ CAMERA CENTERS INC (Continued) **S113173379**

Click this hyperlink while viewing on your computer to access
1 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **OAK RIDGE DEV** **CA FID UST S101588125**
2516 OVERLAND AVE **CA SWEEPS UST N/A**
LOS ANGELES, CA 90064

CA FID UST:

Facility ID:	19056360
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	2516 OVERLAND AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900640000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

SWEEPS UST:

Status:	Not reported
Comp Number:	6843
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

---

17 **IKKANDA TOM** **EDR US Hist Auto Stat 1009018337**
2060 SAWTELLE BLVD **N/A**
SANTA MONICA, CA

EDR Historical Auto Stations:

Name:	IKKANDA TOM
Year:	1948
Type:	AUTO REPAIRS

17 **IKKANDA TOM** **EDR US Hist Auto Stat** **1009051920**
2060 SAWTELLE BLVD **N/A**
WEST LOS ANGELES, CA

EDR Historical Auto Stations:
Name: IKKANDA TOM
Year: 1948
Type: AUTOMOBILE REPAIRING

---

17 **EDR US Hist Cleaners** **1014975692**
11108 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Cleaners:
Name: ARROW CLEANERS
Year: 1999
Address: 11108 W OLYMPIC BLVD

Name: ARROW CLEANERS
Year: 2001
Address: 11108 W OLYMPIC BLVD

Name: ARROW CLEANERS
Year: 2002
Address: 11108 W OLYMPIC BLVD

Name: ARROW CLEANERS
Year: 2003
Address: 11108 W OLYMPIC BLVD

Name: ARROW CLEANERS
Year: 2004
Address: 11108 W OLYMPIC BLVD

Name: ARROW CLEANERS
Year: 2005
Address: 11108 W OLYMPIC BLVD

Name: ARROW CLEANERS
Year: 2006
Address: 11108 W OLYMPIC BLVD

Name: ARROW CLEANERS
Year: 2007
Address: 11108 W OLYMPIC BLVD

Name: ARROW CLEANERS
Year: 2008
Address: 11108 W OLYMPIC BLVD

Name: ARROW CLEANERS
Year: 2010
Address: 11108 W OLYMPIC BLVD

Name: ARROW CLEANERS
Year: 2011
Address: 11108 W OLYMPIC BLVD

Name: ARROW CLEANERS
Year: 2012

(Continued) **1014975692**

Address: 11108 W OLYMPIC BLVD

---

17 **GEORGES HARDWARE GARDEN SUPPLY INC** **CA HAZNET** **S113047956**
2060 SAWTELLE BLVD **N/A**
LOS ANGELES, CA 90025

HAZNET:

Year:	2002
Gepaid:	CAL000068323
Contact:	TSUYOSHI OHARA - PRES
Telephone:	3104791280
Mailing Name:	Not reported
Mailing Address:	2060 SAWTELLE BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 90025
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Oil/water separation sludge
Disposal Method:	Recycler
Tons:	0.5
Facility County:	Los Angeles

Year:	2002
Gepaid:	CAL000068323
Contact:	TSUYOSHI OHARA - PRES
Telephone:	3104791280
Mailing Name:	Not reported
Mailing Address:	2060 SAWTELLE BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 90025
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Oil/water separation sludge
Disposal Method:	Recycler
Tons:	0.5
Facility County:	Los Angeles

Year:	1995
Gepaid:	CAL000068323
Contact:	TSUYOSHI OHARA
Telephone:	3108366510
Mailing Name:	Not reported
Mailing Address:	2060 SAWTELLE BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900256230
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Recycler
Tons:	.4170
Facility County:	Los Angeles

Year:	1995
Gepaid:	CAL000068323
Contact:	TSUYOSHI OHARA
Telephone:	3108366510
Mailing Name:	Not reported
Mailing Address:	2060 SAWTELLE BLVD

GEORGES HARDWARE GARDEN SUPPLY INC (Continued) **S113047956**

Mailing City,St,Zip:	LOS ANGELES, CA 900256230
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Recycler
Tons:	.4170
Facility County:	Los Angeles

---

17 **NU-LIFE CLEANERS** **CA LUST** **S109117687**
2512-2540 S OVERLAND AVE **N/A**
LOS ANGELES, CA 90064

LUST:

Region:	STATE
Global Id:	T0603719511
Latitude:	34.039948
Longitude:	-118.423383
Case Type:	LUST Cleanup Site
Status:	Open - Site Assessment
Status Date:	09/08/2000
Lead Agency:	SWRCB
Case Worker:	MC
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	Not reported
LOC Case Number:	TTXS0001737
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603719511
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T0603719511
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Global Id:	T0603719511
Contact Type:	Regional Board Caseworker
Contact Name:	MATTHEW COHEN
Organization Name:	SWRCB
Address:	1001 I Street
City:	SACRAMENTO

NU-LIFE CLEANERS (Continued) **S109117687**

Email: mcohen@waterboards.ca.gov
Phone Number: 9163415751

Regulatory Activities:
Global Id: T0603719511
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603719511
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

---

17 **FATBURGER OF CALIFORNIA INC #** **CA EMI** **S106830991**
11104 OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

EMI:
Year: 1990
County Code: 19
Air Basin: SC
Facility ID: 80116
Air District Name: SC
SIC Code: 5812
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

---

17 **DICKSON N E** **EDR US Hist Auto Stat** **1009018069**
11100 OLYMPIC BLVD **N/A**
SANTA MONICA, CA

EDR Historical Auto Stations:
Name: DICKSON N E
Year: 1948
Type: GASOLINE AND OIL SERVICE STATIONS

17 **DICKSON N E** — **EDR US Hist Auto Stat** — **1009052979** / **N/A**
11100 OLYMPIC BLVD
WEST LOS ANGELES, CA

EDR Historical Auto Stations:
Name: DICKSON N E
Year: 1948
Type: GASOLINE AND OIL SERVICE STATIONS

---

17 **OLSON A C** — **EDR US Hist Auto Stat** — **1009053567** / **N/A**
10831 PICO BLVD
WEST LOS ANGELES, CA

EDR Historical Auto Stations:
Name: OLSON A C
Year: 1948
Type: GASOLINE AND OIL SERVICE STATIONS

---

17 **OLSON A C** — **EDR US Hist Auto Stat** — **1009021709** / **N/A**
10831 PICO BLVD
SANTA MONICA, CA

EDR Historical Auto Stations:
Name: OLSON A C
Year: 1948
Type: GASOLINE AND OIL SERVICE STATIONS

---

17 **UNOCAL STATION** — **CA LUST** — **1000166945**
10831 W PICO BLVD — **CA FID UST** — **N/A**
LOS ANGELES, CA 90064 — **CA HIST UST**
CA SWEEPS UST

LUST:

Region:	STATE
Global Id:	T0603786425
Latitude:	34.040547
Longitude:	-118.428246
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	05/09/2013
Lead Agency:	LOS ANGELES, CITY OF
Case Worker:	NR
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	Not reported
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Other Solvent or Non-Petroleum Hydrocarbon
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603786425
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)

UNOCAL STATION (Continued) **1000166945**

Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported
Global Id:	T0603786425
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Regulatory Activities:

Global Id:	T0603786425
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported
Global Id:	T0603786425
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery

CA FID UST:

Facility ID:	19023310
Regulated By:	UTNKI
Regulated ID:	00019103
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2139777443
Mail To:	Not reported
Mailing Address:	10831 W PICO BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900640000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

HIST UST:

Region:	STATE
Facility ID:	00000019103
Facility Type:	Gas Station
Other Type:	Not reported
Total Tanks:	0003
Contact Name:	KELVIN M STEWART
Telephone:	2134739281
Owner Name:	UNION OIL COMPANY OF CALIFORNI
Owner Address:	3701 WILSHIRE BOULEVARD - SUIT
Owner City,St,Zip:	LOS ANGELES, CA 90010

UNOCAL STATION (Continued) **1000166945**

Tank Num: 001
Container Num: 3490-1
Year Installed: 1968
Tank Capacity: 00009940
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor, Pressure Test, 10

Tank Num: 002
Container Num: 3490-2
Year Installed: 1968
Tank Capacity: 00009940
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: Not reported
Leak Detection: Stock Inventor, Pressure Test, 10

Tank Num: 003
Container Num: 3490-4
Year Installed: 1968
Tank Capacity: 00000550
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Tank Construction: Not reported
Leak Detection: Stock Inventor, Pressure Test, 10

SWEEPS UST:
Status: Not reported
Comp Number: 1392
Number: Not reported
Board Of Equalization: 44-000051
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001392-000001
Actv Date: Not reported
Capacity: 9940
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: 3

Status: Not reported
Comp Number: 1392
Number: Not reported
Board Of Equalization: 44-000051
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001392-000002
Actv Date: Not reported
Capacity: 9940

UNOCAL STATION (Continued) **1000166945**

Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 1392
Number: Not reported
Board Of Equalization: 44-000051
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001392-000003
Actv Date: Not reported
Capacity: 550
Tank Use: OIL
Stg: WASTE
Content: WASTE OIL
Number Of Tanks: Not reported

---

17 **UNION OIL SERVICE STATION LEAS** **CA HIST UST** **U001562432**
10831 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

HIST UST:
Region: STATE
Facility ID: 00000055971
Facility Type: Gas Station
Other Type: Not reported
Total Tanks: 0001
Contact Name: KELVIN M. STEWART
Telephone: 2134779281
Owner Name: UNION OIL COMPANY OF CALIFORNI
Owner Address: 3701 WILSHIRE BOULEVARD-SUITE
Owner City,St,Zip: LOS ANGELES, CA 90010

Tank Num: 001
Container Num: 3490-00
Year Installed: Not reported
Tank Capacity: 00000607
Tank Used for: WASTE
Type of Fuel: 06
Tank Construction: Not reported
Leak Detection: None

17 **MONTGOMERY ROSS FISHER, INC** **CA FID UST** **S101617289**
2126 COTNER AVE **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90025

CA FID UST:

Facility ID:	19055312
Regulated By:	UTNKA
Regulated ID:	00004980
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2138791415
Mail To:	Not reported
Mailing Address:	2126 COTNER AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900250000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

SWEEPS UST:

Status:	Active
Comp Number:	458
Number:	9
Board Of Equalization:	Not reported
Referral Date:	01-15-93
Action Date:	03-15-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000458-000001
Actv Date:	04-20-88
Capacity:	3000
Tank Use:	M.V. FUEL
Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	1

---

17 **H A LEWIS & M R FISHER** **CA HAZNET** **S112843254**
2126 COTNER AVE **N/A**
LOS ANGELES, CA 90025

HAZNET:

Year:	1996
Gepaid:	CAC000759800
Contact:	H A LEWIS & M R FISHER
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	2126 COTNER AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900250000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Recycler
Tons:	.2085

H A LEWIS & M R FISHER (Continued) **S112843254**

Facility County: Los Angeles

---

17 **MONTGOMERY ROSS FISHER INC** **CA HIST UST** **U001561120**
2126 COTNER AVE **N/A**
LOS ANGELES, CA 90025

HIST UST:
Region: STATE
Facility ID: 00000004980
Facility Type: Other
Other Type: GENERAL CONTRACTOR
Total Tanks: 0001
Contact Name: Not reported
Telephone: 2138791415
Owner Name: FISHER LEWIS PARTNERSHIP
Owner Address: 2126 COTNER AVE
Owner City,St,Zip: LOS ANGELES, CA 90025

Tank Num: 001
Container Num: 2833008AG
Year Installed: 1975
Tank Capacity: 00003000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor

---

17 **PREMIERE DENTAL CARE INC** **CA HAZNET** **S113103829**
2047 SAWTELLE BLVD **N/A**
LOS ANGELES, CA 90025

HAZNET:
Year: 2006
Gepaid: CAL000203490
Contact: MATSUMURA YASUHIRO
Telephone: 3105758828
Mailing Name: Not reported
Mailing Address: 2047 SAWTELLE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900250000
Gen County: Not reported
TSD EPA ID: CAD981402522
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: 0.12
Facility County: Los Angeles

Year: 2005
Gepaid: CAL000203490
Contact: MATSUMURA YASUHIRO
Telephone: 3105758828
Mailing Name: Not reported
Mailing Address: 2047 SAWTELLE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900250000
Gen County: Not reported
TSD EPA ID: CAD981402522

PREMIERE DENTAL CARE INC (Continued) **S113103829**

TSD County: Not reported
Waste Category: Not reported
Disposal Method: Recycler
Tons: 0.12
Facility County: Los Angeles

Year: 2004
Gepaid: CAL000203490
Contact: MATSUMURA YASUHIRO
Telephone: 3105758828
Mailing Name: Not reported
Mailing Address: 2047 SAWTELLE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900250000
Gen County: Not reported
TSD EPA ID: CAD981402522
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: 0.19
Facility County: Los Angeles

Year: 2003
Gepaid: CAL000203490
Contact: MATSUMURA YASUHIRO
Telephone: 3105758828
Mailing Name: Not reported
Mailing Address: 2047 SAWTELLE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900250000
Gen County: Not reported
TSD EPA ID: CAD981402522
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: 0.12
Facility County: Los Angeles

Year: 2002
Gepaid: CAL000203490
Contact: MATSUMURA YASUHIRO
Telephone: 3105758828
Mailing Name: Not reported
Mailing Address: 2047 SAWTELLE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900250000
Gen County: Not reported
TSD EPA ID: CAD981402522
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: 0.08
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access additional CA_HAZNET: detail in the EDR Site Report.

17 **TERENCE G O'BRIEN DDS** **CA HAZNET** **S113088447**
2500 OVERLAND AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	1998
Gepaid:	CAL000168475
Contact:	TERENCE G O'BRIEN DDS
Telephone:	3108383370
Mailing Name:	Not reported
Mailing Address:	2500 OVERLAND AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD108040858
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	.0208
Facility County:	Los Angeles

Year:	1997
Gepaid:	CAL000168475
Contact:	TERENCE G O'BRIEN DDS
Telephone:	3108383370
Mailing Name:	Not reported
Mailing Address:	2500 OVERLAND AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD108040858
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	.0124
Facility County:	Los Angeles

---

17 **NORDSTROM** **CA HAZNET** **S113799011**
10830 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2012
Gepaid:	CAL000359281
Contact:	TOM ROCK
Telephone:	3104706155
Mailing Name:	Not reported
Mailing Address:	10830 W PICO BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900642106
Gen County:	Los Angeles
TSD EPA ID:	CAD008302903
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.15
Facility County:	Los Angeles

17 **NORDSTROM DEPT STORE #343** **CA HAZNET** **S112975815**
10830 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2009
Gepaid:	CAC002639115
Contact:	GREG RAMERIZ
Telephone:	3102541888
Mailing Name:	Not reported
Mailing Address:	PO BOX 91000
Mailing City,St,Zip:	SEATTLE, WA 98111
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Off-specification, aged or surplus organics
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.175
Facility County:	Los Angeles

---

17 **BENTLEY PINES** **CA HAZNET** **S112885816**
2219 S BENTLEY **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	1997
Gepaid:	CAC001372624
Contact:	BENTLY PINES
Telephone:	2137461102
Mailing Name:	Not reported
Mailing Address:	2219 S BENTLEY
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD099452708
TSD County:	Not reported
Waste Category:	Oil/water separation sludge
Disposal Method:	Transfer Station
Tons:	.8340
Facility County:	Los Angeles

---

17 **FOX PHOTO INC** **CA HAZNET** **S113051111**
10811 PICO BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	1996
Gepaid:	CAL000076859
Contact:	FOX PHOTO INC
Telephone:	8006699699
Mailing Name:	Not reported
Mailing Address:	1706 WASHINGTON AVE
Mailing City,St,Zip:	SAINT LOUIS, MO 631031717
Gen County:	Not reported
TSD EPA ID:	CAD003963592
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler

FOX PHOTO INC (Continued) **S113051111**

Tons: .1251
Facility County: Los Angeles

Year: 1996
Gepaid: CAL000076859
Contact: FOX PHOTO INC
Telephone: 8006699699
Mailing Name: Not reported
Mailing Address: 1706 WASHINGTON AVE
Mailing City,St,Zip: SAINT LOUIS, MO 631031717
Gen County: Not reported
TSD EPA ID: CAD003963592
TSD County: Not reported
Waste Category: Metal sludge (Alkaline solution (pH >= 12.5) with metals)
Disposal Method: Recycler
Tons: .2050
Facility County: Los Angeles

Year: 1996
Gepaid: CAL000076859
Contact: FOX PHOTO INC
Telephone: 8006699699
Mailing Name: Not reported
Mailing Address: 1706 WASHINGTON AVE
Mailing City,St,Zip: SAINT LOUIS, MO 631031717
Gen County: Not reported
TSD EPA ID: CAD003963592
TSD County: Not reported
Waste Category: Other inorganic solid waste
Disposal Method: Recycler
Tons: .0150
Facility County: Los Angeles

Year: 1995
Gepaid: CAL000076859
Contact: FOX PHOTO INC
Telephone: 8006699699
Mailing Name: Not reported
Mailing Address: 1706 WASHINGTON AVE
Mailing City,St,Zip: SAINT LOUIS, MO 631031717
Gen County: Not reported
TSD EPA ID: CAD981402522
TSD County: Not reported
Waste Category: Metal sludge (Alkaline solution (pH >= 12.5) with metals)
Disposal Method: Not reported
Tons: .0150
Facility County: Los Angeles

Year: 1995
Gepaid: CAL000076859
Contact: FOX PHOTO INC
Telephone: 8006699699
Mailing Name: Not reported
Mailing Address: 1706 WASHINGTON AVE
Mailing City,St,Zip: SAINT LOUIS, MO 631031717
Gen County: Not reported
TSD EPA ID: CAD981402522

FOX PHOTO INC (Continued) **S113051111**

TSD County: Not reported
Waste Category: Metal sludge (Alkaline solution (pH >= 12.5) with metals)
Disposal Method: Recycler
Tons: .0150
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
2 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **NATIONAL GENETICS INSTITUTE** **CA HAZNET** **S113107953**
2112 COTNER AVE **N/A**
LOS ANGELES, CA 90025

HAZNET:
Year: 2008
Gepaid: CAL000213144
Contact: JOHN CHUNG/EHS OFFICER
Telephone: 3109966610
Mailing Name: Not reported
Mailing Address: 2440 S SEPULVEDA BLVD STE 235
Mailing City,St,Zip: LOS ANGELES, CA 90064
Gen County: Not reported
TSD EPA ID: NVT330010000
TSD County: Not reported
Waste Category: Off-specification, aged or surplus inorganics
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.1875
Facility County: Los Angeles

Year: 2008
Gepaid: CAL000213144
Contact: JOHN CHUNG/EHS OFFICER
Telephone: 3109966610
Mailing Name: Not reported
Mailing Address: 2440 S SEPULVEDA BLVD STE 235
Mailing City,St,Zip: LOS ANGELES, CA 90064
Gen County: Not reported
TSD EPA ID: TXD077603371
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.04
Facility County: Los Angeles

Year: 2007
Gepaid: CAL000213144
Contact: CHARLES HELDEBRANT AST LAB MGR
Telephone: 3104777881
Mailing Name: Not reported
Mailing Address: 2311 PONTIUS AVENUE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: TXD077603371
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)

NATIONAL GENETICS INSTITUTE (Continued) **S113107953**

Tons: 0.12
Facility County: Los Angeles

Year: 2007
Gepaid: CAL000213144
Contact: CHARLES HELDEBRANT AST LAB MGR
Telephone: 3104777881
Mailing Name: Not reported
Mailing Address: 2311 PONTIUS AVENUE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: TXD077603371
TSD County: Not reported
Waste Category: Off-specification, aged or surplus inorganics
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.12
Facility County: Los Angeles

Year: 2003
Gepaid: CAL000213144
Contact: CHARLES HELDEBRANT AST LAB MGR
Telephone: 3104777881
Mailing Name: Not reported
Mailing Address: 2311 PONTIUS AVENUE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD044429835
TSD County: Not reported
Waste Category: Off-specification, aged or surplus organics
Disposal Method: Disposal, Other
Tons: 0.02
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access additional CA_HAZNET: detail in the EDR Site Report.

---

17 **F X PERFORMANCE INC** **CA HAZNET** **S113126270**
2110 COTNER AVE **N/A**
LOS ANGELES, CA 90025

HAZNET:
Year: 2008
Gepaid: CAL000269860
Contact: LUCIO NICOLODI
Telephone: 3108429558
Mailing Name: Not reported
Mailing Address: 2110 COTNER AVE
Mailing City,St,Zip: LOS ANGELES, CA 900250000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.198
Facility County: Los Angeles

Year: 2007

F X PERFORMANCE INC (Continued) **S113126270**

Gepaid:	CAL000269860
Contact:	LUCIO NICOLODI
Telephone:	3108429558
Mailing Name:	Not reported
Mailing Address:	2110 COTNER AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900250000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.19
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAL000269860
Contact:	LUCIO NICOLODI
Telephone:	3108429558
Mailing Name:	Not reported
Mailing Address:	2110 COTNER AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900250000
Gen County:	Not reported
TSD EPA ID:	CAD099452708
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.19
Facility County:	Los Angeles

Year:	2006
Gepaid:	CAL000269860
Contact:	LUCIO NICOLODI
Telephone:	3108429558
Mailing Name:	Not reported
Mailing Address:	2110 COTNER AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900250000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Recycler
Tons:	0.22
Facility County:	Los Angeles

Year:	2006
Gepaid:	CAL000269860
Contact:	LUCIO NICOLODI
Telephone:	3108429558
Mailing Name:	Not reported
Mailing Address:	2110 COTNER AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900250000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration,

F X PERFORMANCE INC (Continued) **S113126270**

Organics Recovery Ect
Tons: 0.25
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access additional CA_HAZNET: detail in the EDR Site Report.

---

17 BLISS AND BOTHWELL AUTO SERVICE **CA HAZNET** **S113061481**
2110 COTNER AVE **N/A**
LOS ANGELES, CA 90025

HAZNET:
Year: 2001
Gepaid: CAL000105953
Contact: HAROLD MARTIN
Telephone: 3104449958
Mailing Name: Not reported
Mailing Address: 2110 COTNER AVE
Mailing City,St,Zip: LOS ANGELES, CA 900250000
Gen County: Not reported
TSD EPA ID: CAT000613935
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Transfer Station
Tons: 0.12
Facility County: Los Angeles

Year: 1998
Gepaid: CAL000105953
Contact: DARRELL BOTHWELL
Telephone: 8183409950
Mailing Name: Not reported
Mailing Address: 2110 COTNER AVE
Mailing City,St,Zip: LOS ANGELES, CA 900250000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method: Recycler
Tons: .2335
Facility County: Los Angeles

Year: 1998
Gepaid: CAL000105953
Contact: DARRELL BOTHWELL
Telephone: 8183409950
Mailing Name: Not reported
Mailing Address: 2110 COTNER AVE
Mailing City,St,Zip: LOS ANGELES, CA 900250000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues 10 percent or more
Disposal Method: Recycler
Tons: .6255
Facility County: Los Angeles

17 **EDR US Hist Auto Stat** **1015322063**
2110 COTNER AVE **N/A**
LOS ANGELES, CA 90025

EDR Historical Auto Stations:

Name:	BLISS & BOTHWELL AUTO SERVICE
Year:	1999
Address:	2110 COTNER AVE
Name:	BLISS & BOTHWELL AUTO SERVICE
Year:	2003
Address:	2110 COTNER AVE

---

17 **OFFICINA ROSSA LLC DBA FERRARI BEVERLY HILLS COLLISION CENTE** **CA HAZNET** **S113151920**
2110 COTNER AVE **N/A**
LOS ANGELES, CA 90025

HAZNET:

Year:	2012
Gepaid:	CAL000330537
Contact:	ROBERT BUMPUS
Telephone:	3105755663
Mailing Name:	Not reported
Mailing Address:	9372 WILSHIRE BLVD
Mailing City,St,Zip:	BEVERLY HILLS, CA 902123134
Gen County:	Los Angeles
TSD EPA ID:	NVT330010000
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.02085
Facility County:	Los Angeles
Year:	2012
Gepaid:	CAL000330537
Contact:	ROBERT BUMPUS
Telephone:	3105755663
Mailing Name:	Not reported
Mailing Address:	9372 WILSHIRE BLVD
Mailing City,St,Zip:	BEVERLY HILLS, CA 902123134
Gen County:	Los Angeles
TSD EPA ID:	NVT330010000
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.22935
Facility County:	Los Angeles
Year:	2010
Gepaid:	CAL000330537
Contact:	ROBERT BUMPUS
Telephone:	3105755663
Mailing Name:	Not reported
Mailing Address:	9372 WILSHIRE BLVD
Mailing City,St,Zip:	BEVERLY HILLS, CA 902123134
Gen County:	Not reported
TSD EPA ID:	NVT330010000
TSD County:	Not reported

OFFICINA ROSSA LLC DBA FERRARI BEVERLY HILLS COLLISION CENTE (Continued) **S113151920**

Waste Category:	Paint sludge
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.1251
Facility County:	Los Angeles
Year:	2010
Gepaid:	CAL000330537
Contact:	ROBERT BUMPUS
Telephone:	3105755663
Mailing Name:	Not reported
Mailing Address:	9372 WILSHIRE BLVD
Mailing City,St,Zip:	BEVERLY HILLS, CA 902123134
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Oil/water separation sludge
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	4.17
Facility County:	Los Angeles
Year:	2010
Gepaid:	CAL000330537
Contact:	ROBERT BUMPUS
Telephone:	3105755663
Mailing Name:	Not reported
Mailing Address:	9372 WILSHIRE BLVD
Mailing City,St,Zip:	BEVERLY HILLS, CA 902123134
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.288
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
6 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **REDMAN PROPERTIES** **CA FID UST** **S101583792**
2110 COTNER AVE **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90012

CA FID UST:

Facility ID:	19006280
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	2110 COTNER AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900250000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported

REDMAN PROPERTIES (Continued) **S101583792**

NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

SWEEPS UST:
Status: Not reported
Comp Number: 7212
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: Not reported

---

17 **THE SOUTHLAND CORPORATION** **CA FID UST** **S101587610**
11079 W OLYMPIC BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90064

CA FID UST:
Facility ID: 19055814
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2133704843
Mail To: Not reported
Mailing Address: 11079 W OLYMPIC BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900640000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Not reported
Comp Number: 4490
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported

THE SOUTHLAND CORPORATION (Continued) **S101587610**

Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

---

17 **SOUTHLAND LOCATION #18821** **CA HIST CORTESE** **S102628484**
11075 OLYMPIC **CA LUST** **N/A**
LOS ANGELES, CA 90025

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900230134

LUST:

Region:	STATE
Global Id:	T0603700664
Latitude:	34.040669
Longitude:	-118.437858
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	05/05/1997
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	YR
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900230134
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603700664
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T0603700664
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Regulatory Activities:

SOUTHLAND LOCATION #18821 (Continued) **S102628484**

Global Id: T0603700664
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900230134
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: VE
Global ID: T0603700664
W Global ID: Not reported
Staff: UNK
Local Agency: 19050
Cross Street: SEPULVEDA BLVD
Enforcement Type: Not reported
Date Leak Discovered: Not reported
Date Leak First Reported: 2/23/1994
Date Leak Record Entered: 9/23/1994
Date Confirmation Began: Not reported
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 6/26/1997
Date the Case was Closed: 5/5/1997
How Leak Discovered: Not reported
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: UNK
Operator: Not reported
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 7657.2878064323259641361757299
Source of Cleanup Funding: UNK
Preliminary Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: Not reported
Pollution Characterization Began: 2/10/1995
Remediation Plan Submitted: 7/31/1995
Remedial Action Underway: 3/19/1997
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: Not reported
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Yes
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: SOUTHLAND CORPERATION
RP Address: 19033 W VALLEY HIGHWAY, STE D704, KENT WA 98032
Program: LUST

SOUTHLAND LOCATION #18821 (Continued) **S102628484**

Lat/Long:	34.040565 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	WELL ABANDONMENT REPORT DUE BY JUNE 30, 1997 06/26/97 - ABANDONMENT OF GW MON. WELL/VE WELLS

---

17 **VAN DEEVEN H R** **EDR US Hist Auto Stat** **1009021729**
10799 PICO BLVD **N/A**
SANTA MONICA, CA

EDR Historical Auto Stations:

Name:	VAN DEEVEN H R
Year:	1933
Type:	GASOLINE AND OIL SERVICE STATIONS

---

17 **VAN DEEVEN H R** **EDR US Hist Auto Stat** **1009050944**
10799 PICO BLVD **N/A**
WEST LOS ANGELES, CA

EDR Historical Auto Stations:

Name:	VAN DEEVEN H R
Year:	1933
Type:	GASOLINE AND OIL SERVICE STATIONS
Name:	MC GOWAN R E
Year:	1940
Type:	GASOLINE AND OIL SERVICE STATIONS

---

17 **SUNRISE PHOTO** **CA HAZNET** **S113075289**
2025 SAWTELLE BLVD **N/A**
WEST LOS ANGELES, CA 90025

HAZNET:

Year:	1999
Gepaid:	CAL000137944
Contact:	NANCY ASAHINA-RICHARD RAMIREZ
Telephone:	3104736772
Mailing Name:	Not reported
Mailing Address:	2025 SAWTELLE BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900256229
Gen County:	Not reported
TSD EPA ID:	CAD981402522
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	.2085
Facility County:	Los Angeles
Year:	1999
Gepaid:	CAL000137944
Contact:	NANCY ASAHINA-RICHARD RAMIREZ

SUNRISE PHOTO (Continued) **S113075289**

Telephone: 3104736772
Mailing Name: Not reported
Mailing Address: 2025 SAWTELLE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900256229
Gen County: Not reported
TSD EPA ID: CAD981402522
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Recycler
Tons: .2502
Facility County: Los Angeles

Year: 1998
Gepaid: CAL000137944
Contact: NANCY ASAHINA-RICHARD RAMIREZ
Telephone: 3104736772
Mailing Name: Not reported
Mailing Address: 2025 SAWTELLE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900256229
Gen County: Not reported
TSD EPA ID: CAD108040858
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: 2.5670
Facility County: Los Angeles

Year: 1997
Gepaid: CAL000137944
Contact: NANCY ASAHINA-RICHARD RAMIREZ
Telephone: 3104736772
Mailing Name: Not reported
Mailing Address: 2025 SAWTELLE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900256229
Gen County: Not reported
TSD EPA ID: CAD108040858
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: 1.9339
Facility County: Los Angeles

Year: 1996
Gepaid: CAL000137944
Contact: NANCY ASAHINA-RICHARD RAMIREZ
Telephone: 3104736772
Mailing Name: Not reported
Mailing Address: 2025 SAWTELLE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900256229
Gen County: Not reported
TSD EPA ID: CAD108040858
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: .9292
Facility County: Los Angeles

SUNRISE PHOTO (Continued) **S113075289**

Click this hyperlink while viewing on your computer to access
1 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **EL RANCHO CLEANERS** **EDR US Hist Cleaners** **1009145291**
2024 SAWTELLE BLVD **N/A**
SANTA MONICA, CA

EDR Historical Cleaners:

Name:	EL RANCHO CLEANERS
Year:	1948
Type:	CLOTHES PRESSERS AND CLEANERS
Name:	EL RANCHO CLEANERS
Year:	1948
Type:	CLOTHES PRESSERS AND CLEANERS

---

17 **STEAMS E R** **EDR US Hist Auto Stat** **1009021758**
11075 OLYMPIC BLVD **N/A**
SANTA MONICA, CA

EDR Historical Auto Stations:

Name:	STEAMS E R
Year:	1948
Type:	GASOLINE AND OIL SERVICE STATIONS

---

17 **7-ELEVEN** **CA FID UST** **1000282019**
11075 W OLYMPIC BLVD **CA HIST UST** **N/A**
LOS ANGELES, CA 90025

CA FID UST:

Facility ID:	19014995
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	8183031667
Mail To:	Not reported
Mailing Address:	522 E DUARTE RD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 90025
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

HIST UST:

Region:	STATE
Facility ID:	00000003796
Facility Type:	Gas Station
Other Type:	Not reported
Total Tanks:	0003

7-ELEVEN (Continued) **1000282019**

Contact Name: WON PO AND MICHA SHIM
Telephone: 2133704843
Owner Name: THE SOUTHLAND CORPORATION
Owner Address: 1240 S. STATE COLLEGE BLVD.,SU
Owner City,St,Zip: ANAHEIM, CA 92806

Tank Num: 001
Container Num: 01
Year Installed: 1982
Tank Capacity: 00012000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor, 10

Tank Num: 002
Container Num: 02
Year Installed: 1982
Tank Capacity: 00012000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: Stock Inventor, 10

Tank Num: 003
Container Num: 03
Year Installed: 1982
Tank Capacity: 00012000
Tank Used for: PRODUCT
Type of Fuel: 06
Tank Construction: Not reported
Leak Detection: Stock Inventor, 10

---

17 **STEAMS E R** **EDR US Hist Auto Stat** **1009053766**
11075 OLYMPIC BLVD **N/A**
WEST LOS ANGELES, CA

EDR Historical Auto Stations:
Name: STEAMS E R
Year: 1948
Type: GASOLINE AND OIL SERVICE STATIONS

---

17 **WEST SIDE PAVILLION** **CA HAZNET** **S112968606**
10806 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2008
Gepaid: CAC002627873
Contact: MIKE LOPEZ
Telephone: 3102545932
Mailing Name: Not reported
Mailing Address: 10806 W PICO BLVD
Mailing City,St,Zip: LOS ANGELES, CA 90064
Gen County: Not reported
TSD EPA ID: ARD981057870

WEST SIDE PAVILLION (Continued) **S112968606**

TSD County: Not reported
Waste Category: Off-specification, aged or surplus organics
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 1.2705
Facility County: Los Angeles

---

17 **AVALON CLEANERS** **EDR US Hist Cleaners** **1009146518**
10789 PICO BLVD **N/A**
SANTA MONICA, CA

EDR Historical Cleaners:
Name: AVALON CLEANERS
Year: 1948
Type: CLOTHES PRESSERS AND CLEANERS

---

17 **AVALON CLEANERS** **EDR US Hist Cleaners** **1009164374**
10789 PICO BLVD **N/A**
WEST LOS ANGELES, CA

EDR Historical Cleaners:
Name: AVALON CLEANERS
Year: 1948
Type: CLOTHES PRESSERS AND CLEANERS

---

17 **GAP INC #240** **CA HAZNET** **S112912979**
10800 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2001
Gepaid: CAC002331449
Contact: MATTHEW MEDELLIN/GEN MGR
Telephone: 3234703300
Mailing Name: Not reported
Mailing Address: 10800 W PICO BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAT080033681
TSD County: Not reported
Waste Category: Liquids with pH <= 2
Disposal Method: Recycler
Tons: 0
Facility County: Los Angeles

17 **THE MACERICH CO** **CA HAZNET** **S112881880**
10800 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	1998
Gepaid:	CAC001316624
Contact:	THE MACERICH CO INC
Telephone:	3103946911
Mailing Name:	Not reported
Mailing Address:	401 WILSHIRE BLVD STE 700
Mailing City,St,Zip:	SANTA MONICA, CA 904010000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Recycler
Tons:	3.1275
Facility County:	Los Angeles

---

17 **KITS CAMERA 1 HOUR 55** **RCRA-SQG** **1000819702**
10800 WEST PICO BLVD UNIT 329 **FINDS** **CAD983656992**
LOS ANGELES, CA

RCRA-SQG:

Date form received by agency:	03/24/1998
Facility name:	KITS CAMERA 1 HOUR NO 55
Facility address:	10800 W PICO BLVD NO 329 LOS ANGELES, CA 90064
EPA ID:	CAD983656992
Mailing address:	6711 RITZ WY BELTSVILLE, MD 20705
Contact:	TOM KELLY
Contact address:	6711 RITZ WY BELTSVILLE, MD 20705
Contact country:	US
Contact telephone:	(301) 419-0000
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	RITZ CAMERA CENTERS INC
Owner/operator address:	6711 RITZ WY BELTSVILLE, MD 20705
Owner/operator country:	Not reported
Owner/operator telephone:	(301) 419-0000
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No

KITS CAMERA 1 HOUR 55 (Continued) **1000819702**

Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Historical Generators:

Date form received by agency:	01/15/1993
Facility name:	KITS CAMERA 1 HOUR NO 55
Classification:	Small Quantity Generator

Hazardous Waste Summary:

Waste code:	D002
Waste name:	A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.
Waste code:	D011
Waste name:	SILVER

Violation Status: No violations found

FINDS:

Registry ID: 110006484223

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

17 **KITS CAMERA #55** **CA HAZNET** **S113019090**
10800 W PICO BLVD #329 **N/A**
WEST LOS ANGELES, CA 90064

HAZNET:

Year:	1995
Gepaid:	CAD983656992
Contact:	PHIL LALJI
Telephone:	7149521065
Mailing Name:	Not reported
Mailing Address:	6711 RITZ WAY
Mailing City,St,Zip:	BELTSVILLE, MD 207051318
Gen County:	Not reported
TSD EPA ID:	CAD981402522
TSD County:	Not reported
Waste Category:	Not reported
Disposal Method:	Recycler
Tons:	.0000
Facility County:	Los Angeles

Year:	1995
Gepaid:	CAD983656992
Contact:	PHIL LALJI
Telephone:	7149521065
Mailing Name:	Not reported
Mailing Address:	6711 RITZ WAY
Mailing City,St,Zip:	BELTSVILLE, MD 207051318
Gen County:	Not reported
TSD EPA ID:	CAD981402522
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	4.7536
Facility County:	Los Angeles

Year:	1994
Gepaid:	CAD983656992
Contact:	PHIL LALJI
Telephone:	7149521065
Mailing Name:	Not reported
Mailing Address:	6711 RITZ WAY
Mailing City,St,Zip:	BELTSVILLE, MD 207051318
Gen County:	Not reported
TSD EPA ID:	CAD981402522
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	4.6036
Facility County:	Los Angeles

Year:	1994
Gepaid:	CAD983656992
Contact:	PHIL LALJI
Telephone:	7149521065
Mailing Name:	Not reported
Mailing Address:	6711 RITZ WAY
Mailing City,St,Zip:	BELTSVILLE, MD 207051318
Gen County:	Not reported
TSD EPA ID:	CAD981402522

KITS CAMERA #55 (Continued) **S113019090**

TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Not reported
Tons: .5004
Facility County: Los Angeles

Year: 1993
Gepaid: CAD983656992
Contact: PHIL LALJI
Telephone: 7149521065
Mailing Name: Not reported
Mailing Address: 6711 RITZ WAY
Mailing City,St,Zip: BELTSVILLE, MD 207051318
Gen County: Not reported
TSD EPA ID: CAD981402522
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Not reported
Tons: 0.25019999999
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
1 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **ANN TAYLOR S0573/WESTSIDE PAVILLION** **CA HAZNET** **S112969569**
10800 W PICO BLVD SPACE 150 **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2008
Gepaid: CAC002629382
Contact: STEVEN ROOT/X121
Telephone: 2127516300
Mailing Name: Not reported
Mailing Address: 200 VARICK ST
Mailing City,St,Zip: NEW YORK, NY 10014
Gen County: Not reported
TSD EPA ID: TXD077603371
TSD County: Not reported
Waste Category: Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.05
Facility County: Los Angeles

---

17 **WESTSIDE PAVILLION** **CA HAZNET** **S112879818**
10800 W PICO BLVD **N/A**
WEST LOS ANGELES, CA 90064

HAZNET:
Year: 1998
Gepaid: CAC001272792
Contact: WESTSIDE PAVILLION PARTNERS
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 10800 W PICO BLVD STE 312
Mailing City,St,Zip: WEST LOS ANGELES, CA 900640000

WESTSIDE PAVILLION (Continued) **S112879818**

Gen County: Not reported
TSD EPA ID: CAD099452708
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: .0500
Facility County: Los Angeles

Year: 1998
Gepaid: CAC001272792
Contact: WESTSIDE PAVILLION PARTNERS
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 10800 W PICO BLVD STE 312
Mailing City,St,Zip: WEST LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD099452708
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Not reported
Tons: .0500
Facility County: Los Angeles

---

17 **WESTSIDE PAVILION** **CA HAZNET** **S113089629**
10800 W PICO BLVD STE 312 **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2010
Gepaid: CAL000170713
Contact: ALADDIN GHAFARI/AVP ENVT'L
Telephone: 3103946000
Mailing Name: Not reported
Mailing Address: PO BOX 2172
Mailing City,St,Zip: SANTA MONICA, CA 904070000
Gen County: Not reported
TSD EPA ID: CAD009007626
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.4
Facility County: Los Angeles

Year: 2010
Gepaid: CAL000170713
Contact: ALADDIN GHAFARI/AVP ENVT'L
Telephone: 3103946000
Mailing Name: Not reported
Mailing Address: PO BOX 2172
Mailing City,St,Zip: SANTA MONICA, CA 904070000
Gen County: Not reported
TSD EPA ID: CAD009007626
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.4

WESTSIDE PAVILION (Continued) **S113089629**

Facility County: Los Angeles

Year: 1999
Gepaid: CAL000170713
Contact: MACERICH WESTSIDE LP
Telephone: 3103946000
Mailing Name: Not reported
Mailing Address: PO BOX 2172
Mailing City,St,Zip: SANTA MONICA, CA 904070000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: .4587
Facility County: Los Angeles

Year: 1999
Gepaid: CAL000170713
Contact: MACERICH WESTSIDE LP
Telephone: 3103946000
Mailing Name: Not reported
Mailing Address: PO BOX 2172
Mailing City,St,Zip: SANTA MONICA, CA 904070000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: .4587
Facility County: Los Angeles

---

17 **LENSCRAFTERS #580** **CA HAZNET** **S113073062**
10800 WEST PICO BLVD STE 199 **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2012
Gepaid: CAL000128828
Contact: GRACE HAGGARD
Telephone: 5137653384
Mailing Name: Not reported
Mailing Address: 4000 LUXOTTICA PL
Mailing City,St,Zip: MASON, OH 450408114
Gen County: Los Angeles
TSD EPA ID: OKD000402396
TSD County: 99
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.0065
Facility County: Los Angeles

Year: 2012
Gepaid: CAL000128828
Contact: GRACE HAGGARD
Telephone: 5137653384
Mailing Name: Not reported

LENSCRAFTERS #580 (Continued) **S113073062**

Mailing Address: 4000 LUXOTTICA PL
Mailing City,St,Zip: MASON, OH 450408114
Gen County: Los Angeles
TSD EPA ID: OKD000402396
TSD County: 99
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.0065
Facility County: Los Angeles

Year: 2012
Gepaid: CAL000128828
Contact: GRACE HAGGARD
Telephone: 5137653384
Mailing Name: Not reported
Mailing Address: 4000 LUXOTTICA PL
Mailing City,St,Zip: MASON, OH 450408114
Gen County: Los Angeles
TSD EPA ID: OKD000402396
TSD County: 99
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.01668
Facility County: Los Angeles

Year: 2012
Gepaid: CAL000128828
Contact: GRACE HAGGARD
Telephone: 5137653384
Mailing Name: Not reported
Mailing Address: 4000 LUXOTTICA PL
Mailing City,St,Zip: MASON, OH 450408114
Gen County: Los Angeles
TSD EPA ID: OKD000402396
TSD County: 99
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.01668
Facility County: Los Angeles

Year: 2011
Gepaid: CAL000128828
Contact: GRACE HAGGARD
Telephone: 5137653384
Mailing Name: Not reported
Mailing Address: 4000 LUXOTTICA PL
Mailing City,St,Zip: MASON, OH 450408114
Gen County: Not reported
TSD EPA ID: OKD000402396
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.0215

LENSCRAFTERS #580 (Continued) **S113073062**

Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
23 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **WESTLAND SHOPPING CENTER** **CA FID UST** **S101585998**
10800 W PICO BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90064 **CA EMI**

CA FID UST:

Facility ID:	19035982
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	10800 W PICO BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900640000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

SWEEPS UST:

Status:	Active
Comp Number:	6475
Number:	1
Board Of Equalization:	Not reported
Referral Date:	02-25-93
Action Date:	02-25-93
Created Date:	02-29-88
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	66081
Air District Name:	SC
SIC Code:	6512
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0

WESTLAND SHOPPING CENTER (Continued) **S101585998**

Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **WIKI WIKI FOODS INC, WIKI WIKI** **CA EMI** **S106842636**
10800 W. PICO BLVD. **N/A**
LOS ANGELES, CA 90064

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	74473
Air District Name:	SC
SIC Code:	5812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **EDR US Hist Auto Stat** **1015146973**
10800 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name:	MOBILE MAGIC OF CALIFORNIA LLC
Year:	2007
Address:	10800 W PICO BLVD
Name:	MOBILE MAGIC OF CALIFORNIA LLC
Year:	2008
Address:	10800 W PICO BLVD
Name:	MOBILE MAGIC OF CALIFORNIA LLC
Year:	2009
Address:	10800 W PICO BLVD
Name:	MOBILE MAGIC OF CALIFORNIA
Year:	2010
Address:	10800 W PICO BLVD

17 **INTERNATIONAL DETAIL** **CA HAZNET** **S113127885**
2390 WESTWOOD BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2004
Gepaid:	CAL000273661
Contact:	FEDERICO GALLARDO
Telephone:	3104460688
Mailing Name:	Not reported
Mailing Address:	2390 WESTWOOD BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 90064
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Oil/water separation sludge
Disposal Method:	Recycler
Tons:	2.71
Facility County:	Los Angeles

---

17 **MASTER FRENCH CLEANERS** **EDR US Hist Cleaners** **1009145750**
2387 WESTWOOD BLVD **N/A**
SANTA MONICA, CA

EDR Historical Cleaners:

Name:	MASTER FRENCH CLEANERS
Year:	1948
Type:	CLOTHES PRESSERS AND CLEANERS

---

17 **MASTER FRENCH CLEANERS** **EDR US Hist Cleaners** **1009164324**
2387 WESTWOOD BLVD **N/A**
WEST LOS ANGELES, CA

EDR Historical Cleaners:

Name:	MASTER FRENCH CLEANERS
Year:	1948
Type:	CLOTHES PRESSERS AND CLEANERS

---

17 **DAVID YORK DDS** **CA HAZNET** **S113070902**
2472 OVERLAND AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2000
Gepaid:	CAL000125490
Contact:	DAVID YORK
Telephone:	--
Mailing Name:	Not reported
Mailing Address:	2472 OVERLAND AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD093459485
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	0.04
Facility County:	Los Angeles

DAVID YORK DDS (Continued) **S113070902**

Year:	1999
Gepaid:	CAL000125490
Contact:	DAVID YORK
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	2472 OVERLAND AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT000613976
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Transfer Station
Tons:	.0834
Facility County:	Los Angeles

Year:	1998
Gepaid:	CAL000125490
Contact:	DAVID YORK
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	2472 OVERLAND AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT000613976
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Transfer Station
Tons:	.0625
Facility County:	Los Angeles

Year:	1997
Gepaid:	CAL000125490
Contact:	DAVID YORK
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	2472 OVERLAND AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT000613976
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Transfer Station
Tons:	.1666
Facility County:	Los Angeles

Year:	1996
Gepaid:	CAL000125490
Contact:	DAVID YORK
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	2472 OVERLAND AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT000613976
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Transfer Station

DAVID YORK DDS (Continued) **S113070902**

Tons: .0834
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access additional CA_HAZNET: detail in the EDR Site Report.

---

17 **DAY CRIST SERVICE** **EDR US Hist Cleaners** **1009144170**
2385 WESTWOOD BLVD **N/A**
SANTA MONICA, CA

EDR Historical Cleaners:
Name: DAY CRIST SERVICE
Year: 1948
Type: LAUNDRIES SELF SERVICE

Name: DAY CRIST SERVICE
Year: 1948
Type: LAUNDRIES SELF SERVICE

---

17 **RUSSELL'S SERVICE STATION** **CA HIST UST** **U001561125**
2004 SAWTELLE BLVD **N/A**
LOS ANGELES, CA 90025

HIST UST:
Region: STATE
Facility ID: 00000041121
Facility Type: Gas Station
Other Type: Not reported
Total Tanks: 0003
Contact Name: S.A. RUSSELL
Telephone: 2134799039
Owner Name: S.A. RUSSELL
Owner Address: 2004 SAWTELLE BLVD
Owner City,St,Zip: LOS ANGELES, CA 90025

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00000550
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00000550
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 003
Container Num: 3
Year Installed: 1945

RUSSELL'S SERVICE STATION (Continued) **U001561125**

Tank Capacity: 00001000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: Not reported
Leak Detection: Stock Inventor

---

17 **MARGUERINTE D PARK** **CA FID UST** **S101583940**
2004 SAWTELLE BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90025

CA FID UST:
Facility ID: 19007471
Regulated By: UTNKI
Regulated ID: 00041121
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 2004 SAWTELLE BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900250000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

SWEEPS UST:
Status: Not reported
Comp Number: 2177
Number: Not reported
Board Of Equalization: 44-012160
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002177-000001
Actv Date: Not reported
Capacity: 550
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: 3

Status: Not reported
Comp Number: 2177
Number: Not reported
Board Of Equalization: 44-012160
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002177-000002

MARGUERINTE D PARK (Continued) **S101583940**

Actv Date: Not reported
Capacity: 550
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 2177
Number: Not reported
Board Of Equalization: 44-012160
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002177-000003
Actv Date: Not reported
Capacity: 1000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

---

17 **SEPULVEDA/PONTIUS/S** **CA FID UST** **S101588243**
2120 PONTIUS ST **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90064

CA FID UST:
Facility ID: 19056484
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 2120 PONTIUS ST
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900640000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Not reported
Comp Number: 7326
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported

SEPULVEDA/PONTIUS/S (Continued) **S101588243**

Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: 0

---

17 **KOGA ITARO** **EDR US Hist Auto Stat** **1009019632**
2004 SAWTELLE BLVD **N/A**
SANTA MONICA, CA

EDR Historical Auto Stations:
Name: KOGA ITARO
Year: 1933
Type: GASOLINE AND OIL SERVICE STATIONS

Name: KOGA ITARO
Year: 1933
Type: GASOLINE AND OIL SERVICE STATIONS

Name: HASEGAWA T
Year: 1940
Type: AUTOMOBILE REPAIRING

Name: KETCHIE & RUSSELL
Year: 1948
Type: GASOLINE AND OIL SERVICE STATIONS

Name: KETCHIE & RUSSELL
Year: 1948
Type: GASOLINE AND OIL SERVICE STATIONS

---

17 **KOGA I** **EDR US Hist Auto Stat** **1009052031**
2004 SAWTELLE BLVD **N/A**
SAWTELLE, CA

EDR Historical Auto Stations:
Name: KOGA I
Year: 1928
Type: GASOLINE AND OIL SERVICE STATIONS

---

17 **KOGA I** **EDR US Hist Auto Stat** **1009050624**
2004 SAWTELLE BLVD **N/A**
WEST LOS ANGELES, CA

EDR Historical Auto Stations:
Name: KOGA I
Year: 1940
Type: GASOLINE AND OIL SERVICE STATIONS

Name: HASEGAWA T
Year: 1940
Type: AUTOMOBILE REPAIRING

17 **J STANLEY KLEIN TRUST PROPERTY** **CA SLIC** **S106387184**
10769 PICO BLVD **N/A**
LOS ANGELES, CA 90064

SLIC:

Region:	STATE
Facility Status:	**Open - Site Assessment**
Status Date:	01/19/2001
Global Id:	SL204EP2415
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.041112817858
Longitude:	-118.427036851645
Case Type:	Cleanup Program Site
Case Worker:	SR
Local Agency:	Not reported
RB Case Number:	1014
File Location:	Not reported
Potential Media Affected:	Not reported
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

SLIC REG 4:

Region:	4
Facility Status:	Site Assessment
SLIC:	1014
Substance:	PCE
Staff:	DBR

---

17 **GINTERS DRY CLEANERS, JAMES B.** **LA Co. Site Mitigation** **S106831770**
10767 W PICO BL **CA EMI** **N/A**
LOS ANGELES, CA 90064

LA Co. Site Mitigation:

Facility ID:	FA0020851
Site ID:	SD0011835
Jurisdiction:	County
Case ID:	RO0011835
Abated:	Yes
Assigned To:	RS
Entered Date:	05/11/2004

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	41093
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	6
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0

GINTERS DRY CLEANERS, JAMES B. (Continued) **S106831770**

Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

---

17 **GINTERS CLEANERS** **CA HAZNET** **S113008162**
10767 W PICO BLVD **N/A**
W LOS ANGELES, CA 90064

HAZNET:

Year:	2003
Gepaid:	CAD981625841
Contact:	UNDELIVERABLE PER SURVEY
Telephone:	--
Mailing Name:	Not reported
Mailing Address:	10767 W PICO BLVD
Mailing City,St,Zip:	W LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Recycler
Tons:	2.08
Facility County:	Los Angeles

Year:	2003
Gepaid:	CAD981625841
Contact:	UNDELIVERABLE PER SURVEY
Telephone:	--
Mailing Name:	Not reported
Mailing Address:	10767 W PICO BLVD
Mailing City,St,Zip:	W LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT000646117
TSD County:	Not reported
Waste Category:	Other inorganic solid waste
Disposal Method:	Disposal, Land Fill
Tons:	16.85
Facility County:	Los Angeles

Year:	1998
Gepaid:	CAD981625841
Contact:	Not reported
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	10767 W PICO BLVD
Mailing City,St,Zip:	W LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD981397417
TSD County:	Not reported
Waste Category:	Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method:	Recycler
Tons:	.6299
Facility County:	Los Angeles

Year:	1996
Gepaid:	CAD981625841
Contact:	Not reported
Telephone:	0000000000

GINTERS CLEANERS (Continued) **S113008162**

Mailing Name: Not reported
Mailing Address: 10767 W PICO BLVD
Mailing City,St,Zip: W LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD981397417
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Recycler
Tons: .4816
Facility County: Los Angeles

Year: 1995
Gepaid: CAD981625841
Contact: Not reported
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 10767 W PICO BLVD
Mailing City,St,Zip: W LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD981397417
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Recycler
Tons: .4192
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access additional CA_HAZNET: detail in the EDR Site Report.

---

17 **INTERNATIONAL PARTS INC** **CA HAZNET** **S113033553**
2117 PONTIUS AVE **N/A**
LOS ANGELES, CA 90025

HAZNET:
Year: 1998
Gepaid: CAL000031368
Contact: YOSHITSUGU TANAKA
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 3868 W CARSON ST STE 110
Mailing City,St,Zip: TORRANCE, CA 905036706
Gen County: Not reported
TSD EPA ID: CAT000613893
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Transfer Station
Tons: .1876
Facility County: Los Angeles

Year: 1998
Gepaid: CAL000031368
Contact: YOSHITSUGU TANAKA
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 3868 W CARSON ST STE 110
Mailing City,St,Zip: TORRANCE, CA 905036706

INTERNATIONAL PARTS INC (Continued) **S113033553**

Gen County: Not reported
TSD EPA ID: CAT000613893
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Treatment, Tank
Tons: .1125
Facility County: Los Angeles

---

17 **EDR US Hist Cleaners** **1015027040**

2458 OVERLAND AVE **N/A**
LOS ANGELES, CA 90064

EDR Historical Cleaners:

Name: RANCHO CLEANERS
Year: 2001
Address: 2458 OVERLAND AVE

Name: RANCHO CLEANERS
Year: 2002
Address: 2458 OVERLAND AVE

Name: RANCHO CLEANERS
Year: 2011
Address: 2458 OVERLAND AVE

Name: RANCHO CLEANERS
Year: 2012
Address: 2458 OVERLAND AVE

---

17 **EDR US Hist Auto Stat** **1015322767**

2115 PONTIUS AVE **N/A**
LOS ANGELES, CA 90025

EDR Historical Auto Stations:

Name: CONDOR ENGINEERING
Year: 1999
Address: 2115 PONTIUS AVE

---

17 **BEVERLY HILLS PORCHE/AUDI** **CA HAZNET** **S113117217**

2115 PONTIUS AVE **N/A**
WEST LOS ANGELES, CA 90025

HAZNET:

Year: 2012
Gepaid: CAL000240523
Contact: RUSS THOME (EXT 366)
Telephone: 3104784095
Mailing Name: Not reported
Mailing Address: 2139 PONTIUS AVE
Mailing City,St,Zip: WEST LOS ANGELES, CA 900250000
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration,

BEVERLY HILLS PORCHE/AUDI (Continued) **S113117217**

	Organics Recovery Ect
Tons:	0.969
Facility County:	Los Angeles
Year:	2009
Gepaid:	CAL000240523
Contact:	RUSS THOME (EXT 366)
Telephone:	3104784095
Mailing Name:	Not reported
Mailing Address:	2139 PONTIUS AVE
Mailing City,St,Zip:	WEST LOS ANGELES, CA 900250000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	16.891
Facility County:	Los Angeles
Year:	2009
Gepaid:	CAL000240523
Contact:	RUSS THOME (EXT 366)
Telephone:	3104784095
Mailing Name:	Not reported
Mailing Address:	2139 PONTIUS AVE
Mailing City,St,Zip:	WEST LOS ANGELES, CA 900250000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Unspecified aqueous solution
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	1.659
Facility County:	Los Angeles
Year:	2009
Gepaid:	CAL000240523
Contact:	RUSS THOME (EXT 366)
Telephone:	3104784095
Mailing Name:	Not reported
Mailing Address:	2139 PONTIUS AVE
Mailing City,St,Zip:	WEST LOS ANGELES, CA 900250000
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.02
Facility County:	Los Angeles
Year:	2009
Gepaid:	CAL000240523
Contact:	RUSS THOME (EXT 366)
Telephone:	3104784095
Mailing Name:	Not reported

BEVERLY HILLS PORCHE/AUDI (Continued) **S113117217**

Mailing Address: 2139 PONTIUS AVE
Mailing City,St,Zip: WEST LOS ANGELES, CA 900250000
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Unspecified oil-containing waste
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.02
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
10 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **EDR US Hist Cleaners** **1015027019**
2456 OVERLAND AVE **N/A**
LOS ANGELES, CA 90064

EDR Historical Cleaners:
Name: RANCHO TAYLOR & CLEANERS
Year: 2008
Address: 2456 OVERLAND AVE

Name: RANCHO TAILORS & CLEANERS
Year: 2010
Address: 2456 OVERLAND AVE

---

17 **EDR US Hist Auto Stat** **1015159143**
11159 MISSISSIPPI AVE **N/A**
LOS ANGELES, CA 90025

EDR Historical Auto Stations:
Name: HARRYS AUTO TOP
Year: 2001
Address: 11159 MISSISSIPPI AVE

Name: HARRYS AUTO TOP & UPHLSTRY
Year: 2003
Address: 11159 MISSISSIPPI AVE

Name: HARRYS AUTO TOP & UPHOLSTERY
Year: 2004
Address: 11159 MISSISSIPPI AVE

Name: HARRYS AUTO TOP & UPHOLSTERY
Year: 2008
Address: 11159 MISSISSIPPI AVE

Name: HARRYS AUTO TOP & UPHOLSTERY
Year: 2009
Address: 11159 MISSISSIPPI AVE

Name: HARRYS AUTO TOP & UPHOLSTERY
Year: 2010
Address: 11159 MISSISSIPPI AVE

17 | **EDR US Hist Auto Stat** | **1015320114** | **N/A**

2101 PONTIUS AVE
LOS ANGELES, CA 90025

EDR Historical Auto Stations:

Name: CROWN COACH WORK AUTO SERVICE
Year: 1999
Address: 2101 PONTIUS AVE

Name: CROWN COACH WORK AUTO SERVICE
Year: 2003
Address: 2101 PONTIUS AVE

Name: CROWN AUTO
Year: 2004
Address: 2101 PONTIUS AVE

Name: CROWN COACHWORKS AUTO SERVICE
Year: 2005
Address: 2101 PONTIUS AVE

Name: CROWN COACHWORKS AUTO SERVICE
Year: 2007
Address: 2101 PONTIUS AVE

Name: CROWN COACH WORK AUTO SERVICE
Year: 2008
Address: 2101 PONTIUS AVE

Name: CROWN COACH WORK AUTO SVC
Year: 2010
Address: 2101 PONTIUS AVE

---

17 | **CROW COACHWORKS AUTO SERVICE** | **CA HAZNET** | **S113061508** | **N/A**

2101 PONTIUS AVE
WEST LOS ANGELES, CA 90025

HAZNET:

Year: 2012
Gepaid: CAL000106016
Contact: FERNANDO LOPEZ
Telephone: 3104792233
Mailing Name: Not reported
Mailing Address: 2101 PONTIUS AVE
Mailing City,St,Zip: LOS ANGELES, CA 900255725
Gen County: Los Angeles
TSD EPA ID: CAD099452708
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 3.363
Facility County: Los Angeles

Year: 2012
Gepaid: CAL000106016
Contact: FERNANDO LOPEZ
Telephone: 3104792233
Mailing Name: Not reported
Mailing Address: 2101 PONTIUS AVE

CROW COACHWORKS AUTO SERVICE (Continued) **S113061508**

Mailing City,St,Zip:	LOS ANGELES, CA 900255725
Gen County:	Los Angeles
TSD EPA ID:	CAD099452708
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	1.5846
Facility County:	Los Angeles

Year:	2012
Gepaid:	CAL000106016
Contact:	FERNANDO LOPEZ
Telephone:	3104792233
Mailing Name:	Not reported
Mailing Address:	2101 PONTIUS AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900255725
Gen County:	Los Angeles
TSD EPA ID:	CAD099452708
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	3.363
Facility County:	Los Angeles

Year:	2012
Gepaid:	CAL000106016
Contact:	FERNANDO LOPEZ
Telephone:	3104792233
Mailing Name:	Not reported
Mailing Address:	2101 PONTIUS AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900255725
Gen County:	Los Angeles
TSD EPA ID:	CAD099452708
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	1.5846
Facility County:	Los Angeles

Year:	2011
Gepaid:	CAL000106016
Contact:	FERNANDO LOPEZ
Telephone:	3104792233
Mailing Name:	Not reported
Mailing Address:	2101 PONTIUS AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900255725
Gen County:	Not reported
TSD EPA ID:	CAD981696420
TSD County:	Not reported
Waste Category:	Unspecified oil-containing waste
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	3.4194
Facility County:	Los Angeles

CROW COACHWORKS AUTO SERVICE (Continued) **S113061508**

Click this hyperlink while viewing on your computer to access
25 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **CHAZEN PONTIAC BODY SHOP INC** **CA EMI** **S106826905**
2122 S SEPULVEDA BL **N/A**
LOS ANGELES, CA 90025

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	47126
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	47126
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **EDR US Hist Auto Stat** **1015324242**
2122 S SEPULVEDA BLVD **N/A**
LOS ANGELES, CA 90025

EDR Historical Auto Stations:

Name:	CARSTAR AUTOMOTIVE INCORPORATED
Year:	1999
Address:	2122 S SEPULVEDA BLVD
Name:	CROWN AUTO BODY & PAINT INC
Year:	2003
Address:	2122 S SEPULVEDA BLVD
Name:	CROWN AUTO BODY & PAINT INC

(Continued) **1015324242**

Year: 2004
Address: 2122 S SEPULVEDA BLVD

Name: CROWN COACHWORKS AUTOBODYPNT
Year: 2010
Address: 2122 S SEPULVEDA BLVD

Name: CROWN COACHWORKS AUTOBODY & PAINT
Year: 2012
Address: 2122 S SEPULVEDA BLVD

---

17 **EDR US Hist Auto Stat** **1015159103**

11151 MISSISSIPPI AVE **N/A**
LOS ANGELES, CA 90025

EDR Historical Auto Stations:
Name: STEVES CUSTOM AUTO INTERIOR
Year: 1999
Address: 11151 MISSISSIPPI AVE

---

17 **CROWN COACHWORKS INC** **CA HAZNET** **S113166677**
2122 SOUTH SEPULVEDA BLVD **N/A**
WEST LOS ANGELES, CA 90025

HAZNET:
Year: 2011
Gepaid: CAL921615273
Contact: JACOB DURKEL
Telephone: 3105750700
Mailing Name: Not reported
Mailing Address: 2122 S SEPULVEDA BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900255734
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Off-specification, aged or surplus organics
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.825
Facility County: Los Angeles

Year: 2011
Gepaid: CAL921615273
Contact: JACOB DURKEL
Telephone: 3105750700
Mailing Name: Not reported
Mailing Address: 2122 S SEPULVEDA BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900255734
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Off-specification, aged or surplus organics
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.825
Facility County: Los Angeles

Year: 2007

CROWN COACHWORKS INC (Continued) **S113166677**

Gepaid:	CAL921615273
Contact:	JACOB DURKEL
Telephone:	3105750700
Mailing Name:	Not reported
Mailing Address:	2122 S SEPULVEDA BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900255734
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.19
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAL921615273
Contact:	JACOB DURKEL
Telephone:	3105750700
Mailing Name:	Not reported
Mailing Address:	2122 S SEPULVEDA BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900255734
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.19
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAL921615273
Contact:	JACOB DURKEL
Telephone:	3105750700
Mailing Name:	Not reported
Mailing Address:	2122 S SEPULVEDA BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900255734
Gen County:	Not reported
TSD EPA ID:	CAD097030993
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.12
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
15 additional CA_HAZNET: record(s) in the EDR Site Report.

17 **PLATINUM PRESS INC** **RCRA-SQG** **1000819794**
2056 COTNER **FINDS** **CAD983657958**
WEST LOS ANGELES, CA

RCRA-SQG:

Date form received by agency:	01/26/1993
Facility name:	PLATINUM PRESS INC
Facility address:	2056 COTNER WEST LOS ANGELES, CA 90025
EPA ID:	CAD983657958
Contact:	KEN SOWLATI
Contact address:	2056 COTNER WEST LOS ANGELES, CA 90025
Contact country:	US
Contact telephone:	(310) 312-0044
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	PLATINUM PRESS
Owner/operator address:	2056 COTNER WEST LOS ANGELES, CA 90025
Owner/operator country:	Not reported
Owner/operator telephone:	(310) 312-0044
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002891586

Environmental Interest/Information System

PLATINUM PRESS INC (Continued) **1000819794**

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

17 **PLATINUM PRESS, PONY EXPRESS G** **CA EMI** **S106837529**
2056 COTNER AVE. **N/A**
LOS ANGELES, CA 90025

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	65361
Air District Name:	SC
SIC Code:	2759
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	5
Reactive Organic Gases Tons/Yr:	4
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **EDR US Hist Auto Stat** **1015350386**
2355 WESTWOOD BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name:	405 HWY TOWING SVC 24 7
Year:	2010
Address:	2355 WESTWOOD BLVD

---

17 **MACY'S WESTSIDE PAVILLION 206** **CA HAZNET** **S113146329**
10730 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2012
Gepaid:	CAL000316468
Contact:	KEVIN BANAHAN
Telephone:	6464294147
Mailing Name:	Not reported
Mailing Address:	755 ROUTE 18 SOUTH
Mailing City,St,Zip:	EAST BRUNSWICK, NJ 088160000
Gen County:	Los Angeles
TSD EPA ID:	TXD055141378
TSD County:	99
Waste Category:	Not reported

MACY'S WESTSIDE PAVILLION 206 (Continued) **S113146329**

Disposal Method: Incineration--Thermal Destruction Other Than Use As A Fuel
Tons: 0.475
Facility County: Los Angeles

Year: 2012
Gepaid: CAL000316468
Contact: KEVIN BANAHAN
Telephone: 6464294147
Mailing Name: Not reported
Mailing Address: 755 ROUTE 18 SOUTH
Mailing City,St,Zip: EAST BRUNSWICK, NJ 088160000
Gen County: Los Angeles
TSD EPA ID: TXD055141378
TSD County: 99
Waste Category: Not reported
Disposal Method: Incineration--Thermal Destruction Other Than Use As A Fuel
Tons: 0.475
Facility County: Los Angeles

Year: 2012
Gepaid: CAL000316468
Contact: KEVIN BANAHAN
Telephone: 6464294147
Mailing Name: Not reported
Mailing Address: 755 ROUTE 18 SOUTH
Mailing City,St,Zip: EAST BRUNSWICK, NJ 088160000
Gen County: Los Angeles
TSD EPA ID: UTD981552177
TSD County: 99
Waste Category: Not reported
Disposal Method: Incineration--Thermal Destruction Other Than Use As A Fuel
Tons: 0.7
Facility County: Los Angeles

Year: 2012
Gepaid: CAL000316468
Contact: KEVIN BANAHAN
Telephone: 6464294147
Mailing Name: Not reported
Mailing Address: 755 ROUTE 18 SOUTH
Mailing City,St,Zip: EAST BRUNSWICK, NJ 088160000
Gen County: Los Angeles
TSD EPA ID: UTD981552177
TSD County: 99
Waste Category: Not reported
Disposal Method: Incineration--Thermal Destruction Other Than Use As A Fuel
Tons: 0.7
Facility County: Los Angeles

Year: 2011
Gepaid: CAL000316468
Contact: Macy's Facility Management
Telephone: 7326315578
Mailing Name: Not reported
Mailing Address: 755 ROUTE 18
Mailing City,St,Zip: EAST BRUNSWICK, NJ 88160000
Gen County: Not reported

MACY'S WESTSIDE PAVILLION 206 (Continued) **S113146329**

TSD EPA ID: UTD981552177
TSD County: Not reported
Waste Category: Unspecified organic liquid mixture
Disposal Method: Incineration--Thermal Destruction Other Than Use As A Fuel
Tons: 0.6
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
39 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **ROBINSONS MAY DEPT STORES** **CA HAZNET** **S112940966**
10730 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2005
Gepaid: CAC002582994
Contact: RANDY BRITT
Telephone: 8185094777
Mailing Name: Not reported
Mailing Address: 6160 LAUREL CNY BLVD
Mailing City,St,Zip: NORTH HOLLYWOOD, CA 91606
Gen County: Not reported
TSD EPA ID: CAD009007626
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Disposal, Land Fill
Tons: 0.58
Facility County: Los Angeles

---

17 **1X MAY CO - WESTLAKE PAVILLION** **CA HAZNET** **S112836871**
10730 WEST PICO BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 1995
Gepaid: CAC000040808
Contact: Not reported
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 611 OLIVE STREET
Mailing City,St,Zip: ST. LOUIS, MO 631011797
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Unspecified oil-containing waste
Disposal Method: Not reported
Tons: 6.0048
Facility County: Los Angeles

17 **ROBINSON MAY INC** **CA HAZNET** **S112912490**
10730 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2000
Gepaid:	CAC002326065
Contact:	RICHARD WINDSTANLEY/WDP ENTERP
Telephone:	3235893505
Mailing Name:	Not reported
Mailing Address:	10730 W PICO BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD088504881
TSD County:	Not reported
Waste Category:	Unspecified oil-containing waste
Disposal Method:	Not reported
Tons:	6.5
Facility County:	Los Angeles

Year:	2000
Gepaid:	CAC002326065
Contact:	RICHARD WINDSTANLEY/WDP ENTERP
Telephone:	3235893505
Mailing Name:	Not reported
Mailing Address:	10730 W PICO BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD981388952
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Disposal, Land Fill
Tons:	14.32
Facility County:	Los Angeles

---

17 **MACYS WEST INC** **CA HAZNET** **S112954804**
10730 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2006
Gepaid:	CAC002605759
Contact:	ELENA PAFARR
Telephone:	5135797625
Mailing Name:	Not reported
Mailing Address:	7 W 7TH ST
Mailing City,St,Zip:	CINCINNATI, OH 45202
Gen County:	Not reported
TSD EPA ID:	CAD009007626
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Disposal, Land Fill
Tons:	1.68
Facility County:	Los Angeles

17 **BESSEN BODY SHOP INCORPORATED** **CA HAZNET** **S113038828**
2112 SOUTH SEPULVEDA BLVD **N/A**
LOS ANGELES, CA 90025

HAZNET:

Year:	2000
Gepaid:	CAL000043038
Contact:	INACTIVE/VALID #CAL000110014
Telephone:	3104775538
Mailing Name:	Not reported
Mailing Address:	2112 SOUTH SEPULVEDA BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900250000
Gen County:	Not reported
TSD EPA ID:	WIR000029751
TSD County:	Not reported
Waste Category:	Unspecified oil-containing waste
Disposal Method:	Recycler
Tons:	0.75
Facility County:	Los Angeles

---

17 **EDR US Hist Auto Stat** **1015312976**
2050 COTNER AVE **N/A**
LOS ANGELES, CA 90025

EDR Historical Auto Stations:

Name:	RPS AUTOMOTIVE INC
Year:	2001
Address:	2050 COTNER AVE
Name:	RPS AUTOMOTIVE INC
Year:	2002
Address:	2050 COTNER AVE
Name:	WESTSIDE TRANSMISSION & ATMTV INC
Year:	2003
Address:	2050 COTNER AVE
Name:	WESTSIDE TRANSMISSION
Year:	2005
Address:	2050 COTNER AVE
Name:	ACCURATE TRANSMISSION PARTS
Year:	2006
Address:	2050 COTNER AVE
Name:	WESTSIDE TRANSMISSION
Year:	2009
Address:	2050 COTNER AVE
Name:	WESTSIDE TRANSMISSION
Year:	2010
Address:	2050 COTNER AVE
Name:	WESTSIDE TRANSMISSION & AUTOMOTIVE I
Year:	2011
Address:	2050 COTNER AVE
Name:	WESTSIDE TRANSMISSION
Year:	2012
Address:	2050 COTNER AVE

17 **WESTSIDE TRANSMISSION & AUTOMOTIVE INC** **CA HAZNET** **S113136075**
2050 COTNER AVE **N/A**
LOS ANGELES, CA 90025

HAZNET:

Year:	2012
Gepaid:	CAL000291442
Contact:	JACK DEBASC
Telephone:	3104732235
Mailing Name:	Not reported
Mailing Address:	2050 COTNER AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900250000
Gen County:	Los Angeles
TSD EPA ID:	AZR000509950
TSD County:	Not reported
Waste Category:	Not reported
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.57
Facility County:	Los Angeles

Year:	2009
Gepaid:	CAL000291442
Contact:	JACK DEBASC
Telephone:	3104732235
Mailing Name:	Not reported
Mailing Address:	2050 COTNER AVE
Mailing City,St,Zip:	LOS ANGELES, CA 90025
Gen County:	Not reported
TSD EPA ID:	CAT000613976
TSD County:	Not reported
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.06255
Facility County:	Los Angeles

Year:	2008
Gepaid:	CAL000291442
Contact:	JACK DEBASC
Telephone:	3104732235
Mailing Name:	Not reported
Mailing Address:	2050 COTNER AVE
Mailing City,St,Zip:	LOS ANGELES, CA 90025
Gen County:	Not reported
TSD EPA ID:	CAT000613976
TSD County:	Not reported
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.15429
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAL000291442
Contact:	JACK DEBASC
Telephone:	3104732235
Mailing Name:	Not reported
Mailing Address:	2050 COTNER AVE

WESTSIDE TRANSMISSION & AUTOMOTIVE INC (Continued) **S113136075**

Mailing City,St,Zip: LOS ANGELES, CA 90025
Gen County: Not reported
TSD EPA ID: CAD099452708
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.76
Facility County: Los Angeles

Year: 2007
Gepaid: CAL000291442
Contact: JACK DEBASC
Telephone: 3104732235
Mailing Name: Not reported
Mailing Address: 2050 COTNER AVE
Mailing City,St,Zip: LOS ANGELES, CA 90025
Gen County: Not reported
TSD EPA ID: CAT000613976
TSD County: Not reported
Waste Category: Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.3
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
3 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **RPS AUTOMOTIVE** **CA HAZNET** **S113070030**
2050 COTNER AVENUE **N/A**
LOS ANGELES, CA 90025

HAZNET:
Year: 1996
Gepaid: CAL000124147
Contact: RPS AUTOMOTIVE
Telephone: 3105450229
Mailing Name: Not reported
Mailing Address: 2050 COTNER AVE
Mailing City,St,Zip: LOS ANGELES, CA 900255604
Gen County: Not reported
TSD EPA ID: CAD099452708
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: .8757
Facility County: Los Angeles

Year: 1996
Gepaid: CAL000124147
Contact: RPS AUTOMOTIVE
Telephone: 3105450229
Mailing Name: Not reported
Mailing Address: 2050 COTNER AVE
Mailing City,St,Zip: LOS ANGELES, CA 900255604
Gen County: Not reported
TSD EPA ID: CAD099452708

RPS AUTOMOTIVE (Continued) **S113070030**

TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Recycler
Tons: .2293
Facility County: Los Angeles

Year: 1995
Gepaid: CAL000124147
Contact: RPS AUTOMOTIVE
Telephone: 3105450229
Mailing Name: Not reported
Mailing Address: 2050 COTNER AVE
Mailing City,St,Zip: LOS ANGELES, CA 900255604
Gen County: Not reported
TSD EPA ID: CAD099452708
TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Recycler
Tons: .3544
Facility County: Los Angeles

---

17 **MONITORING STATION** **FINDS** **1008000784**
2351 WESTWOOD BLVD **N/A**
LOS ANGELES, CA

FINDS:

Registry ID: 110020819872

Environmental Interest/Information System
US EPA Air Quality System (AQS) contains ambient air pollution data collected by EPA, State, Local, and Tribal air pollution control agencies from thousands of monitoring stations.

---

17 **JULIAN LANG** **CA HAZNET** **S112913444**
2106 SEPULVEDA BLVD **N/A**
LOS ANGELES, CA 90025

HAZNET:
Year: 2001
Gepaid: CAC002343409
Contact: PAT JOYCE/CES
Telephone: 8187878935
Mailing Name: Not reported
Mailing Address: 2106 SEPULVEDA BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900250000
Gen County: Not reported
TSD EPA ID: AZC950823111
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Not reported
Tons: 2.52
Facility County: Los Angeles

17 **TAKASHI YOSHINAGA DC** **CA HAZNET** **S113166323**
2346 WESTWOOD BLVD **N/A**
LOS ANGELES, CA 90054

HAZNET:

Year:	1993
Gepaid:	CAL921225565
Contact:	TAKASHI YOSHINAGA
Telephone:	3104703390
Mailing Name:	Not reported
Mailing Address:	2346 WESTWOOD BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900642125
Gen County:	Not reported
TSD EPA ID:	CAD982574613
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Not reported
Tons:	2.07999999999
Facility County:	Los Angeles

Year:	1993
Gepaid:	CAL921225565
Contact:	TAKASHI YOSHINAGA
Telephone:	3104703390
Mailing Name:	Not reported
Mailing Address:	2346 WESTWOOD BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900642125
Gen County:	Not reported
TSD EPA ID:	CAD982524613
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	3.16000000000
Facility County:	Los Angeles

---

17 **EDR US Hist Auto Stat** **1015319889**
2100 S SEPULVEDA BLVD **N/A**
LOS ANGELES, CA 90025

EDR Historical Auto Stations:

Name:	STAR AUTOSPORT
Year:	2001
Address:	2100 S SEPULVEDA BLVD

Name:	STAR AUTOSPORT
Year:	2002
Address:	2100 S SEPULVEDA BLVD

Name:	STAR AUTOSPORTS
Year:	2003
Address:	2100 S SEPULVEDA BLVD

Name:	STAR AUTOSPORT
Year:	2004
Address:	2100 S SEPULVEDA BLVD

Name:	STAR AUTOSPORTS
Year:	2010
Address:	2100 S SEPULVEDA BLVD

(Continued) **1015319889**

Name: STAR AUTOSPORTS
Year: 2012
Address: 2100 S SEPULVEDA BLVD

---

17 **ASCOT CORPORATION** **CA HAZNET** **S113106007**
2028 COTNER AVE **N/A**
LOS ANGELES, CA 90025

HAZNET:

Year:	2010
Gepaid:	CAL000208174
Contact:	TONY HANDLER/OWNER
Telephone:	3104737773
Mailing Name:	Not reported
Mailing Address:	2028 COTNER AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900250000
Gen County:	Not reported
TSD EPA ID:	CAT000613935
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.084
Facility County:	Los Angeles

Year:	2008
Gepaid:	CAL000208174
Contact:	TONY HANDLER/OWNER
Telephone:	3104737773
Mailing Name:	Not reported
Mailing Address:	2028 COTNER AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900250000
Gen County:	Not reported
TSD EPA ID:	CAT000613976
TSD County:	Not reported
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.25854
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAL000208174
Contact:	TONY HANDLER/OWNER
Telephone:	3104737773
Mailing Name:	Not reported
Mailing Address:	2028 COTNER AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900250000
Gen County:	Not reported
TSD EPA ID:	CAT000613976
TSD County:	Not reported
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.38
Facility County:	Los Angeles

17 **CA CDL** **S109611694**
2120 S BENTLEY AVE **N/A**
LOS ANGELES, CA 90024

CDL:
Facility ID: 200903022
Lab Type: Illegal Drug Lab (L) - location where an illegal drug lab was operated or drug lab equipment and/or materials were stored.

---

17 **HARRINGTON J W** **EDR US Hist Auto Stat** **1009017708**
10701 PICO BLVD **N/A**
SANTA MONICA, CA

EDR Historical Auto Stations:
Name: HARRINGTON J W
Year: 1948
Type: GASOLINE AND OIL SERVICE STATIONS

---

17 **HARRINGTON J W** **EDR US Hist Auto Stat** **1009053455**
10701 PICO BLVD **N/A**
WEST LOS ANGELES, CA

EDR Historical Auto Stations:
Name: HARRINGTON J W
Year: 1948
Type: GASOLINE AND OIL SERVICE STATIONS

---

17 **OAK BROOK INVESTORS** **CA HAZNET** **S112918849**
2117 BENTLEY AVE **N/A**
LOS ANGELES, CA 90025

HAZNET:
Year: 2002
Gepaid: CAC002436031
Contact: ERIN MCCONNELL- FRESH AIR ENVI
Telephone: 3239131965
Mailing Name: Not reported
Mailing Address: PO BOX 3250
Mailing City,St,Zip: SANTA MONICA, CA 904030000
Gen County: Not reported
TSD EPA ID: CAD009007626
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Disposal, Land Fill
Tons: 5.39
Facility County: Los Angeles

17 **CHARLES FRANK** **EDR US Hist Auto Stat** **1009120712**
2055 PONTIUS AV **N/A**
WEST LOS ANGELES, CA

EDR Historical Auto Stations:
Name: CHARLES FRANK
Year: 1940
Type: AUTOMOBILE REPAIRING

---

17 **CHARLES FRANK** **EDR US Hist Auto Stat** **1009020960**
2055 PONTIUS AVE **N/A**
SANTA MONICA, CA

EDR Historical Auto Stations:
Name: CHARLES FRANK
Year: 1940
Type: AUTOMOBILE REPAIRING

---

17 **ERNS** **93325298**
10701 W. PICO BLVD **N/A**
LOS ANGELES, CA 90064

Click this hyperlink while viewing on your computer to access additional ERNS detail in the EDR Site Report.

---

17 **1X RANCHO PARK** **CA HAZNET** **S112848314**
10701 PICO BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 1993
Gepaid: CAC000863080
Contact: AMERICAN SAVINGS BANK
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: CRC ENVIROMENTAL RISK MGMT
Mailing City,St,Zip: IRVINE, CA 927140000
Gen County: Not reported
TSD EPA ID: CAD009007626
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Disposal, Land Fill
Tons: 10.1136
Facility County: Los Angeles

17 **AMERICAN SAVINGS BANK** **CA HAZNET** **S112860628**
10701 PICO BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	1994
Gepaid:	CAC001020792
Contact:	AMERICA SAVINGS BANK
Telephone:	7144407700
Mailing Name:	Not reported
Mailing Address:	17875 VON KARMAN #200
Mailing City,St,Zip:	IRVINE, CA 927140000
Gen County:	Not reported
TSD EPA ID:	UTD991301748
TSD County:	Not reported
Waste Category:	Other inorganic solid waste
Disposal Method:	Disposal, Land Fill
Tons:	6.6500
Facility County:	Los Angeles

Year:	1994
Gepaid:	CAC001020792
Contact:	AMERICA SAVINGS BANK
Telephone:	7144407700
Mailing Name:	Not reported
Mailing Address:	17875 VON KARMAN #200
Mailing City,St,Zip:	IRVINE, CA 927140000
Gen County:	Not reported
TSD EPA ID:	UTD991301748
TSD County:	Not reported
Waste Category:	Unspecified aqueous solution
Disposal Method:	Disposal, Land Fill
Tons:	.9174
Facility County:	Los Angeles

---

17 **CASTLE CLEANERS** **CA EMI** **S106166550**
2324 WESTWOOD BLVD. **N/A**
LOS ANGELES, CA 90064

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	20145
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC

CASTLE CLEANERS (Continued) **S106166550**

Facility ID:	20145
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **EDR US Hist Cleaners** **1015023923**
2324 WESTWOOD BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Cleaners:

Name:	ROYAL CLEANERS
Year:	2008
Address:	2324 WESTWOOD BLVD

---

17 **ROYAL CLEANERS** **CA HAZNET** **S113147552**
2324 WESTWOOD BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2007
Gepaid:	CAL000319588
Contact:	RENE LOPEZ
Telephone:	3104748518
Mailing Name:	Not reported
Mailing Address:	2324 WESTWOOD BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900642110
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	Solvents Recovery
Tons:	0.27
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAL000319588
Contact:	RENE LOPEZ
Telephone:	3104748518
Mailing Name:	Not reported
Mailing Address:	2324 WESTWOOD BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900642110
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method:	Solvents Recovery

ROYAL CLEANERS (Continued) **S113147552**

Tons: Not reported
Facility County: Los Angeles

Year: 2007
Gepaid: CAL000319588
Contact: RENE LOPEZ
Telephone: 3104748518
Mailing Name: Not reported
Mailing Address: 2324 WESTWOOD BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900642110
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Solvents Recovery
Tons: Not reported
Facility County: Los Angeles

---

17 **ROYAL CLEANERS** **CA HAZNET** **S113147636**
2324 WESTWOOD BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2007
Gepaid: CAL000319835
Contact: RENE LOPEZ
Telephone: 3104748518
Mailing Name: Not reported
Mailing Address: 2324 WESTWOOD BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900642110
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Solvents Recovery
Tons: Not reported
Facility County: Los Angeles

Year: 2007
Gepaid: CAL000319835
Contact: RENE LOPEZ
Telephone: 3104748518
Mailing Name: Not reported
Mailing Address: 2324 WESTWOOD BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900642110
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method: Solvents Recovery
Tons: 0.12
Facility County: Los Angeles

Year: 2007
Gepaid: CAL000319835
Contact: RENE LOPEZ
Telephone: 3104748518

ROYAL CLEANERS (Continued) **S113147636**

Mailing Name: Not reported
Mailing Address: 2324 WESTWOOD BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900642110
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Solvents Recovery
Tons: Not reported
Facility County: Los Angeles

---

17 **ROYAL CLEANERS** **RCRA-SQG** **1000597797**
2324 WESTWOOD BLVD **FINDS** **CAD983618240**
LOS ANGELES, CA 90064 **CA DRYCLEANERS**
CA HAZNET

RCRA-SQG:
Date form received by agency: 04/22/1992
Facility name: ROYAL CLEANERS
Facility address: 2324 WESTWOOD BLVD
LOS ANGELES, CA 90064
EPA ID: CAD983618240
Contact: ARA GHAZARIAN
Contact address: 2324 WESTWOOD BLVD
LOS ANGELES, CA 90064
Contact country: US
Contact telephone: (310) 474-8518
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: ARA GHAZARIAN
Owner/operator address: 2324 WESTWOOD BLVD
LOS ANGELES, CA 90064
Owner/operator country: Not reported
Owner/operator telephone: (310) 474-8518
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No

ROYAL CLEANERS (Continued) **1000597797**

Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002868433

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

DRYCLEANERS:
EPA Id: CAD983618240
NAICS Code: 81232
NAICS Description: Drycleaning and Laundry Services (except Coin-Operated)
SIC Code: 7211
SIC Description: Power Laundries, Family and Commercial
Create Date: 02/05/1992
Facility Active: No
Inactive Date: 06/30/2002
Facility Addr2: Not reported
Owner Name: ARA GHAZARIAN
Owner Address: 2324 WESTWOOD BLVD
Owner Address 2: Not reported
Owner Telephone: 3104748518
Contact Name: KARINE GHAZARIAN
Contact Address: 2324 WESTWOOD BLVD
Contact Address 2: Not reported
Contact Telephone: 3104748518

EPA Id: CAL000319588
NAICS Code: 81232
NAICS Description: Drycleaning and Laundry Services (except Coin-Operated)
SIC Code: 7211
SIC Description: Power Laundries, Family and Commercial
Create Date: 05/14/2007
Facility Active: No
Inactive Date: 06/30/2008
Facility Addr2: Not reported
Owner Name: RENE LOPEZ
Owner Address: 2324 WESTWOOD BLVD
Owner Address 2: Not reported
Owner Telephone: 3104748518
Contact Name: RENE LOPEZ
Contact Address: 2324 WESTWOOD BLVD
Contact Address 2: Not reported

ROYAL CLEANERS (Continued) **1000597797**

Contact Telephone: 3104748518

EPA Id: CAL000319835
NAICS Code: 81232
NAICS Description: Drycleaning and Laundry Services (except Coin-Operated)
SIC Code: 7211
SIC Description: Power Laundries, Family and Commercial
Create Date: 05/21/2007
Facility Active: No
Inactive Date: 06/30/2008
Facility Addr2: Not reported
Owner Name: RENE LOPEZ
Owner Address: 2324 WESTWOOD BLVD
Owner Address 2: Not reported
Owner Telephone: 3104748518
Contact Name: RENE LOPEZ
Contact Address: 2324 WESTWOOD BLVD
Contact Address 2: Not reported
Contact Telephone: 3104748518

HAZNET:
Year: 2003
Gepaid: CAD983618240
Contact: KARINE GHAZARIAN
Telephone: 3104748518
Mailing Name: Not reported
Mailing Address: 2324 WESTWOOD BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900642110
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Recycler
Tons: 0.12
Facility County: Los Angeles

Year: 2003
Gepaid: CAD983618240
Contact: KARINE GHAZARIAN
Telephone: 3104748518
Mailing Name: Not reported
Mailing Address: 2324 WESTWOOD BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900642110
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Transfer Station
Tons: 0.1
Facility County: Los Angeles

Year: 2003
Gepaid: CAD983618240
Contact: KARINE GHAZARIAN
Telephone: 3104748518

ROYAL CLEANERS (Continued) **1000597797**

Mailing Name: Not reported
Mailing Address: 2324 WESTWOOD BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900642110
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Not reported
Tons: Not reported
Facility County: Los Angeles

Year: 2002
Gepaid: CAD983618240
Contact: KARINE GHAZARIAN
Telephone: 3104748518
Mailing Name: Not reported
Mailing Address: 2324 WESTWOOD BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900642110
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Not reported
Tons: Not reported
Facility County: Los Angeles

Year: 2002
Gepaid: CAD983618240
Contact: KARINE GHAZARIAN
Telephone: 3104748518
Mailing Name: Not reported
Mailing Address: 2324 WESTWOOD BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900642110
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Recycler
Tons: 0.12
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
10 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **WORLD OIL #63** **CA HIST CORTESE** **S105024674**
10691 PICO **N/A**
LOS ANGELES, CA 90015

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900640072

17 **WORLD OIL #63** **CA LUST** **S102441371**
10691 PICO BLVD W **N/A**
RANCHO PARK, CA 90064

LUST:

Region:	STATE
Global Id:	T0603701168
Latitude:	34.0420961
Longitude:	-118.4246141
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	01/24/1997
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	YR
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900640072
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603701168
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Global Id:	T0603701168
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Regulatory Activities:

Global Id:	T0603701168
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

Global Id:	T0603701168
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery

LUST REG 4:

Region:	4
Regional Board:	04
County:	Los Angeles

WORLD OIL #63 (Continued) **S102441371**

Facility Id:	900640072	
Status:	Case Closed	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603701168	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19050	
Cross Street:	OVERLAND	
Enforcement Type:	Not reported	
Date Leak Discovered:	12/10/1993	
Date Leak First Reported:		12/10/1993
Date Leak Record Entered:	5/30/1995	
Date Confirmation Began:	12/10/1993	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		1/8/1998
Date the Case was Closed:		1/24/1997
How Leak Discovered:	Tank Test	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	Tank	
Operator:	OLD CASE #053095-08	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		9182.71986317489695142042063
Source of Cleanup Funding:		Tank
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		3/30/1995
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		1/1/1965
Hist Max MTBE Conc in Groundwater:		320
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	WORLD OIL MARKETING CO	
RP Address:	9302 S GARFIELD AVE, SOUTH GATE CA 90280-3896	
Program:	LUST	
Lat/Long:	34.0420961 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	01/15/97 TRANSMITTAL OF GW MONITORING WELL ABANDONMENT REPORT	01/08/98

17 **ROYAL THAI CUISINE** **CA EMI** **S106838528**
10668 PICO BLVD **N/A**
LOS ANGELES, CA 90064

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	67961
Air District Name:	SC
SIC Code:	5812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **WORLD OIL CO** **RCRA-SQG** **1000278376**
10691 WEST PICO BLVD **FINDS** **CAD981160823**
LOS ANGELES, CA 90015 **CA HIST UST**
CA SWEEPS UST

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	WORLD OIL CO
Facility address:	10691 WEST PICO BLVD LOS ANGELES, CA 90015
EPA ID:	CAD981160823
Mailing address:	9302 S GARFIELD SOUTH GATE, CA 90280
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	WORLD OIL MARKETING CO #63
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

WORLD OIL CO (Continued) **1000278376**

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 10/29/1985
Facility name: WORLD OIL CO
Classification: Large Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110002678399

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HIST UST:
Region: STATE
Facility ID: 00000003942
Facility Type: Gas Station

WORLD OIL CO (Continued) **1000278376**

Other Type: Not reported
Total Tanks: 0005
Contact Name: RON COLEMAN
Telephone: 2135608801
Owner Name: WORLD OIL MARKETING COMPANY
Owner Address: 9302 S. GARFIELD
Owner City,St,Zip: SOUTH GATE, CA 90280

Tank Num: 001
Container Num: 6301
Year Installed: Not reported
Tank Capacity: 00012000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 6302
Year Installed: Not reported
Tank Capacity: 00012000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 003
Container Num: 6303
Year Installed: Not reported
Tank Capacity: 00012000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 004
Container Num: 6304
Year Installed: Not reported
Tank Capacity: 00012000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 005
Container Num: 6305
Year Installed: Not reported
Tank Capacity: 00012000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor

SWEEPS UST:
Status: Active
Comp Number: 8231
Number: 1

WORLD OIL CO (Continued) **1000278376**

Board Of Equalization: Not reported
Referral Date: 08-31-92
Action Date: 04-25-94
Created Date: 08-31-92
Tank Status: A
Owner Tank Id: 001
Swrcb Tank Id: 19-050-008231-000001
Actv Date: 03-10-94
Capacity: 12000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: 5

Status: Active
Comp Number: 8231
Number: 1
Board Of Equalization: Not reported
Referral Date: 08-31-92
Action Date: 04-25-94
Created Date: 08-31-92
Tank Status: A
Owner Tank Id: 002
Swrcb Tank Id: 19-050-008231-000002
Actv Date: 03-10-94
Capacity: 12000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 8231
Number: 1
Board Of Equalization: Not reported
Referral Date: 08-31-92
Action Date: 04-25-94
Created Date: 08-31-92
Tank Status: A
Owner Tank Id: 003
Swrcb Tank Id: 19-050-008231-000003
Actv Date: 03-10-94
Capacity: 12000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 8231
Number: 1
Board Of Equalization: Not reported
Referral Date: 08-31-92
Action Date: 04-25-94
Created Date: 08-31-92
Tank Status: A
Owner Tank Id: 004

WORLD OIL CO (Continued) **1000278376**

Swrcb Tank Id: 19-050-008231-000004
Actv Date: 03-10-94
Capacity: 12000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 8231
Number: 1
Board Of Equalization: Not reported
Referral Date: 08-31-92
Action Date: 04-25-94
Created Date: 08-31-92
Tank Status: A
Owner Tank Id: 005
Swrcb Tank Id: 19-050-008231-000005
Actv Date: 03-10-94
Capacity: 12000
Tank Use: M.V. FUEL
Stg: P
Content: PRM UNLEADED
Number Of Tanks: Not reported

---

17 **EDR US Hist Auto Stat** **1015143601**
10691 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:
Name: EXXON
Year: 2002
Address: 10691 W PICO BLVD

Name: EXXON
Year: 2009
Address: 10691 W PICO BLVD

Name: EXXON
Year: 2010
Address: 10691 W PICO BLVD

Name: EXXON
Year: 2012
Address: 10691 W PICO BLVD

---

17 **WORLD OIL #63** **CA UST** **U003943041**
10691 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

UST:
Facility ID: 23618
Latitude: 34.04204
Longitude: -118.42449

17 **WORLD OIL MARKETING COMPANY #63** **CA HAZNET** **S113003344**
10691 WEST PICO BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2012
Gepaid:	CAD981160823
Contact:	JOHN P. HUNDLEY P.G.
Telephone:	5629280100
Mailing Name:	Not reported
Mailing Address:	9302 GARFIELD AVE
Mailing City,St,Zip:	SOUTH GATE, CA 902800000
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	2.541
Facility County:	Los Angeles

Year:	2012
Gepaid:	CAD981160823
Contact:	JOHN P. HUNDLEY P.G.
Telephone:	5629280100
Mailing Name:	Not reported
Mailing Address:	9302 GARFIELD AVE
Mailing City,St,Zip:	SOUTH GATE, CA 902800000
Gen County:	Los Angeles
TSD EPA ID:	NVT330010000
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.03
Facility County:	Los Angeles

Year:	2012
Gepaid:	CAD981160823
Contact:	JOHN P. HUNDLEY P.G.
Telephone:	5629280100
Mailing Name:	Not reported
Mailing Address:	9302 GARFIELD AVE
Mailing City,St,Zip:	SOUTH GATE, CA 902800000
Gen County:	Los Angeles
TSD EPA ID:	NVT330010000
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.03
Facility County:	Los Angeles

Year:	2012
Gepaid:	CAD981160823
Contact:	JOHN P. HUNDLEY P.G.
Telephone:	5629280100
Mailing Name:	Not reported
Mailing Address:	9302 GARFIELD AVE

WORLD OIL MARKETING COMPANY #63 (Continued) **S113003344**

Mailing City,St,Zip: SOUTH GATE, CA 902800000
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 2.541
Facility County: Los Angeles

Year: 2009
Gepaid: CAD981160823
Contact: JOHN P HUNDLEY/VICE PRESIDENT
Telephone: 5629280100
Mailing Name: Not reported
Mailing Address: 9302 S GARFIELD AVE
Mailing City,St,Zip: SOUTH GATE, CA 902801966
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 2.1
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
33 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **JOHN WARD INC.** **RCRA-SQG** **1000306425**
2002 COTNER AVE **FINDS** **CAD982413940**
LOS ANGELES, CA

RCRA-SQG:
Date form received by agency: 05/27/1988
Facility name: JOHN WARD INC.
Facility address: 2002 COTNER AVE
LOS ANGELES, CA 90025
EPA ID: CAD982413940
Mailing address: COTNER AVE
LOS ANGELES, CA 90025
Contact: ENVIRONMENTAL MANAGER
Contact address: 2002 COTNER AVE
LOS ANGELES, CA 90025
Contact country: US
Contact telephone: (213) 473-1292
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: JOHN WARD

JOHN WARD INC. (Continued) **1000306425**

Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002807990

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

17 **EDR US Hist Auto Stat** **1015302562**
2000 COTNER AVE **N/A**
LOS ANGELES, CA 90025

EDR Historical Auto Stations:

Name:	JUST CALL STUART AUTOMOTIVE
Year:	2004
Address:	2000 COTNER AVE
Name:	STUART AUTOMOTIVE
Year:	2005
Address:	2000 COTNER AVE
Name:	SERVICE STATION GROOMING GARAG
Year:	2006
Address:	2000 COTNER AVE

---

17 **MAR BAR INC** **CA HAZNET** **S112958701**
10680 W PICO BLVD STE 315 **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2007
Gepaid:	CAC002612203
Contact:	MARIE F WILLIAMS
Telephone:	3102046200
Mailing Name:	Not reported
Mailing Address:	10680 W PICO BLVD STE 315
Mailing City,St,Zip:	LOS ANGELES, CA 900647205
Gen County:	Not reported
TSD EPA ID:	NVT330010000
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.01
Facility County:	Los Angeles

---

17 **GORDON DUFF** **CA HIST UST** **U001561114**
2055 S SEPULVEDA BLVD **CA SWEEPS UST** **N/A**
WEST LOS ANGELES, CA 90025

HIST UST:

Region:	STATE
Facility ID:	00000055839
Facility Type:	Other
Other Type:	WELDING SUPPLIES
Total Tanks:	0001
Contact Name:	KENNETH TURNER
Telephone:	2134771234
Owner Name:	GORDON DUFF
Owner Address:	2055 SO. SEPULVEDA BLVD.
Owner City,St,Zip:	WEST LOS ANGELES, CA 90025
Tank Num:	001
Container Num:	1WLA
Year Installed:	Not reported
Tank Capacity:	00001000

GORDON DUFF (Continued) **U001561114**

Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Visual

SWEEPS UST:
Status: Not reported
Comp Number: 3103
Number: Not reported
Board Of Equalization: 44-012781
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-003103-000001
Actv Date: Not reported
Capacity: 1000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: 1

---

17 **EDR US Hist Auto Stat** **1015313328**
2054 S SEPULVEDA BLVD **N/A**
LOS ANGELES, CA 90025

EDR Historical Auto Stations:
Name: ALL CITY AUTO BODY
Year: 1999
Address: 2054 S SEPULVEDA BLVD

Name: ALL CITY AUTO BODY
Year: 2001
Address: 2054 S SEPULVEDA BLVD

Name: ALL CITY AUTO BODY INC
Year: 2005
Address: 2054 S SEPULVEDA BLVD

---

17 **DALBY JOS** **EDR US Hist Auto Stat** **1009052375**
2029 PONTIUS AV **N/A**
WEST LOS ANGELES, CA

EDR Historical Auto Stations:
Name: DALBY JOS
Year: 1933
Type: AUTOMOBILE REPAIRING

Name: DALBY JOS
Year: 1936
Type: AUTOMOBILE REPAIRING

17 **DALBY JOS** **EDR US Hist Auto Stat** **1009018889**
2029 PONTIUS AVE **N/A**
SANTA MONICA, CA

EDR Historical Auto Stations:
Name: DALBY JOS
Year: 1933
Type: AUTOMOBILE REPAIRING

Name: DALBY JOS
Year: 1936
Type: AUTOMOBILE REPAIRING

---

17 **EDR US Hist Auto Stat** **1015309071**
2027 PONTIUS AVE **N/A**
LOS ANGELES, CA 90025

EDR Historical Auto Stations:
Name: WILLIAM RAU AUTOMOTIVE WDWRK
Year: 2004
Address: 2027 PONTIUS AVE

Name: RAU AUTOMOTIVE WOODWORK
Year: 2011
Address: 2027 PONTIUS AVE

Name: RAU AUTOMOTIVE WOODWORK
Year: 2012
Address: 2027 PONTIUS AVE

---

17 **EDR US Hist Auto Stat** **1015311688**
2042 S SEPULVEDA BLVD **N/A**
LOS ANGELES, CA 90025

EDR Historical Auto Stations:
Name: SEHMI MOTORS INC
Year: 2001
Address: 2042 S SEPULVEDA BLVD

Name: SEHMI MOTORS INC
Year: 2003
Address: 2042 S SEPULVEDA BLVD

Name: SEHMI MOTORS INC
Year: 2004
Address: 2042 S SEPULVEDA BLVD

Name: SEHMI MOTORS INC
Year: 2005
Address: 2042 S SEPULVEDA BLVD

Name: SEHMI MOTORS INC
Year: 2006
Address: 2042 S SEPULVEDA BLVD

Name: SEHMI MOTORS INC
Year: 2007
Address: 2042 S SEPULVEDA BLVD

(Continued) **1015311688**

Name: SEHMI MOTORS INC
Year: 2008
Address: 2042 S SEPULVEDA BLVD

Name: SEHMI MOTORS INC
Year: 2009
Address: 2042 S SEPULVEDA BLVD

Name: SEHMI MOTORS
Year: 2010
Address: 2042 S SEPULVEDA BLVD

Name: SEHMI MOTORSSERVICE FOR MERCEDES
Year: 2012
Address: 2042 S SEPULVEDA BLVD

---

17 **EDR US Hist Auto Stat** **1015343185**

2298 WESTWOOD BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name: TURTON BODY SHOP
Year: 1999
Address: 2298 WESTWOOD BLVD

Name: TURTON BODY SHOP
Year: 2001
Address: 2298 WESTWOOD BLVD

Name: TURTON BODY SHOP
Year: 2002
Address: 2298 WESTWOOD BLVD

Name: TURTON BODY SHOP
Year: 2005
Address: 2298 WESTWOOD BLVD

Name: TURTON BODY SHOP
Year: 2010
Address: 2298 WESTWOOD BLVD

---

17 **LEE'S FRAME & AXLE** **CA HAZNET** **S113035622**

2298 WESTWOOD BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year: 2012
Gepaid: CAL000035655
Contact: STEVE BOCK
Telephone: 3104754791
Mailing Name: Not reported
Mailing Address: 2298 WESTWOOD BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Los Angeles
TSD EPA ID: CAD008252405
TSD County: Los Angeles

LEE'S FRAME & AXLE (Continued) **S113035622**

Waste Category: Not reported
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.417
Facility County: Los Angeles

Year: 2011
Gepaid: CAL000035655
Contact: STEVE BOCK
Telephone: 3104754791
Mailing Name: Not reported
Mailing Address: 2298 WESTWOOD BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues 10 percent or more
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.48372
Facility County: Los Angeles

Year: 2010
Gepaid: CAL000035655
Contact: STEVE BOCK
Telephone: 3104754791
Mailing Name: Not reported
Mailing Address: 2298 WESTWOOD BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues 10 percent or more
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.61716
Facility County: Los Angeles

Year: 2010
Gepaid: CAL000035655
Contact: STEVE BOCK
Telephone: 3104754791
Mailing Name: Not reported
Mailing Address: 2298 WESTWOOD BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.057
Facility County: Los Angeles

Year: 2009
Gepaid: CAL000035655
Contact: STEVE BOCK
Telephone: 3104754791
Mailing Name: Not reported
Mailing Address: 2298 WESTWOOD BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000

LEE'S FRAME & AXLE (Continued) **S113035622**

Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.095
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
24 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **LEE'S FRAME & AXLE SERVICE** **CA EMI** **S102811806**
2298 WESTWOOD BL **N/A**
LOS ANGELES, CA 90025

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	69428
Air District Name:	SC
SIC Code:	7539
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	69428
Air District Name:	SC
SIC Code:	7539
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

17 **COOLEY W S** | **EDR US Hist Auto Stat** | **1009051053**
2015 PONTIUS AV | **N/A**
WEST LOS ANGELES, CA

EDR Historical Auto Stations:
Name: COOLEY W S
Year: 1936
Type: AUTOMOBILE REPAIRING

---

17 **COOLEY W S** | **EDR US Hist Auto Stat** | **1009022042**
2015 PONTIUS AVE | **N/A**
SANTA MONICA, CA

EDR Historical Auto Stations:
Name: COOLEY W S
Year: 1936
Type: AUTOMOBILE REPAIRING

---

17 **EMBREY PRESS INC** | **CA HAZNET** | **S113040973**
2295 WESTWOOD BLVD | **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2001
Gepaid: CAL000047357
Contact: JERRY ANTHONY MANAGER
Telephone: 3104754567
Mailing Name: Not reported
Mailing Address: 2295 WESTWOOD BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900642017
Gen County: Not reported
TSD EPA ID: CAD981402522
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: 0.1
Facility County: Los Angeles

Year: 1999
Gepaid: CAL000047357
Contact: TED BLUMENFELD
Telephone: 3104754567
Mailing Name: Not reported
Mailing Address: 2295 WESTWOOD BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900642017
Gen County: Not reported
TSD EPA ID: CAD981402522
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: .1251
Facility County: Los Angeles

Year: 1998
Gepaid: CAL000047357
Contact: TED BLUMENFELD
Telephone: 3104754567
Mailing Name: Not reported

EMBREY PRESS INC (Continued) **S113040973**

Mailing Address:	2295 WESTWOOD BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900642017
Gen County:	Not reported
TSD EPA ID:	CAD982444481
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Recycler
Tons:	.1500
Facility County:	Los Angeles

Year:	1998
Gepaid:	CAL000047357
Contact:	TED BLUMENFELD
Telephone:	3104754567
Mailing Name:	Not reported
Mailing Address:	2295 WESTWOOD BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900642017
Gen County:	Not reported
TSD EPA ID:	CAD981402522
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	.1251
Facility County:	Los Angeles

Year:	1996
Gepaid:	CAL000047357
Contact:	TED BLUMENFELD
Telephone:	3104754567
Mailing Name:	Not reported
Mailing Address:	2295 WESTWOOD BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900642017
Gen County:	Not reported
TSD EPA ID:	CAD981402522
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	.2293
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
2 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **EMBREY PRESS INC** **FINDS** **1006824365**
2295 WESTWOOD BLVD **CA EMI** **N/A**
LOS ANGELES, CA

FINDS:

Registry ID: 110013829553

Environmental Interest/Information System
The NEI (National Emissions Inventory) database contains information on stationary and mobile sources that emit criteria air pollutants and their precursors, as well as hazardous air pollutants (HAPs).

CRITERIA AND HAZARDOUS AIR POLLUTANT INVENTORY

EMBREY PRESS INC (Continued) **1006824365**

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	79832
Air District Name:	SC
SIC Code:	2759
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	79832
Air District Name:	SC
SIC Code:	2752
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	79832
Air District Name:	SC
SIC Code:	2752
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1999
County Code:	19
Air Basin:	SC
Facility ID:	79832
Air District Name:	SC

EMBREY PRESS INC (Continued) **1006824365**

SIC Code:	2752
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	79832
Air District Name:	SC
SIC Code:	2752
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2001
County Code:	19
Air Basin:	SC
Facility ID:	79832
Air District Name:	SC
SIC Code:	2752
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **JOHNATHAN LAKE** **CA HAZNET** **S113781257**
2255 MIDVALE AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2012
Gepaid:	CAC002695473
Contact:	JOHNATHAN LAKE
Telephone:	3106996617
Mailing Name:	Not reported
Mailing Address:	2255 MIDVALE AVE
Mailing City,St,Zip:	LOS ANGELES, CA 90064

JOHNATHAN LAKE (Continued) **S113781257**

Gen County: Los Angeles
TSD EPA ID: AZC950823111
TSD County: 99
Waste Category: Not reported
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.4
Facility County: Los Angeles

---

17 **LASKY COACHWORKS** **RCRA NonGen / NLR** **1000273347**
2030 SEPULVEDA BLVD **FINDS** **CAD982010241**
WEST LOS ANGELES, CA **CA HAZNET**

RCRA NonGen / NLR:
Date form received by agency: 03/30/1994
Facility name: LASKY COACHWORKS
Facility address: 2030 SEPULVEDA BLVD
WEST LOS ANGELES, CA 90025
EPA ID: CAD982010241
Mailing address: 2241 FEDERAL AVE
W LOS ANGELES, CA 90064
Contact: MARC LASKY
Contact address: 2030 SEPULVEDA BLVD
WEST LOS ANGELES, CA 90025
Contact country: US
Contact telephone: (310) 479-3223
Contact email: Not reported
EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: MARC LASKY
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No

LASKY COACHWORKS (Continued) **1000273347**

Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002775426

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:

Year:	1994
Gepaid:	CAD982010241
Contact:	Not reported
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	2030 SEPULVEDA BLVD
Mailing City,St,Zip:	W LOS ANGELES, CA 900250000
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Paint sludge
Disposal Method:	Recycler
Tons:	.2293
Facility County:	Los Angeles

Year:	1993
Gepaid:	CAD982010241
Contact:	Not reported
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	2030 SEPULVEDA BLVD
Mailing City,St,Zip:	W LOS ANGELES, CA 900250000
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Paint sludge
Disposal Method:	Recycler
Tons:	1.3593
Facility County:	Los Angeles

LASKY COACHWORKS (Continued) **1000273347**

Year:	1993
Gepaid:	CAD982010241
Contact:	Not reported
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	2030 SEPULVEDA BLVD
Mailing City,St,Zip:	W LOS ANGELES, CA 900250000
Gen County:	Not reported
TSD EPA ID:	CAT000613893
TSD County:	Not reported
Waste Category:	Organic liquids (nonsolvents) with halogens
Disposal Method:	Transfer Station
Tons:	0.1245
Facility County:	Los Angeles

---

17 **EDR US Hist Auto Stat** **1015310084**

2030 S SEPULVEDA BLVD **N/A**
LOS ANGELES, CA 90025

EDR Historical Auto Stations:

Name:	SCOTT MOTORS
Year:	2003
Address:	2030 S SEPULVEDA BLVD
Name:	ACETECH COLLISION CENTER
Year:	2011
Address:	2030 S SEPULVEDA BLVD
Name:	ACETECH COLLISION CENTER
Year:	2012
Address:	2030 S SEPULVEDA BLVD

---

17 **EDR US Hist Auto Stat** **1015309214**

2029 S SEPULVEDA BLVD **N/A**
LOS ANGELES, CA 90025

EDR Historical Auto Stations:

Name:	SEPULVEDA WEST CAR WASH
Year:	2003
Address:	2029 S SEPULVEDA BLVD
Name:	SEPULVEDA WEST CAR WASH QUICK LUBE S
Year:	2006
Address:	2029 S SEPULVEDA BLVD
Name:	SEPULVEDA WEST CAR WASH
Year:	2007
Address:	2029 S SEPULVEDA BLVD
Name:	E Z LUBE
Year:	2010
Address:	2029 S SEPULVEDA BLVD
Name:	EZ LUBE
Year:	2012
Address:	2029 S SEPULVEDA BLVD

17 **PEP BOYS, MANNY, MOE&JACK OF CA.** | **CA FID UST** | **1000105124**
10644 W PICO BLVD | **CA HIST UST** | **N/A**
LOS ANGELES, CA 90064 | **CA SWEEPS UST**

CA FID UST:

Facility ID:	19023631
Regulated By:	UTNKA
Regulated ID:	00003756
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2137455695
Mail To:	Not reported
Mailing Address:	10644 W PICO BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900640000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

HIST UST:

Region:	STATE
Facility ID:	00000003756
Facility Type:	Other
Other Type:	WASTE TANK
Total Tanks:	0001
Contact Name:	JOHN LANDEROS
Telephone:	2137485751
Owner Name:	PEP BOYS MANNY MOE JACK
Owner Address:	1124 W WASHINGTON BLVD.
Owner City,St,Zip:	LOS ANGELES, CA 90015
Tank Num:	001
Container Num:	1
Year Installed:	Not reported
Tank Capacity:	00000550
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Tank Construction:	Not reported
Leak Detection:	Visual

SWEEPS UST:

Status:	Active
Comp Number:	263
Number:	9
Board Of Equalization:	44-011088
Referral Date:	04-20-88
Action Date:	03-15-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000263-000001
Actv Date:	04-20-88
Capacity:	550
Tank Use:	OIL

PEP BOYS, MANNY, MOE&JACK OF CA. (Continued) **1000105124**

Stg: W
Content: WASTE OIL
Number Of Tanks: 1

---

17 **PEP BOYS #614** **FINDS** **1007677604**
10644 W PICO BLVD **N/A**
LOS ANGELES, CA

FINDS:

Registry ID: 110017952768

Environmental Interest/Information System
UORS (California - Used Oil Recycling System). California Integrated Waste Management Board (CIWMB) helps communities establish and promote convenient collection opportunities for used oil and used oil filters.

---

17 **ARNOLD ROSS DPM & ASSOCIATES** **CA HAZNET** **S113079980**
2288 WESTWOOD #100 **N/A**
WEST LOS ANGELES, CA 90064

HAZNET:
Year: 1997
Gepaid: CAL000145553
Contact: ARNOLD ROSS DPM
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 2288 WESTWOOD BLVD STE 100
Mailing City,St,Zip: LOS ANGELES, CA 900642000
Gen County: Not reported
TSD EPA ID: CAL000121946
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: .0225
Facility County: Los Angeles

---

17 **EDR US Hist Auto Stat** **1015143102**
10644 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:
Name: PEP BOYS
Year: 2007
Address: 10644 W PICO BLVD

17 **PEP BOYS #614** **CA HAZNET** **S113009584**
10644 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2012
Gepaid:	CAD981662612
Contact:	YOLANDA GALLARDO
Telephone:	2154309095
Mailing Name:	Not reported
Mailing Address:	3111 W ALLEGHENY AVE
Mailing City,St,Zip:	PHILADELPHIA, PA 191321116
Gen County:	Los Angeles
TSD EPA ID:	CAT080025711
TSD County:	San Bernardino
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	3.1882
Facility County:	Los Angeles

Year:	2012
Gepaid:	CAD981662612
Contact:	YOLANDA GALLARDO
Telephone:	2154309095
Mailing Name:	Not reported
Mailing Address:	3111 W ALLEGHENY AVE
Mailing City,St,Zip:	PHILADELPHIA, PA 191321116
Gen County:	Los Angeles
TSD EPA ID:	CAD981696420
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.342
Facility County:	Los Angeles

Year:	2012
Gepaid:	CAD981662612
Contact:	YOLANDA GALLARDO
Telephone:	2154309095
Mailing Name:	Not reported
Mailing Address:	3111 W ALLEGHENY AVE
Mailing City,St,Zip:	PHILADELPHIA, PA 191321116
Gen County:	Los Angeles
TSD EPA ID:	CAD981696420
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.21
Facility County:	Los Angeles

Year:	2012
Gepaid:	CAD981662612
Contact:	YOLANDA GALLARDO
Telephone:	2154309095
Mailing Name:	Not reported
Mailing Address:	3111 W ALLEGHENY AVE

PEP BOYS #614 (Continued) **S113009584**

Mailing City,St,Zip: PHILADELPHIA, PA 191321116
Gen County: Los Angeles
TSD EPA ID: NVR000082925
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Not reported
Tons: 1.2978
Facility County: Los Angeles

Year: 2012
Gepaid: CAD981662612
Contact: YOLANDA GALLARDO
Telephone: 2154309095
Mailing Name: Not reported
Mailing Address: 3111 W ALLEGHENY AVE
Mailing City,St,Zip: PHILADELPHIA, PA 191321116
Gen County: Los Angeles
TSD EPA ID: INR000110197
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.021
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
85 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **EDR US Hist Auto Stat** **1015342556**

2285 WESTWOOD BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:
Name: MERIDIAN AUTOMOTIVE DESIGN
Year: 2004
Address: 2285 WESTWOOD BLVD

Name: MENZEL MOTORSPORTS
Year: 2011
Address: 2285 WESTWOOD BLVD

Name: MENZEL MOTORSPORTS
Year: 2012
Address: 2285 WESTWOOD BLVD

---

17 **EDR US Hist Auto Stat** **1015308763**

2024 S SEPULVEDA BLVD **N/A**
LOS ANGELES, CA 90025

EDR Historical Auto Stations:
Name: ALL CITY AUTO BODY
Year: 2002
Address: 2024 S SEPULVEDA BLVD

17 | **EDR US Hist Auto Stat** | **1015308585** | **N/A**

2022 S SEPULVEDA BLVD
LOS ANGELES, CA 90025

EDR Historical Auto Stations:

Name:	ALL CITY AUTO BODY
Year:	2010
Address:	2022 S SEPULVEDA BLVD
Name:	ALL CITY AUTO BODY
Year:	2012
Address:	2022 S SEPULVEDA BLVD

---

17 **STOKES W L** | **EDR US Hist Auto Stat** | **1009020951** | **N/A**

11150 LA GRANGE AVE
WEST LOS ANGELES, CA

EDR Historical Auto Stations:

Name:	CHANDLER J R
Year:	1933
Type:	GASOLINE AND OIL SERVICE STATIONS
Name:	STOKES W L
Year:	1936
Type:	GAS AND OIL SERVICE STATIONS
Name:	STOKES W L
Year:	1936
Type:	GAS AND OIL SERVICE STATIONS
Name:	STOKES W L
Year:	1940
Type:	GASOLINE AND OIL SERVICE STATIONS

---

17 **CHANDLER J R** | **EDR US Hist Auto Stat** | **1009018489** | **N/A**

11150 LA GRANGE AVE
SANTA MONICA, CA

EDR Historical Auto Stations:

Name:	CHANDLER J R
Year:	1933
Type:	GASOLINE AND OIL SERVICE STATIONS

---

17 **LOUISE'S TRATTORIA DBA LA COCH** | **CA EMI** | **S106834791** | **N/A**

10645 PICO BLVD
LOS ANGELES, CA 90064

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	67960
Air District Name:	SC
SIC Code:	5812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported

LOUISE'S TRATTORIA DBA LA COCH (Continued) **S106834791**

Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **CIMAX COPIER** **RCRA-SQG 1000820146**
2265 WESTWOOD **FINDS CAD983661729**
LOS ANGELES, CA

RCRA-SQG:

Date form received by agency:	03/12/1993
Facility name:	CIMAX COPIER
Facility address:	2265 WESTWOOD LOS ANGELES, CA 90064
EPA ID:	CAD983661729
Mailing address:	WESTWOOD LOS ANGELES, CA 90064
Contact:	LARRY HENDERSON
Contact address:	2265 WESTWOOD LOS ANGELES, CA 90064
Contact country:	US
Contact telephone:	(310) 446-4746
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	MIKE CHIN
Owner/operator address:	2265 WESTWOOD LOS ANGELES, CA 90064
Owner/operator country:	Not reported
Owner/operator telephone:	(310) 446-4746
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No

CIMAX COPIER (Continued) **1000820146**

Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002894413

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

17 **EDR US Hist Auto Stat** **1015341231**

2265 WESTWOOD BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:
Name: BP PROPERTIES
Year: 2007
Address: 2265 WESTWOOD BLVD

Name: BP PROPERTIES
Year: 2008
Address: 2265 WESTWOOD BLVD

---

17 **SEPULVEDA LA GRANGE PARTNERSHIP** **CA SWEEPS UST** **S106932029**

2001 S SEPULVEDA **N/A**
LOS ANGELES, CA 90025

SWEEPS UST:
Status: Active
Comp Number: 7624
Number: 3
Board Of Equalization: Not reported
Referral Date: 07-30-93
Action Date: 07-30-93
Created Date: 07-30-93
Tank Status: A
Owner Tank Id: 7624
Swrcb Tank Id: 19-050-007624-000001
Actv Date: 07-30-93
Capacity: 12000
Tank Use: M.V. FUEL
Stg: P
Content: PRM UNLEADED
Number Of Tanks: 2

Status: Active
Comp Number: 7624

SEPULVEDA LA GRANGE PARTNERSHIP (Continued) **S106932029**

Number:	3
Board Of Equalization:	Not reported
Referral Date:	07-30-93
Action Date:	07-30-93
Created Date:	07-30-93
Tank Status:	A
Owner Tank Id:	7624
Swrcb Tank Id:	19-050-007624-000002
Actv Date:	07-30-93
Capacity:	12000
Tank Use:	M.V. FUEL
Stg:	P
Content:	PRM UNLEADED
Number Of Tanks:	Not reported

---

17 **EDR US Hist Auto Stat** **1015303235**
2001 S SEPULVEDA BLVD **N/A**
LOS ANGELES, CA 90025

EDR Historical Auto Stations:

Name:	SEPULVEDA WEST QUICK LUBE
Year:	1999
Address:	2001 S SEPULVEDA BLVD
Name:	SEPULVEDA WEST QUICK LUBE
Year:	2001
Address:	2001 S SEPULVEDA BLVD
Name:	SEPULVEDA WEST QUICK LUBE
Year:	2002
Address:	2001 S SEPULVEDA BLVD
Name:	SEPULVEDA WEST QUICK LUBE
Year:	2005
Address:	2001 S SEPULVEDA BLVD
Name:	SEPULVEDA WEST CAR WASH DETAIL & SMO
Year:	2007
Address:	2001 S SEPULVEDA BLVD
Name:	SEPULVEDA WEST CAR WASH DETAIL & SMO
Year:	2008
Address:	2001 S SEPULVEDA BLVD

---

17 **SEPULVEDA LA GRANGE PARTNERSHIP** **CA UST** **U003879923**
2001 S SEPULVEDA BLVD **N/A**
LOS ANGELES, CA 90025

UST:

Facility ID:	25042
Latitude:	34.04284
Longitude:	-118.44021

17 **PATOUT'S LOUISIANA RESTAURANT** **CA EMI** **S106837243**
2260 WESTWOOD BLVD **N/A**
LOS ANGELES, CA 90064

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	67962
Air District Name:	SC
SIC Code:	5812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **LEADER CLEANERS** **CA EMI** **S105937772**
10631 PICO BL **N/A**
LOS ANGELES, CA 91324

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	48570
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	48570
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

LEADER CLEANERS (Continued) **S105937772**

Year:	1996
County Code:	19
Air Basin:	SC
Facility ID:	48570
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	48570
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	48570
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1999
County Code:	19
Air Basin:	SC
Facility ID:	48570
Air District Name:	SC
SIC Code:	7216

LEADER CLEANERS (Continued) **S105937772**

Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	48570
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2001
County Code:	19
Air Basin:	SC
Facility ID:	48570
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **REGAL CLEANERS** **CA HAZNET** **S113010606**
10631 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2008
Gepaid:	CAD981696248
Contact:	SUNG HONG
Telephone:	3104749553
Mailing Name:	Not reported
Mailing Address:	10631 W PICO BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported

REGAL CLEANERS (Continued) **S113010606**

TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Solvents Recovery
Tons: 0.231
Facility County: Los Angeles

Year: 2008
Gepaid: CAD981696248
Contact: SUNG HONG
Telephone: 3104749553
Mailing Name: Not reported
Mailing Address: 10631 W PICO BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method: Solvents Recovery
Tons: 1.05
Facility County: Los Angeles

Year: 2008
Gepaid: CAD981696248
Contact: SUNG HONG
Telephone: 3104749553
Mailing Name: Not reported
Mailing Address: 10631 W PICO BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Solvents Recovery
Tons: 0.231
Facility County: Los Angeles

Year: 2008
Gepaid: CAD981696248
Contact: SUNG HONG
Telephone: 3104749553
Mailing Name: Not reported
Mailing Address: 10631 W PICO BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method: Solvents Recovery
Tons: 1.05
Facility County: Los Angeles

Year: 2007
Gepaid: CAD981696248
Contact: SUNG HONG
Telephone: 3104749553
Mailing Name: Not reported

REGAL CLEANERS (Continued) **S113010606**

Mailing Address: 10631 W PICO BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method: Solvents Recovery
Tons: 2.75
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
43 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **REGAL CLEANERS** **CA DRYCLEANERS** **S100866479**
10631 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

DRYCLEANERS:
EPA Id: CAD981696248
NAICS Code: 81232
NAICS Description: Drycleaning and Laundry Services (except Coin-Operated)
SIC Code: 7211
SIC Description: Power Laundries, Family and Commercial
Create Date: 04/10/1987
Facility Active: No
Inactive Date: 06/30/2008
Facility Addr2: Not reported
Owner Name: SUNG JO HONG
Owner Address: 10631 W PICO BLVD
Owner Address 2: Not reported
Owner Telephone: 3109914289
Contact Name: SUNG HONG
Contact Address: 10631 W PICO BLVD
Contact Address 2: Not reported
Contact Telephone: 3104749553

---

17 **EDR US Hist Cleaners** **1014972047**
10631 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Cleaners:
Name: LEADER CLEANERS
Year: 1999
Address: 10631 W PICO BLVD

Name: LEADER CLEANERS
Year: 2001
Address: 10631 W PICO BLVD

Name: FLAIR CLEANERS
Year: 2001
Address: 10631 W PICO BLVD

Name: FLAIR CLEANERS
Year: 2004
Address: 10631 W PICO BLVD

(Continued) **1014972047**

Name: FLAIR CLEANERS
Year: 2005
Address: 10631 W PICO BLVD

Name: FLAIR CLEANERS
Year: 2006
Address: 10631 W PICO BLVD

Name: FLAIR CLEANERS
Year: 2007
Address: 10631 W PICO BLVD

Name: FLAIR CLEANERS
Year: 2008
Address: 10631 W PICO BLVD

Name: FLAIR CLEANERS
Year: 2009
Address: 10631 W PICO BLVD

Name: REGAL CLEANERS
Year: 2010
Address: 10631 W PICO BLVD

Name: REGAL CLEANERS
Year: 2011
Address: 10631 W PICO BLVD

Name: REGAL CLEANERS
Year: 2012
Address: 10631 W PICO BLVD

---

17 **LEADER FINE CLEANERS** **RCRA-SQG 1000187954**
10631 W PICO BLVD **FINDS CAD981696248**
LOS ANGELES, CA 90064

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: LEADER FINE CLEANERS
Facility address: 10631 W PICO BLVD
LOS ANGELES, CA 90064
EPA ID: CAD981696248
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Land type: Facility is not located on Indian land. Additional information is not known.
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

LEADER FINE CLEANERS (Continued) **1000187954**

Owner/Operator Summary:
- Owner/operator name: STEVE FAZIO
- Owner/operator address: NOT REQUIRED
  NOT REQUIRED, ME 99999
- Owner/operator country: Not reported
- Owner/operator telephone: (415) 555-1212
- Legal status: Private
- Owner/Operator Type: Owner
- Owner/Op start date: Not reported
- Owner/Op end date: Not reported

- Owner/operator name: NOT REQUIRED
- Owner/operator address: NOT REQUIRED
  NOT REQUIRED, ME 99999
- Owner/operator country: Not reported
- Owner/operator telephone: (415) 555-1212
- Legal status: Private
- Owner/Operator Type: Operator
- Owner/Op start date: Not reported
- Owner/Op end date: Not reported

Handler Activities Summary:
- U.S. importer of hazardous waste: No
- Mixed waste (haz. and radioactive): No
- Recycler of hazardous waste: No
- Transporter of hazardous waste: No
- Treater, storer or disposer of HW: No
- Underground injection activity: No
- On-site burner exemption: No
- Furnace exemption: No
- Used oil fuel burner: No
- Used oil processor: No
- User oil refiner: No
- Used oil fuel marketer to burner: No
- Used oil Specification marketer: No
- Used oil transfer facility: No
- Used oil transporter: No

Historical Generators:
- Date form received by agency: 12/20/1986
- Facility name: LEADER FINE CLEANERS
- Classification: Large Quantity Generator

- Violation Status: No violations found

Evaluation Action Summary:
- Evaluation date: 09/04/1994
- Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
- Area of violation: Not reported
- Date achieved compliance: Not reported
- Evaluation lead agency: State Contractor/Grantee

FINDS:

- Registry ID: 110002756107

LEADER FINE CLEANERS (Continued) **1000187954**

Environmental Interest/Information System

The NEI (National Emissions Inventory) database contains information on stationary and mobile sources that emit criteria air pollutants and their precursors, as well as hazardous air pollutants (HAPs).

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

CRITERIA AND HAZARDOUS AIR POLLUTANT INVENTORY

---

17 **MANHATTAN LAUNDRY & CLEANING** **EDR US Hist Cleaners** **1009145746**
10619 PICO BLVD **N/A**
SANTA MONICA, CA

EDR Historical Cleaners:
Name: MANHATTAN LAUNDRY & CLEANING
Year: 1948
Type: CLOTHES PRESSERS AND CLEANERS

---

17 **MANHATTAN LAUNDRY & CLEANING** **EDR US Hist Cleaners** **1009164322**
10619 PICO BLVD **N/A**
WEST LOS ANGELES, CA

EDR Historical Cleaners:
Name: MANHATTAN LAUNDRY & CLEANING
Year: 1948
Type: CLOTHES PRESSERS AND CLEANERS

---

17 **CRAFT R R** **EDR US Hist Auto Stat** **1009017709**
10601 PICO BLVD **N/A**
SANTA MONICA, CA

EDR Historical Auto Stations:
Name: CRAFT R R
Year: 1933
Type: GASOLINE AND OIL SERVICE STATIONS

Name: CRAFT R R
Year: 1936
Type: GASOLINE AND OIL SERVICE STATIONS

Name: GRISWOLD CRAIG
Year: 1936
Type: AUTOMOBILE REPAIRING

CRAFT R R (Continued) **1009017709**

Name: HEYLER JOHN
Year: 1940
Type: GASOLINE AND OIL SERVICE STATIONS

Name: HEYLER J B
Year: 1948
Type: GASOLINE AND OIL SERVICE STATIONS

---

17 **HEYLER J B** **EDR US Hist Auto Stat** **1009050986**
10601 PICO BLVD **N/A**
WEST LOS ANGELES, CA

EDR Historical Auto Stations:

Name: CRAFT R R
Year: 1933
Type: GASOLINE AND OIL SERVICE STATIONS

Name: CRAFT R R
Year: 1936
Type: GASOLINE AND OIL SERVICE STATIONS

Name: GRISWOLD CRAIG
Year: 1936
Type: AUTOMOBILE REPAIRING

Name: HEYLER JOHN
Year: 1940
Type: GASOLINE AND OIL SERVICE STATIONS

Name: HEYLER J B
Year: 1948
Type: GASOLINE AND OIL SERVICE STATIONS

---

17 **DESIGNCRAFT** **RCRA-SQG** **1000252767**
1936 PONTIUS AVE **FINDS** **CAD982019119**
LOS ANGELES, CA

RCRA-SQG:

Date form received by agency: 08/03/1987
Facility name: DESIGNCRAFT
Facility address: 1936 PONTIUS AVE
LOS ANGELES, CA 90025
EPA ID: CAD982019119
Mailing address: 1977 S SEPULVEDA BLVD
LOS ANGELES, CA 90025
Contact: ENVIRONMENTAL MANAGER
Contact address: 1936 PONTIUS AVE
LOS ANGELES, CA 90025
Contact country: US
Contact telephone: (213) 477-7229
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous

DESIGNCRAFT (Continued) **1000252767**

waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	DESIGNCRAFT INC
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002777736

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

17 | **EDR US Hist Auto Stat** | **1015294083** | **N/A**

1933 PONTIUS AVE
LOS ANGELES, CA 90025

EDR Historical Auto Stations:
Name: BEVERLY AUTO SERVICE
Year: 2003
Address: 1933 PONTIUS AVE

---

17 **NEILSEN J G** | **EDR US Hist Auto Stat** | **1009017450** | **N/A**

2211 WESTWOOD BLVD
SANTA MONICA, CA

EDR Historical Auto Stations:
Name: NEILSEN J G
Year: 1933
Type: AUTOMOBILE REPAIRING

Name: NEILSEN J G
Year: 1933
Type: AUTOMOBILE REPAIRING

---

17 **ZIPPER-BMW OF BEVERLY HILLS IN** | **CA SWEEPS UST** | **S106934674** | **N/A**

2201 WESTWOOD BLVD
WEST LOS ANGELES, CA 90064

SWEEPS UST:
Status: Not reported
Comp Number: 916
Number: Not reported
Board Of Equalization: 44-011478
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000916-000001
Actv Date: Not reported
Capacity: 500
Tank Use: OIL
Stg: WASTE
Content: WASTE OIL
Number Of Tanks: 2

Status: Not reported
Comp Number: 916
Number: Not reported
Board Of Equalization: 44-011478
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000916-000002
Actv Date: Not reported
Capacity: 100
Tank Use: OIL
Stg: WASTE

ZIPPER-BMW OF BEVERLY HILLS IN (Continued) **S106934674**

Content: WASTE OIL
Number Of Tanks: Not reported

---

17 **B M W OF BEVERLY HILLS** **RCRA-SQG** **1000346326**
2201 WESTWOOD BLVD **FINDS** **CAD981655947**
LOS ANGELES, CA 90064 **CA HIST UST**

RCRA-SQG:
Date form received by agency: 11/17/1992
Facility name: B M W OF BEVERLY HILLS
Facility address: 2201 WESTWOOD BLVD
LOS ANGELES, CA 90064
EPA ID: CAD981655947
Contact: NICK CHUENTONGKAM
Contact address: 8825 WILSHIRE BLVD
BEVERLY HILLS, CA 90211
Contact country: US
Contact telephone: (213) 475-0634
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: B M W OF BEVERLY HILLS
Owner/operator address: 8825 WILSHIRE BLVD
BEVERLY HILLS, CA 90211
Owner/operator country: Not reported
Owner/operator telephone: (310) 657-3355
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No

B M W OF BEVERLY HILLS (Continued) **1000346326**

Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002739537

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HIST UST:
Region: STATE
Facility ID: 00000007927
Facility Type: Other
Other Type: CAR REPAIR
Total Tanks: 0002
Contact Name: STUART L. HAGGART
Telephone: 2134750634
Owner Name: ZIPPER-BMW OF BEVERLY HILLS
Owner Address: 2201 WESTWOOD BLVD.
Owner City,St,Zip: WEST LOS ANGELES, CA 90064

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00000500
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Tank Construction: Not reported
Leak Detection: Visual

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00000100
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Tank Construction: Not reported
Leak Detection: Visual

17 **EDR US Hist Cleaners** **1014971566**
10576 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Cleaners:

Name:	WEST PICO CHINESE HAND LAUNDRY & CLEANERS
Year:	1999
Address:	10576 W PICO BLVD
Name:	WEST PICO CHINESE HAND LAUNDRY
Year:	2001
Address:	10576 W PICO BLVD
Name:	WEST PICO CHINESE HAND LAUNDRY
Year:	2002
Address:	10576 W PICO BLVD
Name:	WEST PICO CHINESE HAND LNDRY
Year:	2003
Address:	10576 W PICO BLVD
Name:	WEST PICO CHINESE HAND LNDRY
Year:	2004
Address:	10576 W PICO BLVD
Name:	WEST PICO CHINESE HAND LAUNDRY
Year:	2010
Address:	10576 W PICO BLVD
Name:	WEST PICO CHINESE HAND LAUNDRY & CLE
Year:	2011
Address:	10576 W PICO BLVD

---

17 **EDR US Hist Cleaners** **1014971564**
10575 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Cleaners:

Name:	MARLOW LAUNDRY
Year:	2004
Address:	10575 W PICO BLVD
Name:	MARLOWS LAUNDRY & CLEANERS
Year:	2010
Address:	10575 W PICO BLVD

---

17 **KAAREN KHALIL** **CA HIST UST** **U001562416**
10863 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HIST UST:

Region:	STATE
Facility ID:	00000039718
Facility Type:	Gas Station
Other Type:	Not reported
Total Tanks:	0009
Contact Name:	SAME
Telephone:	2134759000

KAAREN KHALIL (Continued) **U001562416**

Owner Name: MOBIL OIL CORP
Owner Address: 612 S. FLOWER ST
Owner City,St,Zip: LOS ANGELES, CA 90017

Tank Num: 001
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00006000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: None

Tank Num: 002
Container Num: 4
Year Installed: Not reported
Tank Capacity: 00004000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: None

Tank Num: 003
Container Num: 5
Year Installed: Not reported
Tank Capacity: 00004000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: None

Tank Num: 004
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00006000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: Not reported
Leak Detection: None

Tank Num: 005
Container Num: 1
Year Installed: 1965
Tank Capacity: 00000280
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 006
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00006000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: Not reported
Leak Detection: None

KAAREN KHALIL (Continued) **U001562416**

Tank Num: 007
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00006000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: None

Tank Num: 008
Container Num: 4
Year Installed: Not reported
Tank Capacity: 00004000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: None

Tank Num: 009
Container Num: 5
Year Installed: Not reported
Tank Capacity: 00004000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: None

---

17 **MOBIL OIL CORP.** **CA UST** **U003780414**
10863 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

UST:
Facility ID: 23945
Latitude: 34.04384
Longitude: -118.43184

---

17 **MOBIL #18-FYM (FORMER #11-FYM)** **CA HIST CORTESE** **S104576641**
10863 OLYMPIC BLVD **CA LUST** **N/A**
RANCHO PARK, CA 90064

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900640070

LUST:
Region: STATE
Global Id: T0603701166
Latitude: 34.043836
Longitude: -118.4319683
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 11/18/2010
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: MSH

MOBIL #18-FYM (FORMER #11-FYM) (Continued) **S104576641**

Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900640070
LOC Case Number:	Not reported
File Location:	Regional Board
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603701166
Contact Type:	Regional Board Caseworker
Contact Name:	CHANDRA TYLER
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	Not reported
City:	R4 UNKNOWN
Email:	cetyler@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T0603701166
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Regulatory Activities:

Global Id:	T0603701166
Action Type:	RESPONSE
Date:	07/15/2009
Action:	Remedial Progress Report

Global Id:	T0603701166
Action Type:	RESPONSE
Date:	07/15/2009
Action:	Monitoring Report - Semi-Annually

Global Id:	T0603701166
Action Type:	RESPONSE
Date:	10/01/2009
Action:	Other Report / Document

Global Id:	T0603701166
Action Type:	RESPONSE
Date:	04/15/2010
Action:	Monitoring Report - Semi-Annually

Global Id:	T0603701166
Action Type:	RESPONSE
Date:	01/15/2006
Action:	Monitoring Report - Quarterly

Global Id:	T0603701166
Action Type:	RESPONSE

MOBIL #18-FYM (FORMER #11-FYM) (Continued) **S104576641**

Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603701166
Action Type: RESPONSE
Date: 04/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603701166
Action Type: RESPONSE
Date: 07/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603701166
Action Type: RESPONSE
Date: 08/12/2005
Action: Soil and Water Investigation Workplan

Global Id: T0603701166
Action Type: RESPONSE
Date: 06/06/2003
Action: CAP/RAP - Final Remediation / Design Plan

Global Id: T0603701166
Action Type: RESPONSE
Date: 10/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603701166
Action Type: RESPONSE
Date: 07/03/2002
Action: CAP/RAP - Feasibility Study Report

Global Id: T0603701166
Action Type: RESPONSE
Date: 01/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603701166
Action Type: RESPONSE
Date: 03/01/2010
Action: Soil and Water Investigation Report

Global Id: T0603701166
Action Type: RESPONSE
Date: 07/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603701166
Action Type: RESPONSE
Date: 07/15/2010
Action: Remedial Progress Report

Global Id: T0603701166
Action Type: RESPONSE
Date: 01/15/2004
Action: Monitoring Report - Quarterly

MOBIL #18-FYM (FORMER #11-FYM) (Continued) **S104576641**

Global Id: T0603701166
Action Type: ENFORCEMENT
Date: 07/24/2002
Action: Staff Letter

Global Id: T0603701166
Action Type: RESPONSE
Date: 08/19/2010
Action: Request for Closure

Global Id: T0603701166
Action Type: REMEDIATION
Date: 01/01/1950
Action: Soil Vapor Extraction (SVE)

Global Id: T0603701166
Action Type: ENFORCEMENT
Date: 12/02/1997
Action: Staff Letter

Global Id: T0603701166
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T0603701166
Action Type: ENFORCEMENT
Date: 02/11/2003
Action: Staff Letter

Global Id: T0603701166
Action Type: RESPONSE
Date: 10/15/2003
Action: Remedial Progress Report

Global Id: T0603701166
Action Type: RESPONSE
Date: 04/15/2004
Action: Other Report / Document

Global Id: T0603701166
Action Type: RESPONSE
Date: 01/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603701166
Action Type: RESPONSE
Date: 10/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603701166
Action Type: RESPONSE
Date: 11/18/2002
Action: Well Installation Report

Global Id: T0603701166
Action Type: RESPONSE

MOBIL #18-FYM (FORMER #11-FYM) (Continued) **S104576641**

Date: 04/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603701166
Action Type: RESPONSE
Date: 04/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603701166
Action Type: RESPONSE
Date: 07/03/2002
Action: Interim Remedial Action Plan

Global Id: T0603701166
Action Type: RESPONSE
Date: 04/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603701166
Action Type: RESPONSE
Date: 03/31/2002
Action: Soil and Water Investigation Workplan

Global Id: T0603701166
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603701166
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603701166
Action Type: RESPONSE
Date: 01/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603701166
Action Type: RESPONSE
Date: 02/02/2009
Action: Soil and Water Investigation Report

Global Id: T0603701166
Action Type: RESPONSE
Date: 05/11/2009
Action: Soil and Water Investigation Workplan

Global Id: T0603701166
Action Type: RESPONSE
Date: 09/22/2004
Action: Well Installation Report

Global Id: T0603701166
Action Type: RESPONSE
Date: 01/15/2004
Action: Remedial Progress Report

MOBIL #18-FYM (FORMER #11-FYM) (Continued) **S104576641**

Global Id:	T0603701166
Action Type:	RESPONSE
Date:	10/15/2005
Action:	Monitoring Report - Quarterly
Global Id:	T0603701166
Action Type:	RESPONSE
Date:	10/20/2002
Action:	Soil and Water Investigation Report
Global Id:	T0603701166
Action Type:	RESPONSE
Date:	07/15/2002
Action:	Monitoring Report - Quarterly
Global Id:	T0603701166
Action Type:	RESPONSE
Date:	06/06/2003
Action:	CAP/RAP - Feasibility Study Report
Global Id:	T0603701166
Action Type:	RESPONSE
Date:	06/06/2003
Action:	Final Remedial Action Report / Corrective Action Report
Global Id:	T0603701166
Action Type:	RESPONSE
Date:	04/15/2003
Action:	Monitoring Report - Quarterly
Global Id:	T0603701166
Action Type:	RESPONSE
Date:	08/06/2009
Action:	Remedial Progress Report
Global Id:	T0603701166
Action Type:	RESPONSE
Date:	01/15/2009
Action:	Monitoring Report - Quarterly
Global Id:	T0603701166
Action Type:	RESPONSE
Date:	10/15/2010
Action:	Remedial Progress Report
Global Id:	T0603701166
Action Type:	RESPONSE
Date:	10/15/2010
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603701166
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery
Global Id:	T0603701166
Action Type:	RESPONSE

MOBIL #18-FYM (FORMER #11-FYM) (Continued) **S104576641**

Date: 04/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603701166
Action Type: RESPONSE
Date: 01/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603701166
Action Type: RESPONSE
Date: 07/15/2006
Action: Remedial Progress Report

Global Id: T0603701166
Action Type: ENFORCEMENT
Date: 08/14/2003
Action: Staff Letter

Global Id: T0603701166
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603701166
Action Type: ENFORCEMENT
Date: 11/18/2010
Action: Closure/No Further Action Letter

Global Id: T0603701166
Action Type: RESPONSE
Date: 07/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603701166
Action Type: RESPONSE
Date: 07/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603701166
Action Type: REMEDIATION
Date: 01/01/1950
Action: In Situ Physical/Chemical Treatment (other than SVE)

Global Id: T0603701166
Action Type: RESPONSE
Date: 07/15/2003
Action: Soil and Water Investigation Report

Global Id: T0603701166
Action Type: RESPONSE
Date: 10/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603701166
Action Type: RESPONSE
Date: 07/15/2003
Action: Monitoring Report - Quarterly

MOBIL #18-FYM (FORMER #11-FYM) (Continued) **S104576641**

Global Id: T0603701166
Action Type: RESPONSE
Date: 04/15/2006
Action: Remedial Progress Report

Global Id: T0603701166
Action Type: RESPONSE
Date: 10/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603701166
Action Type: RESPONSE
Date: 01/15/2007
Action: Monitoring Report - Quarterly

---

17 **EDR US Hist Auto Stat** **1015147765**

10863 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name: WESTWOOD MOBILE
Year: 1999
Address: 10863 W OLYMPIC BLVD

Name: WESTWOOD MOBILE
Year: 2001
Address: 10863 W OLYMPIC BLVD

Name: WESTWOOD MOBILE
Year: 2002
Address: 10863 W OLYMPIC BLVD

Name: WESTWOOD MOBILE
Year: 2003
Address: 10863 W OLYMPIC BLVD

Name: WESTWOOD MOBILE
Year: 2004
Address: 10863 W OLYMPIC BLVD

Name: WESTWOOD MOBILE
Year: 2007
Address: 10863 W OLYMPIC BLVD

Name: WESTWOOD MOBILE
Year: 2008
Address: 10863 W OLYMPIC BLVD

Name: WESTWOOD MOBILE
Year: 2009
Address: 10863 W OLYMPIC BLVD

Name: WESTWOOD MOBIL
Year: 2010
Address: 10863 W OLYMPIC BLVD

Name: WESTWOOD MOBIL

(Continued) **1015147765**

Year: 2011
Address: 10863 W OLYMPIC BLVD

Name: WESTWOOD MOBIL
Year: 2012
Address: 10863 W OLYMPIC BLVD

---

17 **KAAREN KHALIL** **CA FID UST** **S101617597**
10863 W OLYMPIC BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90064 **CA CHMIRS**

CA FID UST:
Facility ID: 19002686
Regulated By: UTNKA
Regulated ID: 00039718
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2134759000
Mail To: Not reported
Mailing Address: 612 S FLOWER ST
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900640000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Not reported
Comp Number: 2018
Number: Not reported
Board Of Equalization: 44-000400
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002018-000001
Actv Date: Not reported
Capacity: 6000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: 5

Status: Not reported
Comp Number: 2018
Number: Not reported
Board Of Equalization: 44-000400
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported

KAAREN KHALIL (Continued) **S101617597**

Swrcb Tank Id:	19-050-002018-000002
Actv Date:	Not reported
Capacity:	4000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	Not reported
Status:	Not reported
Comp Number:	2018
Number:	Not reported
Board Of Equalization:	44-000400
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-002018-000003
Actv Date:	Not reported
Capacity:	4000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	Not reported
Status:	Not reported
Comp Number:	2018
Number:	Not reported
Board Of Equalization:	44-000400
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-002018-000004
Actv Date:	Not reported
Capacity:	6000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	Not reported
Status:	Not reported
Comp Number:	2018
Number:	Not reported
Board Of Equalization:	44-000400
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-002018-000005
Actv Date:	Not reported
Capacity:	280
Tank Use:	OIL
Stg:	WASTE
Content:	WASTE OIL

KAAREN KHALIL (Continued) **S101617597**

Number Of Tanks: Not reported

Status: Active
Comp Number: 2018
Number: 1
Board Of Equalization: 44-000400
Referral Date: 03-11-93
Action Date: 03-11-93
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002018-000006
Actv Date: 02-02-93
Capacity: 12000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: 4

Status: Active
Comp Number: 2018
Number: 1
Board Of Equalization: 44-000400
Referral Date: 03-11-93
Action Date: 03-11-93
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002018-000007
Actv Date: 02-02-93
Capacity: 10000
Tank Use: M.V. FUEL
Stg: P
Content: PRM UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 2018
Number: 1
Board Of Equalization: 44-000400
Referral Date: 03-11-93
Action Date: 03-11-93
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002018-000008
Actv Date: 02-02-93
Capacity: 8000
Tank Use: M.V. FUEL
Stg: P
Content: PRM UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 2018
Number: 1
Board Of Equalization: 44-000400

KAAREN KHALIL (Continued) **S101617597**

Referral Date:	03-11-93
Action Date:	03-11-93
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-002018-000009
Actv Date:	02-02-93
Capacity:	550
Tank Use:	OIL
Stg:	W
Content:	WASTE OIL
Number Of Tanks:	Not reported

CHMIRS:

OES Incident Number:	01-7338
OES notification:	12/19/2001
OES Date:	Not reported
OES Time:	Not reported
Incident Date:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
Special Studies 1:	Not reported
Special Studies 2:	Not reported
Special Studies 3:	Not reported
Special Studies 4:	Not reported
Special Studies 5:	Not reported
Special Studies 6:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA/DOT/PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Comments:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	No
Waterway:	Not reported
Spill Site:	Not reported
Cleanup By:	Responsible Party
Containment:	Not reported
What Happened:	Not reported

KAAREN KHALIL (Continued) **S101617597**

Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	2001
Agency:	Veeder Root
Incident Date:	12/18/200112:00:00 AM
Admin Agency:	Los Angeles City Fire Department
Amount:	Not reported
Contained:	Unknown
Site Type:	Service Station
E Date:	Not reported
Substance:	Gasoline componets;;;
Quantity Released:	Not reported
BBLS:	0
Cups:	0
CUFT:	0
Gallons:	0
Grams:	0
Pounds:	0
Liters:	0
Ounces:	0
Pints:	0
Quarts:	0
Sheen:	0
Tons:	0
Unknown:	Unknown
Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
Description:	During a repiping operation elevated amonts of hydrocarbons were located in the soil.

---

17 **FOSTER BROS INC** **EDR US Hist Auto Stat** **1009018274**
2201 WESTWOOD BLVD **N/A**
SANTA MONICA, CA

EDR Historical Auto Stations:

Name:	FOSTER BROS INC
Year:	1940
Type:	GASOLINE AND OIL SERVICE STATIONS

Name:	FOSTER BROS INC
Year:	1940
Type:	GASOLINE AND OIL SERVICE STATIONS

---

17 **ALFRED BANUELOS** **CA FID UST** **S101587665**
1913 PONTIUS AVE **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90025

CA FID UST:

Facility ID:	19055869
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported

ALFRED BANUELOS (Continued) **S101587665**

Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 1913 PONTIUS AVE
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900250000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Not reported
Comp Number: 4726
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: 0

---

17 **MOBIL #18-FYM (FORMER #11-FYM)** **CA LUST** **S104406318**
10863 OLYMPIC BLVD **N/A**
RANCHO PARK, CA 90064

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900640070
Status: Remedial action (cleanup) Underway
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Not reported
Global ID: T0603701166
W Global ID: Not reported
Staff: MSH
Local Agency: 19050
Cross Street: WESTWOOD
Enforcement Type: SEL
Date Leak Discovered: 7/16/1990
Date Leak First Reported: 7/16/1990
Date Leak Record Entered: 8/30/1990
Date Confirmation Began: 7/16/1990
Date Leak Stopped: Not reported

MOBIL #18-FYM (FORMER #11-FYM) (Continued) **S104406318**

Date Case Last Changed on Database:	10/1/2002
Date the Case was Closed:	Not reported
How Leak Discovered:	Subsurface Monitoring
How Leak Stopped:	Not reported
Cause of Leak:	UNK
Leak Source:	UNK
Operator:	Not reported
Water System:	Not reported
Well Name:	Not reported
Approx. Dist To Production Well (ft):	9694.602077362080065164872475
Source of Cleanup Funding:	UNK
Preliminary Site Assessment Workplan Submitted:	7/16/1990
Preliminary Site Assessment Began:	11/6/1995
Pollution Characterization Began:	2/27/1997
Remediation Plan Submitted:	8/14/2003
Remedial Action Underway:	4/22/2004
Post Remedial Action Monitoring Began:	7/16/1990
Enforcement Action Date:	12/2/1997
Historical Max MTBE Date:	6/25/1998
Hist Max MTBE Conc in Groundwater:	710
Hist Max MTBE Conc in Soil:	220000
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	=
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	MS. JENEE BRIGGS
RP Address:	3700 W. 190TH ST., TPT2
Program:	LUST
Lat/Long:	34.043836 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	FREE PRODUCT WAS FIRST DETECTED IN WELL MW-1 DURING FIRST QUARTER OF 2000. INTERIM RAP DATE 10/11/00 PROPOSES TO USE A HIGH VACUUM DUAL-PHASE EXTRACTION SYSTEM TO REMOVE FP.; 1/11/01 4TH QTR GW MON RPT; 3/14/01 1ST QTR GW MON

---

17 **A.B. RUBBISH DISPOSAL** **CA WMUDS/SWAT** **S103441433**
1913 PONTIUS AVENUE **N/A**
SANTA MONICA, CA

WMUDS/SWAT:

Edit Date:	Not reported
Complexity:	Not reported
Primary Waste:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Base Meridian:	Not reported
NPID:	Not reported
Tonnage:	0
Regional Board ID:	Not reported
Municipal Solid Waste:	False
Superorder:	False

A.B. RUBBISH DISPOSAL (Continued) **S103441433**

Open To Public:	False
Waste List:	False
Agency Type:	Not reported
Agency Name:	A.B. RUBBISH
Agency Department:	Not reported
Agency Address:	Not reported
Agency City,St,Zip:	Not reported
Agency Contact:	Not reported
Agency Telephone:	Not reported
Land Owner Name:	Not reported
Land Owner Address:	Not reported
Land Owner City,St,Zip:	CA
Land Owner Contact:	Not reported
Land Owner Phone:	Not reported
Region:	4
Facility Type:	Not reported
Facility Description:	Not reported
Facility Telephone:	Not reported
SWAT Facility Name:	Not reported
Primary SIC:	Not reported
Secondary SIC:	Not reported
Comments:	Not reported
Last Facility Editors:	Not reported
Waste Discharge System:	False
Solid Waste Assessment Test Program:	True
Toxic Pits Cleanup Act Program:	False
Resource Conservation Recovery Act:	False
Department of Defence:	False
Solid Waste Assessment Test Program:	A.B. RUBBISH
Threat to Water Quality:	Not reported
Sub Chapter 15:	False
Regional Board Project Officer:	LT
Number of WMUDS at Facility:	1
Section Range:	Not reported
RCRA Facility:	Not reported
Waste Discharge Requirements:	Not reported
Self-Monitoring Rept. Frequency:	Not reported
Waste Discharge System ID:	4 190177NUR
Solid Waste Information ID:	Not reported

---

17 **SHELL STATION** **CA UST** **U003780337**
10564 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

UST:

Facility ID:	23850
Latitude:	34.04407
Longitude:	-118.42089

17 **EDR US Hist Auto Stat** **1015141087**
10564 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name:	SAN VISTA OIL COMPANY
Year:	1999
Address:	10564 W PICO BLVD
Name:	SAN VISTA OIL CO
Year:	2001
Address:	10564 W PICO BLVD
Name:	SAN VISTA OIL CO
Year:	2003
Address:	10564 W PICO BLVD
Name:	SAN VISTA OIL CO
Year:	2004
Address:	10564 W PICO BLVD
Name:	SHELL GAS STATION
Year:	2005
Address:	10564 W PICO BLVD
Name:	SHELL GAS STATION
Year:	2006
Address:	10564 W PICO BLVD
Name:	SHELL GAS STATION
Year:	2007
Address:	10564 W PICO BLVD
Name:	SAN VISTA OIL CO INC
Year:	2008
Address:	10564 W PICO BLVD
Name:	SAN VISTA OIL CO INC
Year:	2009
Address:	10564 W PICO BLVD

---

17 **KWIK #11** **CA HIST UST** **U001562417**
10564 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

HIST UST:

Region:	STATE
Facility ID:	00000005414
Facility Type:	Gas Station
Other Type:	Not reported
Total Tanks:	0005
Contact Name:	MONTRI
Telephone:	2136664471
Owner Name:	AL-SAL OIL CO.
Owner Address:	5121 SUNSET BLVD.
Owner City,St,Zip:	LOS ANGELES, CA 90027
Tank Num:	001
Container Num:	1
Year Installed:	Not reported

KWIK #11 (Continued) **U001562417**

Tank Capacity: 00004000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: 1/4 inches
Leak Detection: Stock Inventor, 10

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: 1/4 inches
Leak Detection: Stock Inventor, 10

Tank Num: 003
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00008000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: 1/4 inches
Leak Detection: Stock Inventor, 10

Tank Num: 004
Container Num: 4
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: 1/4 inches
Leak Detection: Stock Inventor, 10

Tank Num: 005
Container Num: 5
Year Installed: Not reported
Tank Capacity: 00012000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: 1/4 inches
Leak Detection: Stock Inventor, 10

---

17 **KWIK #11** **CA FID UST** **S101617598**
10564 W PICO BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90064

CA FID UST:
Facility ID: 19015053
Regulated By: UTNKA
Regulated ID: 00005414
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2136664471
Mail To: Not reported
Mailing Address: 5121 SUNSET BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900640000
Contact: Not reported

KWIK #11 (Continued) **S101617598**

Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Active
Comp Number: 593
Number: 9
Board Of Equalization: 44-011139
Referral Date: 01-15-93
Action Date: 03-15-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000593-000001
Actv Date: 04-20-88
Capacity: 4000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: 5

Status: Active
Comp Number: 593
Number: 9
Board Of Equalization: 44-011139
Referral Date: 01-15-93
Action Date: 03-15-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000593-000002
Actv Date: 04-20-88
Capacity: 10000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 593
Number: 9
Board Of Equalization: 44-011139
Referral Date: 01-15-93
Action Date: 03-15-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000593-000003
Actv Date: 04-20-88
Capacity: 8000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED

KWIK #11 (Continued) **S101617598**

Number Of Tanks: Not reported

Status: Active
Comp Number: 593
Number: 9
Board Of Equalization: 44-011139
Referral Date: 01-15-93
Action Date: 03-15-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000593-000004
Actv Date: 04-20-88
Capacity: 10000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 593
Number: 9
Board Of Equalization: 44-011139
Referral Date: 01-15-93
Action Date: 03-15-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000593-000005
Actv Date: 04-20-88
Capacity: 12000
Tank Use: M.V. FUEL
Stg: P
Content: DIESEL
Number Of Tanks: Not reported

---

17 **THE GLIDDEN CO DBA ICI PAINTS** **RCRA-SQG** **1009216544**
10561 W PICO BLVD **CA HAZNET** **CAR000169318**
LOS ANGELES, CA 90019

RCRA-SQG:
Date form received by agency: 12/15/2005
Facility name: THE GLIDDEN CO DBA ICI PAINTS
Facility address: 10561 W PICO BLVD
LOS ANGELES, CA 90019
EPA ID: CAR000169318
Mailing address: 15885 SPRAGUE
STRONGSVILLE, OH 44136
Contact: RHONDA J CROSS
Contact address: 15885 SPRAGUE
STRONGSVILLE, OH 44136
Contact country: US
Contact telephone: 440-297-8431
Contact email: RHONDA_CROSS@ICI.COM
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of

THE GLIDDEN CO DBA ICI PAINTS (Continued) **1009216544**

hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	THE GLIDDEN CO DBA ICI PAINTS
Owner/operator address:	Not reported
	Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	04/21/1971
Owner/Op end date:	Not reported

Owner/operator name:	F AND H SINCLAIR PROPERTIES
Owner/operator address:	5400 ARMOUR RANCH
	SANTA YNEZ, CA 93460
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	04/21/1971
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Hazardous Waste Summary:

Waste code:	D001
Waste name:	IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code:	D002
Waste name:	A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN

THE GLIDDEN CO DBA ICI PAINTS (Continued) **1009216544**

OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

Waste code: F001
Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS USED IN DEGREASING: TETRACHLOROETHYLENE, TRICHLOROETHYLENE, METHYLENE CHLORIDE, 1,1,1-TRICHLOROETHANE, CARBON TETRACHLORIDE, AND CHLORINATED FLUOROCARBONS; ALL SPENT SOLVENT MIXTURES/BLENDS USED IN DEGREASING CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Waste code: F003
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NON-HALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS, AND, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Waste code: F005
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Violation Status: No violations found

HAZNET:
Year: 2008
Gepaid: CAR000169318
Contact: MARY VILARDO/SHE RESOURCE MGR
Telephone: 4402978262
Mailing Name: Not reported
Mailing Address: 15885 SPRAGUE
Mailing City,St,Zip: STRONGVILLE, OH 441361757
Gen County: Not reported
TSD EPA ID: CAD980675276
TSD County: Not reported
Waste Category: Latex waste
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.25
Facility County: Los Angeles

Year: 2007
Gepaid: CAR000169318
Contact: MARY VILARDO/SHE RESOURCE MGR

THE GLIDDEN CO DBA ICI PAINTS (Continued) **1009216544**

Telephone:	4402978262
Mailing Name:	Not reported
Mailing Address:	15885 SPRAGUE
Mailing City,St,Zip:	STRONGVILLE, OH 441361757
Gen County:	Not reported
TSD EPA ID:	CAD044429835
TSD County:	Not reported
Waste Category:	Off-specification, aged or surplus organics
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.02
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAR000169318
Contact:	MARY VILARDO/SHE RESOURCE MGR
Telephone:	4402978262
Mailing Name:	Not reported
Mailing Address:	15885 SPRAGUE
Mailing City,St,Zip:	STRONGVILLE, OH 441361757
Gen County:	Not reported
TSD EPA ID:	CAD044429835
TSD County:	Not reported
Waste Category:	Latex waste
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.1
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAR000169318
Contact:	MARY VILARDO/SHE RESOURCE MGR
Telephone:	4402978262
Mailing Name:	Not reported
Mailing Address:	15885 SPRAGUE
Mailing City,St,Zip:	STRONGVILLE, OH 441361757
Gen County:	Not reported
TSD EPA ID:	CAD044429835
TSD County:	Not reported
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.12
Facility County:	Los Angeles

Year:	2005
Gepaid:	CAR000169318
Contact:	RHONDA J CROSS
Telephone:	4402978431
Mailing Name:	Not reported
Mailing Address:	15885 SPRAGUE
Mailing City,St,Zip:	STRONGVILLE, OH 441360000
Gen County:	Not reported
TSD EPA ID:	UTD981552177
TSD County:	Not reported
Waste Category:	Latex waste
Disposal Method:	Transfer Station

THE GLIDDEN CO DBA ICI PAINTS (Continued) **1009216544**

Tons: 0.02
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
1 additional CA_HAZNET: record(s) in the EDR Site Report.

---

17 **WEST LOS ANGELES DISTRICTYARD** **CA UST** **U001561137**
11168 MISSOURI AVE **CA HIST UST** **N/A**
LOS ANGELES, CA 90025

UST:
Facility ID: 24012
Latitude: 34.04406
Longitude: -118.4423

HIST UST:
Region: STATE
Facility ID: 00000047039
Facility Type: Other
Other Type: Not reported
Total Tanks: 0002
Contact Name: BRUCE VAN TIGER
Telephone: 2134787253
Owner Name: LOS ANGELES-BUREAU OF SANITATI
Owner Address: 2335 DORRIS PLACE
Owner City,St,Zip: LOS ANGELES, CA 90031

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00002000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: 1/4 inches
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 2
Year Installed: 1967
Tank Capacity: 00000840
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: 12 inches
Leak Detection: None

---

17 **CITY OF LA - WLA MAINTENANCE YARD** **CA LUST** **S109117588**
11168 W MISSOURI AVE **N/A**
LOS ANGELES, CA 90025

LUST:
Region: STATE
Global Id: T0603719238
Latitude: 34.044078
Longitude: -118.442297
Case Type: LUST Cleanup Site
Status: Open - Eligible for Closure

CITY OF LA - WLA MAINTENANCE YARD (Continued) **S109117588**

Status Date:	05/21/2013
Lead Agency:	SWRCB
Case Worker:	MC
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	Not reported
LOC Case Number:	TTXS0001642
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603719238
Contact Type:	Local Agency Caseworker
Contact Name:	PATRICK KILLIAN
Organization Name:	LOS ANGELES, CITY OF
Address:	221 N FIGUEROA ST STE 1500
City:	LOS ANGELES
Email:	Not reported
Phone Number:	2134826527

Global Id:	T0603719238
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T0603719238
Contact Type:	Regional Board Caseworker
Contact Name:	MATTHEW COHEN
Organization Name:	SWRCB
Address:	1001 I Street
City:	SACRAMENTO
Email:	mcohen@waterboards.ca.gov
Phone Number:	9163415751

Regulatory Activities:

Global Id:	T0603719238
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

Global Id:	T0603719238
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery

17 WEST LOS ANGELES DISTRICT YARD — **CA FID UST** — **S101617293**
11168 MISSOURI AVE — **CA SWEEPS UST** — **N/A**
LOS ANGELES, CA 90025

CA FID UST:

Facility ID:	19017076
Regulated By:	UTNKA
Regulated ID:	00047039
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2134787253
Mail To:	Not reported
Mailing Address:	200 N MAIN STREET-ROOM
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900250000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

SWEEPS UST:

Status:	Active
Comp Number:	2408
Number:	4
Board Of Equalization:	Not reported
Referral Date:	02-12-93
Action Date:	02-12-93
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-002408-000001
Actv Date:	04-20-88
Capacity:	2000
Tank Use:	M.V. FUEL
Stg:	P
Content:	DIESEL
Number Of Tanks:	2

Status:	Active
Comp Number:	2408
Number:	4
Board Of Equalization:	Not reported
Referral Date:	02-12-93
Action Date:	02-12-93
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-002408-000002
Actv Date:	04-20-88
Capacity:	840
Tank Use:	CHEMICAL
Stg:	P
Content:	UNKNOWN
Number Of Tanks:	Not reported

17 **SINCLAIR PAINT STORE #14** **CA HIST UST** **U001562427**
10561 WEST PICO BLVD. **N/A**
WESTWOOD, CA 90064

HIST UST:

Region:	STATE
Facility ID:	00000041300
Facility Type:	Other
Other Type:	PAINT STORE
Total Tanks:	0001
Contact Name:	JACK FELTHOVEN
Telephone:	2134754953
Owner Name:	F & H SINCLAIR PROPERTIES
Owner Address:	2500 S. ATLANTIC BLVD.
Owner City,St,Zip:	LOS ANGELES, CA 90040
Tank Num:	001
Container Num:	S-14
Year Installed:	1960
Tank Capacity:	00005000
Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Tank Construction:	1/4 inches
Leak Detection:	Stock Inventor

---

17 **SINCLAIR PAINT STORE #14** **CA FID UST** **S101617603**
10561 W PICO BLVD **CA SWEEPS UST** **N/A**
WESTWOOD, CA 90064

CA FID UST:

Facility ID:	19054241
Regulated By:	UTNKI
Regulated ID:	00041300
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2134754953
Mail To:	Not reported
Mailing Address:	2500 S ATLANTIC BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	WESTWOOD 900640000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

SWEEPS UST:

Status:	Not reported
Comp Number:	2235
Number:	Not reported
Board Of Equalization:	44-012209
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-002235-000001

SINCLAIR PAINT STORE #14 (Continued) **S101617603**

Actv Date:	Not reported
Capacity:	5000
Tank Use:	CHEMICAL
Stg:	PRODUCT
Content:	UNKNOWN
Number Of Tanks:	1

---

17 **BEL AIR ST. MDY** **CA SWF/LF** **S109422362**
11165 MISSOURI **N/A**
LOS ANGELES, CA

CA LA LF:

Region:	LA CITY
Facility Status:	SMALL VOLUME TRANSFER
Permit Number:	19-AA-0802
Council District:	11
Permitted Tonnage:	less than 100 cu yds

---

17 **BEL AIR MAINTENANCE YARD** **CA LUST** **S104159581**
11165 MISSOURI AVE **N/A**
SAWTELLE, CA 90025

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900260061	
Status:	Case Closed	
Substance:	Kerosene	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603700710	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19050	
Cross Street:	SEPULVEDA	
Enforcement Type:	Not reported	
Date Leak Discovered:	9/17/1987	
Date Leak First Reported:		12/23/1987
Date Leak Record Entered:	5/11/1988	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	9/17/1987	
Date Case Last Changed on Database:		4/15/1997
Date the Case was Closed:		7/19/1996
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	Corrosion	
Leak Source:	Tank	
Operator:	PUBLIC WORKS DEPT OLD#003918	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		7075.776209118512272394943731 6
Source of Cleanup Funding:		Tank
Preliminary Site Assessment Workplan Submitted:		11/21/1995

BEL AIR MAINTENANCE YARD (Continued) **S104159581**

Preliminary Site Assessment Began:	Not reported
Pollution Characterization Began:	4/7/1992
Remediation Plan Submitted:	11/21/1995
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	CITY OF LA, BUREAU OF ENGINEER
RP Address:	215 W 6TH ST, SUITE 101, LOS ANGELES CA 90014-1830
Program:	LUST
Lat/Long:	34.0439448 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	TANK OUT OF SERVICE PROX. 5 YEARS. RESIDUAL IN TANK AT REMOVAL DATE 48 GALLONS. OLD CASE #900250098

---

17 **BEL AIR STREET MAINTENANCE DIST YARD** **CA SWF/LF** **S102360689**
11165 MISSOURI AVENUE **CA HIST CORTESE** **N/A**
LOS ANGELES (CITY), CA **CA LUST**

SWF/LF (SWIS):

Region:	STATE
Facility ID:	19-AA-0802
Lat/Long:	34.04392 / -118.44288
Owner Name:	City Of Los Angeles Bur Of Street Maint
Owner Telephone:	2134855630
Owner Address:	Not reported
Owner Address2:	600 South Spring Street, Suite 1200
Owner City,St,Zip:	Los Angeles, CA 90014
Operational Status:	Active
Operator:	City Of Los Angeles Bur Of Street Maint
Operator Phone:	2134855630
Operator Address:	Not reported
Operator Address2:	600 South Spring Street, Suite 1200
Operator City,St,Zip:	Los Angeles, CA 90014
Permit Date:	02/15/2008
Permit Status:	Permitted
Permitted Acreage:	1
Activity:	Medium Volume Transfer/Proc Fac
Regulation Status:	Permitted
Landuse Name:	Not reported
GIS Source:	Map
Category:	Transfer/Processing
Unit Number:	01
Inspection Frequency:	Monthly
Accepted Waste:	Mixed municipal
Closure Date:	Not reported

BEL AIR STREET MAINTENANCE DIST YARD (Continued) **S102360689**

Closure Type:	Not reported
Disposal Acreage:	Not reported
SWIS Num:	19-AA-0802
Waste Discharge Requirement Num:	Not reported
Program Type:	Not reported
Permitted Throughput with Units:	68
Actual Throughput with Units:	Tons/day
Permitted Capacity with Units:	6897
Remaining Capacity:	Not reported
Remaining Capacity with Units:	Tons/year

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900260061

LUST:

Region:	STATE
Global Id:	T0603700710
Latitude:	34.0439448
Longitude:	-118.4425706
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	07/19/1996
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	YR
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900260061
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Kerosene
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603700710
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T0603700710
Contact Type:	Local Agency Caseworker
Contact Name:	TBD
Organization Name:	LOS ANGELES, CITY OF
Address:	200 N. MAIN ST. RM. 970
City:	LOS ANGELES
Email:	Not reported
Phone Number:	2134826528

BEL AIR STREET MAINTENANCE DIST YARD (Continued) **S102360689**

Regulatory Activities:

Global Id:	T0603700710
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported
Global Id:	T0603700710
Action Type:	Other
Date:	01/01/1950
Action:	Leak Stopped
Global Id:	T0603700710
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery

---

17 **BEL AIR STREET MAINT YARD** **CA UST** **U001561105**
11165 MISSOURI AVE **CA HIST UST** **N/A**
LOS ANGELES, CA 90025 **CA SWEEPS UST**

UST:

Facility ID:	25404
Latitude:	34.0441
Longitude:	-118.44229

HIST UST:

Region:	STATE
Facility ID:	00000047172
Facility Type:	Other
Other Type:	SERVICE YARD
Total Tanks:	0005
Contact Name:	RALPH DAVIS
Telephone:	2134780731
Owner Name:	CITY OF LOS ANGELES
Owner Address:	111 E FIRST ST. ROOM 700
Owner City,St,Zip:	LOS ANGELES, CA 91012
Tank Num:	001
Container Num:	0291
Year Installed:	1977
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Tank Construction:	1/4 inches
Leak Detection:	Stock Inventor
Tank Num:	002
Container Num:	0291A
Year Installed:	Not reported
Tank Capacity:	00002000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Tank Construction:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	003

BEL AIR STREET MAINT YARD (Continued) **U001561105**

Container Num: 0292
Year Installed: Not reported
Tank Capacity: 00001000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 004
Container Num: 0293
Year Installed: Not reported
Tank Capacity: 00000550
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 005
Container Num: D214C
Year Installed: Not reported
Tank Capacity: 00001500
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: 4 inches
Leak Detection: Visual

SWEEPS UST:
Status: Active
Comp Number: 2497
Number: 4
Board Of Equalization: Not reported
Referral Date: 06-17-93
Action Date: 04-18-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: L-297331
Swrcb Tank Id: 19-050-002497-000001
Actv Date: 04-20-88
Capacity: 10000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: 5

Status: Active
Comp Number: 2497
Number: 4
Board Of Equalization: Not reported
Referral Date: 06-17-93
Action Date: 04-18-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002497-000002
Actv Date: 04-20-88
Capacity: 2000
Tank Use: M.V. FUEL

BEL AIR STREET MAINT YARD (Continued) **U001561105**

Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	2497
Number:	4
Board Of Equalization:	Not reported
Referral Date:	06-17-93
Action Date:	04-18-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-002497-000003
Actv Date:	04-20-88
Capacity:	1000
Tank Use:	M.V. FUEL
Stg:	P
Content:	DIESEL
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	2497
Number:	4
Board Of Equalization:	Not reported
Referral Date:	06-17-93
Action Date:	04-18-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-002497-000004
Actv Date:	04-20-88
Capacity:	550
Tank Use:	CHEMICAL
Stg:	P
Content:	UNKNOWN
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	2497
Number:	4
Board Of Equalization:	Not reported
Referral Date:	06-17-93
Action Date:	04-18-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-002497-000005
Actv Date:	04-20-88
Capacity:	1500
Tank Use:	CHEMICAL
Stg:	P
Content:	UNKNOWN
Number Of Tanks:	Not reported

17 **LA BEL AIR ST MAINT YARD** **RCRA-SQG** **1000162346**
11165 MISSOURI AVENUE **FINDS** **CAD981988629**
LOS ANGELES, CA

RCRA-SQG:
Date form received by agency: 03/25/1987
Facility name: LA BEL AIR ST MAINT YARD
Facility address: 11165 MISSOURI AVE
LOS ANGELES, CA 90025
EPA ID: CAD981988629
Mailing address: 200 N MAIN ST RM EIGHTH HUNDRE
LOS ANGELES, CA 90012
Contact: ENVIRONMENTAL MANAGER
Contact address: 11165 MISSOURI AVE
BEL AIR ESTATES, CA 90025
Contact country: US
Contact telephone: (213) 485-7527
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: CITY OF LA
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No

LA BEL AIR ST MAINT YARD (Continued) **1000162346**

User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110005982213

Environmental Interest/Information System

The NEI (National Emissions Inventory) database contains information on stationary and mobile sources that emit criteria air pollutants and their precursors, as well as hazardous air pollutants (HAPs).

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

17 **BEL AIR STREET MAINT YARD** **CA FID UST** **S101617282**
11165 MISSOURI AVE **CA EMI** **N/A**
LOS ANGELES, CA 90025

CA FID UST:

Facility ID:	19001655
Regulated By:	UTNKA
Regulated ID:	00047172
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2134780731
Mail To:	Not reported
Mailing Address:	200 N MAIN STREET-ROOM
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900250000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	17005
Air District Name:	SC
SIC Code:	9199
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported

BEL AIR STREET MAINT YARD (Continued) **S101617282**

Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	17
NOX - Oxides of Nitrogen Tons/Yr:	4
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	17005
Air District Name:	SC
SIC Code:	9199
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **MARTIN G E** **EDR US Hist Auto Stat** **1009018488**
2180 WESTWOOD BLVD **N/A**
SANTA MONICA, CA

EDR Historical Auto Stations:

Name:	MARTIN G E
Year:	1948
Type:	GASOLINE AND OIL SERVICE STATIONS

---

17 **MARTIN G E** **EDR US Hist Auto Stat** **1009053501**
2180 WESTWOOD BLVD **N/A**
WEST LOS ANGELES, CA

EDR Historical Auto Stations:

Name:	MARTIN G E
Year:	1948
Type:	GASOLINE AND OIL SERVICE STATIONS

---

17 **C&K SELF SERVES, INC #4** **CA HIST UST** **U001561107**
2180 WESTWOOD BLVD **N/A**
LOS ANGELES, CA 90025

HIST UST:

Region:	STATE
Facility ID:	00000006355
Facility Type:	Gas Station
Other Type:	Not reported
Total Tanks:	0004
Contact Name:	CLIFF & KATHY RUSSELL
Telephone:	2134574917

C&K SELF SERVES, INC #4 (Continued) **U001561107**

Owner Name: SHELL OIL COMPANY
Owner Address: P.O. BOX 4848
Owner City,St,Zip: ANAHEIM, CA 92803

Tank Num: 001
Container Num: 1
Year Installed: 1983
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: 1/4 inches
Leak Detection: Stock Inventor, Groundwater Monitoring Well, 10

Tank Num: 002
Container Num: 2
Year Installed: 1983
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: 1/4 inches
Leak Detection: Stock Inventor, Groundwater Monitoring Well, 10

Tank Num: 003
Container Num: 3
Year Installed: 1983
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: 1/4 inches
Leak Detection: Stock Inventor, Groundwater Monitoring Well, 10

Tank Num: 004
Container Num: 4
Year Installed: 1983
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: 1/4 inches
Leak Detection: Stock Inventor, Groundwater Monitoring Well, 10

---

17 **EDR US Hist Cleaners** **1015019576**

2180 WESTWOOD BLVD **N/A**
LOS ANGELES, CA 90025

EDR Historical Cleaners:
Name: MAESTRO SHOE REPAIR & CLEANERS
Year: 2001
Address: 2180 WESTWOOD BLVD

Name: MAESTRO SHOE REPAIR & CLEANERS
Year: 2002
Address: 2180 WESTWOOD BLVD

Name: MAESTRO SHOE REPAIR & CLEANERS
Year: 2003
Address: 2180 WESTWOOD BLVD

Name: MAESTRO SHOE REPAIR & CLEANERS

(Continued) **1015019576**

Year: 2004
Address: 2180 WESTWOOD BLVD

Name: MAESTRO SHOE REPAIR & CLEANERS
Year: 2007
Address: 2180 WESTWOOD BLVD

Name: MAESTRO SHOE REPAIR & CLEANERS
Year: 2008
Address: 2180 WESTWOOD BLVD

Name: MAESTRO SHOE REPAIR & CLEANERS
Year: 2010
Address: 2180 WESTWOOD BLVD

Name: MAESTRO SHOE REPAIR & CLEANERS
Year: 2012
Address: 2180 WESTWOOD BLVD

---

17 **C&K SELF SERVES, INC #4** **CA FID UST** **S101617284**
2180 WESTWOOD BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90025

CA FID UST:
Facility ID: 19054183
Regulated By: UTNKI
Regulated ID: 00006355
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2134574917
Mail To: Not reported
Mailing Address: P O BOX
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900250000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

SWEEPS UST:
Status: Not reported
Comp Number: 684
Number: Not reported
Board Of Equalization: 44-000074
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000684-000001
Actv Date: Not reported
Capacity: 10000
Tank Use: M.V. FUEL
Stg: PRODUCT

C&K SELF SERVES, INC #4 (Continued) **S101617284**

Content:	DIESEL
Number Of Tanks:	4
Status:	Not reported
Comp Number:	684
Number:	Not reported
Board Of Equalization:	44-000074
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000684-000002
Actv Date:	Not reported
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	Not reported
Status:	Not reported
Comp Number:	684
Number:	Not reported
Board Of Equalization:	44-000074
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000684-000003
Actv Date:	Not reported
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	Not reported
Status:	Not reported
Comp Number:	684
Number:	Not reported
Board Of Equalization:	44-000074
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000684-000004
Actv Date:	Not reported
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	Not reported

17 **LA CITY FIRE STATION #92** **CA LUST** **S104773339**
10556 PICO BLVD W **N/A**
RANCHO PARK, CA 90064

LUST:

Region:	STATE
Global Id:	T0603793045
Latitude:	34.04642
Longitude:	-118.416554
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	05/08/2000
Lead Agency:	LOS ANGELES, CITY OF
Case Worker:	NR
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900640316
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Aviation
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603793045
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Global Id:	T0603793045
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Regulatory Activities:

Global Id:	T0603793045
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery

Global Id:	T0603793045
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

LUST REG 4:

Region:	4
Regional Board:	04
County:	Los Angeles

LA CITY FIRE STATION #92 (Continued) **S104773339**

Facility Id:	900640316	
Status:	Leak being confirmed	
Substance:	1	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603793045	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19050	
Cross Street:	Not reported	
Enforcement Type:	Not reported	
Date Leak Discovered:	9/14/1999	
Date Leak First Reported:		10/7/1999
Date Leak Record Entered:	Not reported	
Date Confirmation Began:	10/7/1999	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		10/7/1999
Date the Case was Closed:		Not reported
How Leak Discovered:	Repair Tank	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	CITY OF LA FIRE DEPT	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		8913.013615114034461701515338
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	CITY OF LOS ANGELES	
RP Address:	419 S. SPRING ST., 12TH FL., LOS ANGELES CA 90013	
Program:	LUST	
Lat/Long:	34.04642 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	Not reported	

17 **CURRENT OCCUPANT** **CA FID UST** **S101587437**
10850 W OLYMPIC BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90064

CA FID UST:

Facility ID:	19055611
Regulated By:	UTNKA
Regulated ID:	00062492
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	10850 W OLYMPIC BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900640000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

SWEEPS UST:

Status:	Not reported
Comp Number:	3552
Number:	Not reported
Board Of Equalization:	44-031810
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-003552-000001
Actv Date:	Not reported
Capacity:	8000
Tank Use:	CHEMICAL
Stg:	PRODUCT
Content:	UNKNOWN
Number Of Tanks:	4

Status:	Not reported
Comp Number:	3552
Number:	Not reported
Board Of Equalization:	44-031810
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-003552-000002
Actv Date:	Not reported
Capacity:	7000
Tank Use:	CHEMICAL
Stg:	PRODUCT
Content:	UNKNOWN
Number Of Tanks:	Not reported

Status:	Not reported

CURRENT OCCUPANT (Continued) **S101587437**

Comp Number: 3552
Number: Not reported
Board Of Equalization: 44-031810
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-003552-000003
Actv Date: Not reported
Capacity: 3000
Tank Use: CHEMICAL
Stg: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 3552
Number: Not reported
Board Of Equalization: 44-031810
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-003552-000004
Actv Date: Not reported
Capacity: 550
Tank Use: CHEMICAL
Stg: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

---

17 **93706** **CA HIST UST** **U001562404**
10850 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

HIST UST:
Region: STATE
Facility ID: 00000062492
Facility Type: Gas Station
Other Type: Not reported
Total Tanks: 0004
Contact Name: WURTH,GUSTAVO
Telephone: 2134749215
Owner Name: CHEVRON U.S.A. INC.
Owner Address: 575 MARKET
Owner City,St,Zip: SAN FRANCISCO, CA 94105

Tank Num: 001
Container Num: 1
Year Installed: 1965
Tank Capacity: 00008000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: 0000250 unknown
Leak Detection: Stock Inventor

93706 (Continued) **U001562404**

Tank Num: 002
Container Num: 2
Year Installed: 1965
Tank Capacity: 00007000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: 0000250 unknown
Leak Detection: Stock Inventor

Tank Num: 003
Container Num: 3
Year Installed: 1965
Tank Capacity: 00003000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: 0000170 unknown
Leak Detection: Stock Inventor

Tank Num: 004
Container Num: 4
Year Installed: 1965
Tank Capacity: 00000550
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: 0000100 unknown
Leak Detection: Stock Inventor

---

17 **FIRE STATION 92** **CA FID UST** **S101617595**
10556 W PICO BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90064

CA FID UST:
Facility ID: 19024465
Regulated By: UTNKA
Regulated ID: 00047416
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2134856292
Mail To: Not reported
Mailing Address: 200 N MAIN STREET-9TH FLOO
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900640000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Active
Comp Number: 2596
Number: 4
Board Of Equalization: Not reported
Referral Date: 09-21-93
Action Date: 04-05-94

FIRE STATION 92 (Continued) **S101617595**

Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-002596-000001
Actv Date:	04-20-88
Capacity:	1000
Tank Use:	M.V. FUEL
Stg:	P
Content:	DIESEL
Number Of Tanks:	3
Status:	Active
Comp Number:	2596
Number:	4
Board Of Equalization:	Not reported
Referral Date:	09-21-93
Action Date:	04-05-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-002596-000002
Actv Date:	04-20-88
Capacity:	2000
Tank Use:	M.V. FUEL
Stg:	P
Content:	DIESEL
Number Of Tanks:	Not reported
Status:	Active
Comp Number:	2596
Number:	4
Board Of Equalization:	Not reported
Referral Date:	09-21-93
Action Date:	04-05-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-002596-000003
Actv Date:	04-20-88
Capacity:	1000
Tank Use:	M.V. FUEL
Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported

---

17 **LA FIRE STATION 92** **RCRA-SQG 1000229481**
10556 W PICO BLVD **FINDS CAD981963895**
LOS ANGELES, CA 90012

RCRA-SQG:

Date form received by agency:	03/09/1987
Facility name:	LA FIRE STATION 92
Facility address:	10556 W PICO BLVD LOS ANGELES, CA 90012
EPA ID:	CAD981963895
Mailing address:	200 N MAIN RM EIGHTH HUNDRED C LOS ANGELES, CA 90012
Contact:	ENVIRONMENTAL MANAGER

LA FIRE STATION 92 (Continued) **1000229481**

Contact address: 10556 W PICO BLVD
LOS ANGELES, CA 90012
Contact country: US
Contact telephone: (213) 485-7527
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: CITY OF LOS ANGELES
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Municipal
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Municipal
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002757124

LA FIRE STATION 92 (Continued) **1000229481**

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

17 **FIRE STATION 92** **CA HIST UST** **U001562412**
10556 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

HIST UST:

Region:	STATE
Facility ID:	00000047416
Facility Type:	Other
Other Type:	FIRE STATION
Total Tanks:	0003
Contact Name:	Not reported
Telephone:	2134856292
Owner Name:	CITY OF LOS ANGELES
Owner Address:	200 N. MAIN ST
Owner City,St,Zip:	LOS ANGELES, CA 90012

Tank Num:	001
Container Num:	F592-1
Year Installed:	Not reported
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Tank Construction:	Not reported
Leak Detection:	Stock Inventor

Tank Num:	002
Container Num:	F593-1
Year Installed:	Not reported
Tank Capacity:	00002000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Tank Construction:	Not reported
Leak Detection:	Stock Inventor

Tank Num:	003
Container Num:	F593-2
Year Installed:	Not reported
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Tank Construction:	Not reported
Leak Detection:	Stock Inventor

17 GOLDEN GLO CLEANER
10555 PICO BLVD
LOS ANGELES, CA 90064

Database(s): RCRA-SQG, FINDS, CA DRYCLEANERS, CA HAZNET, CA EMI

EDR ID Number: 1001023135

EPA ID Number: CAR000004937

RCRA-SQG:

Date form received by agency:	08/11/1995
Facility name:	GOLDEN GLO CLEANER
Facility address:	10555 PICO BLVD LOS ANGELES, CA 90064
EPA ID:	CAR000004937
Contact:	JOHN YOU
Contact address:	10555 PICO BLVD LOS ANGELES, CA 90064
Contact country:	US
Contact telephone:	(310) 475-8853
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	JOHN YOU
Owner/operator address:	10555 PICO BLVD LOS ANGELES, CA 90064
Owner/operator country:	Not reported
Owner/operator telephone:	(310) 475-8853
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002907454

GOLDEN GLO CLEANER (Continued) **1001023135**

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

DRYCLEANERS:

EPA Id:	CAR000004937
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	12/08/1995
Facility Active:	No
Inactive Date:	03/02/2005
Facility Addr2:	Not reported
Owner Name:	JOHN YOU
Owner Address:	10555 W PICO BLVD
Owner Address 2:	Not reported
Owner Telephone:	3104758853
Contact Name:	JOHN YOU
Contact Address:	10555 W PICO BLVD
Contact Address 2:	Not reported
Contact Telephone:	3104758853

EPA Id:	CAL000291731
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	03/02/2005
Facility Active:	Yes
Inactive Date:	Not reported
Facility Addr2:	Not reported
Owner Name:	SEUNG BUM CHUNG
Owner Address:	10555 W PICO BLVD
Owner Address 2:	Not reported
Owner Telephone:	3104758853
Contact Name:	SEUNG B CHUNG
Contact Address:	10555 W PICO BLVD
Contact Address 2:	Not reported
Contact Telephone:	3104758853

HAZNET:

Year:	2005
Gepaid:	CAR000004937
Contact:	JOHN YOU
Telephone:	3104758853

GOLDEN GLO CLEANER (Continued) **1001023135**

Mailing Name: Not reported
Mailing Address: 10555 W PICO BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900642319
Gen County: Not reported
TSD EPA ID: CAT000613893
TSD County: Not reported
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: Transfer Station
Tons: 0.2
Facility County: Los Angeles

Year: 2004
Gepaid: CAR000004937
Contact: JOHN YOU
Telephone: 3104758853
Mailing Name: Not reported
Mailing Address: 10555 W PICO BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900642319
Gen County: Not reported
TSD EPA ID: CAT000613893
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Transfer Station
Tons: Not reported
Facility County: Los Angeles

Year: 2004
Gepaid: CAR000004937
Contact: JOHN YOU
Telephone: 3104758853
Mailing Name: Not reported
Mailing Address: 10555 W PICO BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900642319
Gen County: Not reported
TSD EPA ID: CAT000613893
TSD County: Not reported
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: Transfer Station
Tons: 0.2
Facility County: Los Angeles

Year: 2003
Gepaid: CAR000004937
Contact: JOHN YOU
Telephone: 3104758853
Mailing Name: Not reported
Mailing Address: 10555 W PICO BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900642319
Gen County: Not reported
TSD EPA ID: CAT000613893
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Transfer Station
Tons: Not reported
Facility County: Los Angeles

Year: 2003

GOLDEN GLO CLEANER (Continued) **1001023135**

Gepaid:	CAR000004937
Contact:	JOHN YOU
Telephone:	3104758853
Mailing Name:	Not reported
Mailing Address:	10555 W PICO BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900642319
Gen County:	Not reported
TSD EPA ID:	CAT000613893
TSD County:	Not reported
Waste Category:	Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method:	Transfer Station
Tons:	0.32
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
7 additional CA_HAZNET: record(s) in the EDR Site Report.

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	72362
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **EDR US Hist Cleaners** **1014971501**

10555 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Cleaners:

Name:	GOLDEN GLO CLEANERS
Year:	2001
Address:	10555 W PICO BLVD
Name:	CHOES CLEANERS
Year:	2003
Address:	10555 W PICO BLVD
Name:	GOLDEN GLO CLEANERS
Year:	2010
Address:	10555 W PICO BLVD
Name:	GOLDEN GLO CLEANERS
Year:	2012
Address:	10555 W PICO BLVD

17 **EDR US Hist Cleaners** **1014973264**
10848 W OLYMPIC BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Cleaners:

Name:	ROYCE CLEANERS
Year:	2001
Address:	10848 W OLYMPIC BLVD
Name:	ROYCE CLEANERS
Year:	2003
Address:	10848 W OLYMPIC BLVD
Name:	ROYCE CLEANERS
Year:	2004
Address:	10848 W OLYMPIC BLVD
Name:	ROYCE CLEANERS
Year:	2007
Address:	10848 W OLYMPIC BLVD
Name:	ROYCE CLEANERS
Year:	2008
Address:	10848 W OLYMPIC BLVD
Name:	ROYCE CLEANERS
Year:	2010
Address:	10848 W OLYMPIC BLVD
Name:	ROYCE CLEANERS
Year:	2012
Address:	10848 W OLYMPIC BLVD

---

17 **ROYCE CLEANERS** **RCRA-SQG** **1000168298**
10848 W OLYMPIC BLVD **FINDS** **CAD982024358**
LOS ANGELES, CA 90064 **CA EMI**

RCRA-SQG:

Date form received by agency:	08/14/1987
Facility name:	ROYCE CLEANERS
Facility address:	10848 W OLYMPIC BLVD LOS ANGELES, CA 90064
EPA ID:	CAD982024358
Mailing address:	W OLYMPIC BLVD LOS ANGELES, CA 90064
Contact:	ENVIRONMENTAL MANAGER
Contact address:	10848 W OLYMPIC BLVD LOS ANGELES, CA 90064
Contact country:	US
Contact telephone:	(213) 474-2338
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

ROYCE CLEANERS (Continued) **1000168298**

Owner/Operator Summary:

Owner/operator name:	SOOFERIAN MIKE
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002780090

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

EMI:

Year:	1987
County Code:	19

ROYCE CLEANERS (Continued) **1000168298**

Air Basin:	SC
Facility ID:	56611
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	56611
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **HARRISON & ALLEN** **EDR US Hist Cleaners** **1009143638**
2375 PROSSER AVE **N/A**
SANTA MONICA, CA

EDR Historical Cleaners:

Name:	SIMCICH MATT
Year:	1933
Type:	CLOTHES PRESSERS AND CLEANERS

Name:	GINTER R W
Year:	1940
Type:	CLOTHES PRESSERS AND CLEANERS

Name:	HARRISON & ALLEN
Year:	1948
Type:	CLOTHES PRESSERS AND CLEANERS

17 **GINTER R W** **EDR US Hist Cleaners** **1009163404**
2375 PROSSER AV **N/A**
WEST LOS ANGELES, CA

EDR Historical Cleaners:

Name:	SIMCICH MATT
Year:	1933
Type:	CLOTHES PRESSERS AND CLEANERS
Name:	GINTER R W
Year:	1940
Type:	CLOTHES PRESSERS AND CLEANERS
Name:	HARRISON & ALLEN
Year:	1948
Type:	CLOTHES PRESSERS AND CLEANERS

---

17 **EDR US Hist Auto Stat** **1015289495**
1900 S SEPULVEDA BLVD **N/A**
LOS ANGELES, CA 90025

EDR Historical Auto Stations:

Name:	AMERICAN AUTOMOBILE ASSOCIATION
Year:	2005
Address:	1900 S SEPULVEDA BLVD

---

17 **EDR US Hist Cleaners** **1015018841**
2150 WESTWOOD BLVD **N/A**
LOS ANGELES, CA 90025

EDR Historical Cleaners:

Name:	SUNNY CARPET CLEANING
Year:	1999
Address:	2150 WESTWOOD BLVD
Name:	SUNNY CARPET CLEANING
Year:	2004
Address:	2150 WESTWOOD BLVD
Name:	SUNNY CARPET CLEANING
Year:	2012
Address:	2150 WESTWOOD BLVD

---

17 **PERFECT CLEANER** **CA DRYCLEANERS** **S106828241**
10531 W PICO BLVD **CA EMI** **N/A**
LOS ANGELES, CA 90064

DRYCLEANERS:

EPA Id:	CAL000153487
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	03/25/1999
Facility Active:	Yes
Inactive Date:	Not reported
Facility Addr2:	Not reported

PERFECT CLEANER (Continued) **S106828241**

Owner Name:	DAVID SUBER
Owner Address:	10531 W PICO BLVD
Owner Address 2:	Not reported
Owner Telephone:	3104700330
Contact Name:	DAVID SUBER/OWNER
Contact Address:	10531 W PICO BLVD
Contact Address 2:	Not reported
Contact Telephone:	3104700330

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	53487
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	6
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **EDR US Hist Cleaners** **1014971410**

10531 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Cleaners:

Name:	PERFECT CLEANERS
Year:	2001
Address:	10531 W PICO BLVD
Name:	PERFECT CLEANERS
Year:	2003
Address:	10531 W PICO BLVD
Name:	PERFECT CLEANERS INC
Year:	2004
Address:	10531 W PICO BLVD
Name:	PERFECT CLEANERS
Year:	2010
Address:	10531 W PICO BLVD
Name:	PERFECT CLEANERS
Year:	2011
Address:	10531 W PICO BLVD
Name:	PERFECT CLEANERS
Year:	2012
Address:	10531 W PICO BLVD

17 **CELEBRITY CLEANER** **RCRA-SQG** **1000200499**
10531 PICO BLVD **FINDS** **CAD981967540**
LOS ANGELES, CA 90069

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	CELEBRITY CLEANER
Facility address:	10531 PICO BLVD LOS ANGELES, CA 90069
EPA ID:	CAD981967540
Mailing address:	PICO BLVD LOS ANGELES, CA 90069
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	KINSLING CRAIGTRON
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No

CELEBRITY CLEANER (Continued) **1000200499**

User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002758891

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

17 **BATHROOM JEWELRY INC** **RCRA-SQG 1000244071**
1888 S SEPULVEDA BLVD **FINDS CAD075309831**
WEST LOS ANGELES, CA 90025

RCRA-SQG:
Date form received by agency: 07/03/1986
Facility name: BATHROOM JEWELRY INC
Facility address: 1888 S SEPULVEDA BLVD
WEST LOS ANGELES, CA 90025
EPA ID: CAD075309831
Contact: ENVIRONMENTAL MANAGER
Contact address: 1888 S SEPULVEDA BLVD
WEST LOS ANGELES, CA 90025
Contact country: US
Contact telephone: (213) 478-0237
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: STERLING PLUMBING GROUP INC
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED

BATHROOM JEWELRY INC (Continued) **1000244071**

NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110013955407

Environmental Interest/Information System

The NEI (National Emissions Inventory) database contains information on stationary and mobile sources that emit criteria air pollutants and their precursors, as well as hazardous air pollutants (HAPs).

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

CRITERIA AND HAZARDOUS AIR POLLUTANT INVENTORY

---

17 **BATHROOM JEWELRY INC** **CA EMI** **1006834786**
1888 S. SEPULVEDA **CA ENVIROSTOR** **N/A**
LOS ANGELES, CA 90025

EMI:
Year: 1987
County Code: 19
Air Basin: SC
Facility ID: 20981
Air District Name: SC
SIC Code: 5199
Air District Name: SOUTH COAST AQMD

BATHROOM JEWELRY INC (Continued) **1006834786**

Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	61584
Air District Name:	SC
SIC Code:	5
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

ENVIROSTOR:

Site Type:	Tiered Permit
Site Type Detailed:	Tiered Permit
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Not reported
Division Branch:	Cleanup Chatsworth
Facility ID:	71002570
Site Code:	Not reported
Assembly:	54
Senate:	30
Special Program:	Not reported
Status:	Refer: Other Agency
Status Date:	Not reported
Restricted Use:	NO
Site Mgmt. Req.:	NONE SPECIFIED
Funding:	Not reported
Latitude:	34.04479
Longitude:	-118.4415
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED, NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	CAD075309831
Alias Type:	EPA Identification Number
Alias Name:	71002570

BATHROOM JEWELRY INC (Continued) **1006834786**

Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

---

17 **EDR US Hist Auto Stat** **1015287430**
1884 S SEPULVEDA BLVD **N/A**
LOS ANGELES, CA 90025

EDR Historical Auto Stations:
Name: ITALMOTOR
Year: 2004
Address: 1884 S SEPULVEDA BLVD

Name: ZERO ONE MOTOR SPORTS
Year: 2007
Address: 1884 S SEPULVEDA BLVD

---

17 **COMMUNIGRAPHICS** **RCRA-SQG** **1000303636**
10524 WEST PICO BLVD SUITE 214 **FINDS** **CAD982512618**
LOS ANGELES, CA

RCRA-SQG:
Date form received by agency: 05/23/1988
Facility name: COMMUNIGRAPHICS
Facility address: 10524 W PICO BLVD SUITE 214
LOS ANGELES, CA 90064
EPA ID: CAD982512618
Contact: ENVIRONMENTAL MANAGER
Contact address: 10524 W PICO BLVD SUITE 214
WEST LOS ANGELES, CA 90064
Contact country: US
Contact telephone: (213) 202-7474
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

COMMUNIGRAPHICS (Continued) **1000303636**

Owner/Operator Summary:

Owner/operator name:	STEVE & IRIS WASCO
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110006480539

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

17 **NUESS MILTON** **EDR US Hist Cleaners** **1009163400**
2131 WESTWOOD BLVD **N/A**
WEST LOS ANGELES, CA

EDR Historical Cleaners:
Name: NUESS MILTON
Year: 1940
Type: CLOTHES PRESSERS AND CLEANERS

---

17 **COOK C P MRS** **EDR US Hist Cleaners** **1009143958**
2131 WESTWOOD BLVD **N/A**
SANTA MONICA, CA

EDR Historical Cleaners:
Name: SANFREED C G
Year: 1933
Type: CLOTHES PRESSERS AND CLEANERS

Name: SANFREED C G
Year: 1933
Type: CLOTHES PRESSERS AND CLEANERS

Name: BRIGHT J E MRS
Year: 1936
Type: CLOTHES PRESSERS AND CLEANERS

Name: COOK C P MRS
Year: 1936
Type: CLOTHES PRESSERS AND CLEANERS

Name: COOK C P MRS
Year: 1936
Type: CLOTHES PRESSERS AND CLEANERS

Name: BRIGHT J E MRS
Year: 1936
Type: CLOTHES PRESSERS AND CLEANERS

Name: NUESS MILTON
Year: 1940
Type: CLOTHES PRESSERS AND CLEANERS

---

17 **EDR US Hist Auto Stat** **1015285791**
1860 S SEPULVEDA BLVD **N/A**
LOS ANGELES, CA 90025

EDR Historical Auto Stations:
Name: COMPLETE AUTO RACING EXPERIENCE
Year: 2009
Address: 1860 S SEPULVEDA BLVD

17 **CLARK PLUMBING COMPANY, INC** **CA FID UST** **S101617285**
1856 S SEPULVEDA BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90025

CA FID UST:

Facility ID:	19010861
Regulated By:	UTNKI
Regulated ID:	00055359
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2134785011
Mail To:	Not reported
Mailing Address:	1856 S SEPULVEDA BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900250000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

SWEEPS UST:

Status:	Not reported
Comp Number:	2940
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-002940-000001
Actv Date:	Not reported
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	1

---

17 **CLARK PLUMBING COMPANY INC.** **CA HIST UST** **U001561111**
1856 S SEPULVEDA BLVD **N/A**
LOS ANGELES, CA 90025

HIST UST:

Region:	STATE
Facility ID:	00000055359
Facility Type:	Other
Other Type:	PLUMBING SERVICE
Total Tanks:	0001
Contact Name:	Not reported
Telephone:	2134785011
Owner Name:	CLARK PLUMBING COMPANY, INC.
Owner Address:	1856 SOUTH SEPULVEDA BLVD.
Owner City,St,Zip:	LOS ANGELES, CA 90025
Tank Num:	001
Container Num:	1

CLARK PLUMBING COMPANY INC. (Continued) **U001561111**

Year Installed: 1975
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Visual

---

17 **C.W. CLARK PLUMBING AND HEATIN** **CA HIST UST** **U001561108**
1856 S SEPULVEDA BLVD **N/A**
LOS ANGELES, CA 90025

HIST UST:
Region: STATE
Facility ID: 00000069149
Facility Type: Other
Other Type: PLUMBING COMPANY
Total Tanks: 0001
Contact Name: DICK PACK
Telephone: 2134785011
Owner Name: C.W. CLARK PLUMBING AND HEATIN
Owner Address: 1856 SOUTH SEPULVEDA BOULEVARD
Owner City,St,Zip: LOS ANGELES, CA 90025

Tank Num: 001
Container Num: 0000000001
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: WASTE
Type of Fuel: 1
Tank Construction: Unkown centimeters
Leak Detection: None

---

17 **EDR US Hist Auto Stat** **1015319783**
2100 WESTWOOD BLVD **N/A**
LOS ANGELES, CA 90025

EDR Historical Auto Stations:
Name: WALKER BODY WORKS
Year: 2001
Address: 2100 WESTWOOD BLVD

Name: WALKER BODY WORKS
Year: 2002
Address: 2100 WESTWOOD BLVD

Name: MILES JAPANESE AUTO REPAIR
Year: 2004
Address: 2100 WESTWOOD BLVD

Name: WESTWOOD AUTO SOUND
Year: 2006
Address: 2100 WESTWOOD BLVD

Name: EXCLUSIVE COLLISION CENTER
Year: 2009
Address: 2100 WESTWOOD BLVD

(Continued) **1015319783**

Name: WESTWOOD AUTO BODY & BODY SHOP
Year: 2011
Address: 2100 WESTWOOD BLVD

---

17 **ED'S BODY & PAINT** **RCRA-SQG 1000374078**
2100 WESTWOOD BLVD **CA EMI CAD981159387**
LOS ANGELES, CA 90025

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: ED'S BODY & PAINT
Facility address: 2100 WESTWOOD BLVD
LOS ANGELES, CA 90025
EPA ID: CAD981159387
Mailing address: WESTWOOD BLVD
LOS ANGELES, CA 90025
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: ED ARTINIAN
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No

ED'S BODY & PAINT (Continued) **1000374078**

Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	25535
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	25535
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

17 **ED'S WESTWOOD BODY AND PAINT** **RCRA-SQG 1000376278**
2100 WESTWOOD BLVD. **FINDS CAD980888382**
LOS ANGELES, CA 90025

RCRA-SQG:

Date form received by agency:	09/23/1985
Facility name:	ED'S WESTWOOD BODY AND PAINT
Facility address:	2100 WESTWOOD BLVD. LOS ANGELES, CA 90025
EPA ID:	CAD980888382

ED'S WESTWOOD BODY AND PAINT (Continued) **1000376278**

Mailing address:	32100 WESTWOOD BLVD LOS ANGELES, CA 90025
Contact:	ENVIRONMENTAL MANAGER
Contact address:	2100 WESTWOOD BLVD. LOS ANGELES, CA 90025
Contact country:	US
Contact telephone:	(213) 474-3388
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	ED ARTINIAN
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

ED'S WESTWOOD BODY AND PAINT (Continued) **1000376278**

FINDS:

Registry ID: 110002674981

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

17 **TAYLOR J P E** **EDR US Hist Auto Stat** **1009051038**
2100 WESTWOOD BLVD **N/A**
WEST LOS ANGELES, CA

EDR Historical Auto Stations:
Name: ECKER I J
Year: 1936
Type: GASOLINE AND OIL SERVICE STATIONS

Name: TAYLOR J P E
Year: 1948
Type: GASOLINE AND OIL SERVICE STATIONS

---

17 **ECKER I J** **EDR US Hist Auto Stat** **1009017524**
2100 WESTWOOD BLVD **N/A**
SANTA MONICA, CA

EDR Historical Auto Stations:
Name: BAKER EDW
Year: 1928
Type: AUTOMOBILE REPAIRING AND SERVICE STATIONS

Name: MONTGOMERY H C
Year: 1928
Type: GASOLINE AND OIL SERVICE STATIONS

Name: BWAY SKINNER DONALD
Year: 1933
Type: GASOLINE AND OIL SERVICE STATIONS

Name: BROADWAY SKINNER DONALD
Year: 1933
Type: GASOLINE AND OIL SERVICE STATIONS

Name: RAN A L
Year: 1933
Type: AUTOMOBILE REPAIRING

Name: RAN A L
Year: 1933
Type: AUTOMOBILE REPAIRING

Name: ECKER I J

ECKER I J (Continued) **1009017524**

Year: 1936
Type: GASOLINE AND OIL SERVICE STATIONS

Name: TAYLOR J P E
Year: 1948
Type: GASOLINE AND OIL SERVICE STATIONS

---

17 **THE SPORT CLUB COMPANY** **LA Co. Site Mitigation** **S106194618**
1815 PONTIUS AVE **CA ENVIROSTOR** **N/A**
LOS ANGELES, CA 90025

LA Co. Site Mitigation:
Facility ID: Not reported
Site ID: SD0000034
Jurisdiction: County
Case ID: RO0000047
Abated: Yes
Assigned To: Kim Clark
Entered Date: 06/04/2003

ENVIROSTOR:
Site Type: Evaluation
Site Type Detailed: Evaluation
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Referred - Not Assigned
Division Branch: Cleanup Cypress
Facility ID: 19750106
Site Code: Not reported
Assembly: 54
Senate: 30
Special Program: Not reported
Status: Refer: 1248 Local Agency
Status Date: 05/28/2003
Restricted Use: NO
Site Mgmt. Req.: NONE SPECIFIED
Funding: Not Applicable
Latitude: 34.04504
Longitude: -118.4432
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED, NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: 19750106
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported

THE SPORT CLUB COMPANY (Continued) **S106194618**

Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

---

17 **CHINA BOY CLEANERS** **RCRA-SQG** **1000594358**
2079 WESTWOOD BLVD **FINDS** **CAD983581810**
LOS ANGELES, CA **CA HAZNET**
CA EMI

RCRA-SQG:
Date form received by agency: 05/07/1991
Facility name: CHINA BOY CLEANERS
Facility address: 2079 WESTWOOD BLVD
LOS ANGELES, CA 90025
EPA ID: CAD983581810
Contact: YONG CHONG
Contact address: 2079 WESTWOOD BLVD
LOS ANGELES, CA 90025
Contact country: US
Contact telephone: (213) 474-8216
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: CHONG YONG
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No

CHINA BOY CLEANERS (Continued) **1000594358**

Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002843941

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:

Year:	1998
Gepaid:	CAD983581810
Contact:	CHONG YONG
Telephone:	4155551212
Mailing Name:	Not reported
Mailing Address:	2079 WESTWOOD BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900256328
Gen County:	Not reported
TSD EPA ID:	CAD981397417
TSD County:	Not reported
Waste Category:	Not reported
Disposal Method:	Recycler
Tons:	.0000
Facility County:	Los Angeles

Year:	1998
Gepaid:	CAD983581810
Contact:	CHONG YONG
Telephone:	4155551212
Mailing Name:	Not reported
Mailing Address:	2079 WESTWOOD BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900256328
Gen County:	Not reported
TSD EPA ID:	CAD981397417
TSD County:	Not reported
Waste Category:	Halogenated solvents (chloroforms, methyl chloride, perchloroethylene,

CHINA BOY CLEANERS (Continued) **1000594358**

	etc)
Disposal Method:	Recycler
Tons:	.0875
Facility County:	Los Angeles
Year:	1996
Gepaid:	CAD983581810
Contact:	CHONG YONG
Telephone:	4155551212
Mailing Name:	Not reported
Mailing Address:	2079 WESTWOOD BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900256328
Gen County:	Not reported
TSD EPA ID:	CAD981397417
TSD County:	Not reported
Waste Category:	Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method:	Recycler
Tons:	.4214
Facility County:	Los Angeles

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	57789
Air District Name:	SC
SIC Code:	9999
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	57789
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

17 **EDR US Hist Cleaners** **1015015815**
2079 WESTWOOD BLVD **N/A**
LOS ANGELES, CA 90025

EDR Historical Cleaners:
Name: CHINA BOY CLEANERS
Year: 2001
Address: 2079 WESTWOOD BLVD

---

17 **JENNINGS PLATING CO** **CERC-NFRAP** **1000316130**
1760 PONTIUS AVE **RCRA NonGen / NLR** **CAD008335564**
LOS ANGELES, CA 90025 **FINDS**
CA FID UST
CA HIST UST
CA SWEEPS UST
LA Co. Site Mitigation
CA ENVIROSTOR

CERC-NFRAP:
Site ID: 0901058
Federal Facility: Not a Federal Facility
NPL Status: Not on the NPL
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Contact Details:
Contact Sequence ID: 13051416.00000
Person ID: 9271184.00000

Contact Sequence ID: 13286992.00000
Person ID: 13003854.00000

Contact Sequence ID: 13292587.00000
Person ID: 13003858.00000

Contact Sequence ID: 13298445.00000
Person ID: 13004003.00000

CERCLIS-NFRAP Assessment History:
Action: DISCOVERY
Date Started: / /
Date Completed: 06/01/80
Priority Level: Not reported

Action: ARCHIVE SITE
Date Started: / /
Date Completed: 09/01/84
Priority Level: Not reported

Action: PRELIMINARY ASSESSMENT
Date Started: 03/01/84
Date Completed: 09/01/84
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

RCRA NonGen / NLR:
Date form received by agency: 06/27/1980
Facility name: JENNINGS PLATING CO INC
Facility address: 1760 PONTIUS AVE
LOS ANGELES, CA 90025

JENNINGS PLATING CO (Continued) **1000316130**

EPA ID:	CAD008335564
Mailing address:	PONTIUS AVE LOS ANGELES, CA 90025
Contact:	ENVIRONMENTAL MANAGER
Contact address:	1760 PONTIUS AVE LOS ANGELES, CA 90025
Contact country:	US
Contact telephone:	(213) 478-0518
Contact email:	Not reported
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002632633

JENNINGS PLATING CO (Continued) **1000316130**

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

CA FID UST:
Facility ID: 19004328
Regulated By: UTNKA
Regulated ID: 00003705
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2134780518
Mail To: Not reported
Mailing Address: 1760 PONTIUS AVE
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900250000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

HIST UST:
Region: STATE
Facility ID: 00000003705
Facility Type: Other
Other Type: PLATING
Total Tanks: 0002
Contact Name: BOB JONES
Telephone: 2134780518
Owner Name: JENNINGS PLATING
Owner Address: 1760 PONTIUS AVE.
Owner City,St,Zip: LOS ANGELES, CA 90025

Tank Num: 001
Container Num: TK2
Year Installed: 1977
Tank Capacity: 00008000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: TK1
Year Installed: 1964
Tank Capacity: 00002000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported

JENNINGS PLATING CO (Continued) **1000316130**

Leak Detection: Stock Inventor

SWEEPS UST:
Status: Not reported
Comp Number: 250
Number: Not reported
Board Of Equalization: 44-011076
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000250-000001
Actv Date: Not reported
Capacity: 8000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: DIESEL
Number Of Tanks: 2

Status: Not reported
Comp Number: 250
Number: Not reported
Board Of Equalization: 44-011076
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000250-000002
Actv Date: Not reported
Capacity: 2000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: DIESEL
Number Of Tanks: Not reported

LA Co. Site Mitigation:
Facility ID: Not reported
Site ID: SD0010934
Jurisdiction: County
Case ID: RO0000937
Abated: Yes
Assigned To: Shahin Nourishad
Entered Date: 05/11/2004

ENVIROSTOR:
Site Type: Historical
Site Type Detailed: * Historical
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Referred - Not Assigned
Division Branch: Cleanup Chatsworth

JENNINGS PLATING CO (Continued) **1000316130**

Facility ID:	19340718
Site Code:	Not reported
Assembly:	54
Senate:	30
Special Program:	* RCRA 3012 - Past Haz Waste Disp Inven Site
Status:	Refer: Other Agency
Status Date:	08/15/1995
Restricted Use:	NO
Site Mgmt. Req.:	NONE SPECIFIED
Funding:	Not reported
Latitude:	34.04583
Longitude:	-118.4436
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	* Sludge - Paint, * UNSPECIFIED SLUDGE WASTE, * UNSPECIFIED SOLVENT MIXTURES, Cyanide (free
Confirmed COC:	* Sludge - Paint, * UNSPECIFIED SLUDGE WASTE, * UNSPECIFIED SOLVENT MIXTURES, Cyanide (free, NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	CAD008335564
Alias Type:	EPA Identification Number
Alias Name:	110002632633
Alias Type:	EPA (FRS #)
Alias Name:	19340718
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	* Discovery
Completed Date:	09/26/1983
Comments:	FACILITY IDENTIFIED ID FROM ERRIS
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Assessment Report
Completed Date:	01/27/1984
Comments:	FACILITY DRIVE-BY NO HAZ MATLS RELATED PRO.(ASAP STAFF) SUBMIT TO EPA PRELIM ASSESS DONE RCRA 3012
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

17 **SMY & H CORPORATION DBA DOVE CLEANERS** **CA DRYCLEANERS** **S105266381**
2039 WESTWOOD BLVD **N/A**
LOS ANGELES, CA 90025

DRYCLEANERS:

EPA Id:	CAL000325958
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	10/19/2007
Facility Active:	No
Inactive Date:	06/30/2009
Facility Addr2:	Not reported
Owner Name:	RICHARD U NOH
Owner Address:	174 N ALMONT DR APT 101
Owner Address 2:	Not reported
Owner Telephone:	3106589701
Contact Name:	RICHARD NOH
Contact Address:	2039 WESTWOOD BLVD
Contact Address 2:	Not reported
Contact Telephone:	3104412760

EPA Id:	CAL000342116
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	04/10/2009
Facility Active:	Yes
Inactive Date:	Not reported
Facility Addr2:	Not reported
Owner Name:	SMY & H CORPORATION
Owner Address:	2039 WESTWOOD BLVD
Owner Address 2:	Not reported
Owner Telephone:	3104412760
Contact Name:	HWABOK LEE
Contact Address:	2039 WESTWOOD BLVD
Contact Address 2:	Not reported
Contact Telephone:	3104412760

---

17 **EDR US Hist Cleaners** **1015014512**
2039 WESTWOOD BLVD **N/A**
LOS ANGELES, CA 90025

EDR Historical Cleaners:

Name:	PLAZA CLEANERS & LAUNDRY
Year:	2001
Address:	2039 WESTWOOD BLVD

Name:	PLAZA CLEANERS & LAUNDRY
Year:	2002
Address:	2039 WESTWOOD BLVD

Name:	PLAZA CLEANERS & LAUNDRY
Year:	2004
Address:	2039 WESTWOOD BLVD

Name:	PLAZA CLEANERS
Year:	2004

(Continued) **1015014512**

Address: 2039 WESTWOOD BLVD

Name: MOON LAUNDRY
Year: 2008
Address: 2039 WESTWOOD BLVD

Name: DOVE CLEANERS
Year: 2008
Address: 2039 WESTWOOD BLVD

Name: MOON LAUNDRY
Year: 2009
Address: 2039 WESTWOOD BLVD

Name: DOVE MASTER CLEANERS
Year: 2010
Address: 2039 WESTWOOD BLVD

Name: DOVE MASTER CLEANERS
Year: 2011
Address: 2039 WESTWOOD BLVD

Name: DOVE MASTER CLEANERS
Year: 2012
Address: 2039 WESTWOOD BLVD

---

17 **CROCKER C M.** **EDR US Hist Cleaners** **1009164071**
2041 WESTWOOD BLVD **N/A**
WEST LOS ANGELES, CA

EDR Historical Cleaners:
Name: CROCKER C M.
Year: 1940
Type: CLOTHES PRESSERS AND CLEANERS

Name: GRAVES W H
Year: 1948
Type: CLOTHES PRESSERS AND CLEANERS

---

17 **GRAVES W H** **EDR US Hist Cleaners** **1009143622**
2041 WESTWOOD BLVD **N/A**
SANTA MONICA, CA

EDR Historical Cleaners:
Name: CROCKER C M.
Year: 1940
Type: CLOTHES PRESSERS AND CLEANERS

Name: GRAVES W H
Year: 1948
Type: CLOTHES PRESSERS AND CLEANERS

17 **EDR US Hist Cleaners** **1015014153**
2029 WESTWOOD BLVD **N/A**
LOS ANGELES, CA 90025

EDR Historical Cleaners:

Name:	PLAZA CLEANERS
Year:	2006
Address:	2029 WESTWOOD BLVD
Name:	PLAZA CLEANERS
Year:	2007
Address:	2029 WESTWOOD BLVD
Name:	PLAZA CLEANERS
Year:	2008
Address:	2029 WESTWOOD BLVD

---

17 **BUBBLE PARK CLEANERS** **RCRA-SQG** **1000686616**
2028 WESTWOOD BLVD **FINDS** **CAD983639519**
WEST LOS ANGELES, CA 90025

RCRA-SQG:

Date form received by agency:	06/12/1992
Facility name:	BUBBLE PARK CLEANERS
Facility address:	2028 WESTWOOD BLVD WEST LOS ANGELES, CA 90025
EPA ID:	CAD983639519
Mailing address:	WESTWOOD BLVD WEST LOS ANGELES, CA 90025
Contact:	PAUL DEWEY
Contact address:	2028 WESTWOOD BLVD WEST LOS ANGELES, CA 90025
Contact country:	US
Contact telephone:	(310) 474-7269
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	PAUL DEWEY
Owner/operator address:	2028 WESTWOOD BLVD WEST LOS ANGELES, CA 90025
Owner/operator country:	Not reported
Owner/operator telephone:	(310) 474-7269
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No

BUBBLE PARK CLEANERS (Continued) **1000686616**

Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002878510

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

17 **VETERAN'S ADMINISTRATION** **CA SWEEPS UST** **S106934086**
2000 WESTWOOD BLVD **N/A**
LOS ANGELES, CA 90073

SWEEPS UST:

Status:	Active
Comp Number:	8115
Number:	7
Board Of Equalization:	Not reported
Referral Date:	03-05-93
Action Date:	03-05-93
Created Date:	12-17-92
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

18 **EDR US Hist Auto Stat** **1015140144**
10506 ILONA AVE **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name:	STEALTH AUTO
Year:	2005
Address:	10506 ILONA AVE
Name:	STEALTH AUTO
Year:	2007
Address:	10506 ILONA AVE
Name:	STEALTH AUTO
Year:	2008
Address:	10506 ILONA AVE
Name:	STEALTH AUTO
Year:	2009
Address:	10506 ILONA AVE

---

19 **KINDER-MORGAN SECTION 23 PIPELINES** **CA SLIC** **S106484076**
9600 ALAMEDA ST NEAR MISSOURI AVE **N/A**
LOS ANGELES, CA 90001

SLIC:

Region:	STATE
Facility Status:	**Completed - Case Closed**
Status Date:	12/06/2002
Global Id:	SL204DP2396
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.046575
Longitude:	-118.438123
Case Type:	Cleanup Program Site
Case Worker:	SH
Local Agency:	Not reported
RB Case Number:	0946A
File Location:	Not reported
Potential Media Affected:	Not reported
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

---

20 **HILLCREST BEVERLY OIL CORP.** **CA UIC** **S111625772**
N/A

LOS ANGELES (County), CA

UIC:

API Number:	03717597
Confidential Well:	N
Well Number:	3
Lease Name:	U-44
Well Located On A BLW Lease:	N
Field Name:	Cheviot Hills
Area Name:	Any Area
Section:	36

HILLCREST BEVERLY OIL CORP. (Continued) **S111625772**

Township:	01S
Range:	15W
Base And Meridian; Part Of The PLSS:	SB
Elevation:	210.472
Location Desc:	Not reported
Latitude:	34.04550
Longitude:	-118.4134
GIS Source Code:	gps
Comments:	13609019.ssf

---

20 **HILLCREST BEVERLY OIL CORP.** **CA UIC** **S111625773**
N/A

LOS ANGELES (County), CA

UIC:

API Number:	03717598
Confidential Well:	N
Well Number:	4
Lease Name:	U-44
Well Located On A BLW Lease:	N
Field Name:	Cheviot Hills
Area Name:	Any Area
Section:	36
Township:	01S
Range:	15W
Base And Meridian; Part Of The PLSS:	SB
Elevation:	208.753
Location Desc:	Not reported
Latitude:	34.04551
Longitude:	-118.4133
GIS Source Code:	gps
Comments:	13609019.ssf

---

20 **HILLCREST BEVERLY OIL CORP.** **CA UIC** **S111625774**
N/A

LOS ANGELES (County), CA

UIC:

API Number:	03717599
Confidential Well:	N
Well Number:	12
Lease Name:	Rancho Park
Well Located On A BLW Lease:	N
Field Name:	Cheviot Hills
Area Name:	Any Area
Section:	36
Township:	01S
Range:	15W
Base And Meridian; Part Of The PLSS:	SB
Elevation:	206.693
Location Desc:	Not reported
Latitude:	34.04552
Longitude:	-118.4133
GIS Source Code:	gps
Comments:	13609019.ssf

20 **HILLCREST BEVERLY OIL CORP.** **CA UIC** **S111625764**
N/A

LOS ANGELES (County), CA

UIC:

API Number:	03717589
Confidential Well:	N
Well Number:	6
Lease Name:	Rancho Park
Well Located On A BLW Lease:	N
Field Name:	Cheviot Hills
Area Name:	Any Area
Section:	36
Township:	01S
Range:	15W
Base And Meridian; Part Of The PLSS:	SB
Elevation:	209.199
Location Desc:	Not reported
Latitude:	34.04558
Longitude:	-118.4133
GIS Source Code:	gps
Comments:	13609019.ssf

---

20 **HILLCREST BEVERLY OIL CORP.** **CA UIC** **S111625767**
N/A

LOS ANGELES (County), CA

UIC:

API Number:	03717592
Confidential Well:	N
Well Number:	9-1
Lease Name:	Rancho Park
Well Located On A BLW Lease:	N
Field Name:	Cheviot Hills
Area Name:	Any Area
Section:	36
Township:	01S
Range:	15W
Base And Meridian; Part Of The PLSS:	SB
Elevation:	210.298
Location Desc:	Not reported
Latitude:	34.04560
Longitude:	-118.4133
GIS Source Code:	gps
Comments:	13609019.ssf

---

20 **HILLCREST BEVERLY OIL CORP.** **CA UIC** **S111625770**
N/A

LOS ANGELES (County), CA

UIC:

API Number:	03717595
Confidential Well:	N
Well Number:	1
Lease Name:	U-44
Well Located On A BLW Lease:	N
Field Name:	Cheviot Hills
Area Name:	Any Area

HILLCREST BEVERLY OIL CORP. (Continued) **S111625770**

Section:	36
Township:	01S
Range:	15W
Base And Meridian; Part Of The PLSS:	SB
Elevation:	209.152
Location Desc:	Not reported
Latitude:	34.04561
Longitude:	-118.4133
GIS Source Code:	gps
Comments:	13609019.ssf

---

20 **HILLCREST BEVERLY OIL CORP.** **CA UIC** **S111625769**
N/A

LOS ANGELES (County), CA

UIC:

API Number:	03717594
Confidential Well:	N
Well Number:	11
Lease Name:	Rancho Park
Well Located On A BLW Lease:	N
Field Name:	Cheviot Hills
Area Name:	Any Area
Section:	36
Township:	01S
Range:	15W
Base And Meridian; Part Of The PLSS:	SB
Elevation:	210.272
Location Desc:	Not reported
Latitude:	34.04562
Longitude:	-118.4132
GIS Source Code:	gps
Comments:	13609019.ssf

---

20 **HILLCREST BEVERLY OIL CORP.** **CA UIC** **S111625771**
N/A

LOS ANGELES (County), CA

UIC:

API Number:	03717596
Confidential Well:	N
Well Number:	2
Lease Name:	U-44
Well Located On A BLW Lease:	N
Field Name:	Cheviot Hills
Area Name:	Any Area
Section:	36
Township:	01S
Range:	15W
Base And Meridian; Part Of The PLSS:	SB
Elevation:	209.947
Location Desc:	Not reported
Latitude:	34.04563
Longitude:	-118.4132
GIS Source Code:	gps
Comments:	13609019.ssf

21 **DEPARTMENT OF REC & PARKS** **CA FID UST** **S101587563**
2615 MOTOR AVE **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90064

CA FID UST:

Facility ID:	19055765
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2134852357
Mail To:	Not reported
Mailing Address:	200 N MAIN ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900640000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

SWEEPS UST:

Status:	Active
Comp Number:	4358
Number:	4
Board Of Equalization:	Not reported
Referral Date:	12-14-92
Action Date:	05-02-94
Created Date:	02-29-88
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

---

21 **CITY OF LOS ANGELES** **CA UST** **U003781406**
2615 MOTOR AVE **N/A**
LOS ANGELES, CA 90064

UST:

Facility ID:	25105
Latitude:	34.04552
Longitude:	-118.40698

22 **BARRINGTON PLAZA-VONS** **CA SLIC** **S106483590**
11674 SANTA MONICA BLVD, WEST **N/A**
LOS ANGELES, CA 90025

SLIC:

Region:	STATE
Facility Status:	**Completed - Case Closed**
Status Date:	12/10/2012
Global Id:	SL0603792739
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.043903
Longitude:	-118.454734
Case Type:	Cleanup Program Site
Case Worker:	RC
Local Agency:	Not reported
RB Case Number:	1106
File Location:	Not reported
Potential Media Affected:	Not reported
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

---

22 **NEXCYCLE** **CA NPDES** **S105721874**
11674 SANTA MONICA BLVD **CA SWRCY** **N/A**
LOS ANGELES, CA 90025 **CA SLIC**

NPDES:

Npdes Number:	CAS000002
Facility Status:	Active
Agency Id:	0
Region:	4
Regulatory Measure Id:	416840
Order No:	2009-0009-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19C361567
Program Type:	Construction
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	08/01/2011
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Safeway Inc Vons Division
Discharge Address:	618 Michillinda Avenue
Discharge City:	Arcadia
Discharge State:	California
Discharge Zip:	91007-6300

SWRCY:

Reg Id:	25166
Cert Id:	RC12134
Mailing Address:	25837 Business Center Dr Ste F
Mailing City:	Redlands
Mailing State:	CA
Mailing Zip Code:	92374
Website:	Not reported
Phone Number:	(909) 796-2210
Grand Father:	N

NEXCYCLE (Continued) **S105721874**

Rural:	N
Operation Begin Date:	07/01/2004
Aluminium:	Y
Glass:	Y
Plastic:	Y
Bimetal:	Y
Agency:	N/A
Monday Hours Of Operation:	10:00 am - 5:00 pm; Closed 1:00 pm - 2:00 pm
Tuesday Hours Of Operation:	CLOSED
Wednesday Hours Of Operation:	10:00 am - 5:00 pm; Closed 1:00 pm - 2:00 pm
Thursday Hours Of Operation:	CLOSED
Friday Hours Of Operation:	10:00 am - 5:00 pm; Closed 1:00 pm - 2:00 pm
Saturday Hours Of Operation:	9:00 am - 4:00 pm; Closed 1:00 pm - 2:00 pm
Sunday Hours Of Operation:	9:00 am - 4:00 pm; Closed 1:00 pm - 2:00 pm
Cert Status:	Operational
Organization ID:	18826
Organization Name:	Contain-A-Way Inc
Agency Reg ID:	N/A
Operation End Date:	Not reported

SLIC REG 4:

Region:	4
Facility Status:	Site Assessment
SLIC:	1106
Substance:	PCE
Staff:	Not reported

---

22 **THE CLEANING STORE** **CA SLIC S104404949**
11628 SANTA MONICA BLVD **CA EMI N/A**
LOS ANGELES, CA 90029

SLIC:

Region:	STATE
Facility Status:	**Completed - Case Closed**
Status Date:	05/13/1998
Global Id:	SLT43618616
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.044374
Longitude:	-118.453651
Case Type:	Cleanup Program Site
Case Worker:	Not reported
Local Agency:	Not reported
RB Case Number:	0762
File Location:	Not reported
Potential Media Affected:	Not reported
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

SLIC REG 4:

Region:	4
Facility Status:	No further action required
SLIC:	0762
Substance:	VOCs
Staff:	Ana Velos

THE CLEANING STORE (Continued) **S104404949**

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	46120
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	46120
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

22 **WEST L.A. SHELL** **CA HIST CORTESE** **S103962965**
11574 SANTA MONICA **CA LUST** **N/A**
LOS ANGELES, CA 90025

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900250143

LUST:

Region:	STATE
Global Id:	T0603700699
Latitude:	34.0446047
Longitude:	-118.4538119
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	02/28/1995
Lead Agency:	LOS ANGELES, CITY OF
Case Worker:	EL
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900250143

WEST L.A. SHELL (Continued) **S103962965**

LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603700699
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

Global Id: T0603700699
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

Regulatory Activities:
Global Id: T0603700699
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603700699
Action Type: Other
Date: 01/01/1950
Action: Leak Stopped

Global Id: T0603700699
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

---

22 **SHELL SERVICE STATION** **CA LUST** **S106116260**
11574 SANTA MONICA BLVD. **N/A**
LOS ANGELES, CA 90025

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900250143A
Status: Case Closed
Substance: Hydrocarbons
Substance Quantity: Not reported
Local Case No: 30458
Case Type: Groundwater

SHELL SERVICE STATION (Continued) **S106116260**

Abatement Method Used at the Site:		Not reported
Global ID:	T0603784772	
W Global ID:	Not reported	
Staff:	TCS	
Local Agency:	19050	
Cross Street:	Not reported	
Enforcement Type:	CLOS	
Date Leak Discovered:	11/11/2002	
Date Leak First Reported:		11/11/2002
Date Leak Record Entered:	Not reported	
Date Confirmation Began:	11/11/2002	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		Not reported
Date the Case was Closed:		3/1/2004
How Leak Discovered:	OM	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	Not reported	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		Not reported
Source of Cleanup Funding:		Not reported
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		9/26/2003
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		1/15/2004
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		12/2/2003
Hist Max MTBE Conc in Groundwater:		2.1
Hist Max MTBE Conc in Soil:		130
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	=	
Soil Qualifier:	ND	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	MS. KATHRYN EWING	
RP Address:	911 S. PRIMROSE, SUITE K	
Program:	LUST	
Lat/Long:	0 / 0	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	Not reported	

22 EQUILON ENTERPRISES — **FINDS** **1007737839**
11574 SANTA MONICA — **CA LUST** **N/A**
LOS ANGELES, CA

FINDS:

Registry ID: 110018975082

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZARDOUS WASTE BIENNIAL REPORTER

LUST:

Region:	STATE
Global Id:	T0603784772
Latitude:	34.04482
Longitude:	-118.4536
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	03/01/2004
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	DMB
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900250143A
LOC Case Number:	30458
File Location:	Regional Board
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Other Solvent or Non-Petroleum Hydrocarbon
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603784772
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Global Id:	T0603784772
Contact Type:	Regional Board Caseworker
Contact Name:	DAVID M. BJOSTAD
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4th Street, Suite 200

EQUILON ENTERPRISES (Continued) **1007737839**

City: Los Angeles
Email: dbjostad@waterboards.ca.gov
Phone Number: Not reported

Regulatory Activities:

Global Id: T0603784772
Action Type: RESPONSE
Date: 01/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603784772
Action Type: RESPONSE
Date: 10/31/2003
Action: Other Report / Document

Global Id: T0603784772
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603784772
Action Type: RESPONSE
Date: 10/14/2003
Action: Monitoring Report - Quarterly

Global Id: T0603784772
Action Type: RESPONSE
Date: 06/01/2004
Action: Unknown

Global Id: T0603784772
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0603784772
Action Type: ENFORCEMENT
Date: 02/25/2004
Action: Site Visit / Inspection / Sampling

Global Id: T0603784772
Action Type: ENFORCEMENT
Date: 03/01/2004
Action: Closure/No Further Action Letter

Global Id: T0603784772
Action Type: ENFORCEMENT
Date: 09/26/2003
Action: Staff Letter

22 **THRIFTY** **CA HIST CORTESE** **S103065912**
11526 SANTA MONICA **CA LUST** **N/A**
LOS ANGELES, CA 90067

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900640307

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900640307	
Status:	Leak being confirmed	
Substance:	1	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603701178	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19050	
Cross Street:	COLBY AVENUE	
Enforcement Type:	Not reported	
Date Leak Discovered:	7/14/1986	
Date Leak First Reported:		7/14/1986
Date Leak Record Entered:	12/31/1986	
Date Confirmation Began:	7/14/1986	
Date Leak Stopped:	7/14/1986	
Date Case Last Changed on Database:		8/11/1987
Date the Case was Closed:		Not reported
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	OLD CASENO WAS 000790	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		4693.816251122092198657204586 4
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	THRIFTY OIL COMPANY	

THRIFTY (Continued) **S103065912**

RP Address:	10000 LAKEWOOD BLVD, DOWNEY, CA 90240
Program:	LUST
Lat/Long:	34.0449517 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	Not reported

---

23 **T & T SERVICE** **CA LUST** **U003941864**
1736 SAWTELLE BLVD **CA UST** **N/A**
LOS ANGELES, CA 90025 **CA SWEEPS UST**

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900250125	
Status:	Remedial action (cleanup) Underway	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603700697	
W Global ID:	Not reported	
Staff:	MSH	
Local Agency:	19050	
Cross Street:	NEBRASKA AVE	
Enforcement Type:	SEL	
Date Leak Discovered:	6/14/1996	
Date Leak First Reported:		6/14/1996
Date Leak Record Entered:	8/23/1996	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		7/26/2002
Date the Case was Closed:		Not reported
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Not reported	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		6331.0865673596808048033170289
Source of Cleanup Funding:		Not reported
Preliminary Site Assessment Workplan Submitted:		7/18/1996
Preliminary Site Assessment Began:		9/30/1999
Pollution Characterization Began:		8/15/2000
Remediation Plan Submitted:		1/13/2004
Remedial Action Underway:		4/15/2004
Post Remedial Action Monitoring Began:		6/14/1996
Enforcement Action Date:		5/13/1998
Historical Max MTBE Date:		4/24/2001
Hist Max MTBE Conc in Groundwater:		865
Hist Max MTBE Conc in Soil:		.19

T & T SERVICE (Continued) **U003941864**

Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: HARRY TASHIMA
RP Address: 1736 SAWTELLE BLVD.
Program: LUST
Lat/Long: 34.0448157 / -1
Local Agency Staff: PEJ
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: QUARTERLY GW MONITORING RPT; 2 WELLS (MW-5 AND MW-6) INSTALLED ON 5/6/99; 10/2/00 3RD QTR GW MON RPT; 12/18/00 4TH QTR GW MON RPT; 3/16/01 1ST QTR GW MON RPT 2001

UST:
Facility ID: 25006
Latitude: 34.04478
Longitude: -118.44694

SWEEPS UST:
Status: Active
Comp Number: 858
Number: 9
Board Of Equalization: 44-011444
Referral Date: 01-20-93
Action Date: 03-15-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000858-000001
Actv Date: 04-20-88
Capacity: 3000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: 3

Status: Active
Comp Number: 858
Number: 9
Board Of Equalization: 44-011444
Referral Date: 01-20-93
Action Date: 03-15-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000858-000002
Actv Date: 04-20-88
Capacity: 1000
Tank Use: M.V. FUEL
Stg: P

T & T SERVICE (Continued) **U003941864**

Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 858
Number: 9
Board Of Equalization: 44-011444
Referral Date: 01-20-93
Action Date: 03-15-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: 858
Swrcb Tank Id: 19-050-000858-000003
Actv Date: 07-30-93
Capacity: 5000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

---

23 **T & T SERVICE** **CA HIST CORTESE** **1000131436**
1736 SAWTELLE BLVD **CA LUST** **N/A**
LOS ANGELES, CA 90025 **CA FID UST**
CA HIST UST

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900250125

LUST:
Region: STATE
Global Id: T0603700697
Latitude: 34.0448157
Longitude: -118.4469617
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 09/30/2005
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: MSH
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900250125
LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603700697
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES

T & T SERVICE (Continued) **1000131436**

Email: eloy.luna@lacity.org
Phone Number: Not reported

Regulatory Activities:

Global Id: T0603700697
Action Type: RESPONSE
Date: 04/15/2004
Action: Well Installation Report

Global Id: T0603700697
Action Type: RESPONSE
Date: 10/03/2005
Action: Request for Closure

Global Id: T0603700697
Action Type: RESPONSE
Date: 11/30/2005
Action: Unknown

Global Id: T0603700697
Action Type: RESPONSE
Date: 01/15/2005
Action: Remedial Progress Report

Global Id: T0603700697
Action Type: ENFORCEMENT
Date: 09/09/2005
Action: Site Visit / Inspection / Sampling

Global Id: T0603700697
Action Type: ENFORCEMENT
Date: 09/13/2005
Action: Staff Letter

Global Id: T0603700697
Action Type: RESPONSE
Date: 01/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700697
Action Type: RESPONSE
Date: 07/15/2005
Action: Remedial Progress Report

Global Id: T0603700697
Action Type: ENFORCEMENT
Date: 04/04/2002
Action: Staff Letter

Global Id: T0603700697
Action Type: RESPONSE
Date: 04/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700697
Action Type: RESPONSE
Date: 07/15/2002

T & T SERVICE (Continued) **1000131436**

Action:	Monitoring Report - Quarterly
Global Id:	T0603700697
Action Type:	RESPONSE
Date:	03/15/2002
Action:	Corrective Action Plan / Remedial Action Plan
Global Id:	T0603700697
Action Type:	RESPONSE
Date:	10/15/2002
Action:	Monitoring Report - Quarterly
Global Id:	T0603700697
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported
Global Id:	T0603700697
Action Type:	RESPONSE
Date:	01/15/2003
Action:	Monitoring Report - Quarterly
Global Id:	T0603700697
Action Type:	RESPONSE
Date:	01/15/2004
Action:	Remedial Progress Report
Global Id:	T0603700697
Action Type:	RESPONSE
Date:	12/29/2003
Action:	Other Workplan
Global Id:	T0603700697
Action Type:	RESPONSE
Date:	01/15/2004
Action:	Monitoring Report - Quarterly
Global Id:	T0603700697
Action Type:	RESPONSE
Date:	04/15/2004
Action:	Remedial Progress Report
Global Id:	T0603700697
Action Type:	RESPONSE
Date:	07/15/2004
Action:	Remedial Progress Report
Global Id:	T0603700697
Action Type:	RESPONSE
Date:	10/31/2005
Action:	Soil and Water Investigation Report
Global Id:	T0603700697
Action Type:	RESPONSE
Date:	08/24/2005
Action:	Request for Closure

T & T SERVICE (Continued) **1000131436**

Global Id:	T0603700697
Action Type:	RESPONSE
Date:	10/15/2004
Action:	Monitoring Report - Quarterly
Global Id:	T0603700697
Action Type:	RESPONSE
Date:	04/15/2005
Action:	Monitoring Report - Quarterly
Global Id:	T0603700697
Action Type:	RESPONSE
Date:	06/10/2004
Action:	Well Installation Report
Global Id:	T0603700697
Action Type:	ENFORCEMENT
Date:	09/30/2005
Action:	Closure/No Further Action Letter
Global Id:	T0603700697
Action Type:	REMEDIATION
Date:	01/01/1950
Action:	Soil Vapor Extraction (SVE)
Global Id:	T0603700697
Action Type:	ENFORCEMENT
Date:	01/13/2004
Action:	Staff Letter
Global Id:	T0603700697
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery
Global Id:	T0603700697
Action Type:	RESPONSE
Date:	10/15/2004
Action:	Remedial Progress Report
Global Id:	T0603700697
Action Type:	ENFORCEMENT
Date:	04/17/2003
Action:	Site Visit / Inspection / Sampling
Global Id:	T0603700697
Action Type:	ENFORCEMENT
Date:	02/20/2003
Action:	Staff Letter
Global Id:	T0603700697
Action Type:	ENFORCEMENT
Date:	05/13/1998
Action:	Staff Letter
Global Id:	T0603700697
Action Type:	RESPONSE

T & T SERVICE (Continued) **1000131436**

Date: 10/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700697
Action Type: RESPONSE
Date: 07/15/2003
Action: Remedial Progress Report

Global Id: T0603700697
Action Type: RESPONSE
Date: 07/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700697
Action Type: RESPONSE
Date: 10/15/2003
Action: Remedial Progress Report

CA FID UST:
Facility ID: 19038132
Regulated By: UTNKA
Regulated ID: 00007742
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2134774871
Mail To: Not reported
Mailing Address: 1736 SAWTELLE BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900250000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

HIST UST:
Region: STATE
Facility ID: 00000007742
Facility Type: Gas Station
Other Type: Not reported
Total Tanks: 0003
Contact Name: DEALER
Telephone: 2134774871
Owner Name: SHIGERU TANIGUCHI & HARRY TASH
Owner Address: 1736 SAWTELLE BLVD
Owner City,St,Zip: LOS ANGELES, CA 90025

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00003000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED

T & T SERVICE (Continued) **1000131436**

Tank Construction: Not reported
Leak Detection: Stock Inventor, None

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00001000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor, None

Tank Num: 003
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00005000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: Not reported
Leak Detection: Stock Inventor

---

24 **EDR US Hist Auto Stat** **1015271976**
1741 COLBY AVE **N/A**
LOS ANGELES, CA 90025

EDR Historical Auto Stations:
Name: FAZBAZ AUTO CAR CARE & DETAIL INC
Year: 2005
Address: 1741 COLBY AVE

---

24 **EDR US Hist Auto Stat** **1015271819**
1740 BUTLER AVE **N/A**
LOS ANGELES, CA 90025

EDR Historical Auto Stations:
Name: RODCAR CO INC
Year: 2010
Address: 1740 BUTLER AVE

---

24 **WEST LOS ANGELES POLICE S** **CA HIST CORTESE** **S101296932**
1663 BUTLER **CA LUST** **N/A**
LOS ANGELES, CA 90025

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900250152

LUST:
Region: STATE
Global Id: T0603700700
Latitude: 34.0442137
Longitude: -118.4510638

WEST LOS ANGELES POLICE S (Continued) **S101296932**

Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	07/25/1995
Lead Agency:	LOS ANGELES, CITY OF
Case Worker:	WR
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900250152
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603700700
Contact Type:	Local Agency Caseworker
Contact Name:	TBD
Organization Name:	LOS ANGELES, CITY OF
Address:	200 N. MAIN ST. RM. 970
City:	LOS ANGELES
Email:	Not reported
Phone Number:	2134826528

Global Id:	T0603700700
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Regulatory Activities:

Global Id:	T0603700700
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

Global Id:	T0603700700
Action Type:	Other
Date:	01/01/1950
Action:	Leak Stopped

Global Id:	T0603700700
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery

LUST REG 4:

Region:	4
Regional Board:	04
County:	Los Angeles
Facility Id:	900250152
Status:	Case Closed

WEST LOS ANGELES POLICE S (Continued) **S101296932**

Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603700700	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19050	
Cross Street:	SANTA MONICA BLVD	
Enforcement Type:	Not reported	
Date Leak Discovered:	3/23/1992	
Date Leak First Reported:		4/2/1992
Date Leak Record Entered:	5/25/1992	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	3/23/1992	
Date Case Last Changed on Database:		7/25/1995
Date the Case was Closed:		7/25/1995
How Leak Discovered:	Subsurface Monitoring	
How Leak Stopped:	Not reported	
Cause of Leak:	Overfill	
Leak Source:	Other Source	
Operator:	OLD CASENO WAS 061592-07	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		5096.2933315394702033114542907
Source of Cleanup Funding:		Other Source
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		4/2/1992
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	RANDALL C. BEACON	
RP Address:	200 N MAIN ST, LOS ANGELES, CA 90012	
Program:	LUST	
Lat/Long:	34.0442137 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	Not reported	

25 **PALISADES STREET MDY** **CA SWF/LF** **S102360696**
1479 STONER AVENUE **N/A**
LOS ANGELES (CITY), CA

SWF/LF (SWIS):

Region:	STATE
Facility ID:	19-AA-0810
Lat/Long:	34.0437700 / -118.45749
Owner Name:	City Of Los Angeles Bur Of Street Maint
Owner Telephone:	2134855630
Owner Address:	Not reported
Owner Address2:	600 South Spring Street, Suite 1200
Owner City,St,Zip:	Los Angeles, CA 90014
Operational Status:	Active
Operator:	City Of Los Angeles Bur Of Street Maint
Operator Phone:	2134855630
Operator Address:	Not reported
Operator Address2:	600 South Spring Street, Suite 1200
Operator City,St,Zip:	Los Angeles, CA 90014
Permit Date:	07/10/2002
Permit Status:	Notification
Permitted Acreage:	Not reported
Activity:	Limited Volume Transfer Operation
Regulation Status:	Notification
Landuse Name:	Residential
GIS Source:	Map
Category:	Transfer/Processing
Unit Number:	01
Inspection Frequency:	Quarterly
Accepted Waste:	Construction/demolition,Green Materials,Mixed municipal
Closure Date:	Not reported
Closure Type:	Not reported
Disposal Acreage:	Not reported
SWIS Num:	19-AA-0810
Waste Discharge Requirement Num:	Not reported
Program Type:	Not reported
Permitted Throughput with Units:	60
Actual Throughput with Units:	Cu Yards/day
Permitted Capacity with Units:	15000
Remaining Capacity:	Not reported
Remaining Capacity with Units:	Cu Yards/year

---

25 **PALISADES ST. MDY** **CA SWF/LF** **S109422370**
1479 STONER AVE. **N/A**
LOS ANGELES, CA

CA LA LF:

Region:	LA CITY
Facility Status:	SMALL VOLUME TRANSFER
Permit Number:	19-AA-0810
Council District:	11
Permitted Tonnage:	less than 100 cu yds

26 **DENNIS AIGNER** **CA HAZNET** **S112988740**
2327 SELBY AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2011
Gepaid:	CAC002669852
Contact:	DENNIS AIGNER
Telephone:	3104753489
Mailing Name:	Not reported
Mailing Address:	2327 SELBY AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900642216
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.4
Facility County:	Los Angeles

Year:	2011
Gepaid:	CAC002669852
Contact:	DENNIS AIGNER
Telephone:	3104753489
Mailing Name:	Not reported
Mailing Address:	2327 SELBY AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900642216
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.4
Facility County:	Los Angeles

---

27 **EDR US Hist Cleaners** **1015000814**
1616 S BARRINGTON AVE **N/A**
LOS ANGELES, CA 90025

EDR Historical Cleaners:

Name:	B & D CARPET CLEANING
Year:	2009
Address:	1616 S BARRINGTON AVE

Name:	B & D CARPET CLEANING
Year:	2010
Address:	1616 S BARRINGTON AVE

Name:	B & D CARPET CLEANING
Year:	2011
Address:	1616 S BARRINGTON AVE

Name:	B & D CARPET CLEANING
Year:	2012
Address:	1616 S BARRINGTON AVE

28 **CHEVRON #306435 (FORMER UNOCAL #2954)** **CA HIST CORTESE** **S101297216**
2036 ROBERTSON BLVD S **CA LUST** **N/A**
LOS ANGELES, CA 90034

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900340125

LUST:

Region:	STATE
Global Id:	T0603700862
Latitude:	34.0418047
Longitude:	-118.387286
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	03/01/2010
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	MSH
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900340125
LOC Case Number:	Not reported
File Location:	Regional Board
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603700862
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Regulatory Activities:

Global Id:	T0603700862
Action Type:	RESPONSE
Date:	10/15/2009
Action:	Monitoring Report - Quarterly
Global Id:	T0603700862
Action Type:	RESPONSE
Date:	01/15/2005
Action:	Remedial Progress Report
Global Id:	T0603700862
Action Type:	RESPONSE
Date:	07/15/2004
Action:	Remedial Progress Report
Global Id:	T0603700862
Action Type:	RESPONSE
Date:	11/08/2004

CHEVRON #306435 (FORMER UNOCAL #2954) (Continued) **S101297216**

Action:	Interim Remedial Action Plan
Global Id:	T0603700862
Action Type:	RESPONSE
Date:	01/15/2005
Action:	Monitoring Report - Quarterly
Global Id:	T0603700862
Action Type:	RESPONSE
Date:	01/15/2004
Action:	Monitoring Report - Quarterly
Global Id:	T0603700862
Action Type:	RESPONSE
Date:	07/15/2003
Action:	Monitoring Report - Quarterly
Global Id:	T0603700862
Action Type:	RESPONSE
Date:	01/15/2004
Action:	Remedial Progress Report
Global Id:	T0603700862
Action Type:	RESPONSE
Date:	04/15/2004
Action:	Remedial Progress Report
Global Id:	T0603700862
Action Type:	RESPONSE
Date:	04/15/2003
Action:	Remedial Progress Report
Global Id:	T0603700862
Action Type:	RESPONSE
Date:	10/15/2004
Action:	Remedial Progress Report
Global Id:	T0603700862
Action Type:	RESPONSE
Date:	07/15/2009
Action:	Remedial Progress Report
Global Id:	T0603700862
Action Type:	RESPONSE
Date:	10/02/2008
Action:	Other Report / Document
Global Id:	T0603700862
Action Type:	RESPONSE
Date:	12/15/2008
Action:	Soil and Water Investigation Report
Global Id:	T0603700862
Action Type:	ENFORCEMENT
Date:	08/08/1997
Action:	Staff Letter

CHEVRON #306435 (FORMER UNOCAL #2954) (Continued) **S101297216**

Global Id:	T0603700862
Action Type:	ENFORCEMENT
Date:	10/02/2008
Action:	Staff Letter
Global Id:	T0603700862
Action Type:	RESPONSE
Date:	10/15/2004
Action:	Monitoring Report - Quarterly
Global Id:	T0603700862
Action Type:	RESPONSE
Date:	01/15/2010
Action:	Monitoring Report - Quarterly
Global Id:	T0603700862
Action Type:	RESPONSE
Date:	04/15/2006
Action:	Monitoring Report - Quarterly
Global Id:	T0603700862
Action Type:	RESPONSE
Date:	07/15/2005
Action:	Monitoring Report - Quarterly
Global Id:	T0603700862
Action Type:	RESPONSE
Date:	04/15/2008
Action:	Monitoring Report - Quarterly
Global Id:	T0603700862
Action Type:	REMEDIATION
Date:	01/01/1950
Action:	Soil Vapor Extraction (SVE)
Global Id:	T0603700862
Action Type:	RESPONSE
Date:	08/16/2006
Action:	Soil and Water Investigation Report
Global Id:	T0603700862
Action Type:	RESPONSE
Date:	07/15/2006
Action:	Monitoring Report - Quarterly
Global Id:	T0603700862
Action Type:	RESPONSE
Date:	01/15/2008
Action:	Monitoring Report - Quarterly
Global Id:	T0603700862
Action Type:	RESPONSE
Date:	01/15/2009
Action:	Monitoring Report - Quarterly
Global Id:	T0603700862
Action Type:	RESPONSE

CHEVRON #306435 (FORMER UNOCAL #2954) (Continued) **S101297216**

Date:	10/15/2008
Action:	Monitoring Report - Quarterly
Global Id:	T0603700862
Action Type:	RESPONSE
Date:	01/15/2007
Action:	Monitoring Report - Quarterly
Global Id:	T0603700862
Action Type:	ENFORCEMENT
Date:	01/29/2001
Action:	Staff Letter
Global Id:	T0603700862
Action Type:	RESPONSE
Date:	07/15/2005
Action:	Remedial Progress Report
Global Id:	T0603700862
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported
Global Id:	T0603700862
Action Type:	RESPONSE
Date:	07/15/2009
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603700862
Action Type:	RESPONSE
Date:	04/15/2003
Action:	Monitoring Report - Quarterly
Global Id:	T0603700862
Action Type:	RESPONSE
Date:	10/15/2003
Action:	Monitoring Report - Quarterly
Global Id:	T0603700862
Action Type:	RESPONSE
Date:	01/15/2003
Action:	Monitoring Report - Quarterly
Global Id:	T0603700862
Action Type:	RESPONSE
Date:	04/15/2004
Action:	Monitoring Report - Quarterly
Global Id:	T0603700862
Action Type:	RESPONSE
Date:	07/15/2007
Action:	Soil and Water Investigation Workplan
Global Id:	T0603700862
Action Type:	RESPONSE
Date:	10/15/2005
Action:	Remedial Progress Report

CHEVRON #306435 (FORMER UNOCAL #2954) (Continued) **S101297216**

Global Id: T0603700862
Action Type: RESPONSE
Date: 01/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700862
Action Type: RESPONSE
Date: 01/15/2006
Action: Remedial Progress Report

Global Id: T0603700862
Action Type: RESPONSE
Date: 10/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700862
Action Type: RESPONSE
Date: 04/15/2006
Action: Remedial Progress Report

Global Id: T0603700862
Action Type: REMEDIATION
Date: 01/01/1950
Action: Soil Vapor Extraction (SVE)

Global Id: T0603700862
Action Type: REMEDIATION
Date: 01/01/1950
Action: In Situ Physical/Chemical Treatment (other than SVE)

Global Id: T0603700862
Action Type: REMEDIATION
Date: 01/01/1950
Action: In Situ Physical/Chemical Treatment (other than SVE)

Global Id: T0603700862
Action Type: REMEDIATION
Date: 01/01/1950
Action: In Situ Physical/Chemical Treatment (other than SVE)

Global Id: T0603700862
Action Type: RESPONSE
Date: 10/15/2007
Action: Remedial Progress Report

Global Id: T0603700862
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700862
Action Type: RESPONSE
Date: 07/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700862
Action Type: RESPONSE

CHEVRON #306435 (FORMER UNOCAL #2954) (Continued) **S101297216**

Date:	01/15/2007
Action:	Request for Closure
Global Id:	T0603700862
Action Type:	RESPONSE
Date:	08/21/2008
Action:	Soil and Water Investigation Workplan
Global Id:	T0603700862
Action Type:	RESPONSE
Date:	04/15/2005
Action:	Monitoring Report - Quarterly
Global Id:	T0603700862
Action Type:	RESPONSE
Date:	10/15/2002
Action:	Monitoring Report - Quarterly
Global Id:	T0603700862
Action Type:	RESPONSE
Date:	10/15/2002
Action:	Remedial Progress Report
Global Id:	T0603700862
Action Type:	RESPONSE
Date:	04/15/2002
Action:	Monitoring Report - Quarterly
Global Id:	T0603700862
Action Type:	RESPONSE
Date:	07/15/2002
Action:	Monitoring Report - Quarterly
Global Id:	T0603700862
Action Type:	RESPONSE
Date:	07/15/2002
Action:	Remedial Progress Report
Global Id:	T0603700862
Action Type:	RESPONSE
Date:	07/15/2004
Action:	Monitoring Report - Quarterly
Global Id:	T0603700862
Action Type:	RESPONSE
Date:	04/15/2009
Action:	Remedial Progress Report
Global Id:	T0603700862
Action Type:	RESPONSE
Date:	04/15/2009
Action:	Monitoring Report - Quarterly
Global Id:	T0603700862
Action Type:	RESPONSE
Date:	10/15/2008
Action:	Remedial Progress Report

CHEVRON #306435 (FORMER UNOCAL #2954) (Continued) **S101297216**

Global Id: T0603700862
Action Type: RESPONSE
Date: 02/13/2003
Action: Other Report / Document

Global Id: T0603700862
Action Type: RESPONSE
Date: 01/15/2003
Action: Remedial Progress Report

Global Id: T0603700862
Action Type: ENFORCEMENT
Date: 05/27/2008
Action: Staff Letter

Global Id: T0603700862
Action Type: ENFORCEMENT
Date: 03/01/2010
Action: Closure/No Further Action Letter

Global Id: T0603700862
Action Type: ENFORCEMENT
Date: 02/03/2010
Action: Notification - Preclosure

Global Id: T0603700862
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0603700862
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T0603700862
Action Type: RESPONSE
Date: 05/11/2006
Action: Soil and Water Investigation Workplan

Global Id: T0603700862
Action Type: RESPONSE
Date: 07/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700862
Action Type: RESPONSE
Date: 04/15/2005
Action: Remedial Progress Report

Global Id: T0603700862
Action Type: ENFORCEMENT
Date: 06/15/2006
Action: Staff Letter

Global Id: T0603700862
Action Type: ENFORCEMENT

CHEVRON #306435 (FORMER UNOCAL #2954) (Continued) **S101297216**

Date: 08/03/2007
Action: Staff Letter

Global Id: T0603700862
Action Type: RESPONSE
Date: 10/15/2007
Action: Soil and Water Investigation Report

Global Id: T0603700862
Action Type: RESPONSE
Date: 04/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700862
Action Type: RESPONSE
Date: 10/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700862
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900340125
Status: Remedial action (cleanup) Underway
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Not reported
Global ID: T0603700862
W Global ID: Not reported
Staff: MSH
Local Agency: 19050
Cross Street: CADILLAC AVE
Enforcement Type: DLSEL
Date Leak Discovered: 4/19/1993
Date Leak First Reported: 4/20/1993
Date Leak Record Entered: 3/9/1994
Date Confirmation Began: 4/20/1993
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 7/15/2002
Date the Case was Closed: Not reported
How Leak Discovered: Tank Closure
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: UNK
Operator: BRYAN, MIKE OLD CASE #27674
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 3310.34925317923398810801352l3
Source of Cleanup Funding: UNK

CHEVRON #306435 (FORMER UNOCAL #2954) (Continued) **S101297216**

Preliminary Site Assessment Workplan Submitted:	4/20/1993
Preliminary Site Assessment Began:	6/1/1995
Pollution Characterization Began:	3/12/1997
Remediation Plan Submitted:	12/12/2000
Remedial Action Underway:	7/16/2004
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	8/8/1997
Historical Max MTBE Date:	3/13/1997
Hist Max MTBE Conc in Groundwater:	7000
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	DENNIS CARLSON
RP Address:	376 S VALENCIA AVE.
Program:	LUST
Lat/Long:	34.0418047 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	QUARTERLY GW MONITORING REPORT; REVISE THE MONITORING PROGRAM TO MONITOR MW-4A ANNUALLY.; 9/30/00 3RD QTR GW MON RPT 2000; 12/8/00 WP TO PERFORM A SOIL VE AND AIR SPARGE; 12/31/00 4TH QTR GW MON RPT 2000; 4/13/01 1ST QTR GW

---

29 **EDWIN COLON** **CA HAZNET** **S113464492**
2202 GREENFIELD AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2010
Gepaid:	CAC002660669
Contact:	EDWIN COLON
Telephone:	3107096884
Mailing Name:	Not reported
Mailing Address:	2202 GREENFIELD AVE
Mailing City,St,Zip:	LOS ANGELES, CA 90064
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.034
Facility County:	Los Angeles

30 **EDR US Hist Auto Stat** **1015369469**
2575 PATRICIA AVE **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name:	WARREN AUTO MOTIVE
Year:	2003
Address:	2575 PATRICIA AVE
Name:	WARREN AUTO MOTIVE
Year:	2004
Address:	2575 PATRICIA AVE

---

31 **BARBARA RIPS** **CA HAZNET** **S113791205**
10596 BLYTHE AVE. **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2012
Gepaid:	CAC002709296
Contact:	BARBARA RIPS
Telephone:	3105676870
Mailing Name:	Not reported
Mailing Address:	10596 BLYTHE AVE.
Mailing City,St,Zip:	LOS ANGELES, CA 90064
Gen County:	Los Angeles
TSD EPA ID:	CAD009007626
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.4
Facility County:	Los Angeles

---

32 **76 PRODUCTS STATION #5210** **CA HIST CORTESE** **S103952452**
11954 SANTA MONICA **CA LUST** **N/A**
WEST LOS ANGELES, CA 90025

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900250107

LUST:

Region:	STATE
Global Id:	T0603763357
Latitude:	34.041347
Longitude:	-118.461491
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	01/13/2010
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	JH
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900250107A
LOC Case Number:	Not reported
File Location:	Regional Board

76 PRODUCTS STATION #5210 (Continued) **S103952452**

Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603763357
Contact Type: Local Agency Caseworker
Contact Name: TBD
Organization Name: LOS ANGELES, CITY OF
Address: 200 N. MAIN ST. RM. 970
City: LOS ANGELES
Email: Not reported
Phone Number: 2134826528

Global Id: T0603763357
Contact Type: Regional Board Caseworker
Contact Name: JAY HUANG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 WEST 4TH STREET, SUITE 200
City: LOS ANGELES
Email: jhuang@waterboards.ca.gov
Phone Number: 2135766711

Regulatory Activities:
Global Id: T0603763357
Action Type: RESPONSE
Date: 01/15/2009
Action: Conceptual Site Model

Global Id: T0603763357
Action Type: RESPONSE
Date: 01/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603763357
Action Type: RESPONSE
Date: 07/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603763357
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603763357
Action Type: RESPONSE
Date: 10/15/2007
Action: Conceptual Site Model

Global Id: T0603763357
Action Type: RESPONSE
Date: 07/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603763357

76 PRODUCTS STATION #5210 (Continued) **S103952452**

Action Type:	RESPONSE
Date:	07/15/2005
Action:	Monitoring Report - Quarterly
Global Id:	T0603763357
Action Type:	RESPONSE
Date:	07/15/2007
Action:	Conceptual Site Model
Global Id:	T0603763357
Action Type:	RESPONSE
Date:	07/15/2003
Action:	Soil and Water Investigation Report
Global Id:	T0603763357
Action Type:	RESPONSE
Date:	07/15/2003
Action:	Soil and Water Investigation Workplan
Global Id:	T0603763357
Action Type:	RESPONSE
Date:	07/15/2003
Action:	Interim Remedial Action Plan
Global Id:	T0603763357
Action Type:	RESPONSE
Date:	10/15/2003
Action:	Soil and Water Investigation Report
Global Id:	T0603763357
Action Type:	RESPONSE
Date:	08/22/2003
Action:	Soil and Water Investigation Workplan
Global Id:	T0603763357
Action Type:	RESPONSE
Date:	06/09/2008
Action:	Soil and Water Investigation Workplan
Global Id:	T0603763357
Action Type:	RESPONSE
Date:	07/15/2008
Action:	Monitoring Report - Quarterly
Global Id:	T0603763357
Action Type:	RESPONSE
Date:	10/15/2008
Action:	Monitoring Report - Quarterly
Global Id:	T0603763357
Action Type:	RESPONSE
Date:	01/15/2009
Action:	Monitoring Report - Quarterly
Global Id:	T0603763357
Action Type:	RESPONSE
Date:	04/15/2009

76 PRODUCTS STATION #5210 (Continued) **S103952452**

Action: Conceptual Site Model

Global Id: T0603763357
Action Type: RESPONSE
Date: 04/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603763357
Action Type: RESPONSE
Date: 03/15/2003
Action: Soil and Water Investigation Workplan

Global Id: T0603763357
Action Type: RESPONSE
Date: 07/15/2004
Action: Soil and Water Investigation Report

Global Id: T0603763357
Action Type: ENFORCEMENT
Date: 01/22/2003
Action: Staff Letter

Global Id: T0603763357
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T0603763357
Action Type: ENFORCEMENT
Date: 07/08/2008
Action: Staff Letter

Global Id: T0603763357
Action Type: RESPONSE
Date: 10/15/2004
Action: Soil and Water Investigation Report

Global Id: T0603763357
Action Type: RESPONSE
Date: 10/15/2004
Action: Soil and Water Investigation Report

Global Id: T0603763357
Action Type: RESPONSE
Date: 01/15/2007
Action: Soil and Water Investigation Report

Global Id: T0603763357
Action Type: RESPONSE
Date: 01/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603763357
Action Type: RESPONSE
Date: 07/20/2004
Action: CAP/RAP - Final Remediation / Design Plan

76 PRODUCTS STATION #5210 (Continued) **S103952452**

Global Id: T0603763357
Action Type: RESPONSE
Date: 07/15/2005
Action: Soil and Water Investigation Report

Global Id: T0603763357
Action Type: RESPONSE
Date: 01/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603763357
Action Type: RESPONSE
Date: 01/15/2006
Action: Soil and Water Investigation Report

Global Id: T0603763357
Action Type: RESPONSE
Date: 07/15/2008
Action: Conceptual Site Model

Global Id: T0603763357
Action Type: RESPONSE
Date: 10/15/2006
Action: Soil and Water Investigation Report

Global Id: T0603763357
Action Type: RESPONSE
Date: 10/15/2002
Action: Soil and Water Investigation Report

Global Id: T0603763357
Action Type: RESPONSE
Date: 10/15/2008
Action: Conceptual Site Model

Global Id: T0603763357
Action Type: RESPONSE
Date: 01/15/2004
Action: Soil and Water Investigation Report

Global Id: T0603763357
Action Type: RESPONSE
Date: 01/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603763357
Action Type: RESPONSE
Date: 04/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603763357
Action Type: RESPONSE
Date: 04/15/2004
Action: Soil and Water Investigation Report

Global Id: T0603763357
Action Type: RESPONSE

76 PRODUCTS STATION #5210 (Continued) **S103952452**

Date: 04/15/2004
Action: Soil and Water Investigation Report

Global Id: T0603763357
Action Type: RESPONSE
Date: 10/20/2009
Action: Soil and Water Investigation Report

Global Id: T0603763357
Action Type: RESPONSE
Date: 10/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603763357
Action Type: RESPONSE
Date: 07/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603763357
Action Type: RESPONSE
Date: 10/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603763357
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603763357
Action Type: RESPONSE
Date: 04/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603763357
Action Type: RESPONSE
Date: 04/15/2006
Action: Soil and Water Investigation Report

Global Id: T0603763357
Action Type: RESPONSE
Date: 01/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603763357
Action Type: RESPONSE
Date: 01/15/2008
Action: Conceptual Site Model

Global Id: T0603763357
Action Type: RESPONSE
Date: 04/15/2008
Action: Conceptual Site Model

Global Id: T0603763357
Action Type: RESPONSE
Date: 10/15/2005
Action: Monitoring Report - Quarterly

76 PRODUCTS STATION #5210 (Continued) **S103952452**

Global Id:	T0603763357
Action Type:	RESPONSE
Date:	10/15/2005
Action:	Soil and Water Investigation Report
Global Id:	T0603763357
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported
Global Id:	T0603763357
Action Type:	RESPONSE
Date:	07/15/2009
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603763357
Action Type:	RESPONSE
Date:	04/22/2004
Action:	CAP/RAP - Feasibility Study Report
Global Id:	T0603763357
Action Type:	RESPONSE
Date:	01/15/2003
Action:	Monitoring Report - Quarterly
Global Id:	T0603763357
Action Type:	RESPONSE
Date:	04/15/2003
Action:	Monitoring Report - Quarterly
Global Id:	T0603763357
Action Type:	REMEDIATION
Date:	01/01/1950
Action:	Soil Vapor Extraction (SVE)
Global Id:	T0603763357
Action Type:	ENFORCEMENT
Date:	07/12/2002
Action:	13267 Requirement
Global Id:	T0603763357
Action Type:	ENFORCEMENT
Date:	02/25/2003
Action:	13267 Requirement
Global Id:	T0603763357
Action Type:	ENFORCEMENT
Date:	05/23/2003
Action:	Staff Letter
Global Id:	T0603763357
Action Type:	ENFORCEMENT
Date:	04/16/2003
Action:	Technical Correspondence / Assistance / Other
Global Id:	T0603763357
Action Type:	Other

76 PRODUCTS STATION #5210 (Continued) **S103952452**

Date:	01/01/1950
Action:	Leak Discovery
Global Id:	T0603763357
Action Type:	RESPONSE
Date:	07/15/2006
Action:	Monitoring Report - Quarterly
Global Id:	T0603763357
Action Type:	RESPONSE
Date:	07/15/2006
Action:	Soil and Water Investigation Report
Global Id:	T0603763357
Action Type:	RESPONSE
Date:	01/15/2005
Action:	Soil and Water Investigation Report
Global Id:	T0603763357
Action Type:	ENFORCEMENT
Date:	04/17/2007
Action:	Site Visit / Inspection / Sampling
Global Id:	T0603763357
Action Type:	RESPONSE
Date:	04/15/2007
Action:	Monitoring Report - Quarterly
Global Id:	T0603763357
Action Type:	RESPONSE
Date:	04/15/2007
Action:	Conceptual Site Model
Global Id:	T0603763357
Action Type:	ENFORCEMENT
Date:	12/21/2009
Action:	Notification - Preclosure
Global Id:	T0603763357
Action Type:	ENFORCEMENT
Date:	01/13/2010
Action:	Closure/No Further Action Letter
Global Id:	T0603763357
Action Type:	RESPONSE
Date:	04/15/2005
Action:	Monitoring Report - Quarterly
Global Id:	T0603763357
Action Type:	RESPONSE
Date:	04/15/2005
Action:	Soil and Water Investigation Report
Global Id:	T0603763357
Action Type:	ENFORCEMENT
Date:	02/04/2004
Action:	Staff Letter

76 PRODUCTS STATION #5210 (Continued) **S103952452**

Global Id:	T0603763357
Action Type:	ENFORCEMENT
Date:	08/23/2004
Action:	Staff Letter

Global Id:	T0603763357
Action Type:	RESPONSE
Date:	10/15/2006
Action:	Monitoring Report - Quarterly

Region:	STATE
Global Id:	T0603700695
Latitude:	34.0412537
Longitude:	-118.4613211
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	03/31/1997
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	JH
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900250107A
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603700695
Contact Type:	Local Agency Caseworker
Contact Name:	TBD
Organization Name:	LOS ANGELES, CITY OF
Address:	200 N. MAIN ST. RM. 970
City:	LOS ANGELES
Email:	Not reported
Phone Number:	2134826528

Global Id:	T0603700695
Contact Type:	Regional Board Caseworker
Contact Name:	JAY HUANG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 WEST 4TH STREET, SUITE 200
City:	LOS ANGELES
Email:	jhuang@waterboards.ca.gov
Phone Number:	2135766711

Regulatory Activities:

Global Id:	T0603700695
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

Global Id:	T0603700695
Action Type:	Other

76 PRODUCTS STATION #5210 (Continued) **S103952452**

Date: 01/01/1950
Action: Leak Discovery

---

33 **EDR US Hist Auto Stat** **1015242770**
1522 ARMACOST AVE **N/A**
LOS ANGELES, CA 90025

EDR Historical Auto Stations:
Name: VARSITY AUTO SERVICE PROMOTION
Year: 2007
Address: 1522 ARMACOST AVE

Name: VARSITY AUTO SERVICE PROMOTION
Year: 2008
Address: 1522 ARMACOST AVE

---

34 **GTE BUNDY CENTRAL OFFICE** **CA HIST CORTESE** **1000132984**
1450 BUNDY DR S **CA LUST** **N/A**
SAWTELLE, CA 90025

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900250134

LUST:
Region: STATE
Global Id: T0603700698
Latitude: 34.0413156
Longitude: -118.4640851
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 11/06/1998
Lead Agency: LOS ANGELES, CITY OF
Case Worker: EL
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900250134
LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Diesel
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603700698
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

GTE BUNDY CENTRAL OFFICE (Continued) **1000132984**

Global Id:	T0603700698
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Regulatory Activities:

Global Id:	T0603700698
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

Global Id:	T0603700698
Action Type:	Other
Date:	01/01/1950
Action:	Leak Stopped

Global Id:	T0603700698
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery

LUST REG 4:

Region:	4		
Regional Board:	04		
County:	Los Angeles		
Facility Id:	900250134		
Status:	Case Closed		
Substance:	Diesel		
Substance Quantity:	Not reported		
Local Case No:	Not reported		
Case Type:	Soil		
Abatement Method Used at the Site:		Not reported	
Global ID:	T0603700698		
W Global ID:	Not reported		
Staff:	UNK		
Local Agency:	19050		
Cross Street:	SANTA MONICA		
Enforcement Type:	Not reported		
Date Leak Discovered:	10/20/1987		
Date Leak First Reported:		10/21/1987	
Date Leak Record Entered:	11/11/1987		
Date Confirmation Began:	Not reported		
Date Leak Stopped:	10/20/1987		
Date Case Last Changed on Database:		11/6/1998	
Date the Case was Closed:		11/6/1998	
How Leak Discovered:	Tank Test		
How Leak Stopped:	Not reported		
Cause of Leak:	Structure Failure		
Leak Source:	Tank		
Operator:	LAROCCO, CHUCK		
Water System:	Not reported		

GTE BUNDY CENTRAL OFFICE (Continued) **1000132984**

Well Name:	Not reported	
Approx. Dist To Production Well (ft):		1179.0664298897873734766135042
Source of Cleanup Funding:		Tank
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		10/21/1987
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	GTE	
RP Address:	P.O. BOX 725, CHINO, CA 91708	
Program:	LUST	
Lat/Long:	34.0413156 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	Not reported	

---

35 **TOMER TZADOK** **CA HAZNET** **S112965945**
2604 PROSSER AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2007
Gepaid:	CAC002623786
Contact:	TOMER TZADOK
Telephone:	8189686093
Mailing Name:	Not reported
Mailing Address:	14431 VENTURA BLVD STE 501
Mailing City,St,Zip:	SHERMAN OAKS, CA 914232606
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	8
Facility County:	Los Angeles

36 **EDR US Hist Auto Stat** **1015347799**
2326 GREENFIELD AVE **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:
Name: WILSHIRE CHEVRON
Year: 2002
Address: 2326 GREENFIELD AVE

---

36 **EDR US Hist Auto Stat** **1015347372**
2321 VETERAN AVE **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:
Name: M & M AUTO CAR CARE & DETAIL INC
Year: 2005
Address: 2321 VETERAN AVE

Name: M & M AUTO CAR CARE & DETAIL INC
Year: 2006
Address: 2321 VETERAN AVE

Name: M & M AUTO CAR CARE & DETAIL INC
Year: 2007
Address: 2321 VETERAN AVE

---

37 **EDR US Hist Auto Stat** **1015140534**
10526 BUTTERFIELD RD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:
Name: ACTION MECHANIC
Year: 2003
Address: 10526 BUTTERFIELD RD

---

38 **REGENCY DRY CLEANER (FORMER)** **CA SLIC** **S105911431**
12225 SANTA MONICA BLVD **N/A**
LOS ANGELES, CA 90025

SLIC:
Region: STATE
Facility Status: **Completed - Case Closed**
Status Date: 03/09/1996
Global Id: SLT43360358
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number: Not reported
Latitude: 34.040016
Longitude: -118.463524
Case Type: Cleanup Program Site
Case Worker: DH
Local Agency: Not reported
RB Case Number: 0566
File Location: Not reported
Potential Media Affected: Not reported
Potential Contaminants of Concern: Not reported
Site History: Not reported

REGENCY DRY CLEANER (FORMER) (Continued) **S105911431**

Click here to access the California GeoTracker records for this facility:

SLIC REG 4:
Region: 4
Facility Status: No further action required
SLIC: 0566
Substance: VOCs
Staff: David Hung

---

39 **KAREN BERMAN** **CA HAZNET** **S113777425**
10448 CHEVIOT DR **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2012
Gepaid: CAC002690751
Contact: KAREN BERMAN
Telephone: 3103842094
Mailing Name: Not reported
Mailing Address: 10448 CHEVIOT DR
Mailing City,St,Zip: LOS ANGELES, CA 900644408
Gen County: Los Angeles
TSD EPA ID: AZC950823111
TSD County: 99
Waste Category: Not reported
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.4
Facility County: Los Angeles

---

39 **DAN MURPHY** **CA HAZNET** **S112989917**
10472 TROON AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2011
Gepaid: CAC002671430
Contact: DAN MURPHY
Telephone: 9099232744
Mailing Name: Not reported
Mailing Address: 10472 TROON AVE
Mailing City,St,Zip: LOS ANGELES, CA 90064
Gen County: Not reported
TSD EPA ID: AZC950823111
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.8
Facility County: Los Angeles

Year: 2011
Gepaid: CAC002671430
Contact: DAN MURPHY
Telephone: 9099232744

DAN MURPHY (Continued) **S112989917**

Mailing Name: Not reported
Mailing Address: 10472 TROON AVE
Mailing City,St,Zip: LOS ANGELES, CA 90064
Gen County: Not reported
TSD EPA ID: AZC950823111
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.8
Facility County: Los Angeles

---

39 **DAVID CHOI** **CA HAZNET** **S113782813**
10486 LORENZO PL **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2012
Gepaid: CAC002697403
Contact: DAVID CHOI
Telephone: 3106638883
Mailing Name: Not reported
Mailing Address: 10486 LORENZO PL
Mailing City,St,Zip: LOS ANGELES, CA 900644451
Gen County: Los Angeles
TSD EPA ID: AZC950823111
TSD County: 99
Waste Category: Not reported
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.4
Facility County: Los Angeles

---

39 **EDR US Hist Auto Stat** **1015137984**
10458 LORENZO PL **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:
Name: AIR MECHANICS
Year: 2004
Address: 10458 LORENZO PL

Name: AIR MECHANICS
Year: 2005
Address: 10458 LORENZO PL

40 **ALEXANDRA ALZNAUER** **CA HAZNET** **S113776467**
10760 AYRES AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2012
Gepaid:	CAC002689590
Contact:	ALEXANDRA ALZNAUER
Telephone:	3104753317
Mailing Name:	Not reported
Mailing Address:	10760 AYRES AVE
Mailing City,St,Zip:	LOS ANGELES, CA 90064
Gen County:	Los Angeles
TSD EPA ID:	AZC950823111
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.8
Facility County:	Los Angeles

---

41 **CHAD LEVY** **CA HAZNET** **S113787307**
10578 BRADBURY RD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2012
Gepaid:	CAC002703092
Contact:	CHAD LEVY
Telephone:	3108691945
Mailing Name:	Not reported
Mailing Address:	10578 BRADBURY RD
Mailing City,St,Zip:	LOS ANGELES, CA 90064
Gen County:	Los Angeles
TSD EPA ID:	AZC950823111
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.4
Facility County:	Los Angeles

---

41 **ABE DONAGI** **CA HAZNET** **S113783346**
10546 BRADBURY RD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2012
Gepaid:	CAC002698108
Contact:	ABE DONAGI
Telephone:	3108382938
Mailing Name:	Not reported
Mailing Address:	10546 BRADBURY RD
Mailing City,St,Zip:	LOS ANGELES, CA 90064
Gen County:	Los Angeles
TSD EPA ID:	CAD009007626
TSD County:	Los Angeles
Waste Category:	Not reported

ABE DONAGI (Continued) **S113783346**

Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.4
Facility County: Los Angeles

---

42 **R P I** **RCRA-SQG 1000819905**
3960 INCE BLVD STE 200 **FINDS CAD983659202**
CULVER CITY, CA **CA HAZNET**

RCRA-SQG:
Date form received by agency: 02/08/1993
Facility name: R P I
Facility address: 3960 INCE BLVD STE 200
CULVER CITY, CA 90232
EPA ID: CAD983659202
Mailing address: INCE BLVD STE 200
CULVER CITY, CA 90232
Contact: WILLIAM SWANN
Contact address: 3960 INCE BLVD STE 200
CULVER CITY, CA 90232
Contact country: US
Contact telephone: (310) 838-9966
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: ROBERT ROCA
Owner/operator address: 8780 NATIONAL BLVD
CULVER CITY, CA 90232
Owner/operator country: Not reported
Owner/operator telephone: (310) 838-9337
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No

R P I (Continued) **1000819905**

Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002892503

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:

Year:	1994
Gepaid:	CAD983659202
Contact:	ROBERT ROCA
Telephone:	3108389337
Mailing Name:	Not reported
Mailing Address:	3617 HAYDEN AVE
Mailing City,St,Zip:	CULVER CITY, CA 902322448
Gen County:	Not reported
TSD EPA ID:	CAD982524613
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	.0492
Facility County:	Los Angeles

---

42 **ANCHOR PAD INTL** **RCRA-SQG** **1000243849**
9046 LINDBLADE ST **FINDS** **CAT080016132**
CULVER CITY, CA

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	ANCHOR PAD INTL
Facility address:	9046 LINDBLADE ST CULVER CITY, CA 90230
EPA ID:	CAT080016132
Mailing address:	LINDBLADE ST CULVER CITY, CA 90230
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

ANCHOR PAD INTL (Continued) **1000243849**

Owner/Operator Summary:

Owner/operator name:	PAUL,SCOTT,MARK,GASSAWAY
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002947562

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

42 **CHEVRON STATION 9 0449** **RCRA-SQG** **1000820153**
9094 W WASHINGTON BLVD **FINDS** **CAD983661802**
CULVER CITY, CA

RCRA-SQG:

Date form received by agency:	03/15/1993
Facility name:	CHEVRON STATION 9 0449
Facility address:	9094 W WASHINGTON BLVD CULVER CITY, CA 90230
EPA ID:	CAD983661802
Mailing address:	W WASHINGTON BLVD CULVER CITY, CA 90230
Contact:	DONALD WHEATON
Contact address:	9094 W WASHINGTON BLVD CULVER CITY, CA 90230
Contact country:	US
Contact telephone:	(310) 838-3756
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	CHEVRON U S A PRODUCTS CO
Owner/operator address:	PO BOX 2833 LA HABRA, CA 90632
Owner/operator country:	Not reported
Owner/operator telephone:	(310) 694-7452
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002894486

CHEVRON STATION 9 0449 (Continued) **1000820153**

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

42 **CHEVRON #9-0449 (FORMER)** **CA HIST CORTESE** **S110060621**
9094 WASHINGTON BLVD **CA LUST** **N/A**
CULVER CITY, CA 90232

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	033189-02

LUST:

Region:	STATE
Global Id:	T0603700068
Latitude:	34.024894
Longitude:	-118.39105
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	02/09/1995
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	BRC
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	033189-02
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Waste Oil / Motor / Hydraulic / Lubricating
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603700068
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Regulatory Activities:

Global Id:	T0603700068
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery
Global Id:	T0603700068
Action Type:	Other

CHEVRON #9-0449 (FORMER) (Continued) **S110060621**

Date:	01/01/1950
Action:	Leak Reported
Global Id:	T0603700068
Action Type:	Other
Date:	01/01/1950
Action:	Leak Stopped

---

42 **CHEVRON #9-0449 (FORMER)** **CA LUST** **S103437863**
9094 WASHINGTON BLVD **N/A**
CULVER CITY, CA 90232

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	033189-02	
Status:	Case Closed	
Substance:	Waste Oil	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603700068	
W Global ID:	Not reported	
Staff:	BRC	
Local Agency:	19000	
Cross Street:	Not reported	
Enforcement Type:	Not reported	
Date Leak Discovered:	12/9/1985	
Date Leak First Reported:		12/10/1985
Date Leak Record Entered:	12/31/1986	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	12/9/1985	
Date Case Last Changed on Database:		2/9/1995
Date the Case was Closed:		2/9/1995
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	Tank	
Operator:	BELLUS, JIM	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		3949.80671911896983832937399 99
Source of Cleanup Funding:		Tank
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	

CHEVRON #9-0449 (FORMER) (Continued) **S103437863**

Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	CHEVRON U.S.A. PRODUCTS CO
RP Address:	P.O. BOX 2838, LA HABRA, CA 90632-2833
Program:	SLIC
Lat/Long:	34.0246182 / -1
Local Agency Staff:	Not reported
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	CASE BEING HANDLED BY JTL UNDER THE BRC.

---

42 **CHEVRON USA SS # 0449** **CA SWEEPS UST** **S103955786**
9094 W WASHINGTON BLVD **CA LOS ANGELES CO. HMS** **N/A**
CULVER CITY, CA

SWEEPS UST:

Status:	Active
Comp Number:	7157
Number:	9
Board Of Equalization:	44-008185
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-000-007157-000001
Actv Date:	06-30-89
Capacity:	Not reported
Tank Use:	UNKNOWN
Stg:	W
Content:	Not reported
Number Of Tanks:	4

Status:	Active
Comp Number:	7157
Number:	9
Board Of Equalization:	44-008185
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-000-007157-000002
Actv Date:	06-30-89
Capacity:	Not reported
Tank Use:	UNKNOWN
Stg:	W
Content:	Not reported
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	7157
Number:	9
Board Of Equalization:	44-008185

CHEVRON USA SS # 0449 (Continued) **S103955786**

Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-000-007157-000003
Actv Date: 06-30-89
Capacity: Not reported
Tank Use: UNKNOWN
Stg: W
Content: Not reported
Number Of Tanks: Not reported

Status: Active
Comp Number: 7157
Number: 9
Board Of Equalization: 44-008185
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-000-007157-000004
Actv Date: 06-30-89
Capacity: Not reported
Tank Use: UNKNOWN
Stg: W
Content: Not reported
Number Of Tanks: Not reported

LOS ANGELES CO. HMS:
Region: LA
Facility Id: 006832-I07157
Facility Type: I01
Facility Status: Removed
Area: 2M
Permit Number: 000020224
Permit Status: Removed

---

42 **90449** **CA HIST UST** **U001562804**
9094 WASHINGTON BLVD **N/A**
CULVER CITY, CA 90230

HIST UST:
Region: STATE
Facility ID: 00000061814
Facility Type: Gas Station
Other Type: Not reported
Total Tanks: 0004
Contact Name: WHEATON,DONALD
Telephone: 2138383756
Owner Name: CHEVRON U.S.A. INC.
Owner Address: 575 MARKET
Owner City,St,Zip: SAN FRANCISCO, CA 94105

Tank Num: 001
Container Num: 1

90449 (Continued) **U001562804**

Year Installed: 1959
Tank Capacity: 00004000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: 0000170 unknown
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 2
Year Installed: 1959
Tank Capacity: 00006000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: 0000250 unknown
Leak Detection: Stock Inventor

Tank Num: 003
Container Num: 3
Year Installed: 1959
Tank Capacity: 00002000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: 0000170 unknown
Leak Detection: Stock Inventor

Tank Num: 004
Container Num: 4
Year Installed: 1959
Tank Capacity: 00000550
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: 0000100 unknown
Leak Detection: Stock Inventor

---

42 **FOX HILLS BUICK GMC PONTIAC** **RCRA-SQG** **1000274667**
9099 W WASHINGTON BLVD **FINDS** **CAD981388176**
CULVER CITY, CA **CA HAZNET**

RCRA-SQG:
Date form received by agency: 01/12/1995
Facility name: FOX HILLS BUICK GMC PONTIAC
Facility address: 9099 W WASHINGTON BLVD
CULVER CITY, CA 90230
EPA ID: CAD981388176
Contact: LARRY NEAL
Contact address: 9099 W WASHINGTON BLVD
CULVER CITY, CA 90230
Contact country: US
Contact telephone: (310) 837-1211
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

FOX HILLS BUICK GMC PONTIAC (Continued) **1000274667**

Owner/Operator Summary:
- Owner/operator name: BOB BODELLA
- Owner/operator address: 9099 W WASHINGTON BLVD
  CULVER CITY, CA 90230
- Owner/operator country: Not reported
- Owner/operator telephone: (310) 837-1211
- Legal status: Private
- Owner/Operator Type: Owner
- Owner/Op start date: Not reported
- Owner/Op end date: Not reported

Handler Activities Summary:
- U.S. importer of hazardous waste: No
- Mixed waste (haz. and radioactive): No
- Recycler of hazardous waste: No
- Transporter of hazardous waste: No
- Treater, storer or disposer of HW: No
- Underground injection activity: No
- On-site burner exemption: No
- Furnace exemption: No
- Used oil fuel burner: No
- Used oil processor: No
- User oil refiner: No
- Used oil fuel marketer to burner: No
- Used oil Specification marketer: No
- Used oil transfer facility: No
- Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002690286

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:
- Year: 1996
- Gepaid: CAD981388176
- Contact: FOX HILLS BUICK GMC PONTIAC
- Telephone: 3108371211
- Mailing Name: Not reported
- Mailing Address: 9099 W WASHINGTON BLVD
- Mailing City,St,Zip: CULVER CITY, CA 902300000
- Gen County: Not reported
- TSD EPA ID: CAT080022148
- TSD County: Not reported
- Waste Category: Unspecified aqueous solution
- Disposal Method: Transfer Station

FOX HILLS BUICK GMC PONTIAC (Continued) **1000274667**

Tons: .1500
Facility County: Los Angeles

Year: 1996
Gepaid: CAD981388176
Contact: FOX HILLS BUICK GMC PONTIAC
Telephone: 3108371211
Mailing Name: Not reported
Mailing Address: 9099 W WASHINGTON BLVD
Mailing City,St,Zip: CULVER CITY, CA 902300000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Unspecified oil-containing waste
Disposal Method: Recycler
Tons: .6255
Facility County: Los Angeles

Year: 1996
Gepaid: CAD981388176
Contact: FOX HILLS BUICK GMC PONTIAC
Telephone: 3108371211
Mailing Name: Not reported
Mailing Address: 9099 W WASHINGTON BLVD
Mailing City,St,Zip: CULVER CITY, CA 902300000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Not reported
Tons: .4170
Facility County: Los Angeles

Year: 1996
Gepaid: CAD981388176
Contact: FOX HILLS BUICK GMC PONTIAC
Telephone: 3108371211
Mailing Name: Not reported
Mailing Address: 9099 W WASHINGTON BLVD
Mailing City,St,Zip: CULVER CITY, CA 902300000
Gen County: Not reported
TSD EPA ID: CAT080022148
TSD County: Not reported
Waste Category: Unspecified organic liquid mixture
Disposal Method: Transfer Station
Tons: .7220
Facility County: Los Angeles

Year: 1996
Gepaid: CAD981388176
Contact: FOX HILLS BUICK GMC PONTIAC
Telephone: 3108371211
Mailing Name: Not reported
Mailing Address: 9099 W WASHINGTON BLVD
Mailing City,St,Zip: CULVER CITY, CA 902300000
Gen County: Not reported
TSD EPA ID: CAT080022148

FOX HILLS BUICK GMC PONTIAC (Continued) **1000274667**

TSD County: Not reported
Waste Category: Off-specification, aged or surplus organics
Disposal Method: Transfer Station
Tons: .0175
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
15 additional CA_HAZNET: record(s) in the EDR Site Report.

---

42 **HAROLDS AUTO SUPPLY** **CA SWEEPS UST** **1000333662**
9076 W WASHINGTON BLVD **CA LOS ANGELES CO. HMS** **N/A**
CULVER CITY, CA

SWEEPS UST:
Status: Active
Comp Number: 7063
Number: 9
Board Of Equalization: 44-008174
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-000-007063-000001
Actv Date: 06-30-89
Capacity: Not reported
Tank Use: UNKNOWN
Stg: W
Content: Not reported
Number Of Tanks: 2

Status: Active
Comp Number: 7063
Number: 9
Board Of Equalization: 44-008174
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-000-007063-000002
Actv Date: 06-30-89
Capacity: Not reported
Tank Use: UNKNOWN
Stg: W
Content: Not reported
Number Of Tanks: Not reported

LOS ANGELES CO. HMS:
Region: LA
Facility Id: 006831-I07063
Facility Type: T0
Facility Status: Closed
Area: 2M
Permit Number: 000020046
Permit Status: Closed

HAROLDS AUTO SUPPLY (Continued) **1000333662**

Region: LA
Facility Id: 006831-007063
Facility Type: T0
Facility Status: Removed
Area: 2M
Permit Number: 00001481T
Permit Status: Removed

---

42 **MIKE MILLER TOYOTA CHEVROLET INC** **RCRA-SQG** **1000197622**
9077 W WASHINGTON BLVD **FINDS** **CAD982506610**
CULVER CITY, CA 90232 **CA SWEEPS UST**
CA LOS ANGELES CO. HMS

RCRA-SQG:
Date form received by agency: 09/11/1989
Facility name: MIKE MILLER TOYOTA CHEVROLET INC
Facility address: 9077 W WASHINGTON BLVD
CULVER CITY, CA 90232
EPA ID: CAD982506610
Contact: ENVIRONMENTAL MANAGER
Contact address: 9077 W WASHINGTON BLVD
CULVER CITY, CA 90232
Contact country: US
Contact telephone: (213) 559-3777
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: MIKE MILLER
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No

MIKE MILLER TOYOTA CHEVROLET INC (Continued) **1000197622**

Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002836245

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

UORS (California - Used Oil Recycling System). California Integrated Waste Management Board (CIWMB) helps communities establish and promote convenient collection opportunities for used oil and used oil filters.

SWEEPS UST:

Status:	Active
Comp Number:	7084
Number:	9
Board Of Equalization:	44-008176
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-000-007084-000001
Actv Date:	06-30-89
Capacity:	Not reported
Tank Use:	UNKNOWN
Stg:	W
Content:	Not reported
Number Of Tanks:	2

Status:	Active
Comp Number:	7084
Number:	9
Board Of Equalization:	44-008176
Referral Date:	06-30-89
Action Date:	Not reported

MIKE MILLER TOYOTA CHEVROLET INC (Continued) **1000197622**

Created Date: 06-30-89
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-000-007084-000002
Actv Date: 06-30-89
Capacity: Not reported
Tank Use: UNKNOWN
Stg: W
Content: Not reported
Number Of Tanks: Not reported

LOS ANGELES CO. HMS:
Region: LA
Facility Id: 006852-007084
Facility Type: T0
Facility Status: Removed
Area: 2M
Permit Number: 00004951T
Permit Status: Removed

Region: LA
Facility Id: 006852-I07084
Facility Type: I01
Facility Status: Closed
Area: 2M
Permit Number: 000020205
Permit Status: Closed

---

42 **MIKE MILLER TOYOTA** **CA SWEEPS UST** **S106671360**
9055 W WASHINGTON BLVD **CA LOS ANGELES CO. HMS** **N/A**
CULVER CITY, CA

SWEEPS UST:
Status: Active
Comp Number: 14140
Number: 9
Board Of Equalization: Not reported
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: Not reported

LOS ANGELES CO. HMS:
Region: LA
Facility Id: 013718-014140
Facility Type: Not reported
Facility Status: Removed
Area: 2M
Permit Number: Not reported

MIKE MILLER TOYOTA (Continued) **S106671360**

Permit Status: Not reported

---

42 **PIRATE RADIO** **CA FID UST** **S101587264**
8966 LINDBLADE ST **CA SWEEPS UST** **N/A**
CULVER CITY, CA 90232 **CA EMI**

CA FID UST:

Facility ID:	19055170
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	3108404339
Mail To:	Not reported
Mailing Address:	9540 WASHINGTON BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	CULVER CITY 90232
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

SWEEPS UST:

Status:	Active
Comp Number:	16490
Number:	1
Board Of Equalization:	Not reported
Referral Date:	02-04-92
Action Date:	02-04-92
Created Date:	02-04-92
Tank Status:	A
Owner Tank Id:	1
Swrcb Tank Id:	19-000-016490-000001
Actv Date:	02-04-92
Capacity:	550
Tank Use:	M.V. FUEL
Stg:	P
Content:	DIESEL
Number Of Tanks:	1

EMI:

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	78779
Air District Name:	SC
SIC Code:	4832
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0

PIRATE RADIO (Continued) **S101587264**

SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

---

42 **CITY OF CULVER CITY** **CA SWEEPS UST** **S106924554**
9037 WASHINGTON BLVD **N/A**
CULVER CITY, CA

SWEEPS UST:
Status: Active
Comp Number: 13946
Number: 9
Board Of Equalization: Not reported
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: Not reported

---

42 **RISING SUN AUTOMOTIVE** **CA LUST** **S102229533**
9005 WASHINGTON BLVD **N/A**
CULVER CITY, CA 90232

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: R-23603
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Not reported
Global ID: T0603705411
W Global ID: Not reported
Staff: MSH
Local Agency: 19000
Cross Street: NATIONAL BLVD
Enforcement Type: Not reported
Date Leak Discovered: 8/5/1996
Date Leak First Reported: 8/5/1996
Date Leak Record Entered: 7/11/1997
Date Confirmation Began: Not reported
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 5/6/1998
Date the Case was Closed: 2/10/1998
How Leak Discovered: Tank Closure
How Leak Stopped: Not reported

RISING SUN AUTOMOTIVE (Continued) **S102229533**

Cause of Leak:	Not reported
Leak Source:	Not reported
Operator:	Not reported
Water System:	Not reported
Well Name:	Not reported
Approx. Dist To Production Well (ft):	3451.2051099163836300525581629
Source of Cleanup Funding:	Not reported
Preliminary Site Assessment Workplan Submitted:	10/10/1995
Preliminary Site Assessment Began:	10/10/1995
Pollution Characterization Began:	8/22/1997
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported
Hist Max MTBE Conc in Soil:	.02
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	RISING SUN AUTOMOTIVE
RP Address:	9632 VINECREST ROAD, WINDSOR, CA 95492-9167
Program:	LUST
Lat/Long:	34.0259412 / -1
Local Agency Staff:	Not reported
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	REVIEW FOR LRR CLOSURE 11/3/97 - WP FOR SOIL & GW ASSESSMENT 1/09/98 - RESULT OF S & GW ASSESSMENT 5/06/98 - REMOVAL OF MONITORING WELLS

---

42 **RISING SUN AUTOMOTIVE** **CA HIST CORTESE** **S103675596**
9005 WASHINGTON **CA LUST** **N/A**
CULVER CITY, CA 90232

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	R-23603

LUST:

Region:	STATE
Global Id:	T0603705411
Latitude:	34.0259155
Longitude:	-118.3903849
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	02/10/1998
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	MSH

RISING SUN AUTOMOTIVE (Continued) **S103675596**

Local Agency: LOS ANGELES COUNTY
RB Case Number: R-23603
LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603705411
Contact Type: Local Agency Caseworker
Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

Regulatory Activities:
Global Id: T0603705411
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603705411
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

---

42 **WESTWOOD ONE INC./PIRATE RADIO** **CA UST** **U003777317**
8944 LINDBLADE ST **N/A**
CULVER CITY, CA 90232

UST:
Facility ID: 16490
Latitude: 34.026
Longitude: -118.3886

---

42 **FIRST MOTION PIC UNIT** **CA ENVIROSTOR** **S107736779**
N/A

CULVER CITY, CA

ENVIROSTOR:
Site Type: Military Evaluation
Site Type Detailed: FUDS
Acres: Not reported
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Douglas Bautista
Division Branch: Cleanup Cypress
Facility ID: 80000850

FIRST MOTION PIC UNIT (Continued) **S107736779**

Site Code: Not reported
Assembly: 54
Senate: 30
Special Program: Not reported
Status: Inactive - Needs Evaluation
Status Date: 07/01/2005
Restricted Use: NO
Site Mgmt. Req.: NONE SPECIFIED
Funding: DERA
Latitude: 34.02638
Longitude: -118.3861
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED, NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CA99799F997100
Alias Type: Federal Facility ID
Alias Name: J09CA7148
Alias Type: INPR
Alias Name: 80000850
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Inventory Project Report (INPR)
Completed Date: 09/21/1999
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

---

42 **CULVER CITY REDEVELOP AGCY** **RCRA-SQG** **1000430759**
3825 3833 HOKE AVE **FINDS** **CAD982401242**
CULVER CITY, CA

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: CULVER CITY REDEVELOP AGCY
Facility address: 3825 3833 HOKE AVE
CULVER CITY, CA 90232
EPA ID: CAD982401242
Mailing address: 9696 CULVER CITY BLVD STE 308
CULVER CITY, CA 90232
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: Not reported
Contact email: Not reported

CULVER CITY REDEVELOP AGCY (Continued) **1000430759**

EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: CULVER CITY REDEVELOP AGCY
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 11/28/1989
Facility name: CULVER CITY REDEVELOP AGCY
Classification: Large Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110002804216

CULVER CITY REDEVELOP AGCY (Continued) **1000430759**

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

42 **RICE ENTERPRISES** **RCRA-SQG 1000820241**
3975 LANDMARK ST **FINDS CAD983662750**
CULVER CITY, CA **CA LOS ANGELES CO. HMS**

RCRA-SQG:
Date form received by agency: 03/25/1993
Facility name: RICE ENTERPRISES
Facility address: 3975 LANDMARK ST
CULVER CITY, CA 90232
EPA ID: CAD983662750
Mailing address: PO BOX 885
CULVER CITY, CA 90232
Contact: JOEL SCHWARTZ
Contact address: 3975 LANDMARK ST
CULVER CITY, CA 90232
Contact country: US
Contact telephone: (213) 870-5575
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: IRVING RICE
Owner/operator address: PO BOX 885
CULVER CITY, CA 90232
Owner/operator country: Not reported
Owner/operator telephone: (213) 870-5575
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No

RICE ENTERPRISES (Continued) **1000820241**

User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002895163

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

LOS ANGELES CO. HMS:
Region: LA
Facility Id: 006928-I07163
Facility Type: I01
Facility Status: Closed
Area: 2M
Permit Number: 000020145
Permit Status: Closed

---

42 **CA Notify 65 S100178503**
3975 LANDMARK ST **CA LOS ANGELES CO. HMS N/A**
CULVER CITY, CA 90232

Notify 65:
Date Reported: Not reported
Staff Initials: Not reported
Board File Number: Not reported
Facility Type: Not reported
Discharge Date: Not reported
Incident Description: 90232-2315

LOS ANGELES CO. HMS:
Region: LA
Facility Id: 006928-040371
Facility Type: I01
Facility Status: Closed
Area: 2M
Permit Number: 000415908
Permit Status: Closed

Region: LA
Facility Id: 006928-054713
Facility Type: I01
Facility Status: Permit
Area: 2M
Permit Number: 000665695

(Continued) **S100178503**

Permit Status: Permit

---

42 **JACKS WHOLESALE DIV** **CA LOS ANGELES CO. HMS** **S106025491**
9036 W CULVER BLVD **N/A**
CULVER CITY, CA

LOS ANGELES CO. HMS:
Region: LA
Facility Id: 006838-I07070
Facility Type: I01
Facility Status: Closed
Area: 2M
Permit Number: 000020204
Permit Status: Closed

---

42 **XEROX CORPORATION INVENTORY SU** **CA HIST UST** **U001562865**
3960 LANDMARK ST **N/A**
CULVER CITY, CA 90230

HIST UST:
Region: STATE
Facility ID: 00000017316
Facility Type: Other
Other Type: Not reported
Total Tanks: 0001
Contact Name: JIMCHOGYOJI
Telephone: 2132040461
Owner Name: XEROX CORPORATION
Owner Address: 2200 E. MCFADDEN AVENUE
Owner City,St,Zip: SANTA ANA, CA 92705

Tank Num: 001
Container Num: 17
Year Installed: 1981
Tank Capacity: 00012000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: 1/4 inches
Leak Detection: Stock Inventor

---

42 **XEROX CORPORATION** **CA SWEEPS UST** **S105033734**
3960 LANDMARK ST **CA LOS ANGELES CO. HMS** **N/A**
CULVER CITY, CA

SWEEPS UST:
Status: Active
Comp Number: 12924
Number: 9
Board Of Equalization: Not reported
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported

XEROX CORPORATION (Continued) **S105033734**

Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: Not reported

LOS ANGELES CO. HMS:
Region: LA
Facility Id: 012733-012924
Facility Type: Not reported
Facility Status: Removed
Area: 2M
Permit Number: Not reported
Permit Status: Not reported

---

42 **UNITED DETECTOR TECHNOLOGY** **RCRA-SQG 1000399321**
3939 LANDMARK ST **FINDS CAD099468126**
CULVER CITY, CA 90230 **CA LOS ANGELES CO. HMS**

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: UNITED DETECTOR TECHNOLOGY
Facility address: 3939 LANDMARK ST
CULVER CITY, CA 90230
EPA ID: CAD099468126
Mailing address: LANDMARK ST
CULVER CITY, CA 90230
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: ILC TECHNOLOGY
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported

UNITED DETECTOR TECHNOLOGY (Continued) **1000399321**

Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002666160

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

LOS ANGELES CO. HMS:
Region: LA
Facility Id: 006955-I07193
Facility Type: I01
Facility Status: Closed
Area: 2M
Permit Number: 000020201
Permit Status: Closed

---

42 **CULVER CITY REDEVELOPMENT AGNY** **CA FID UST** **S101587238**
3813 HOKE ST **CA SWEEPS UST** **N/A**
CULVER CITY, CA 90021

CA FID UST:
Facility ID: 19055133
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported

CULVER CITY REDEVELOPMENT AGNY (Continued) **S101587238**

Facility Phone: Not reported
Mail To: Not reported
Mailing Address: 9056 CULVER BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: CULVER CITY 90021
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Active
Comp Number: 15847
Number: 9
Board Of Equalization: Not reported
Referral Date: 09-07-90
Action Date: 09-07-90
Created Date: 09-07-90
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-000-015847-000001
Actv Date: 09-07-90
Capacity: 2000
Tank Use: PETROLEUM
Stg: P
Content: Not reported
Number Of Tanks: 4

Status: Active
Comp Number: 15847
Number: 9
Board Of Equalization: Not reported
Referral Date: 09-07-90
Action Date: 09-07-90
Created Date: 09-07-90
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-000-015847-000002
Actv Date: 09-07-90
Capacity: 2000
Tank Use: PETROLEUM
Stg: P
Content: Not reported
Number Of Tanks: Not reported

Status: Active
Comp Number: 15847
Number: 9
Board Of Equalization: Not reported
Referral Date: 09-07-90
Action Date: 09-07-90
Created Date: 09-07-90
Tank Status: A
Owner Tank Id: Not reported

CULVER CITY REDEVELOPMENT AGNY (Continued) **S101587238**

Swrcb Tank Id: 19-000-015847-000003
Actv Date: 09-07-90
Capacity: 2000
Tank Use: PETROLEUM
Stg: P
Content: Not reported
Number Of Tanks: Not reported

Status: Active
Comp Number: 15847
Number: 9
Board Of Equalization: Not reported
Referral Date: 09-07-90
Action Date: 09-07-90
Created Date: 09-07-90
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-000-015847-000004
Actv Date: 09-07-90
Capacity: 2000
Tank Use: PETROLEUM
Stg: P
Content: Not reported
Number Of Tanks: Not reported

---

42 **EDR US Hist Auto Stat** **1015663417**

8888 WASHINGTON BLVD **N/A**
CULVER CITY, CA 90232

EDR Historical Auto Stations:
Name: UNITED CAR CARRIER INC
Year: 2001
Address: 8888 WASHINGTON BLVD

Name: UNITED CAR CARRIER INC
Year: 2004
Address: 8888 WASHINGTON BLVD

Name: INSURANCE COLLISION CENTER INC
Year: 2008
Address: 8888 WASHINGTON BLVD

---

42 **PEACE PRESS INC** **RCRA-SQG** **1000168466**
3828 WILLAT AVVE **FINDS** **CAD052263449**
CULVER CITY, CA

RCRA-SQG:
Date form received by agency: 06/01/1986
Facility name: PEACE PRESS INC
Facility address: 3828 WILLAT AVVE
CULVER CITY, CA 90232
EPA ID: CAD052263449
Mailing address: 3828 WILLAT
CULVER CITY, CA 90232
Contact: ENVIRONMENTAL MANAGER
Contact address: 3828 WILLAT AVVE

PEACE PRESS INC (Continued) **1000168466**

CULVER CITY, CA 90232
Contact country: US
Contact telephone: (213) 838-7387
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: PEACE PRESS INC
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002648822

Environmental Interest/Information System

PEACE PRESS INC (Continued) **1000168466**

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

42 **EDR US Hist Auto Stat** **1015459429**

3814 WILLAT AVE **N/A**
CULVER CITY, CA 90232

EDR Historical Auto Stations:

Name:	PRECISION TECH AUTO MACHINE
Year:	2007
Address:	3814 WILLAT AVE
Name:	PRECISION TECH AUTO MACHINE
Year:	2008
Address:	3814 WILLAT AVE
Name:	PRECISION TECH AUTO MACHINE
Year:	2009
Address:	3814 WILLAT AVE

---

42 **EDR US Hist Auto Stat** **1015455947**

3741 ROBERTSON BLVD **N/A**
CULVER CITY, CA 90232

EDR Historical Auto Stations:

Name:	BUTCHS TRUCK & AUTOMOTIVE REPAIR
Year:	1999
Address:	3741 ROBERTSON BLVD
Name:	BUTCHS TRUCK & AUTO REPAIR
Year:	2001
Address:	3741 ROBERTSON BLVD
Name:	BUTCHS TRUCK & AUTO REPAIR
Year:	2002
Address:	3741 ROBERTSON BLVD
Name:	BUTCHS TRUCK & AUTO REPAIR
Year:	2004
Address:	3741 ROBERTSON BLVD
Name:	BUTCHS TRUCK & AUTOMOTIVE REPAIR
Year:	2005
Address:	3741 ROBERTSON BLVD
Name:	BUTCHS TRUCK & AUTOMOTIVE REPAIR
Year:	2006
Address:	3741 ROBERTSON BLVD
Name:	BUTCHS TRUCK & AUTOMOTIVE REPAIR
Year:	2007

(Continued) **1015455947**

Address: 3741 ROBERTSON BLVD

Name: BUTCHS TRUCK & AUTOMOTIVE REPAIR
Year: 2008
Address: 3741 ROBERTSON BLVD

Name: BUTCHS TRUCK & AUTOMOTIVE REPAIR
Year: 2009
Address: 3741 ROBERTSON BLVD

Name: BUTCHS TRUCK & AUTOMTV REPAIR
Year: 2010
Address: 3741 ROBERTSON BLVD

Name: BUTCHS TRUCK & AUTOMOTIVE REPAIR
Year: 2011
Address: 3741 ROBERTSON BLVD

Name: BUTCHS TRUCK & AUTOMOTIVE REPAIR
Year: 2012
Address: 3741 ROBERTSON BLVD

---

42 **FEDERAL EXPRESS** **CA UST** **U003776183**
3730 ROBERTSON BLVD **N/A**
CULVER CITY, CA 90232

UST:
Facility ID: 7216
Latitude: 34.02712
Longitude: -118.39006

---

42 **FEDERAL EXPRESS CO** **CA LUST** **S105790880**
3730 ROBERTSON BLVD S **N/A**
CULVER CITY, CA 90232

LUST:
Region: STATE
Global Id: T0603791306
Latitude: 34.027069
Longitude: -118.390125
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 07/23/2009
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: JH
Local Agency: LOS ANGELES COUNTY
RB Case Number: R-31293
LOC Case Number: 022276-031293
File Location: Regional Board
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603791306

FEDERAL EXPRESS CO (Continued) **S105790880**

Contact Type: Local Agency Caseworker
Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

Global Id: T0603791306
Contact Type: Regional Board Caseworker
Contact Name: JAY HUANG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 WEST 4TH STREET, SUITE 200
City: LOS ANGELES
Email: jhuang@waterboards.ca.gov
Phone Number: 2135766711

Regulatory Activities:

Global Id: T0603791306
Action Type: RESPONSE
Date: 07/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603791306
Action Type: RESPONSE
Date: 08/15/2006
Action: CAP/RAP - Other Report

Global Id: T0603791306
Action Type: RESPONSE
Date: 07/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603791306
Action Type: RESPONSE
Date: 01/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603791306
Action Type: RESPONSE
Date: 01/30/2004
Action: Well Installation Report

Global Id: T0603791306
Action Type: RESPONSE
Date: 11/07/2003
Action: Preliminary Site Assessment Workplan

Global Id: T0603791306
Action Type: RESPONSE
Date: 01/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603791306
Action Type: ENFORCEMENT
Date: 04/28/2006
Action: Staff Letter

FEDERAL EXPRESS CO (Continued) **S105790880**

Global Id: T0603791306
Action Type: REMEDIATION
Date: 01/01/1950
Action: Soil Vapor Extraction (SVE)

Global Id: T0603791306
Action Type: ENFORCEMENT
Date: 08/30/2005
Action: Staff Letter

Global Id: T0603791306
Action Type: ENFORCEMENT
Date: 03/25/2009
Action: Staff Letter

Global Id: T0603791306
Action Type: ENFORCEMENT
Date: 07/23/2009
Action: Closure/No Further Action Letter

Global Id: T0603791306
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T0603791306
Action Type: ENFORCEMENT
Date: 07/07/2009
Action: Notification - Preclosure

Global Id: T0603791306
Action Type: ENFORCEMENT
Date: 01/21/2009
Action: Staff Letter

Global Id: T0603791306
Action Type: RESPONSE
Date: 06/01/2009
Action: Soil and Water Investigation Report

Global Id: T0603791306
Action Type: RESPONSE
Date: 01/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603791306
Action Type: RESPONSE
Date: 04/15/2009
Action: Soil and Water Investigation Workplan

Global Id: T0603791306
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603791306
Action Type: RESPONSE

FEDERAL EXPRESS CO (Continued) **S105790880**

Date: 07/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603791306
Action Type: RESPONSE
Date: 02/15/2006
Action: CAP/RAP - Feasibility Study Report

Global Id: T0603791306
Action Type: RESPONSE
Date: 10/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603791306
Action Type: RESPONSE
Date: 04/30/2003
Action: Other Report / Document

Global Id: T0603791306
Action Type: RESPONSE
Date: 02/15/2006
Action: Soil and Water Investigation Workplan

Global Id: T0603791306
Action Type: RESPONSE
Date: 04/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603791306
Action Type: RESPONSE
Date: 10/15/2005
Action: Soil and Water Investigation Workplan

Global Id: T0603791306
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603791306
Action Type: RESPONSE
Date: 07/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603791306
Action Type: RESPONSE
Date: 07/15/2005
Action: Soil and Water Investigation Report

Global Id: T0603791306
Action Type: RESPONSE
Date: 02/28/2005
Action: Soil and Water Investigation Workplan

Global Id: T0603791306
Action Type: RESPONSE
Date: 04/15/2005
Action: Monitoring Report - Quarterly

FEDERAL EXPRESS CO (Continued) **S105790880**

Global Id: T0603791306
Action Type: RESPONSE
Date: 01/20/2009
Action: Other Workplan

Global Id: T0603791306
Action Type: RESPONSE
Date: 04/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603791306
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603791306
Action Type: RESPONSE
Date: 06/01/2009
Action: Request for Closure

Global Id: T0603791306
Action Type: ENFORCEMENT
Date: 10/07/2003
Action: Staff Letter

Global Id: T0603791306
Action Type: ENFORCEMENT
Date: 03/28/2005
Action: Staff Letter

Global Id: T0603791306
Action Type: ENFORCEMENT
Date: 12/27/2004
Action: Staff Letter

Global Id: T0603791306
Action Type: ENFORCEMENT
Date: 11/07/2005
Action: Staff Letter

Global Id: T0603791306
Action Type: ENFORCEMENT
Date: 03/09/2007
Action: Staff Letter

Global Id: T0603791306
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0603791306
Action Type: RESPONSE
Date: 10/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603791306
Action Type: RESPONSE

FEDERAL EXPRESS CO (Continued) **S105790880**

Date: 04/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603791306
Action Type: RESPONSE
Date: 07/15/2007
Action: Remedial Progress Report

Global Id: T0603791306
Action Type: ENFORCEMENT
Date: 11/03/2003
Action: Staff Letter

Global Id: T0603791306
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603791306
Action Type: RESPONSE
Date: 01/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603791306
Action Type: ENFORCEMENT
Date: 03/27/2003
Action: Staff Letter

Global Id: T0603791306
Action Type: ENFORCEMENT
Date: 06/09/2003
Action: Staff Letter

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: R-31293
Status: Preliminary site assessment workplan submitted
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: 022276-031293
Case Type: Soil
Abatement Method Used at the Site: OT
Global ID: T0603791306
W Global ID: Not reported
Staff: WXT
Local Agency: 19000
Cross Street: VENICE & WASHINGTON
Enforcement Type: DLSEL
Date Leak Discovered: 1/7/2000
Date Leak First Reported: 3/27/2001
Date Leak Record Entered: Not reported
Date Confirmation Began: 1/7/2000
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 3/27/2001

FEDERAL EXPRESS CO (Continued) **S105790880**

Date the Case was Closed:		Not reported
How Leak Discovered:	Repair Tank	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	Tank	
Operator:	FEDERAL EXPRESS	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		3069.429905199202328149268891 5
Source of Cleanup Funding:		Tank
Preliminary Site Assessment Workplan Submitted:		10/15/2003
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	GUSTAVO VALDIVIA	
RP Address:	8950 CAL CENTER DRIVE, SUITE 370	
Program:	LUST	
Lat/Long:	34.027069 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	Not reported	

---

42 **BUERGE VOLKSWAGON** **RCRA-SQG** **1000819689**
8855 W WASHINGTON BLVD **FINDS** **CAD983656869**
CULVER CITY, CA **CA LOS ANGELES CO. HMS**
CA HAZNET

RCRA-SQG:

Date form received by agency:	01/14/1993
Facility name:	BUERGE VOLKSWAGON
Facility address:	8855 W WASHINGTON BLVD CULVER CITY, CA 90232
EPA ID:	CAD983656869
Mailing address:	W WASHINGTON BLVD CULVER CITY, CA 90232
Contact:	MARV ABARBANELL
Contact address:	8855 W WASHINGTON BLVD CULVER CITY, CA 90232
Contact country:	US
Contact telephone:	(310) 559-8989
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator

BUERGE VOLKSWAGON (Continued) **1000819689**

Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: BUERGE MOTOR CAR CORP
Owner/operator address: 8855 W WASHINGTON BLVD
CULVER CITY, CA 90232
Owner/operator country: Not reported
Owner/operator telephone: (310) 559-8989
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002890676

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

LOS ANGELES CO. HMS:
Region: LA
Facility Id: 006909-020214
Facility Type: Not reported
Facility Status: OPEN
Area: 2M
Permit Number: Not reported

BUERGE VOLKSWAGON (Continued) **1000819689**

Permit Status: Not reported

HAZNET:

Year:	1993
Gepaid:	CAD983656869
Contact:	BUERGE MOTOR CAR CORP
Telephone:	3105598989
Mailing Name:	Not reported
Mailing Address:	8855 W WASHINGTON BLVD
Mailing City,St,Zip:	CULVER CITY, CA 902320000
Gen County:	Not reported
TSD EPA ID:	CAL000113451
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Transfer Station
Tons:	0.41699999999
Facility County:	Los Angeles

---

42 **FEDERAL EXPRESS** **CA SWEEPS UST** **S104537989**
3730 S ROBERTSON BLVD **CA LOS ANGELES CO. HMS** **N/A**
CULVER CITY, CA

SWEEPS UST:

Status:	Active
Comp Number:	7216
Number:	9
Board Of Equalization:	44-002601
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-000-007216-000001
Actv Date:	06-30-89
Capacity:	Not reported
Tank Use:	UNKNOWN
Stg:	W
Content:	Not reported
Number Of Tanks:	2

Status:	Active
Comp Number:	7216
Number:	9
Board Of Equalization:	44-002601
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-000-007216-000002
Actv Date:	06-30-89
Capacity:	Not reported
Tank Use:	UNKNOWN
Stg:	W
Content:	Not reported
Number Of Tanks:	Not reported

FEDERAL EXPRESS (Continued) **S104537989**

LOS ANGELES CO. HMS:
Region: LA
Facility Id: 006975-I07216
Facility Type: I01
Facility Status: Permit
Area: 2M
Permit Number: 000020269
Permit Status: Permit

Region: LA
Facility Id: 006975-007216
Facility Type: T0
Facility Status: Removed
Area: 2M
Permit Number: 00001090T
Permit Status: Removed

---

42 **CULVER CITY SUBARU** **RCRA NonGen / NLR** **1000430729**
8850 WASHINGTON BLVD **FINDS** **CAD055764120**
CULVER CITY, CA **CA HIST CORTESE**
CA LUST
CA SWEEPS UST
CA LOS ANGELES CO. HMS

RCRA NonGen / NLR:
Date form received by agency: 06/12/2006
Facility name: CULVER CITY SUBARU
Facility address: 8850 WASHINGTON BLVD
CULVER CITY, CA 90232
EPA ID: CAD055764120
Mailing address: PO BOX 1524
CULVER CITY, CA 90232
Contact: LARRY MILLER
Contact address: PO BOX 1524
CULVER CITY, CA 90232
Contact country: US
Contact telephone: 310-780-0377
Contact email: Not reported
EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: LOUIS G MILLER INC DBA
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported

CULVER CITY SUBARU (Continued) **1000430729**

Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 08/27/1986
Facility name: CULVER CITY SUBARU
Classification: Small Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110002650514

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: R-16313

LUST:
Region: STATE

CULVER CITY SUBARU (Continued) **1000430729**

Global Id:	T0603705280
Latitude:	33.9976752
Longitude:	-118.4213422
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	04/23/2003
Lead Agency:	LOS ANGELES COUNTY
Case Worker:	IEO
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	R-16313
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Other Solvent or Non-Petroleum Hydrocarbon
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603705280
Contact Type:	Local Agency Caseworker
Contact Name:	IHEANACHO OFO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	iofo@dpw.lacounty.gov
Phone Number:	6264583512

Global Id:	T0603705280
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Regulatory Activities:

Global Id:	T0603705280
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

Global Id:	T0603705280
Action Type:	Other
Date:	01/01/1950
Action:	Leak Stopped

Global Id:	T0603705280
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery

LUST REG 4:

Region:	4
Regional Board:	04

CULVER CITY SUBARU (Continued) **1000430729**

County:	Los Angeles	
Facility Id:	R-16313	
Status:	Leak being confirmed	
Substance:	Hydrocarbons	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		OT
Global ID:	T0603705280	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19000	
Cross Street:	NATIONAL BLVD	
Enforcement Type:	Not reported	
Date Leak Discovered:	7/15/1997	
Date Leak First Reported:		8/6/1997
Date Leak Record Entered:	10/1/1997	
Date Confirmation Began:	8/6/1997	
Date Leak Stopped:	4/23/1997	
Date Case Last Changed on Database:		8/6/1997
Date the Case was Closed:		Not reported
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	LARRY MILLER	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		2706.399960284848034402458117 6
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	CULVER CITY SUBARU	
RP Address:	8840 W. WASHINGTON BLVD., CULVER CITY, CA 90232	
Program:	LUST	
Lat/Long:	34.0270572 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	TPH=1030 PPM	

CULVER CITY SUBARU (Continued) **1000430729**

SWEEPS UST:
Status: Active
Comp Number: 16313
Number: 1
Board Of Equalization: Not reported
Referral Date: 08-01-91
Action Date: 08-01-91
Created Date: 08-01-91
Tank Status: A
Owner Tank Id: 1
Swrcb Tank Id: 19-000-016313-000001
Actv Date: 08-01-91
Capacity: 100
Tank Use: OIL
Stg: W
Content: Not reported
Number Of Tanks: 1

LOS ANGELES CO. HMS:
Region: LA
Facility Id: 015231-016313
Facility Type: T0
Facility Status: Removed
Area: 2M
Permit Number: 00006084T
Permit Status: Removed

Region: LA
Facility Id: 015231-045737
Facility Type: Not reported
Facility Status: OPEN
Area: 2M
Permit Number: Not reported
Permit Status: Not reported

---

42 **RUSNAK VW INC** **CA FID UST** **S101617661**
8855 W WASHINGTON BLVD **CA SWEEPS UST** **N/A**
CULVER CITY, CA **CA LOS ANGELES CO. HMS**

CA FID UST:
Facility ID: 19015861
Regulated By: UTNKA
Regulated ID: 00000580
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 8180000000
Mail To: Not reported
Mailing Address: 8855 W WASHINGTON BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: CULVER CITY
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

RUSNAK VW INC (Continued) **S101617661**

SWEEPS UST:
Status: Active
Comp Number: 7141
Number: 9
Board Of Equalization: 44-008179
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-000-007141-000001
Actv Date: 06-30-89
Capacity: Not reported
Tank Use: UNKNOWN
Stg: W
Content: Not reported
Number Of Tanks: 1

LOS ANGELES CO. HMS:
Region: LA
Facility Id: 006909-007141
Facility Type: T0
Facility Status: Removed
Area: 2M
Permit Number: 00000979T
Permit Status: Removed

---

42 **RUSNAK VOLKSWAGEN, INC.** **CA HIST UST** **U001562846**
8855 WASHINGTON BLVD **N/A**
CULVER CITY, CA 90230

HIST UST:
Region: STATE
Facility ID: 00000000580
Facility Type: Other
Other Type: AUTOMOBILE DEALERSHI
Total Tanks: 0001
Contact Name: RICHARD AMBROSE
Telephone: 2135593333
Owner Name: RUSNAK VOLKSWAGEN, INC.
Owner Address: 8855 W. WASHINGTON BLVD.
Owner City,St,Zip: CULVER CITY, CA 90230

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Tank Construction: Not reported
Leak Detection: Visual

42 **CULVER CITY NISSAN** **CA HIST CORTESE** **S101585844**
8840 WASHINGTON BLVD **CA LUST** **N/A**
CULVER CITY, CA 90232 **CA FID UST**
CA SWEEPS UST
CA LOS ANGELES CO. HMS

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	R-07187

LUST:

Region:	STATE
Global Id:	T0603704758
Latitude:	34.0272432
Longitude:	-118.3878068
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	11/17/2008
Lead Agency:	LOS ANGELES COUNTY
Case Worker:	PGT
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	R-07187
LOC Case Number:	009077-007187
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Other Solvent or Non-Petroleum Hydrocarbon
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603704758
Contact Type:	Local Agency Caseworker
Contact Name:	PHILLIP GHARIBIANS-TABRIZI
Organization Name:	LOS ANGELES COUNTY
Address:	900 S. FREMONT AVE.
City:	ALHAMBRA
Email:	pgharibians@dpw.lacounty.gov
Phone Number:	Not reported

Global Id:	T0603704758
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Regulatory Activities:

Global Id:	T0603704758
Action Type:	ENFORCEMENT
Date:	01/24/2012
Action:	Closure/No Further Action Letter

Global Id:	T0603704758
Action Type:	Other

CULVER CITY NISSAN (Continued) **S101585844**

Date: 01/01/1950
Action: Leak Reported

Global Id: T0603704758
Action Type: Other
Date: 01/01/1950
Action: Leak Stopped

Global Id: T0603704758
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	R-07187	
Status:	Leak being confirmed	
Substance:	Hydrocarbons	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		OT
Global ID:	T0603704758	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19000	
Cross Street:	LANDMARK ST	
Enforcement Type:	Not reported	
Date Leak Discovered:	7/15/1997	
Date Leak First Reported:		8/5/1997
Date Leak Record Entered:	10/1/1997	
Date Confirmation Began:	8/5/1997	
Date Leak Stopped:	4/23/1997	
Date Case Last Changed on Database:		8/5/1997
Date the Case was Closed:		Not reported
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	LARRY MILLER	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		2598.626675960649757959284077 5
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported

CULVER CITY NISSAN (Continued) **S101585844**

Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: CULVER CITY NISSAN
RP Address: 8840 W. WASHINGTON BLVD., CULVER CITY, CA 90232
Program: LUST
Lat/Long: 34.0272432 / -1
Local Agency Staff: Not reported
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: TPH=27000 PPM, BTEX= ND/0.046/0.18/1.1PPM

CA FID UST:
Facility ID: 19030965
Regulated By: UTNKA
Regulated ID: CAD055764
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2135594200
Mail To: Not reported
Mailing Address: 8840 N REXFORD DR
Mailing Address 2: Not reported
Mailing City,St,Zip: CULVER CITY 90232
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Active
Comp Number: 7187
Number: 1
Board Of Equalization: Not reported
Referral Date: 08-01-91
Action Date: 08-01-91
Created Date: 08-01-91
Tank Status: A
Owner Tank Id: 1
Swrcb Tank Id: 19-000-007187-000001
Actv Date: 08-01-91
Capacity: 250
Tank Use: OIL
Stg: W
Content: Not reported
Number Of Tanks: 1

LOS ANGELES CO. HMS:
Region: LA

CULVER CITY NISSAN (Continued) **S101585844**

Facility Id: 009077-007187
Facility Type: T0
Facility Status: Removed
Area: 2M
Permit Number: 00006085T
Permit Status: Removed

---

42 **PACE INTERNATIONAL CORP** **RCRA-SQG 1000698029**
3727 S ROBERTSON BLVD **FINDS CAD076082338**
CULVER CITY, CA **CA LOS ANGELES CO. HMS**

RCRA-SQG:
Date form received by agency: 01/04/1992
Facility name: PACE INTERNATIONAL CORP
Facility address: 3727 S ROBERTSON BLVD
CULVER CITY, CA 902322360
EPA ID: CAD076082338
Mailing address: S ROBERTSON BLVD
CULVER CITY, CA 902322360
Contact: ROBERT KREIMAN
Contact address: 3727 S ROBERTSON BLVD
CULVER CITY, CA 902322360
Contact country: US
Contact telephone: (310) 839-1188
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: ROBERT T KREIMAN
Owner/operator address: 9770 WENDOVER DR
BEVERLY HILLS, CA 90210
Owner/operator country: Not reported
Owner/operator telephone: (310) 273-7050
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No

PACE INTERNATIONAL CORP (Continued) **1000698029**

Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002658044

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

LOS ANGELES CO. HMS:

Region:	LA
Facility Id:	006968-I07206
Facility Type:	I01
Facility Status:	Closed
Area:	2M
Permit Number:	000020233
Permit Status:	Closed

---

42 **CULVER CITY REDEV AGENCY** **RCRA-SQG** **1000597596**
9070 VENICE BLVD **FINDS** **CAD983616137**
LOS ANGELES, CA

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	CULVER CITY REDEV AGENCY
Facility address:	9070 VENICE BLVD LOS ANGELES, CA 90034
EPA ID:	CAD983616137
Mailing address:	CULVER BLVD THIRD HUNDRED CULVER CITY, CA 90232
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator

CULVER CITY REDEV AGENCY (Continued) **1000597596**

Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	CULVER CITY REDEV AGENCY
Owner/operator address:	9696 CULVER CITY STE 308 CULVER CITY, CA 90232
Owner/operator country:	Not reported
Owner/operator telephone:	(310) 202-5762
Legal status:	Municipal
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002866845

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

42 **ALVIN METALS CO**
8794 NATIONAL BLVD
CULVER CITY, CA

Database(s): RCRA-SQG, FINDS, CA HIST UST, CA LOS ANGELES CO. HMS, CA HAZNET

EDR ID Number: 1000255372
EPA ID Number: CAD982033011

RCRA-SQG:
Date form received by agency: 08/31/1987
Facility name: ALVIN METALS CO
Facility address: 8794 NATIONAL BLVD
CULVER CITY, CA 90232
EPA ID: CAD982033011
Mailing address: NATIONAL BLVD
CULVER CITY, CA 90232
Contact: ENVIRONMENTAL MANAGER
Contact address: 8794 NATIONAL BLVD
CULVER CITY, CA 90232
Contact country: US
Contact telephone: (213) 870-1780
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: ALVIN METALS CO
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No

ALVIN METALS CO (Continued) **1000255372**

Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002783453

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HIST UST:
Region: STATE
Facility ID: 00000050561
Facility Type: Not reported
Other Type: STEEL PIPE & TUBING
Total Tanks: 0001
Contact Name: DAVID ZEIDENFELD
Telephone: 2138701780
Owner Name: ALVIN METALS CO.
Owner Address: 8794 NATIONAL BLVD.
Owner City,St,Zip: CULVER CITY, CA 90232

Tank Num: 001
Container Num: 1
Year Installed: 1975
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: None

LOS ANGELES CO. HMS:
Region: LA
Facility Id: 006933-I07170
Facility Type: I01
Facility Status: Closed
Area: 2M
Permit Number: 000010981
Permit Status: Closed

ALVIN METALS CO (Continued) **1000255372**

HAZNET:

Year:	2003
Gepaid:	CAD982033011
Contact:	--
Telephone:	--
Mailing Name:	Not reported
Mailing Address:	2222 AVE OF THE STARS STE 2406E
Mailing City,St,Zip:	LOS ANGELES, CA 900675644
Gen County:	Not reported
TSD EPA ID:	CAT080033681
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Disposal, Land Fill
Tons:	0.1
Facility County:	Los Angeles

Year:	2003
Gepaid:	CAD982033011
Contact:	--
Telephone:	--
Mailing Name:	Not reported
Mailing Address:	2222 AVE OF THE STARS STE 2406E
Mailing City,St,Zip:	LOS ANGELES, CA 900675644
Gen County:	Not reported
TSD EPA ID:	CAT080033681
TSD County:	Not reported
Waste Category:	Alkaline solution without metals pH >= 12.5
Disposal Method:	Recycler
Tons:	0
Facility County:	Los Angeles

Year:	2003
Gepaid:	CAD982033011
Contact:	--
Telephone:	--
Mailing Name:	Not reported
Mailing Address:	2222 AVE OF THE STARS STE 2406E
Mailing City,St,Zip:	LOS ANGELES, CA 900675644
Gen County:	Not reported
TSD EPA ID:	CAT080033681
TSD County:	Not reported
Waste Category:	Other inorganic solid waste
Disposal Method:	Disposal, Land Fill
Tons:	0.15
Facility County:	Los Angeles

Year:	2003
Gepaid:	CAD982033011
Contact:	--
Telephone:	--
Mailing Name:	Not reported
Mailing Address:	2222 AVE OF THE STARS STE 2406E
Mailing City,St,Zip:	LOS ANGELES, CA 900675644
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)

ALVIN METALS CO (Continued) **1000255372**

Disposal Method: Recycler
Tons: 0.14
Facility County: Los Angeles

Year: 2003
Gepaid: CAD982033011
Contact: --
Telephone: --
Mailing Name: Not reported
Mailing Address: 2222 AVE OF THE STARS STE 2406E
Mailing City,St,Zip: LOS ANGELES, CA 900675644
Gen County: Not reported
TSD EPA ID: IND000646943
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Not reported
Tons: 0
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
10 additional CA_HAZNET: record(s) in the EDR Site Report.

---

42 **DREAMWORKS THE SOLOIST** **RCRA-SQG** **1010562167**
8794 NATIONAL BLVD **CAR000187807**
CULVER CITY, CA 90232

RCRA-SQG:
Date form received by agency: 01/21/2008
Facility name: DREAMWORKS THE SOLOIST
Facility address: 8794 NATIONAL BLVD
CULVER CITY, CA 90232
EPA ID: CAR000187807
Contact: LUIS G BENAVIDES
Contact address: 8794 NATIONAL BLVD
CULVER CITY, CA 90232
Contact country: US
Contact telephone: 310-836-1229
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: ALVIN METALS CORP
Owner/operator address: 2222 AVE OF THE STARS STE 2406E
LOS ANGELES, CA 90067
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 06/01/1975
Owner/Op end date: Not reported

DREAMWORKS THE SOLOIST (Continued) **1010562167**

Owner/operator name: TURNING POINT SCHOOL
Owner/operator address: Not reported
Not reported
Owner/operator country: Not reported
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 04/01/2006
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 11/29/2007
Facility name: DREAMWORKS THE SOLOIST
Site name: TONIGHT HE COMES
Classification: Not a generator, verified

Date form received by agency: 10/15/2007
Facility name: DREAMWORKS THE SOLOIST
Site name: TONIGHT HE COMES
Classification: Small Quantity Generator

Hazardous Waste Summary:
Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: F003
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NON-HALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS, AND, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR

DREAMWORKS THE SOLOIST (Continued) **1010562167**

MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Violation Status: No violations found

---

42 **HARTWELL CORP** **CA HAZNET** **S112843197**
9035 VENICE BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	1996
Gepaid:	CAC000759232
Contact:	HARTWELL CORP
Telephone:	7149934200
Mailing Name:	Not reported
Mailing Address:	900 S RICHFIELD
Mailing City,St,Zip:	PLACENTIA, CA 926900000
Gen County:	Not reported
TSD EPA ID:	CAT080011059
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Recycler
Tons:	7.2975
Facility County:	Los Angeles

---

42 **CULVER CITY MAZDA** **CA HIST CORTESE** **S100607974**
8810 WASHINGTON **CA LUST** **N/A**
CULVER CITY, CA 90230

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	R-07189

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	R-07189	
Status:	Leak being confirmed	
Substance:	Hydrocarbons	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		OT
Global ID:	T0603704759	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19000	
Cross Street:	NATIONAL BLVD	
Enforcement Type:	Not reported	
Date Leak Discovered:	7/15/1997	
Date Leak First Reported:		8/6/1997
Date Leak Record Entered:	10/1/1997	
Date Confirmation Began:	8/6/1997	

CULVER CITY MAZDA (Continued) **S100607974**

Date Leak Stopped:	4/23/1997	
Date Case Last Changed on Database:		8/6/1997
Date the Case was Closed:		Not reported
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	LARRY MILLER	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		2230.43986613766311570040003 67
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	CULVER CITY MAZDA	
RP Address:	8840 W. WASHINGTON BLVD., CULVER CITY, CA 90232	
Program:	LUST	
Lat/Long:	34.0279012 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	TRPH=1500 PPM, BTEX= ND/0.016/0.011/ND	

---

42 **CULVER CITY MAZDA** **RCRA NonGen / NLR** **1000430731**
8810 W WASHINGTON BLVD **FINDS** **CAD097863948**
CULVER CITY, CA 90230 **CA LUST**
CA SWEEPS UST
CA LOS ANGELES CO. HMS
CA HAZNET

RCRA NonGen / NLR:

Date form received by agency:	06/16/2006
Facility name:	CULVER CITY MAZDA
Facility address:	8810 W WASHINGTON BLVD CULVER CITY, CA 90230
EPA ID:	CAD097863948
Mailing address:	PO BOX 1524 CULVER CITY, CA 90230
Contact:	LARRY MILLER
Contact address:	PO BOX 1524 CULVER CITY, CA 90230
Contact country:	US

CULVER CITY MAZDA (Continued) **1000430731**

Contact telephone: 310-780-0377
Contact email: Not reported
EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 09/01/1996
Facility name: CULVER CITY MAZDA
Classification: Small Quantity Generator

Date form received by agency: 08/27/1986
Facility name: CULVER CITY MAZDA
Classification: Large Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110002665553

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource

CULVER CITY MAZDA (Continued) **1000430731**

Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

LUST:

Region:	STATE
Global Id:	T0603704759
Latitude:	34.0279012
Longitude:	-118.3867338
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	11/17/2008
Lead Agency:	LOS ANGELES COUNTY
Case Worker:	PGT
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	R-07189
LOC Case Number:	006951-007189
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Other Solvent or Non-Petroleum Hydrocarbon
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603704759
Contact Type:	Local Agency Caseworker
Contact Name:	PHILLIP GHARIBIANS-TABRIZI
Organization Name:	LOS ANGELES COUNTY
Address:	900 S. FREMONT AVE.
City:	ALHAMBRA
Email:	pgharibians@dpw.lacounty.gov
Phone Number:	Not reported

Global Id:	T0603704759
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Regulatory Activities:

Global Id:	T0603704759
Action Type:	ENFORCEMENT
Date:	01/24/2012
Action:	Closure/No Further Action Letter

Global Id:	T0603704759
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

CULVER CITY MAZDA (Continued) **1000430731**

Global Id: T0603704759
Action Type: Other
Date: 01/01/1950
Action: Leak Stopped

Global Id: T0603704759
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

SWEEPS UST:
Status: Active
Comp Number: 7189
Number: 9
Board Of Equalization: 44-008187
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-000-007189-000001
Actv Date: 06-30-89
Capacity: Not reported
Tank Use: UNKNOWN
Stg: W
Content: Not reported
Number Of Tanks: 3

Status: Active
Comp Number: 7189
Number: 9
Board Of Equalization: 44-008187
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-000-007189-000002
Actv Date: 06-30-89
Capacity: Not reported
Tank Use: UNKNOWN
Stg: W
Content: Not reported
Number Of Tanks: Not reported

Status: Active
Comp Number: 7189
Number: 9
Board Of Equalization: 44-008187
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-000-007189-000003
Actv Date: 06-30-89

CULVER CITY MAZDA (Continued) **1000430731**

Capacity: Not reported
Tank Use: UNKNOWN
Stg: W
Content: Not reported
Number Of Tanks: Not reported

LOS ANGELES CO. HMS:
Region: LA
Facility Id: 006951-I07189
Facility Type: I01
Facility Status: Closed
Area: 2M
Permit Number: 000020175
Permit Status: Closed

Region: LA
Facility Id: 006951-007189
Facility Type: T0
Facility Status: Removed
Area: 2M
Permit Number: 00000927T
Permit Status: Removed

HAZNET:
Year: 2001
Gepaid: CAD097863948
Contact: BRIAN BRANNAN, SRV. MANAGER
Telephone: 3105594200
Mailing Name: Not reported
Mailing Address: 8810 W WASHINGTON BLVD
Mailing City,St,Zip: CULVER CITY, CA 902300000
Gen County: Not reported
TSD EPA ID: CAT000613935
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Transfer Station
Tons: 0.21
Facility County: Los Angeles

Year: 2000
Gepaid: CAD097863948
Contact: BRIAN BRANNAN, SRV. MANAGER
Telephone: 3105594200
Mailing Name: Not reported
Mailing Address: 8810 W WASHINGTON BLVD
Mailing City,St,Zip: CULVER CITY, CA 902300000
Gen County: Not reported
TSD EPA ID: CAT000613935
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Transfer Station
Tons: 0.43
Facility County: Los Angeles

Year: 2000
Gepaid: CAD097863948

CULVER CITY MAZDA (Continued) **1000430731**

Contact: BRIAN BRANNAN, SRV. MANAGER
Telephone: 3105594200
Mailing Name: Not reported
Mailing Address: 8810 W WASHINGTON BLVD
Mailing City,St,Zip: CULVER CITY, CA 902300000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues 10 percent or more
Disposal Method: Recycler
Tons: 2.56
Facility County: Los Angeles

Year: 1999
Gepaid: CAD097863948
Contact: LOUIS G MILLER INC
Telephone: 3102045810
Mailing Name: Not reported
Mailing Address: 8810 W WASHINGTON BLVD
Mailing City,St,Zip: CULVER CITY, CA 902300000
Gen County: Not reported
TSD EPA ID: CAT000613935
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Not reported
Tons: .2502
Facility County: Los Angeles

Year: 1999
Gepaid: CAD097863948
Contact: LOUIS G MILLER INC
Telephone: 3102045810
Mailing Name: Not reported
Mailing Address: 8810 W WASHINGTON BLVD
Mailing City,St,Zip: CULVER CITY, CA 902300000
Gen County: Not reported
TSD EPA ID: CAT000613935
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Transfer Station
Tons: .4253
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
12 additional CA_HAZNET: record(s) in the EDR Site Report.

---

42 **WESTERN GLOBE PROD. INC** **CA EMI** **S103959218**
8985 VENICE BL **N/A**
LOS ANGELES, CA 90034

EMI:
Year: 1987
County Code: 19
Air Basin: SC
Facility ID: 12032
Air District Name: SC
SIC Code: 2099
Air District Name: SOUTH COAST AQMD

WESTERN GLOBE PROD. INC (Continued) **S103959218**

Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

42 **SAV ON DRUG 9464** **CA HAZNET** **S113086549**
8985 VENICE BLVD **N/A**
WEST LOS ANGELES, CA 90034

HAZNET:

Year:	1999
Gepaid:	CAL000161944
Contact:	AMERICAN DRUG STORES INC
Telephone:	2083955245
Mailing Name:	Not reported
Mailing Address:	PO BOX 20 DEPT 74100
Mailing City,St,Zip:	BOISE, ID 837260000
Gen County:	Not reported
TSD EPA ID:	CAD981402522
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	.0250
Facility County:	Los Angeles

Year:	1998
Gepaid:	CAL000161944
Contact:	AMERICAN DRUG STORES INC
Telephone:	2083955245
Mailing Name:	Not reported
Mailing Address:	PO BOX 20 DEPT 74100
Mailing City,St,Zip:	BOISE, ID 837260000
Gen County:	Not reported
TSD EPA ID:	CAD981402522
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	.0550
Facility County:	Los Angeles

---

42 **SCOTT MOTORS** **CA HAZNET** **S113040749**
8985 VENICE BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2003
Gepaid:	CAL000046877
Contact:	INACTIVE PER SURVEY 3-3-95 LC
Telephone:	--
Mailing Name:	Not reported
Mailing Address:	8985 VENICE BLVD

SCOTT MOTORS (Continued) **S113040749**

Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Unspecified oil-containing waste
Disposal Method: Recycler
Tons: 0.12
Facility County: Los Angeles

Year: 2001
Gepaid: CAL000046877
Contact: INACTIVE PER SURVEY 3-3-95 LC
Telephone: --
Mailing Name: Not reported
Mailing Address: 8985 VENICE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: CAT000613935
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Transfer Station
Tons: 0.18
Facility County: Los Angeles

Year: 2001
Gepaid: CAL000046877
Contact: INACTIVE PER SURVEY 3-3-95 LC
Telephone: --
Mailing Name: Not reported
Mailing Address: 8985 VENICE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: CAT000613893
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Transfer Station
Tons: 0.18
Facility County: Los Angeles

Year: 2000
Gepaid: CAL000046877
Contact: INACTIVE PER SURVEY 3-3-95 LC
Telephone: --
Mailing Name: Not reported
Mailing Address: 8985 VENICE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues 10 percent or more
Disposal Method: Recycler
Tons: 0.41
Facility County: Los Angeles

Year: 2000
Gepaid: CAL000046877
Contact: INACTIVE PER SURVEY 3-3-95 LC

SCOTT MOTORS (Continued) **S113040749**

Telephone: --
Mailing Name: Not reported
Mailing Address: 8985 VENICE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: CAT000613893
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Transfer Station
Tons: 0.02
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
10 additional CA_HAZNET: record(s) in the EDR Site Report.

---

42 **CVS PHARMACY NO 8879** **RCRA-LQG** **1015753116**
8985 VENICE BLVD **CAR000234542**
LOS ANGELES, CA 90034

RCRA-LQG:
Date form received by agency: 01/03/2013
Facility name: CVS PHARMACY NO 8879
Facility address: 8985 VENICE BLVD
LOS ANGELES, CA 90034
EPA ID: CAR000234542
Mailing address: ONE CVS DR
WOONSOCKET, RI 02895
Contact: WENDY L BRANT
Contact address: ONE CVS DR
WOONSOCKET, RI 02895
Contact country: US
Contact telephone: 401-765-1500
Contact email: WENDY.BRANT@CVSCAREMARK.COM
EPA Region: 09
Classification: Large Quantity Generator
Description: Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:
Owner/operator name: GARFIELD BEACH CVS LLC
Owner/operator address: Not reported
Not reported
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 06/02/2006

CVS PHARMACY NO 8879 (Continued) **1015753116**

Owner/Op end date: Not reported

Owner/operator name: HOMA II LLC
Owner/operator address: 9200 SUNSET BLVD PH 9
LOS ANGELES, CA 90069
Owner/operator country: US
Owner/operator telephone: 310-274-2777
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 02/07/1997
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Hazardous Waste Summary:
Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

Waste code: P001
Waste name: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

Waste code: P042
Waste name: 1,2-BENZENEDIOL, 4-[1-HYDROXY-2-(METHYLAMINO)ETHYL]-, (R)-

Waste code: P075

CVS PHARMACY NO 8879 (Continued) **1015753116**

Waste name: NICOTINE, & SALTS

Waste code: P081
Waste name: NITROGLYCERINE (R)

Violation Status: No violations found

---

42 **CVS PHARMACY NO 8879** **FINDS** **1015791120**
8985 VENICE BLVD **N/A**
LOS ANGELES, CA

FINDS:

Registry ID: 110055054630

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

42 **ALBERTSON'S # 6169** **CA HAZNET** **S113157691**
8985 VENICE BLVD STE B **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2012
Gepaid:	CAL000348562
Contact:	ERICA FRANSEN
Telephone:	2083954793
Mailing Name:	Not reported
Mailing Address:	PO BOX 20 DEPT 72405
Mailing City,St,Zip:	BOISE, ID 837260000
Gen County:	Los Angeles
TSD EPA ID:	INR000110197
TSD County:	Not reported
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.023
Facility County:	Los Angeles

Year:	2012
Gepaid:	CAL000348562
Contact:	ERICA FRANSEN
Telephone:	2083954793
Mailing Name:	Not reported
Mailing Address:	PO BOX 20 DEPT 72405
Mailing City,St,Zip:	BOISE, ID 837260000
Gen County:	Los Angeles
TSD EPA ID:	INR000110197
TSD County:	Not reported
Waste Category:	Not reported
Disposal Method:	Not reported

ALBERTSON'S # 6169 (Continued) **S113157691**

Tons:	0.0005
Facility County:	Los Angeles
Year:	2012
Gepaid:	CAL000348562
Contact:	ERICA FRANSEN
Telephone:	2083954793
Mailing Name:	Not reported
Mailing Address:	PO BOX 20 DEPT 72405
Mailing City,St,Zip:	BOISE, ID 837260000
Gen County:	Los Angeles
TSD EPA ID:	INR000110197
TSD County:	Not reported
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.0005
Facility County:	Los Angeles
Year:	2011
Gepaid:	CAL000348562
Contact:	ERICA FRANSEN
Telephone:	2083954793
Mailing Name:	Not reported
Mailing Address:	PO BOX 20 DEPT 72405
Mailing City,St,Zip:	BOISE, ID 837260000
Gen County:	Not reported
TSD EPA ID:	OHD083377010
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Energy Recovery At This Site--Use As Fuel(Includes On-Site Fuel Blending)
Tons:	0.0095
Facility County:	Los Angeles
Year:	2011
Gepaid:	CAL000348562
Contact:	ERICA FRANSEN
Telephone:	2083954793
Mailing Name:	Not reported
Mailing Address:	PO BOX 20 DEPT 72405
Mailing City,St,Zip:	BOISE, ID 837260000
Gen County:	Not reported
TSD EPA ID:	OHD083377010
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Energy Recovery At This Site--Use As Fuel(Includes On-Site Fuel Blending)
Tons:	0.0095
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
7 additional CA_HAZNET: record(s) in the EDR Site Report.

42 **CROWN VENICE ASSOCIATES LLC** **CA HAZNET** **S112888675**
8985 VENICE BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	1998
Gepaid:	CAC001405608
Contact:	CROWN VENICE ASSO LLC
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	20101 SO WEST BIRCH ST #260
Mailing City,St,Zip:	NEWPORT BEACH, CA 926600000
Gen County:	Not reported
TSD EPA ID:	NVT330010000
TSD County:	Not reported
Waste Category:	Polychlorinated biphenyls and material containing PCBs
Disposal Method:	Disposal, Land Fill
Tons:	2.7274
Facility County:	Los Angeles

Year:	1998
Gepaid:	CAC001405608
Contact:	CROWN VENICE ASSO LLC
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	20101 SO WEST BIRCH ST #260
Mailing City,St,Zip:	NEWPORT BEACH, CA 926600000
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Off-specification, aged or surplus organics
Disposal Method:	Transfer Station
Tons:	.2075
Facility County:	Los Angeles

Year:	1998
Gepaid:	CAC001405608
Contact:	CROWN VENICE ASSO LLC
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	20101 SO WEST BIRCH ST #260
Mailing City,St,Zip:	NEWPORT BEACH, CA 926600000
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues 10 percent or more
Disposal Method:	Treatment, Tank
Tons:	.4170
Facility County:	Los Angeles

42 **CVS PHARMACY # 8879** **CA HAZNET** **S113142358**
8985 VENICE BLVD **N/A**
WEST LOS ANGELES, CA 90034

HAZNET:

Year:	2012
Gepaid:	CAL000306532
Contact:	WENDY BRANT
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	1 CVS DRIVE - 02362A
Mailing City,St,Zip:	WOONSOCKET, RI 028950000
Gen County:	Los Angeles
TSD EPA ID:	INR000110197
TSD County:	Not reported
Waste Category:	Not reported
Disposal Method:	Not reported
Tons:	0.074
Facility County:	Los Angeles

Year:	2012
Gepaid:	CAL000306532
Contact:	WENDY BRANT
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	1 CVS DRIVE - 02362A
Mailing City,St,Zip:	WOONSOCKET, RI 028950000
Gen County:	Los Angeles
TSD EPA ID:	INR000110197
TSD County:	Not reported
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.0005
Facility County:	Los Angeles

Year:	2012
Gepaid:	CAL000306532
Contact:	WENDY BRANT
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	1 CVS DRIVE - 02362A
Mailing City,St,Zip:	WOONSOCKET, RI 028950000
Gen County:	Los Angeles
TSD EPA ID:	INR000110197
TSD County:	Not reported
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.0165
Facility County:	Los Angeles

Year:	2012
Gepaid:	CAL000306532
Contact:	WENDY BRANT
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	1 CVS DRIVE - 02362A
Mailing City,St,Zip:	WOONSOCKET, RI 028950000

CVS PHARMACY # 8879 (Continued) **S113142358**

Gen County: Los Angeles
TSD EPA ID: INR000110197
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.0005
Facility County: Los Angeles

Year: 2012
Gepaid: CAL000306532
Contact: WENDY BRANT
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 1 CVS DRIVE - 02362A
Mailing City,St,Zip: WOONSOCKET, RI 028950000
Gen County: Los Angeles
TSD EPA ID: INR000110197
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.0005
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
23 additional CA_HAZNET: record(s) in the EDR Site Report.

---

42 **SAV ON 9464** **CA HAZNET** **S113110717**
8985 VENICE BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 2006
Gepaid: CAL000219712
Contact: ERICA FRANSEN, SR COORDINATOR
Telephone: 2083954793
Mailing Name: Not reported
Mailing Address: PO Box 20 Dept 72405
Mailing City,St,Zip: BOISE, ID 837260000
Gen County: Not reported
TSD EPA ID: CAD008364432
TSD County: Not reported
Waste Category: Alkaline solution without metals pH >= 12.5
Disposal Method: Transfer Station
Tons: 0.01
Facility County: Los Angeles

Year: 2005
Gepaid: CAL000219712
Contact: ERICA FRANSEN, SR COORDINATOR
Telephone: 2083954793
Mailing Name: Not reported
Mailing Address: PO Box 20 Dept 72405
Mailing City,St,Zip: BOISE, ID 837260000
Gen County: Not reported
TSD EPA ID: CAD008364432
TSD County: Not reported

SAV ON 9464 (Continued) **S113110717**

Waste Category: Alkaline solution without metals pH >= 12.5
Disposal Method: Not reported
Tons: 0.01
Facility County: Los Angeles

Year: 2005
Gepaid: CAL000219712
Contact: ERICA FRANSEN, SR COORDINATOR
Telephone: 2083954793
Mailing Name: Not reported
Mailing Address: PO Box 20 Dept 72405
Mailing City,St,Zip: BOISE, ID 837260000
Gen County: Not reported
TSD EPA ID: CAD008364432
TSD County: Not reported
Waste Category: Alkaline solution without metals pH >= 12.5
Disposal Method: Transfer Station
Tons: 0.1
Facility County: Los Angeles

Year: 2004
Gepaid: CAL000219712
Contact: ERICA FRANSEN, SR COORDINATOR
Telephone: 2083954793
Mailing Name: Not reported
Mailing Address: PO Box 20 Dept 72405
Mailing City,St,Zip: BOISE, ID 837260000
Gen County: Not reported
TSD EPA ID: CAD008364432
TSD County: Not reported
Waste Category: Alkaline solution without metals pH >= 12.5
Disposal Method: Transfer Station
Tons: 0.13
Facility County: Los Angeles

Year: 2004
Gepaid: CAL000219712
Contact: ERICA FRANSEN, SR COORDINATOR
Telephone: 2083954793
Mailing Name: Not reported
Mailing Address: PO Box 20 Dept 72405
Mailing City,St,Zip: BOISE, ID 837260000
Gen County: Not reported
TSD EPA ID: CAD008364432
TSD County: Not reported
Waste Category: Alkaline solution without metals pH >= 12.5
Disposal Method: Not reported
Tons: 0.01
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
7 additional CA_HAZNET: record(s) in the EDR Site Report.

42 **EXPOSITION PHASE 2** **CA VCP** **S111345519**
FROM INTERSECTION OF VENICE BLVD & SOUTH ROBERTSON BLVD TO I **CA ENVIROSTOR** **N/A**
CULVER CITY TO SANTA MONICA, CA vario

VCP:

Facility ID:	60001607
Site Type:	Voluntary Cleanup
Site Type Detail:	Voluntary Cleanup
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	48
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Jessy Fierro
Supervisor:	Juli Propes
Division Branch:	Cleanup Chatsworth
Site Code:	301553
Assembly:	50, 54
Senate:	26
Special Programs Code:	Voluntary Cleanup Program
Status:	Active
Status Date:	10/31/2011
Restricted Use:	NO
Funding:	Responsible Party
Lat/Long:	34.02812 / -118.3910
APN:	NONE SPECIFIED
Past Use:	RAILROAD RIGHT OF WAY
Potential COC:	30001, 30013
Confirmed COC:	30001,30013
Potential Description:	SOIL
Alias Name:	301553
Alias Type:	Project Code (Site Code)
Alias Name:	60001607
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Technical Workplan
Completed Date:	04/25/2012
Comments:	The Workplan describes the excavation activities and procedures that will be undertaken to remove the soil contamination.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Monitoring Report
Completed Date:	07/03/2012
Comments:	DTSC has reviewed the Monitoring Report dated 6/25/2012. The report summarizes the dust monitoring and air sampling data for the week starting 6/18/2012. DTSC has accepted the report.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Monitoring Report
Completed Date:	07/30/2012
Comments:	DTSC has reviewed and accepted the Report.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported

EXPOSITION PHASE 2 (Continued) **S111345519**

Completed Document Type: Monitoring Report
Completed Date: 08/24/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 04/25/2012
Comments: The construction workplan describes the excavation activities and its schedule.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 07/10/2012
Comments: Site visit during soil removal activities.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 06/28/2012
Comments: Site Visit during soi removal.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 06/19/2012
Comments: Site visit for soil removal.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 09/21/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 09/14/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 09/28/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 10/05/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 10/12/2012

EXPOSITION PHASE 2 (Continued) **S111345519**

Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 10/15/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 10/29/2012
Comments: DTSC accepted report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 10/30/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 11/15/2012
Comments: DTSC accepted monitoring report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 11/13/2012
Comments: DTSC has accepted the monitoring report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 11/26/2012
Comments: DTSC accepted Monitoring Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 12/03/2012
Comments: DTSC has accepted the monitoring report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 01/02/2013
Comments: DTSC accepted monitoring report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 12/14/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE

EXPOSITION PHASE 2 (Continued) **S111345519**

Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 01/14/2013
Comments: DTSC accepted monitoring report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 12/20/2012
Comments: DTSC conducted site visit.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 10/30/2012
Comments: Site visit - 0lympic & Stewart St: excavation activities, dust monitoring.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 01/29/2013
Comments: Oversight for excavation and monitoring

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 04/02/2013
Comments: Site Visit

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 07/15/2013
Comments: Monitoring Report accepted.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 07/11/2013
Comments: Monitoring report accepted.

Completed Area Name: Buffer Park Area
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 07/02/2013
Comments: Buffer area evaluated. Conditions at Buffer Area would not pose a risk.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 01/03/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

EXPOSITION PHASE 2 (Continued) **S111345519**

Completed Document Type: Site Characterization Report
Completed Date: 01/27/2012
Comments: Sampling was conducted in Phase II to locate areas with contamination, to be incorporated into Soil Management Plan.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 04/19/2012
Comments: The Plan describes removal of soil contaminated with lead, arsenic and other chemicals.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 06/19/2012
Comments: Removal of soil began east of Centinela Avenue and Exposition Blvd.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Plan
Completed Date: 04/19/2012
Comments: The Plan describes dust monitoring measures that will be undertaken during the soil removal activities.

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Removal Action Completion Report
Future Due Date: 2014
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Certification
Future Due Date: 2015
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

ENVIROSTOR:
Site Type: Voluntary Cleanup
Site Type Detailed: Voluntary Cleanup
Acres: 48
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Jessy Fierro
Supervisor: Juli Propes
Division Branch: Cleanup Chatsworth
Facility ID: 60001607
Site Code: 301553
Assembly: 50, 54
Senate: 26
Special Program: Voluntary Cleanup Program
Status: Active
Status Date: 10/31/2011
Restricted Use: NO

EXPOSITION PHASE 2 (Continued) **S111345519**

Site Mgmt. Req.: NONE SPECIFIED
Funding: Responsible Party
Latitude: 34.02812
Longitude: -118.3910
APN: NONE SPECIFIED
Past Use: RAILROAD RIGHT OF WAY
Potential COC: Arsenic, Lead
Confirmed COC: Arsenic, Lead, Arsenic, Lead
Potential Description: SOIL
Alias Name: 301553
Alias Type: Project Code (Site Code)
Alias Name: 60001607
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 04/25/2012
Comments: The Workplan describes the excavation activities and procedures that will be undertaken to remove the soil contamination.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 07/03/2012
Comments: DTSC has reviewed the Monitoring Report dated 6/25/2012. The report summarizes the dust monitoring and air sampling data for the week starting 6/18/2012. DTSC has accepted the report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 07/30/2012
Comments: DTSC has reviewed and accepted the Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 08/24/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 04/25/2012
Comments: The construction workplan describes the excavation activities and its schedule.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 07/10/2012
Comments: Site visit during soil removal activities.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork

EXPOSITION PHASE 2 (Continued) **S111345519**

Completed Date: 06/28/2012
Comments: Site Visit during soi removal.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 06/19/2012
Comments: Site visit for soil removal.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 09/21/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 09/14/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 09/28/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 10/05/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 10/12/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 10/15/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 10/29/2012
Comments: DTSC accepted report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 10/30/2012
Comments: Not reported

EXPOSITION PHASE 2 (Continued) **S111345519**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 11/15/2012
Comments: DTSC accepted monitoring report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 11/13/2012
Comments: DTSC has accepted the monitoring report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 11/26/2012
Comments: DTSC accepted Monitoring Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 12/03/2012
Comments: DTSC has accepted the monitoring report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 01/02/2013
Comments: DTSC accepted monitoring report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 12/14/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 01/14/2013
Comments: DTSC accepted monitoring report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 12/20/2012
Comments: DTSC conducted site visit.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 10/30/2012
Comments: Site visit - 0lympic & Stewart St: excavation activities, dust monitoring.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

EXPOSITION PHASE 2 (Continued) **S111345519**

Completed Document Type: Fieldwork
Completed Date: 01/29/2013
Comments: Oversight for excavation and monitoring

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 04/02/2013
Comments: Site Visit

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 07/15/2013
Comments: Monitoring Report accepted.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 07/11/2013
Comments: Monitoring report accepted.

Completed Area Name: Buffer Park Area
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 07/02/2013
Comments: Buffer area evaluated. Conditions at Buffer Area would not pose a risk.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 01/03/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 01/27/2012
Comments: Sampling was conducted in Phase II to locate areas with contamination, to be incorporated into Soil Management Plan.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 04/19/2012
Comments: The Plan describes removal of soil contaminated with lead, arsenic and other chemicals.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 06/19/2012
Comments: Removal of soil began east of Centinela Avenue and Exposition Blvd.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

EXPOSITION PHASE 2 (Continued) **S111345519**

Completed Document Type: Monitoring Plan
Completed Date: 04/19/2012
Comments: The Plan describes dust monitoring measures that will be undertaken during the soil removal activities.

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Removal Action Completion Report
Future Due Date: 2014
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Certification
Future Due Date: 2015
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

---

42 **DRY CLEANING FACILITY** **CA SLIC** **S103878805**
9016 VENICE BLVD **N/A**
LOS ANGELES, CA

SLIC:
Region: STATE
Facility Status: **Completed - Case Closed**
Status Date: 05/06/2003
Global Id: SL2045F1619
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number: Not reported
Latitude: 34.027403
Longitude: -118.390952
Case Type: Cleanup Program Site
Case Worker: AS
Local Agency: Not reported
RB Case Number: 0846
File Location: Not reported
Potential Media Affected: Not reported
Potential Contaminants of Concern: Not reported
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

SLIC REG 4:
Region: 4
Facility Status: No further action required
SLIC: 0846
Substance: VOCs
Staff: GJH

42 **MARINA PLAZA CLEANERS, JOHN J.** **CA EMI** **S103675685**
9016 VENICE BL **N/A**
CULVER CITY, CA 90232

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	45376
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	61115
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

42 **EDR US Hist Cleaners** **1015104421**
9016 VENICE BLVD **N/A**
CULVER CITY, CA 90232

EDR Historical Cleaners:

Name:	QUALITY CLEANERS
Year:	1999
Address:	9016 VENICE BLVD
Name:	QUALITY CLEANERS
Year:	2001
Address:	9016 VENICE BLVD
Name:	QUALITY CLEANERS
Year:	2002
Address:	9016 VENICE BLVD
Name:	QUALITY CLEANERS
Year:	2003
Address:	9016 VENICE BLVD

(Continued) **1015104421**

Name: QUALITY CLEANERS
Year: 2004
Address: 9016 VENICE BLVD

Name: QUALITY CLEANERS
Year: 2005
Address: 9016 VENICE BLVD

Name: QUALITY CLEANERS
Year: 2010
Address: 9016 VENICE BLVD

Name: QUALITY CLEANERS
Year: 2011
Address: 9016 VENICE BLVD

Name: QUALITY CLEANERS
Year: 2012
Address: 9016 VENICE BLVD

---

42 **QUALITY CLEANERS** **CA HAZNET** **S113093785**
9016 VENICE BLVD **N/A**
CULVER CITY, CA 90232

HAZNET:
Year: 2000
Gepaid: CAL000177580
Contact: MAGDI SOLIMAN
Telephone: --
Mailing Name: Not reported
Mailing Address: 9016 VENICE BLVD
Mailing City,St,Zip: CULVER CITY, CA 902320000
Gen County: Not reported
TSD EPA ID: CAD981397417
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Recycler
Tons: 0.27
Facility County: Los Angeles

Year: 2000
Gepaid: CAL000177580
Contact: MAGDI SOLIMAN
Telephone: --
Mailing Name: Not reported
Mailing Address: 9016 VENICE BLVD
Mailing City,St,Zip: CULVER CITY, CA 902320000
Gen County: Not reported
TSD EPA ID: OHD980587364
TSD County: Not reported
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: Invalid Code
Tons: 0.07
Facility County: Los Angeles

Year: 1999
Gepaid: CAL000177580

QUALITY CLEANERS (Continued) **S113093785**

Contact:	MAGDI SOLIMAN
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	9016 VENICE BLVD
Mailing City,St,Zip:	CULVER CITY, CA 902320000
Gen County:	Not reported
TSD EPA ID:	CAD981397417
TSD County:	Not reported
Waste Category:	Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method:	Recycler
Tons:	.1876
Facility County:	Los Angeles

Year:	1998
Gepaid:	CAL000177580
Contact:	MAGDI SOLIMAN
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	9016 VENICE BLVD
Mailing City,St,Zip:	CULVER CITY, CA 902320000
Gen County:	Not reported
TSD EPA ID:	CAD981397417
TSD County:	Not reported
Waste Category:	Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method:	Recycler
Tons:	.6610
Facility County:	Los Angeles

Year:	1997
Gepaid:	CAL000177580
Contact:	MAGDI SOLIMAN
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	9016 VENICE BLVD
Mailing City,St,Zip:	CULVER CITY, CA 902320000
Gen County:	Not reported
TSD EPA ID:	CAD981397417
TSD County:	Not reported
Waste Category:	Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method:	Recycler
Tons:	.3733
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
3 additional CA_HAZNET: record(s) in the EDR Site Report.

42 **AUTO BODY SHOP** **CA LOS ANGELES CO. HMS** **S102061327**
9010 W VENICE BLVD **N/A**
LOS ANGELES, CA

LOS ANGELES CO. HMS:
Region: LA
Facility Id: 013537-013922
Facility Type: Not reported
Facility Status: OPEN
Area: 2F
Permit Number: Not reported
Permit Status: Not reported

---

42 **AUTO BODY SHOP** **CA SWEEPS UST** **S106922977**
9010 W VENICE BLVD **N/A**
CULVER CITY, CA

SWEEPS UST:
Status: Active
Comp Number: 13922
Number: 9
Board Of Equalization: Not reported
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: Not reported

---

42 **EDR US Hist Auto Stat** **1015662775**
8839 EXPOSITION BLVD **N/A**
CULVER CITY, CA 90232

EDR Historical Auto Stations:
Name: PACIFIC TRANSMISSIONS INCORPORATED
Year: 1999
Address: 8839 EXPOSITION BLVD

---

42 **T W S PRODUCTS** **CA LUST** **S106116173**
8801 WASHINGTON BLVD **N/A**
CULVER CITY, CA 90232

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: R-36325
Status: Pollution Characterization
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: UNK

T W S PRODUCTS (Continued) **S106116173**

Case Type:	Groundwater	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603799317	
W Global ID:	Not reported	
Staff:	JH	
Local Agency:	Not reported	
Cross Street:	Not reported	
Enforcement Type:	SEL	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		10/16/2001
Date Leak Record Entered:	Not reported	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		7/16/2002
Date the Case was Closed:		Not reported
How Leak Discovered:	OM	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	FRANK THIEL	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		1930.5649200261351848244550354
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		6/27/2001
Preliminary Site Assessment Began:		9/26/2001
Pollution Characterization Began:		3/14/2003
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		10/2/2002
Hist Max MTBE Conc in Groundwater:		300
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	FRANK THIEL	
RP Address:	8824 NATIONAL BLVD	
Program:	LUST	
Lat/Long:	34.02861 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	Haz Mat incident report filed	

42 **TWS PROD.** **CA LUST** **U001562857**
8801 WASHINGTON BLVD **CA HIST UST** **N/A**
CULVER CITY, CA 90230 **CA SWEEPS UST**

LUST:

Region:	STATE
Global Id:	T0603799317
Latitude:	34.02861
Longitude:	-118.386226
Case Type:	LUST Cleanup Site
Status:	Open - Remediation
Status Date:	10/30/2009
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	JH
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	R-36325
LOC Case Number:	UNK
File Location:	Regional Board
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603799317
Contact Type:	Regional Board Caseworker
Contact Name:	JAY HUANG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 WEST 4TH STREET, SUITE 200
City:	LOS ANGELES
Email:	jhuang@waterboards.ca.gov
Phone Number:	2135766711

Regulatory Activities:

Global Id:	T0603799317
Action Type:	RESPONSE
Date:	10/14/2009
Action:	Corrective Action Plan / Remedial Action Plan
Global Id:	T0603799317
Action Type:	RESPONSE
Date:	10/15/2005
Action:	Monitoring Report - Quarterly
Global Id:	T0603799317
Action Type:	RESPONSE
Date:	07/15/2003
Action:	Monitoring Report - Quarterly
Global Id:	T0603799317
Action Type:	RESPONSE
Date:	04/15/2007
Action:	Monitoring Report - Quarterly
Global Id:	T0603799317
Action Type:	RESPONSE
Date:	01/15/2009
Action:	Final Remedial Action Report / Corrective Action Report

TWS PROD. (Continued) **U001562857**

Global Id: T0603799317
Action Type: RESPONSE
Date: 05/30/2012
Action: Clean Up Fund - 5-Year Review Summary

Global Id: T0603799317
Action Type: REMEDIATION
Date: 01/01/1950
Action: Excavation

Global Id: T0603799317
Action Type: ENFORCEMENT
Date: 01/26/2003
Action: Technical Correspondence / Assistance / Other

Global Id: T0603799317
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T0603799317
Action Type: ENFORCEMENT
Date: 02/05/2008
Action: Staff Letter

Global Id: T0603799317
Action Type: ENFORCEMENT
Date: 09/16/2008
Action: Notice to Comply

Global Id: T0603799317
Action Type: ENFORCEMENT
Date: 06/02/2010
Action: Polanco Agrmnt/Redev Agency Env Oversight Agrmnt

Global Id: T0603799317
Action Type: RESPONSE
Date: 01/15/2010
Action: Remedial Progress Report

Global Id: T0603799317
Action Type: RESPONSE
Date: 04/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603799317
Action Type: ENFORCEMENT
Date: 04/29/2003
Action: Staff Letter

Global Id: T0603799317
Action Type: ENFORCEMENT
Date: 01/13/2003
Action: Staff Letter

Global Id: T0603799317
Action Type: RESPONSE

TWS PROD. (Continued) **U001562857**

Date: 10/15/2002
Action: Soil and Water Investigation Report

Global Id: T0603799317
Action Type: RESPONSE
Date: 07/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603799317
Action Type: RESPONSE
Date: 02/01/2004
Action: Soil and Water Investigation Report

Global Id: T0603799317
Action Type: RESPONSE
Date: 07/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0603799317
Action Type: RESPONSE
Date: 02/28/2003
Action: Soil and Water Investigation Workplan

Global Id: T0603799317
Action Type: RESPONSE
Date: 07/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603799317
Action Type: RESPONSE
Date: 03/01/2006
Action: CAP/RAP - Final Remediation / Design Plan

Global Id: T0603799317
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603799317
Action Type: RESPONSE
Date: 01/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603799317
Action Type: RESPONSE
Date: 04/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603799317
Action Type: ENFORCEMENT
Date: 11/07/2001
Action: Staff Letter

Global Id: T0603799317
Action Type: ENFORCEMENT
Date: 07/17/2002
Action: Staff Letter

TWS PROD. (Continued) **U001562857**

Global Id: T0603799317
Action Type: ENFORCEMENT
Date: 05/30/2007
Action: Staff Letter

Global Id: T0603799317
Action Type: RESPONSE
Date: 01/15/2013
Action: Monitoring Report - Semi-Annually

Global Id: T0603799317
Action Type: RESPONSE
Date: 10/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603799317
Action Type: ENFORCEMENT
Date: 02/26/2003
Action: 13267 Requirement

Global Id: T0603799317
Action Type: ENFORCEMENT
Date: 03/26/2003
Action: Site Visit / Inspection / Sampling

Global Id: T0603799317
Action Type: RESPONSE
Date: 06/16/2011
Action: Clean Up Fund - 5-Year Review Summary

Global Id: T0603799317
Action Type: RESPONSE
Date: 05/18/2010
Action: Clean Up Fund - 5-Year Review Summary

Global Id: T0603799317
Action Type: ENFORCEMENT
Date: 09/13/2005
Action: Staff Letter

Global Id: T0603799317
Action Type: RESPONSE
Date: 01/15/2009
Action: Final Remedial Action Report / Corrective Action Report

Global Id: T0603799317
Action Type: RESPONSE
Date: 03/01/2006
Action: CAP/RAP - Final Remediation / Design Plan

Global Id: T0603799317
Action Type: ENFORCEMENT
Date: 03/25/2003
Action: Staff Letter

Global Id: T0603799317
Action Type: ENFORCEMENT

TWS PROD. (Continued) **U001562857**

Date: 01/30/2006
Action: Staff Letter

Global Id: T0603799317
Action Type: ENFORCEMENT
Date: 10/30/2009
Action: Staff Letter

Global Id: T0603799317
Action Type: RESPONSE
Date: 07/15/2003
Action: Soil and Water Investigation Workplan

HIST UST:
Region: STATE
Facility ID: 00000041609
Facility Type: Other
Other Type: MFG. CO.
Total Tanks: 0002
Contact Name: Not reported
Telephone: 2135590895
Owner Name: TWS PRODUCTS CO.
Owner Address: 8824 NATIONAL BL.
Owner City,St,Zip: CULVER CITY, CA 90230

Tank Num: 001
Container Num: 1
Year Installed: 1978
Tank Capacity: 00008000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: 1/4 inches
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: None

SWEEPS UST:
Status: Active
Comp Number: 14854
Number: 9
Board Of Equalization: Not reported
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported

TWS PROD. (Continued) **U001562857**

Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

---

42 **EXPOSITION LIGHT RAIL** **CA VCP** **S108407601**
RIGHT OF WAY FROM WEST 18TH ST./FLOWER ST. TO NATIONAL BLVD/ **CA ENVIROSTOR** **N/A**
LOS ANGELES, CA 90015

VCP:

Facility ID:	60000560
Site Type:	Voluntary Cleanup
Site Type Detail:	Voluntary Cleanup
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	62
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Jessy Fierro
Supervisor:	Juli Propes
Division Branch:	Cleanup Chatsworth
Site Code:	301307
Assembly:	54
Senate:	30
Special Programs Code:	Voluntary Cleanup Program
Status:	Certified
Status Date:	06/30/2011
Restricted Use:	NO
Funding:	Responsible Party
Lat/Long:	34.0282 / -118.3867
APN:	NONE SPECIFIED
Past Use:	RAILROAD RIGHT OF WAY
Potential COC:	30001, 30013
Confirmed COC:	30001,30013
Potential Description:	SOIL
Alias Name:	Expo Project
Alias Type:	Alternate Name
Alias Name:	Mid-City/Exposition Light Rail Transit Project
Alias Type:	Alternate Name
Alias Name:	110033617192
Alias Type:	EPA (FRS #)
Alias Name:	301307
Alias Type:	Project Code (Site Code)
Alias Name:	60000560
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Consultative Service Agreement
Completed Date:	12/28/2006
Comments:	Consultative Agreement completed for document/data review, review of removal action objectives, risk assessment.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported

EXPOSITION LIGHT RAIL (Continued) **S108407601**

Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 07/22/2008
Comments: Observed demolition of overpass road at National & Jefferson Blvd.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 09/10/2008
Comments: Observed trenching activities, performed air monitoring, no exceedences.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 10/08/2008
Comments: Met with community members, Expo Representative & AQMD regarding dust and soil transportation concerns.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 07/01/2008
Comments: Observed excavation near Crenshaw Blvd.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 12/17/2008
Comments: site visit to observe air monitoring, dust conditions.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 07/14/2008
Comments: Observed excavation of non-hazardous soil.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 08/26/2008
Comments: Obseved excavation and concrete crushing activities and conducted dust monitoring.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 06/30/2011
Comments: The Completion Report describing the removal of contaminated areas along the Expo right-of-way, is approved by DTSC.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 03/15/2007
Comments: DTSC completed review of previous investigation data. MTA/Expo will prepare workplan to address removal of soil.

EXPOSITION LIGHT RAIL (Continued) **S108407601**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 12/04/2007
Comments: The Design Report describes the removal areas and the criteria for soil removal and the air monitoring program to be utilized during excavation actvities .

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 02/15/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Design
Completed Date: 11/26/2007
Comments: The Removal activities were conducted prior to the approval of the WP.
Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 05/20/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Health & Safety Plan
Completed Date: 05/05/2008
Comments: The Air Monitoring Plan describes the methods which will be used to monitor and sample for air quailty during construction work of the Expo Light Rail Project.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 04/07/2008
Comments: Workplan to delineate contaminated removal areas.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 03/27/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 06/06/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 07/25/2008

EXPOSITION LIGHT RAIL (Continued) **S108407601**

Comments:	Confirmation sampling of removal areas.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Monitoring Report
Completed Date:	09/02/2008
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Monitoring Report
Completed Date:	11/03/2008
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Workplan
Completed Date:	12/12/2008
Comments:	The Workplan proposed removal of contaminated soil on the Caltrans right of way.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Monitoring Report
Completed Date:	08/04/2009
Comments:	Air monitoring report summarized data from 2/2009 to 4/2009. DTSC contacted EXPO re: AQMD standards.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Monitoring Report
Completed Date:	11/16/2009
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Completion Report
Completed Date:	06/30/2011
Comments:	The Completion Report describes the removal areas containing arsenic and lead, and includes confirmation sampling of these areas. DTSC has approved the Report.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Fieldwork
Completed Date:	05/20/2010
Comments:	TRC conducted conducted confirmation sampling for removal activities.
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

EXPOSITION LIGHT RAIL (Continued) **S108407601**

ENVIROSTOR:

Site Type:	Voluntary Cleanup
Site Type Detailed:	Voluntary Cleanup
Acres:	62
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Jessy Fierro
Supervisor:	Juli Propes
Division Branch:	Cleanup Chatsworth
Facility ID:	60000560
Site Code:	301307
Assembly:	54
Senate:	30
Special Program:	Voluntary Cleanup Program
Status:	Certified
Status Date:	06/30/2011
Restricted Use:	NO
Site Mgmt. Req.:	NONE SPECIFIED
Funding:	Responsible Party
Latitude:	34.0282
Longitude:	-118.3867
APN:	NONE SPECIFIED
Past Use:	RAILROAD RIGHT OF WAY
Potential COC:	Arsenic, Lead
Confirmed COC:	Arsenic, Lead, Arsenic, Lead
Potential Description:	SOIL
Alias Name:	Expo Project
Alias Type:	Alternate Name
Alias Name:	Mid-City/Exposition Light Rail Transit Project
Alias Type:	Alternate Name
Alias Name:	110033617192
Alias Type:	EPA (FRS #)
Alias Name:	301307
Alias Type:	Project Code (Site Code)
Alias Name:	60000560
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Consultative Service Agreement
Completed Date:	12/28/2006
Comments:	Consultative Agreement completed for document/data review, review of removal action objectives, risk assessment.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Inspections/Visit (Non LUR)
Completed Date:	07/22/2008
Comments:	Observed demolition of overpass road at National & Jefferson Blvd.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Inspections/Visit (Non LUR)
Completed Date:	09/10/2008
Comments:	Observed trenching activities, performed air monitoring, no

EXPOSITION LIGHT RAIL (Continued) **S108407601**

exceedences.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 10/08/2008
Comments: Met with community members, Expo Representative & AQMD regarding dust and soil transportation concerns.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 07/01/2008
Comments: Observed excavation near Crenshaw Blvd.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 12/17/2008
Comments: site visit to observe air monitoring, dust conditions.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 07/14/2008
Comments: Observed excavation of non-hazardous soil.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 08/26/2008
Comments: Obseved excavation and concrete crushing activities and conducted dust monitoring.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 06/30/2011
Comments: The Completion Report describing the removal of contaminated areas along the Expo right-of-way, is approved by DTSC.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 03/15/2007
Comments: DTSC completed review of previous investigation data. MTA/Expo will prepare workplan to address removal of soil.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 12/04/2007
Comments: The Design Report describes the removal areas and the criteria for soil removal and the air monitoring program to be utilized during excavation actvities .

Completed Area Name: PROJECT WIDE

EXPOSITION LIGHT RAIL (Continued) **S108407601**

Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 02/15/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Design
Completed Date: 11/26/2007
Comments: The Removal activities were conducted prior to the approval of the WP.
Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 05/20/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Health & Safety Plan
Completed Date: 05/05/2008
Comments: The Air Monitoring Plan describes the methods which will be used to monitor and sample for air quailty during construction work of the Expo Light Rail Project.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 04/07/2008
Comments: Workplan to delineate contaminated removal areas.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 03/27/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 06/06/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 07/25/2008
Comments: Confirmation sampling of removal areas.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 09/02/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE

EXPOSITION LIGHT RAIL (Continued) **S108407601**

Completed Sub Area Name:	Not reported
Completed Document Type:	Monitoring Report
Completed Date:	11/03/2008
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Workplan
Completed Date:	12/12/2008
Comments:	The Workplan proposed removal of contaminated soil on the Caltrans right of way.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Monitoring Report
Completed Date:	08/04/2009
Comments:	Air monitoring report summarized data from 2/2009 to 4/2009. DTSC contacted EXPO re: AQMD standards.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Monitoring Report
Completed Date:	11/16/2009
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Completion Report
Completed Date:	06/30/2011
Comments:	The Completion Report describes the removal areas containing arsenic and lead, and includes confirmation sampling of these areas. DTSC has approved the Report.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Fieldwork
Completed Date:	05/20/2010
Comments:	TRC conducted conducted confirmation sampling for removal activities.
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

42 **EXPO METRO LINE PROJECT** **CA LUST** **S110986869**
8855 EXPOSITION BLVD **CA LOS ANGELES CO. HMS** **N/A**
CULVER CITY, CA 90232

LUST:

Region:	STATE
Global Id:	T10000003502
Latitude:	34.028386
Longitude:	-118.388788
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	01/24/2012
Lead Agency:	LOS ANGELES COUNTY
Case Worker:	AAG
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	Not reported
LOC Case Number:	033231-055407
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Waste Oil / Motor / Hydraulic / Lubricating
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T10000003502
Contact Type:	Local Agency Caseworker
Contact Name:	ALBERTO GRAJEDA
Organization Name:	LOS ANGELES COUNTY
Address:	900 S. FREMONT AVE.
City:	ALHAMBRA
Email:	algrajeda@dpw.lacounty.gov
Phone Number:	Not reported

Regulatory Activities:

Global Id:	T10000003502
Action Type:	Other
Date:	01/01/1950
Action:	Leak Stopped
Global Id:	T10000003502
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported
Global Id:	T10000003502
Action Type:	ENFORCEMENT
Date:	02/28/2012
Action:	Closure/No Further Action Letter - #C702041
Global Id:	T10000003502
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery
Global Id:	T10000003502
Action Type:	Other
Date:	01/01/1950
Action:	Leak Began

EXPO METRO LINE PROJECT (Continued) **S110986869**

LOS ANGELES CO. HMS:
Region: LA
Facility Id: 033231-055407
Facility Type: T0
Facility Status: Removed
Area: 2M
Permit Number: 000671051
Permit Status: Removed

---

42 **BILL MURPHY BUICK,INCORPORATED** **CA HIST CORTESE** **S102628485**
3444 WESLEY AVE **CA LUST** **N/A**
CULVER CITY, CA 90232

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: I-20980

LUST:
Region: STATE
Global Id: T0603704462
Latitude: 34.0280266
Longitude: -118.384842
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 04/29/1997
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: YR
Local Agency: LOS ANGELES COUNTY
RB Case Number: I-20980
LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603704462
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

Global Id: T0603704462
Contact Type: Local Agency Caseworker
Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

BILL MURPHY BUICK,INCORPORATED (Continued) **S102628485**

Regulatory Activities:

Global Id:	T0603704462
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

Global Id:	T0603704462
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	I-20980	
Status:	Case Closed	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603704462	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19000	
Cross Street:	Not reported	
Enforcement Type:	Not reported	
Date Leak Discovered:	6/23/1993	
Date Leak First Reported:		7/20/1994
Date Leak Record Entered:	11/3/1995	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		10/18/1995
Date the Case was Closed:		4/29/1997
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Not reported	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		1960.18505249734186151846492 34
Source of Cleanup Funding:		Not reported
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported

BILL MURPHY BUICK,INCORPORATED (Continued) **S102628485**

GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	BILL MURPHY BUICK, INCORP.
RP Address:	9099 W. WASHINGTON BLVD., CULVER CITY CA 90232
Program:	LUST
Lat/Long:	34.0281792 / -1
Local Agency Staff:	Not reported
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	Not reported

---

42 **EDR US Hist Auto Stat** **1015439441**

3444 WESLEY ST **N/A**
CULVER CITY, CA 90232

EDR Historical Auto Stations:

Name:	A 1 AUTO UPHOLSTERY SHOP
Year:	1999
Address:	3444 WESLEY ST
Name:	A 1 AUTO UPHOLSTERY SHOP
Year:	2001
Address:	3444 WESLEY ST
Name:	A 1 AUTO UPHOLSTERY
Year:	2002
Address:	3444 WESLEY ST
Name:	A 1 AUTO UPHOLSTERY SHOP
Year:	2003
Address:	3444 WESLEY ST
Name:	A1 AUTO UPHOLSTERY
Year:	2004
Address:	3444 WESLEY ST
Name:	CLYDES AUTO BODY & PAINT
Year:	2005
Address:	3444 WESLEY ST
Name:	CLYDES AUTO BODY & PAINT
Year:	2006
Address:	3444 WESLEY ST
Name:	CLYDES AUTO BODY SHOP INC
Year:	2007
Address:	3444 WESLEY ST
Name:	CLYDES AUTO BODY SHOP INC
Year:	2008
Address:	3444 WESLEY ST
Name:	CLYDES AUTO BODY SHOP INC

(Continued) **1015439441**

Year: 2009
Address: 3444 WESLEY ST

Name: CLYDES AUTO BODY SHOP INC
Year: 2010
Address: 3444 WESLEY ST

Name: CLYDES & RONYS CAR PROS
Year: 2011
Address: 3444 WESLEY ST

Name: CLYDES & RONYS CAR PROS
Year: 2012
Address: 3444 WESLEY ST

---

42 **EARL SCHEIB OF CALIFORNIA INC** **CA HAZNET** **S113080769**
8953 VENICE BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 2010
Gepaid: CAL000146879
Contact: NANCY LARSON COMPLIANCE COORD
Telephone: 6196875000
Mailing Name: Not reported
Mailing Address: 225 BROADWAY SUITE 18
Mailing City,St,Zip: SAN DIEGO, CA 921010000
Gen County: Not reported
TSD EPA ID: CAT000613893
TSD County: Not reported
Waste Category: Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.198
Facility County: Los Angeles

Year: 2010
Gepaid: CAL000146879
Contact: NANCY LARSON COMPLIANCE COORD
Telephone: 6196875000
Mailing Name: Not reported
Mailing Address: 225 BROADWAY SUITE 18
Mailing City,St,Zip: SAN DIEGO, CA 921010000
Gen County: Not reported
TSD EPA ID: NVT330010000
TSD County: Not reported
Waste Category: Other inorganic solid waste
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.25
Facility County: Los Angeles

Year: 2009
Gepaid: CAL000146879
Contact: KATHY PICKERING
Telephone: 8189819992
Mailing Name: Not reported
Mailing Address: 15206 VENTURA BLVD STE 200

EARL SCHEIB OF CALIFORNIA INC (Continued) **S113080769**

Mailing City,St,Zip:	SHERMAN OAKS, CA 914030000
Gen County:	Not reported
TSD EPA ID:	CAT000613893
TSD County:	Not reported
Waste Category:	Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.216
Facility County:	Los Angeles

Year:	2009
Gepaid:	CAL000146879
Contact:	KATHY PICKERING
Telephone:	8189819992
Mailing Name:	Not reported
Mailing Address:	15206 VENTURA BLVD STE 200
Mailing City,St,Zip:	SHERMAN OAKS, CA 914030000
Gen County:	Not reported
TSD EPA ID:	NVT330010000
TSD County:	Not reported
Waste Category:	Other inorganic solid waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.25
Facility County:	Los Angeles

Year:	2008
Gepaid:	CAL000146879
Contact:	KATHY PICKERING
Telephone:	8189819992
Mailing Name:	Not reported
Mailing Address:	15206 VENTURA BLVD STE 200
Mailing City,St,Zip:	SHERMAN OAKS, CA 914030000
Gen County:	Not reported
TSD EPA ID:	CAT000613893
TSD County:	Not reported
Waste Category:	Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.2
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
4 additional CA_HAZNET: record(s) in the EDR Site Report.

---

42 **EARL SCHEIB OF WEST LA** **CA HAZNET** **S113159512**
8953 VENICE BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2012
Gepaid:	CAL000356073
Contact:	NICK TORRES MGR
Telephone:	3102041193
Mailing Name:	Not reported
Mailing Address:	8953 VENICE BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900343327
Gen County:	Los Angeles

EARL SCHEIB OF WEST LA (Continued) **S113159512**

TSD EPA ID: INR000110197
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.0255
Facility County: Los Angeles

Year: 2012
Gepaid: CAL000356073
Contact: NICK TORRES MGR
Telephone: 3102041193
Mailing Name: Not reported
Mailing Address: 8953 VENICE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900343327
Gen County: Los Angeles
TSD EPA ID: INR000110197
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.002
Facility County: Los Angeles

Year: 2012
Gepaid: CAL000356073
Contact: NICK TORRES MGR
Telephone: 3102041193
Mailing Name: Not reported
Mailing Address: 8953 VENICE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900343327
Gen County: Los Angeles
TSD EPA ID: INR000110197
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.0115
Facility County: Los Angeles

Year: 2011
Gepaid: CAL000356073
Contact: RONNIE BUSTAMANTE
Telephone: 3102041192
Mailing Name: Not reported
Mailing Address: 8953 VENICE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900343327
Gen County: Not reported
TSD EPA ID: CAT000613893
TSD County: Not reported
Waste Category: Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.075
Facility County: Los Angeles

Year: 2011

EARL SCHEIB OF WEST LA (Continued) **S113159512**

Gepaid:	CAL000356073
Contact:	RONNIE BUSTAMANTE
Telephone:	3102041192
Mailing Name:	Not reported
Mailing Address:	8953 VENICE BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900343327
Gen County:	Not reported
TSD EPA ID:	NVT330010000
TSD County:	Not reported
Waste Category:	Other inorganic solid waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.25
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access additional CA_HAZNET: detail in the EDR Site Report.

---

42 **CENTURY ENTER. INC, BEVERLY HI** **CA EMI** **S106828301**
8951 VENICE BLVD **N/A**
LOS ANGELES, CA 90034

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	44486
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	44486
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

42 **BEVERLY HILLS BODY & PAINT** **CA HAZNET** **S113030712**
8949 VENICE BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2011
Gepaid:	CAL000025106
Contact:	JOHNNY SHOUHED
Telephone:	3108372468
Mailing Name:	Not reported
Mailing Address:	8949 VENICE BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900343327
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.38
Facility County:	Los Angeles

Year:	2011
Gepaid:	CAL000025106
Contact:	JOHNNY SHOUHED
Telephone:	3108372468
Mailing Name:	Not reported
Mailing Address:	8949 VENICE BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900343327
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.38
Facility County:	Los Angeles

Year:	2011
Gepaid:	CAL000025106
Contact:	JOHNNY SHOUHED
Telephone:	3108372468
Mailing Name:	Not reported
Mailing Address:	8949 VENICE BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900343327
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues 10 percent or more
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.03753
Facility County:	Los Angeles

Year:	2011
Gepaid:	CAL000025106
Contact:	JOHNNY SHOUHED
Telephone:	3108372468
Mailing Name:	Not reported
Mailing Address:	8949 VENICE BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900343327

BEVERLY HILLS BODY & PAINT (Continued) **S113030712**

Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues 10 percent or more
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.03753
Facility County: Los Angeles

Year: 2011
Gepaid: CAL000025106
Contact: JOHNNY SHOUHED
Telephone: 3108372468
Mailing Name: Not reported
Mailing Address: 8949 VENICE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900343327
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues 10 percent or more
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.03753
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
58 additional CA_HAZNET: record(s) in the EDR Site Report.

---

42 **EDR US Hist Auto Stat** **1015664696**
8949 VENICE BLVD **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:
Name: BEVERLY HILLS COLLISION CENTER
Year: 2007
Address: 8949 VENICE BLVD

---

42 **MECHANO ENGINEERING** **RCRA-SQG** **1001459733**
9021 EXPOSITION BLVD **FINDS** **CAR000049114**
LOS ANGELES, CA 90034

RCRA-SQG:
Date form received by agency: 09/22/2000
Facility name: MECHANO ENGINEERING
Facility address: 9021 EXPOSITION BLVD
LOS ANGELES, CA 90034
EPA ID: CAR000049114
Contact: RUSS SCHNIEBER
Contact address: 9021 EXPOSITION BLVD
LOS ANGELES, CA 90034
Contact country: US
Contact telephone: (310) 839-2636
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous

MECHANO ENGINEERING (Continued) **1001459733**

waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
- Owner/operator name: LENORE CODIKOW R SCHNEIBER
- Owner/operator address: 9021 EXPOSITION BLVD
  LOS ANGELES, CA 90034
- Owner/operator country: Not reported
- Owner/operator telephone: (310) 839-2636
- Legal status: Private
- Owner/Operator Type: Owner
- Owner/Op start date: Not reported
- Owner/Op end date: Not reported

Handler Activities Summary:
- U.S. importer of hazardous waste: No
- Mixed waste (haz. and radioactive): No
- Recycler of hazardous waste: No
- Transporter of hazardous waste: No
- Treater, storer or disposer of HW: No
- Underground injection activity: No
- On-site burner exemption: No
- Furnace exemption: No
- Used oil fuel burner: No
- Used oil processor: No
- User oil refiner: No
- Used oil fuel marketer to burner: No
- Used oil Specification marketer: No
- Used oil transfer facility: No
- Used oil transporter: No

Hazardous Waste Summary:
- Waste code: D001
- Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

- Waste code: D018
- Waste name: BENZENE

- Waste code: D039
- Waste name: TETRACHLOROETHYLENE

- Waste code: D040
- Waste name: TRICHLOROETHYLENE

- Violation Status: No violations found

FINDS:

- Registry ID: 110002926479

MECHANO ENGINEERING (Continued) **1001459733**

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

42 **MIKE MILLER TOYOTA** **RCRA-SQG** **1000197619**
8777 WASHINGTON BLVD **FINDS** **CAD075333732**
CULVER CITY, CA **CA HIST UST**

RCRA-SQG:
Date form received by agency: 12/08/1985
Facility name: MIKE MILLER TOYOTA
Facility address: 8777 WASHINGTON BLVD
CULVER CITY, CA 90230
EPA ID: CAD075333732
Contact: ENVIRONMENTAL MANAGER
Contact address: 8777 WASHINGTON BLVD
CULVER CITY, CA 90230
Contact country: US
Contact telephone: (213) 559-3777
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: MIKE MILLER
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No

MIKE MILLER TOYOTA (Continued) **1000197619**

Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002657900

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HIST UST:

Region:	STATE
Facility ID:	00000007929
Facility Type:	Not reported
Other Type:	AUTO DEALER
Total Tanks:	0002
Contact Name:	RICK CHRISTL
Telephone:	2135593777
Owner Name:	MIKE MILLER TOYOTA
Owner Address:	8777 WASHINGTON BL.
Owner City,St,Zip:	CULVER CITY, CA 90230
Tank Num:	001
Container Num:	1
Year Installed:	Not reported
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Tank Construction:	Not reported
Leak Detection:	None
Tank Num:	002
Container Num:	2
Year Installed:	Not reported
Tank Capacity:	00000000
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Tank Construction:	Not reported

MIKE MILLER TOYOTA (Continued) **1000197619**

Leak Detection: None

---

42 **EDR US Hist Auto Stat** **1015662618**
8828 NATIONAL BLVD **N/A**
CULVER CITY, CA 90232

EDR Historical Auto Stations:
Name: TIC TAC AUTOMOTIVE SUPPLY
Year: 2002
Address: 8828 NATIONAL BLVD

---

42 **CITY OF L A GENERAL SERVICES** **CA HAZNET** **S113010493**
3390 ROBERTSON PL **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 2002
Gepaid: CAD981693104
Contact: SHARI KUROKI MGMT ANALYST
Telephone: 2134737748
Mailing Name: Not reported
Mailing Address: 419 S SPRING ST 12TH FLOOR
Mailing City,St,Zip: LOS ANGELES, CA 900130000
Gen County: Not reported
TSD EPA ID: CAT000613893
TSD County: Not reported
Waste Category: Unspecified organic liquid mixture
Disposal Method: Transfer Station
Tons: 0.12
Facility County: Los Angeles

Year: 2002
Gepaid: CAD981693104
Contact: SHARI KUROKI MGMT ANALYST
Telephone: 2134737748
Mailing Name: Not reported
Mailing Address: 419 S SPRING ST 12TH FLOOR
Mailing City,St,Zip: LOS ANGELES, CA 900130000
Gen County: Not reported
TSD EPA ID: CAD093459485
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Treatment, Tank
Tons: 0.01
Facility County: Los Angeles

Year: 2001
Gepaid: CAD981693104
Contact: SHARI KUROKI MGMT ANALYST
Telephone: 2134737748
Mailing Name: Not reported
Mailing Address: 419 S SPRING ST 12TH FLOOR
Mailing City,St,Zip: LOS ANGELES, CA 900130000
Gen County: Not reported
TSD EPA ID: CAT000613893
TSD County: Not reported

CITY OF L A GENERAL SERVICES (Continued) **S113010493**

Waste Category: Unspecified organic liquid mixture
Disposal Method: Transfer Station
Tons: 0.1
Facility County: Los Angeles

Year: 2001
Gepaid: CAD981693104
Contact: SHARI KUROKI MGMT ANALYST
Telephone: 2134737748
Mailing Name: Not reported
Mailing Address: 419 S SPRING ST 12TH FLOOR
Mailing City,St,Zip: LOS ANGELES, CA 900130000
Gen County: Not reported
TSD EPA ID: CAT000613935
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Transfer Station
Tons: 0.17
Facility County: Los Angeles

Year: 2000
Gepaid: CAD981693104
Contact: SHARI KUROKI MGMT ANALYST
Telephone: 2134737748
Mailing Name: Not reported
Mailing Address: 419 S SPRING ST 12TH FLOOR
Mailing City,St,Zip: LOS ANGELES, CA 900130000
Gen County: Not reported
TSD EPA ID: CAT000613893
TSD County: Not reported
Waste Category: Unspecified organic liquid mixture
Disposal Method: Transfer Station
Tons: 0.12
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
23 additional CA_HAZNET: record(s) in the EDR Site Report.

---

42 **CULVER CITY HEAT CO INC** **CA WDS** **S106446949**
3388 S ROBERTSON BLVD **N/A**
LOS ANGELES, CA 90034

CA WDS:
Facility ID: 4 19I018521
Facility Type: Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water pumping.
Facility Status: Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number: CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion: 4
Facility Telephone: 3102029419
Facility Contact: Hank Brent
Agency Name: LEVI LITHANOVICH

CULVER CITY HEAT CO INC (Continued) **S106446949**

Agency Address:	3388 S Robertson Blvd
Agency City,St,Zip:	Los Angeles 90034
Agency Contact:	Hank Brent
Agency Telephone:	3102029419
Agency Type:	Private
SIC Code:	2011
SIC Code 2:	Not reported
Primary Waste:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0
Baseline Flow:	0
Reclamation:	Not reported
POTW:	Not reported
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity:	Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

---

42 **GLASSERS AUTO BODY** **CA LUST** **S104532722**
8750 WASHINGTON BLVD W **N/A**
CULVER CITY, CA 90232

LUST:

Region:	STATE
Global Id:	T0603792969
Latitude:	33.9976752
Longitude:	-118.4213422
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	09/11/2002
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	DMB
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	R-07046
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Waste Oil / Motor / Hydraulic / Lubricating
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603792969
Contact Type:	Regional Board Caseworker
Contact Name:	DAVID M. BJOSTAD
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4th Street, Suite 200

GLASSERS AUTO BODY (Continued) **S104532722**

City: Los Angeles
Email: dbjostad@waterboards.ca.gov
Phone Number: Not reported

Global Id: T0603792969
Contact Type: Local Agency Caseworker
Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

Regulatory Activities:

Global Id: T0603792969
Action Type: ENFORCEMENT
Date: 05/14/2002
Action: Staff Letter

Global Id: T0603792969
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0603792969
Action Type: RESPONSE
Date: 07/15/2002
Action: Soil and Water Investigation Report

Global Id: T0603792969
Action Type: ENFORCEMENT
Date: 09/11/2002
Action: Closure/No Further Action Letter

Global Id: T0603792969
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603792969
Action Type: ENFORCEMENT
Date: 08/20/2002
Action: Staff Letter

LUST REG 4:

Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: R-07046
Status: Case Closed
Substance: Waste Oil
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: Not reported

GLASSERS AUTO BODY (Continued) **S104532722**

Global ID:	T0603792969	
W Global ID:	Not reported	
Staff:	TCS	
Local Agency:	19000	
Cross Street:	WESLEY	
Enforcement Type:	CLOS	
Date Leak Discovered:	5/4/2000	
Date Leak First Reported:		5/4/2000
Date Leak Record Entered:	Not reported	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		7/18/2002
Date the Case was Closed:		9/11/2002
How Leak Discovered:	Repair Tank	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Tank	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		1651.4852326681909337165840676
Source of Cleanup Funding:		Tank
Preliminary Site Assessment Workplan Submitted:		9/15/2000
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		3/29/2001
Historical Max MTBE Date:		6/13/2002
Hist Max MTBE Conc in Groundwater:		0
Hist Max MTBE Conc in Soil:		.9
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	ND	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	MR. JEROME ASHFORD	
RP Address:	24058 MALIBU RD.	
Program:	LUST	
Lat/Long:	34.02898 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	7/24/00 OVER-EXCAVATION OF HYDROCARBON-IMPACTED SOIL; 4/19/01 WP FOR GW ASSESSMENT	

42 **EDR US Hist Auto Stat** **1015661074**
8750 WASHINGTON BLVD **N/A**
CULVER CITY, CA 90232

EDR Historical Auto Stations:

Name:	GLASSERS AUTOMOTIVE REPAIR
Year:	1999
Address:	8750 WASHINGTON BLVD
Name:	GLASSERS AUTOMOTIVE REPAIR
Year:	2001
Address:	8750 WASHINGTON BLVD
Name:	GLASSERS AUTOMOTIVE RPR & BODY
Year:	2002
Address:	8750 WASHINGTON BLVD
Name:	GLASSERS AUTO BODY
Year:	2003
Address:	8750 WASHINGTON BLVD
Name:	GLASSERS AUTO BODY
Year:	2004
Address:	8750 WASHINGTON BLVD
Name:	GLASSERS AUTO BODY
Year:	2005
Address:	8750 WASHINGTON BLVD
Name:	GLASSERS AUTO BODY
Year:	2006
Address:	8750 WASHINGTON BLVD
Name:	GLASSERS AUTO BODY
Year:	2007
Address:	8750 WASHINGTON BLVD
Name:	GLASSERS AUTO BODY
Year:	2008
Address:	8750 WASHINGTON BLVD
Name:	GLASSERS AUTO BODY
Year:	2009
Address:	8750 WASHINGTON BLVD
Name:	GLASSERS AUTO BODY INC
Year:	2010
Address:	8750 WASHINGTON BLVD
Name:	GLASSERS AUTO BODY INC
Year:	2011
Address:	8750 WASHINGTON BLVD
Name:	GLASSERS AUTO BODY INC
Year:	2012
Address:	8750 WASHINGTON BLVD

42 **EDR US Hist Auto Stat** **1015664492**
8930 VENICE BLVD **N/A**
CULVER CITY, CA 90232

EDR Historical Auto Stations:

Name:	COLLISION EXPERT
Year:	2001
Address:	8930 VENICE BLVD
Name:	VENICE COLLISION EXPERT
Year:	2002
Address:	8930 VENICE BLVD
Name:	VENICE COLLISION EXPERT
Year:	2005
Address:	8930 VENICE BLVD
Name:	VENICE COLLISION EXPERT
Year:	2006
Address:	8930 VENICE BLVD
Name:	VENICE COLLISION EXPERT
Year:	2008
Address:	8930 VENICE BLVD
Name:	VENICE COLLISION EXPERT
Year:	2009
Address:	8930 VENICE BLVD
Name:	3 C AUTOMOBILE BODY REPAIRING
Year:	2010
Address:	8930 VENICE BLVD

---

42 **COLLISION EXPERT** **CA HAZNET** **S113108066**
8930 VENICE BLVD **N/A**
VENICE, CA 90232

HAZNET:

Year:	2001
Gepaid:	CAL000213349
Contact:	JAY BETANPOUR
Telephone:	3102021555
Mailing Name:	Not reported
Mailing Address:	8930 VENICE BLVD
Mailing City,St,Zip:	VENICE, CA 902320000
Gen County:	Not reported
TSD EPA ID:	CAD089446710
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Recycler
Tons:	0.45
Facility County:	Los Angeles
Year:	2000
Gepaid:	CAL000213349
Contact:	JAY BETANPOUR
Telephone:	3102021555
Mailing Name:	Not reported
Mailing Address:	8930 VENICE BLVD
Mailing City,St,Zip:	VENICE, CA 902320000

COLLISION EXPERT (Continued) **S113108066**

Gen County: Not reported
TSD EPA ID: CAD089446710
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Recycler
Tons: 0.22
Facility County: Los Angeles

Year: 1999
Gepaid: CAL000213349
Contact: COLLISION EXPERT TO THE STARS
Telephone: 3102021555
Mailing Name: Not reported
Mailing Address: 8930 VENICE BLVD
Mailing City,St,Zip: VENICE, CA 902320000
Gen County: Not reported
TSD EPA ID: CAD089446710
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Transfer Station
Tons: .2293
Facility County: Los Angeles

---

42 **EDR US Hist Auto Stat** **1015664511**
8931 VENICE BLVD **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:
Name: EXEC AUTO SALES
Year: 2003
Address: 8931 VENICE BLVD

---

42 **DAVID K'S T-SHIRT PRINTING** **CA HAZNET** **S113073659**
8926 VENICE BLVD **N/A**
CULVER CITY, CA 90232

HAZNET:
Year: 2012
Gepaid: CAL000129819
Contact: DAVID KNEPPRATH
Telephone: 3102043812
Mailing Name: Not reported
Mailing Address: 8926 VENICE BLVD
Mailing City,St,Zip: CULVER CITY, CA 902320000
Gen County: Los Angeles
TSD EPA ID: AZR000501510
TSD County: 99
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.25
Facility County: Los Angeles

Year: 2010
Gepaid: CAL000129819
Contact: DAVID KNEPPRATH

DAVID K'S T-SHIRT PRINTING (Continued) **S113073659**

Telephone:	3102043812
Mailing Name:	Not reported
Mailing Address:	8926 VENICE BLVD
Mailing City,St,Zip:	CULVER CITY, CA 902320000
Gen County:	Not reported
TSD EPA ID:	CAD097030993
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.25
Facility County:	Los Angeles
Year:	2009
Gepaid:	CAL000129819
Contact:	DAVID KNEPPRATH
Telephone:	3102043812
Mailing Name:	Not reported
Mailing Address:	8926 VENICE BLVD
Mailing City,St,Zip:	CULVER CITY, CA 902320000
Gen County:	Not reported
TSD EPA ID:	CAD097030993
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.3
Facility County:	Los Angeles
Year:	2007
Gepaid:	CAL000129819
Contact:	DAVID KNEPPRATH
Telephone:	3102043812
Mailing Name:	Not reported
Mailing Address:	8926 VENICE BLVD
Mailing City,St,Zip:	CULVER CITY, CA 902320000
Gen County:	Not reported
TSD EPA ID:	CAD097030993
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.4
Facility County:	Los Angeles
Year:	2006
Gepaid:	CAL000129819
Contact:	DAVID KNEPPRATH
Telephone:	3102043812
Mailing Name:	Not reported
Mailing Address:	8926 VENICE BLVD
Mailing City,St,Zip:	CULVER CITY, CA 902320000
Gen County:	Not reported
TSD EPA ID:	CAD097030993
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Transfer Station

DAVID K'S T-SHIRT PRINTING (Continued) **S113073659**

Tons: 0.2
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
2 additional CA_HAZNET: record(s) in the EDR Site Report.

---

42 **DSA PHOTOTECH INC** **CA NPDES S102819584**
3383 LIVONIA **CA EMI N/A**
LOS ANGELES, CA 90034

NPDES:

Npdes Number:	CAS000001
Facility Status:	Active
Agency Id:	0
Region:	4
Regulatory Measure Id:	323341
Order No:	97-03-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19I020797
Program Type:	Industrial
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	04/12/2007
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Plastique Unique Inc
Discharge Address:	3383 Livonia Ave
Discharge City:	Los Angeles
Discharge State:	California
Discharge Zip:	90034

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	55391
Air District Name:	SC
SIC Code:	3479
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	55391
Air District Name:	SC
SIC Code:	3479
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported

DSA PHOTOTECH INC (Continued) **S102819584**

Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

42 **DSA/PHOTOTECH INC** **CA HAZNET** **S113064861**
3383 LIVONIA AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2004
Gepaid:	CAL000113884
Contact:	ROBERT STEPHENSON, PRESIDENT
Telephone:	3105599870
Mailing Name:	Not reported
Mailing Address:	3383 LIVONIA AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Recycler
Tons:	0.16
Facility County:	Los Angeles

Year:	2003
Gepaid:	CAL000113884
Contact:	ROBERT STEPHENSON, PRESIDENT
Telephone:	3105599870
Mailing Name:	Not reported
Mailing Address:	3383 LIVONIA AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Recycler
Tons:	0.13
Facility County:	Los Angeles

Year:	2001
Gepaid:	CAL000113884
Contact:	ROBERT STEPHENSON, PRESIDENT
Telephone:	3105599870
Mailing Name:	Not reported
Mailing Address:	3383 LIVONIA AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Recycler
Tons:	0.18
Facility County:	Los Angeles

DSA/PHOTOTECH INC (Continued) **S113064861**

Year:	2000
Gepaid:	CAL000113884
Contact:	ROBERT STEPHENSON, PRESIDENT
Telephone:	3105599870
Mailing Name:	Not reported
Mailing Address:	3383 LIVONIA AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Recycler
Tons:	0.25
Facility County:	Los Angeles

Year:	1999
Gepaid:	CAL000113884
Contact:	DSA/PHOTOTECH INC
Telephone:	3105599870
Mailing Name:	Not reported
Mailing Address:	3383 LIVONIA AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Recycler
Tons:	.0625
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
5 additional CA_HAZNET: record(s) in the EDR Site Report.

---

42 **B&H AUTO BODY** **CA HAZNET** **S113004079**
8918 VENICE BLVD **N/A**
CULVER CITY, CA 90232

HAZNET:

Year:	1997
Gepaid:	CAD981377237
Contact:	BAU NGUYEN
Telephone:	8184585452
Mailing Name:	Not reported
Mailing Address:	10201 WASHINGTON BLVD
Mailing City,St,Zip:	CULVER CITY, CA 902320000
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Paint sludge
Disposal Method:	Recycler
Tons:	.2293
Facility County:	Los Angeles

Year:	1996
Gepaid:	CAD981377237
Contact:	BAU NGUYEN
Telephone:	8184585452
Mailing Name:	Not reported

B&H AUTO BODY (Continued) **S113004079**

Mailing Address: 10201 WASHINGTON BLVD
Mailing City,St,Zip: CULVER CITY, CA 902320000
Gen County: Not reported
TSD EPA ID: CAD050806850
TSD County: Not reported
Waste Category: Paint sludge
Disposal Method: Recycler
Tons: .2877
Facility County: Los Angeles

Year: 1995
Gepaid: CAD981377237
Contact: BAU NGUYEN
Telephone: 8184585452
Mailing Name: Not reported
Mailing Address: 10201 WASHINGTON BLVD
Mailing City,St,Zip: CULVER CITY, CA 902320000
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Paint sludge
Disposal Method: Recycler
Tons: .8631
Facility County: Los Angeles

Year: 1994
Gepaid: CAD981377237
Contact: BAU NGUYEN
Telephone: 8184585452
Mailing Name: Not reported
Mailing Address: 10201 WASHINGTON BLVD
Mailing City,St,Zip: CULVER CITY, CA 902320000
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Paint sludge
Disposal Method: Recycler
Tons: .8548
Facility County: Los Angeles

Year: 1993
Gepaid: CAD981377237
Contact: BAU NGUYEN
Telephone: 8184585452
Mailing Name: Not reported
Mailing Address: 10201 WASHINGTON BLVD
Mailing City,St,Zip: CULVER CITY, CA 902320000
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Paint sludge
Disposal Method: Not reported
Tons: 0.5212
Facility County: Los Angeles

B&H AUTO BODY (Continued) **S113004079**

Click this hyperlink while viewing on your computer to access additional CA_HAZNET: detail in the EDR Site Report.

---

42 **B & H BODY SHOP, BAU BA NGUYEN** **CA EMI** **S106826552**
8918 VENICE BL **N/A**
LOS ANGELES, CA 90230

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	43111
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	43111
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

42 **PHILLIPS DAVID** **EDR US Hist Auto Stat** **1009081816**
8747 WASHINGTON BLVD **N/A**
LOS ANGELES, CA

EDR Historical Auto Stations:

Name:	PHILLIPS DAVID
Year:	1942
Type:	GASOLINE AND OIL SERVICE STATIONS

Name:	PASSMORE ROBT
Year:	1942
Type:	AUTOMOBILE REPAIRING

42 **EDR US Hist Auto Stat** **1015434500**
3368 S ROBERTSON BLVD **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:

Name:	HIRJI AUTO SERVICE
Year:	1999
Address:	3368 S ROBERTSON BLVD
Name:	HIRJI AUTO SERVICE
Year:	2001
Address:	3368 S ROBERTSON BLVD
Name:	HIRJI AUTO SERVICE
Year:	2002
Address:	3368 S ROBERTSON BLVD
Name:	HIRJI AUTO SERVICE
Year:	2009
Address:	3368 S ROBERTSON BLVD
Name:	HIRJI AUTO SVC
Year:	2010
Address:	3368 S ROBERTSON BLVD
Name:	HIRJI AUTO SERVICE
Year:	2011
Address:	3368 S ROBERTSON BLVD

---

42 **GEORE"S" BODY SHOP** **CA HAZNET** **S113049712**
8916 VENICE **N/A**
CULVER CITY, CA 90232

HAZNET:

Year:	1995
Gepaid:	CAL000073620
Contact:	Not reported
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	8916 VENICE BLVD
Mailing City,St,Zip:	CULVER CITY, CA 902322320
Gen County:	Not reported
TSD EPA ID:	CAD000633164
TSD County:	Not reported
Waste Category:	Other inorganic solid waste
Disposal Method:	Not reported
Tons:	8.4280
Facility County:	Los Angeles
Year:	1995
Gepaid:	CAL000073620
Contact:	Not reported
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	8916 VENICE BLVD
Mailing City,St,Zip:	CULVER CITY, CA 902322320
Gen County:	Not reported
TSD EPA ID:	CAD000633164
TSD County:	Not reported
Waste Category:	Other inorganic solid waste

GEORE"S" BODY SHOP (Continued) **S113049712**

Disposal Method: Disposal, Land Fill
Tons: 8.4280
Facility County: Los Angeles

---

42 **IRVING R. JACOBSON INC** **CA EMI** **S106833158**
3375 LIVONIA AVE. **N/A**
LOS ANGELES, CA 90034

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	11530
Air District Name:	SC
SIC Code:	3599
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	11530
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

42 **IRVIN R JACOBSON INC** **CA HAZNET** **S113063372**
3375 LIVONIA AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	1995
Gepaid:	CAL000111561
Contact:	IRENE JACOBSON
Telephone:	3104745852
Mailing Name:	Not reported
Mailing Address:	3375 LIVONIA AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported

IRVIN R JACOBSON INC (Continued) **S113063372**

TSD EPA ID: CAT080022148
TSD County: Not reported
Waste Category: Laboratory waste chemicals
Disposal Method: Transfer Station
Tons: .2500
Facility County: Los Angeles

Year: 1995
Gepaid: CAL000111561
Contact: IRENE JACOBSON
Telephone: 3104745852
Mailing Name: Not reported
Mailing Address: 3375 LIVONIA AVE
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: CAD000088252
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Transfer Station
Tons: .5500
Facility County: Los Angeles

Year: 1995
Gepaid: CAL000111561
Contact: IRENE JACOBSON
Telephone: 3104745852
Mailing Name: Not reported
Mailing Address: 3375 LIVONIA AVE
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: CAD000088252
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Transfer Station
Tons: .2293
Facility County: Los Angeles

Year: 1994
Gepaid: CAL000111561
Contact: IRENE JACOBSON
Telephone: 3104745852
Mailing Name: Not reported
Mailing Address: 3375 LIVONIA AVE
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: CAD097030993
TSD County: Not reported
Waste Category: Liquids with pH <= 2
Disposal Method: Treatment, Tank
Tons: .2293
Facility County: Los Angeles

Year: 1993
Gepaid: CAL000111561
Contact: IRENE JACOBSON
Telephone: 3104745852
Mailing Name: Not reported

IRVIN R JACOBSON INC (Continued) **S113063372**

Mailing Address: 3375 LIVONIA AVE
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: CAD097030993
TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Treatment, Tank
Tons: 1.87650000000
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
1 additional CA_HAZNET: record(s) in the EDR Site Report.

---

42 **CLUB PICTURES** **CA HAZNET** **S112843424**
8915 ELLIS AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 1996
Gepaid: CAC000761584
Contact: CLUB PICTURES
Telephone: 2138416349
Mailing Name: Not reported
Mailing Address: 12233 W OLYMPIC BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD000088252
TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Transfer Station
Tons: .2500
Facility County: Los Angeles

Year: 1996
Gepaid: CAC000761584
Contact: CLUB PICTURES
Telephone: 2138416349
Mailing Name: Not reported
Mailing Address: 12233 W OLYMPIC BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD000088252
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Transfer Station
Tons: .0500
Facility County: Los Angeles

42 **JACK'S SERVICE CENTER** **CA HAZNET** **S113031086**
8916 ELLIS AVENUE **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	1998
Gepaid:	CAL000026130
Contact:	BAILEY JACK
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	8916 ELLIS AVENUE
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Recycler
Tons:	.2293
Facility County:	Los Angeles

Year:	1994
Gepaid:	CAL000026130
Contact:	BAILEY JACK
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	8916 ELLIS AVENUE
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Unspecified aqueous solution
Disposal Method:	Not reported
Tons:	.3336
Facility County:	Los Angeles

Year:	1994
Gepaid:	CAL000026130
Contact:	BAILEY JACK
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	8916 ELLIS AVENUE
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Unspecified aqueous solution
Disposal Method:	Recycler
Tons:	.2293
Facility County:	Los Angeles

42 **EDR US Hist Auto Stat** **1015664202**
8916 ELLIS AVE **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:

Name:	WEST L A RADIATOR
Year:	2001
Address:	8916 ELLIS AVE
Name:	WEST L A RADIATOR
Year:	2002
Address:	8916 ELLIS AVE
Name:	WEST LA RADIATOR
Year:	2003
Address:	8916 ELLIS AVE
Name:	WEST LA AUTOMOTIVE CTR INC
Year:	2004
Address:	8916 ELLIS AVE
Name:	WEST LA AUTOMOTIVE CENTER INC
Year:	2008
Address:	8916 ELLIS AVE
Name:	WEST LA AUTOMOTIVE CENTER INC
Year:	2009
Address:	8916 ELLIS AVE
Name:	UNITED AUTOMOTIVE CARE CENTER
Year:	2012
Address:	8916 ELLIS AVE

---

42 **JACKS SERVICE CENTER** **CA HAZNET** **S113047052**
8916 ELLIS AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	1998
Gepaid:	CAL000065703
Contact:	JACK BAILEY
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	8916 ELLIS AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Not reported
Tons:	.0000
Facility County:	Los Angeles

42 **WEST LOS ANGELES AUTOMOTIVE CENTER INC** **CA HAZNET** **S113107020**
8916 ELLIS AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2010
Gepaid:	CAL000211584
Contact:	JACOB BASSON
Telephone:	3108387350
Mailing Name:	Not reported
Mailing Address:	8916 ELLIS AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAT000613935
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.084
Facility County:	Los Angeles

Year:	2001
Gepaid:	CAL000211584
Contact:	JACOB BASSON
Telephone:	3108387350
Mailing Name:	Not reported
Mailing Address:	8916 ELLIS AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAT000613935
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Transfer Station
Tons:	0.06
Facility County:	Los Angeles

---

42 **EDR US Hist Auto Stat** **1015664245**
8919 ELLIS AVE **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:

Name:	LACIENEGA TRANSMISSION
Year:	1999
Address:	8919 ELLIS AVE

Name:	LA CIENEGA TRANSMISSIONS
Year:	2002
Address:	8919 ELLIS AVE

Name:	LA CIENEGA TRANSMISSION
Year:	2010
Address:	8919 ELLIS AVE

Name:	MIGUELS AUTO BODY REPAIR
Year:	2011
Address:	8919 ELLIS AVE

Name:	MIGUELS AUTO BODY REPAIR
Year:	2012
Address:	8919 ELLIS AVE

42 **LA CIENEGA TRANSMISSIONS** **CA HAZNET** **S113088141**
8919 ELLIS AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2010
Gepaid:	CAL000168012
Contact:	BABAK MOTLAGH
Telephone:	3108159978
Mailing Name:	Not reported
Mailing Address:	8919 ELLIS AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAD981427669
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.209
Facility County:	Los Angeles

Year:	1996
Gepaid:	CAL000168012
Contact:	BOB MOTLAGH
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	8919 ELLIS AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAD099452708
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Recycler
Tons:	3.0024
Facility County:	Los Angeles

---

42 **LA CIENEGA TRANSMISSIONS** **CA HAZNET** **S113800833**
8919 ELLIS AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2012
Gepaid:	CAL000370389
Contact:	SOPHIA RAMIREZ
Telephone:	3108159978
Mailing Name:	Not reported
Mailing Address:	8919 ELLIS AVE
Mailing City,St,Zip:	LOS ANGELES, CA 90034
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.4587
Facility County:	Los Angeles

42 **PACIFIC BASIN SERVICES** **CA FID UST** **S101583549**
8928 ELLIS AVE **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90034

CA FID UST:

Facility ID:	19004401
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	8928 ELLIS AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900340000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

SWEEPS UST:

Status:	Not reported
Comp Number:	7060
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

---

42 **WHALEN E J** **EDR US Hist Auto Stat** **1009081319**
8907 VENICE BLVD **N/A**
LOS ANGELES, CA

EDR Historical Auto Stations:

Name:	WHALEN E J
Year:	1937
Type:	AUTOMOBILE REPAIRING

42 **HINERFELD-WARD INC** **CA HAZNET** **S112973317**
8931 ELLIS AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2008
Gepaid:	CAC002635214
Contact:	SARA WOOD
Telephone:	3108427929
Mailing Name:	Not reported
Mailing Address:	3734 MOTOR AVE
Mailing City,St,Zip:	LOS ANGELES, CA 90034
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	8
Facility County:	Los Angeles

---

42 **AUTO-CHLOR SYS** **FINDS** **1012002196**
8934 ELLIS AVE **N/A**
LOS ANGELES, CA

FINDS:

Registry ID: 110038223543

Environmental Interest/Information System
SSTS (Section Seven Tracking System) evolved from the FIFRA and TSCA Enforcement System (FATES). SSTS tracks the registration of all pesticide-producing establishments and tracks annually the types and amounts of pesticides, active ingredients, and related devices that are produced, sold, or distributed each year.

---

42 **PIERCE F W** **EDR US Hist Auto Stat** **1009080085**
8900 NATIONAL BLVD **N/A**
LOS ANGELES, CA

EDR Historical Auto Stations:

Name:	PIERCE F W
Year:	1933
Type:	GASOLINE AND OIL SERVICE STATIONS

---

42 **EDR US Hist Auto Stat** **1015660032**
8700 WASHINGTON BLVD **N/A**
CULVER CITY, CA 90232

EDR Historical Auto Stations:

Name:	PRO AUTO SERVICE
Year:	1999
Address:	8700 WASHINGTON BLVD

Name:	PRO AUTO SERVICE
Year:	2001

(Continued) **1015660032**

Address: 8700 WASHINGTON BLVD

Name: PRO AUTO SERVICE
Year: 2002
Address: 8700 WASHINGTON BLVD

Name: PRO AUTO SERVICE
Year: 2003
Address: 8700 WASHINGTON BLVD

Name: PRO AUTO SERVICE
Year: 2004
Address: 8700 WASHINGTON BLVD

Name: PRO AUTOMOTIVE
Year: 2005
Address: 8700 WASHINGTON BLVD

Name: PRO AUTO SERVICE
Year: 2006
Address: 8700 WASHINGTON BLVD

Name: PRO AUTO SERVICE
Year: 2007
Address: 8700 WASHINGTON BLVD

Name: PRO AUTO SERVICE
Year: 2008
Address: 8700 WASHINGTON BLVD

Name: PRO AUTOMOTIVE
Year: 2009
Address: 8700 WASHINGTON BLVD

Name: MARCUSIN AUTOMOTOIVE & AUTO SALES
Year: 2011
Address: 8700 WASHINGTON BLVD

Name: PRO AUTO SERVICE
Year: 2012
Address: 8700 WASHINGTON BLVD

---

42 **BEACON LAUNDRY & DRY CLEANING** **CA SLIC** **S106484022**
8695 WEST WASHINGTON **N/A**
CULVER CITY, CA 90232

SLIC:
Region: STATE
Facility Status: **Completed - Case Closed**
Status Date: 12/15/1997
Global Id: SL204981719
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number: Not reported
Latitude: 34.02975
Longitude: -118.383007
Case Type: Cleanup Program Site
Case Worker: AMT
Local Agency: Not reported

BEACON LAUNDRY & DRY CLEANING (Continued) **S106484022**

RB Case Number: 0499A
File Location: Not reported
Potential Media Affected: Not reported
Potential Contaminants of Concern: Not reported
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

---

42 **BEACON LAUNDRY & CLEANERS** **CA HIST UST** **U001562813**
8695 WASHINGTON BLVD **N/A**
CULVER CITY, CA 90230

HIST UST:
Region: STATE
Facility ID: 00000017509
Facility Type: Other
Other Type: LAUNDRY & DRY CLEANE
Total Tanks: 0006
Contact Name: ARNOLD GILLEN
Telephone: 2138382139
Owner Name: BEACON LAUNDRY & CLEANERS INC
Owner Address: 8695 W.WASHINGTON BLVD
Owner City,St,Zip: CULVER CITY, CA 90230

Tank Num: 001
Container Num: 1
Year Installed: 1950
Tank Capacity: 00002000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 2
Year Installed: 1955
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 003
Container Num: 3
Year Installed: 1961
Tank Capacity: 00002000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 004
Container Num: 4
Year Installed: 1961
Tank Capacity: 00002000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: Not reported

BEACON LAUNDRY & CLEANERS (Continued) **U001562813**

Leak Detection: Stock Inventor

Tank Num: 005
Container Num: 5
Year Installed: 1961
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 006
Container Num: 6
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Stock Inventor

---

42 **BEACON LAUNDRY/DRY CLEAN** **CA FID UST** **S101617660**
8695 W WASHINGTON BLVD **CA SWEEPS UST** **N/A**
CULVER CITY, CA **CA LOS ANGELES CO. HMS**
CA EMI

CA FID UST:
Facility ID: 19001559
Regulated By: UTNKA
Regulated ID: 00017509
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 8180000000
Mail To: Not reported
Mailing Address: 8695 W WASHINGTON BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: CULVER CITY
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Active
Comp Number: 7023
Number: 9
Board Of Equalization: 44-008170
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-000-007023-000001
Actv Date: 06-30-89
Capacity: Not reported

BEACON LAUNDRY/DRY CLEAN (Continued) **S101617660**

Tank Use: UNKNOWN
Stg: W
Content: Not reported
Number Of Tanks: 3

Status: Active
Comp Number: 7023
Number: 9
Board Of Equalization: 44-008170
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-000-007023-000002
Actv Date: 06-30-89
Capacity: Not reported
Tank Use: UNKNOWN
Stg: W
Content: Not reported
Number Of Tanks: Not reported

Status: Active
Comp Number: 7023
Number: 9
Board Of Equalization: 44-008170
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-000-007023-000003
Actv Date: 06-30-89
Capacity: Not reported
Tank Use: UNKNOWN
Stg: W
Content: Not reported
Number Of Tanks: Not reported

LOS ANGELES CO. HMS:
Region: LA
Facility Id: 006793-030511
Facility Type: Not reported
Facility Status: OPEN
Area: 2M
Permit Number: Not reported
Permit Status: Not reported

Region: LA
Facility Id: 006793-I07023
Facility Type: I11
Facility Status: Closed
Area: 2M
Permit Number: 000021001
Permit Status: Closed

Region: LA

BEACON LAUNDRY/DRY CLEAN (Continued) **S101617660**

Facility Id: 006793-007023
Facility Type: T0
Facility Status: Removed
Area: 2M
Permit Number: 00000963T
Permit Status: Removed

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	15562
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	7
Reactive Organic Gases Tons/Yr:	7
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1996
County Code:	19
Air Basin:	SC
Facility ID:	15562
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	5
Reactive Organic Gases Tons/Yr:	5
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	15562
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	5
Reactive Organic Gases Tons/Yr:	5
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0

BEACON LAUNDRY/DRY CLEAN (Continued) **S101617660**

Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

Year: 1998
County Code: 19
Air Basin: SC
Facility ID: 15562
Air District Name: SC
SIC Code: 7216
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 5
Reactive Organic Gases Tons/Yr: 5
Carbon Monoxide Emissions Tons/Yr: 1
NOX - Oxides of Nitrogen Tons/Yr: 1
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

Year: 1999
County Code: 19
Air Basin: SC
Facility ID: 15562
Air District Name: SC
SIC Code: 7216
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 5
Reactive Organic Gases Tons/Yr: 5
Carbon Monoxide Emissions Tons/Yr: 1
NOX - Oxides of Nitrogen Tons/Yr: 1
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

Year: 2000
County Code: 19
Air Basin: SC
Facility ID: 15562
Air District Name: SC
SIC Code: 7216
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 5
Reactive Organic Gases Tons/Yr: 5
Carbon Monoxide Emissions Tons/Yr: 1
NOX - Oxides of Nitrogen Tons/Yr: 1
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

Year: 2001
County Code: 19
Air Basin: SC
Facility ID: 15562

BEACON LAUNDRY/DRY CLEAN (Continued) **S101617660**

Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	5
Reactive Organic Gases Tons/Yr:	5
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

42 **BEACON LAUNDRY** **CA HIST CORTESE** **S104159674**
8695 WASHINGTON **N/A**
CULVER CITY, CA 90230

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	I-07023

---

42 **BEACON LAUNDRY CO** **EDR US Hist Cleaners** **1009188296**
8695 WASHINGTON BLVD **N/A**
LOS ANGELES, CA

EDR Historical Cleaners:

Name:	BEACON LAUNDRY CO
Year:	1933
Type:	LAUNDRIES STEAM

---

42 **BEACON LAUNDRY** **CA LUST** **S105033749**
8695 WASHINGTON BLVD W **CA SLIC** **N/A**
CULVER CITY, CA 90232

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	I-07023	
Status:	Case Closed	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Excavate and Dispose
Global ID:	T0603703270	
W Global ID:	Not reported	
Staff:	SLC	
Local Agency:	19000	
Cross Street:	HELMS AVENUE	
Enforcement Type:	NONE	
Date Leak Discovered:	9/11/1987	
Date Leak First Reported:		9/30/1987

BEACON LAUNDRY (Continued) **S105033749**

Date Leak Record Entered: 3/18/1988
Date Confirmation Began: Not reported
Date Leak Stopped: 11/19/1987
Date Case Last Changed on Database: 12/15/1997
Date the Case was Closed: 12/15/1997
How Leak Discovered: Tank Closure
How Leak Stopped: Not reported
Cause of Leak: Not reported
Leak Source: Not reported
Operator: GILLEN, ARNOLD
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 1256.759324979013559610218 2639
Source of Cleanup Funding: Not reported
Preliminary Site Assessment Workplan Submitted: 6/20/1990
Preliminary Site Assessment Began: Not reported
Pollution Characterization Began: 3/23/1988
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: Not reported
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Yes
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: CHARLES GILLEN ENTERPRISES,INC
RP Address: 3051 DANNYHILL DRIVE, LOS ANGELES, CA 90064
Program: SLIC
Lat/Long: 34.0299071 / -1
Local Agency Staff: Not reported
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: TANKS AND CONTAMINATED SOIL REMOVED. UNDERGROUND STORAGE TANK CLOSURE REPORT IS UNDER REVIEW. MEASUREMENT SYSTEMS ENGINEERING, INC.(805)498-7770, IS CONSULTANT. REFER TO SLIC #499A

SLIC:
Region: STATE
Facility Status: Completed - Case Closed
Status Date: 12/15/1997
Global Id: T0603703270
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number: Not reported
Latitude: 33.9977917
Longitude: -118.4218274
Case Type: Cleanup Program Site
Case Worker: SLC
Local Agency: LOS ANGELES COUNTY
RB Case Number: I-07023

BEACON LAUNDRY (Continued) **S105033749**

File Location: Not reported
Potential Media Affected: Aquifer used for drinking water supply
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

---

42 **BEACON LAUNDRY** **CA SLIC** **S105796925**
8695 WASHINGTON **N/A**
CULVER CITY, CA 90232

SLIC REG 4:
Region: 4
Facility Status: No further action required
SLIC: 0499A
Substance: TPH/V
Staff: Ana Velos

---

42 **BEACON DRY CLEANER** **CA UST** **U003776169**
8695 WASHINGTON BLVD **N/A**
CULVER CITY, CA 90232

UST:
Facility ID: 24097
Latitude: 34.02978
Longitude: -118.38377

---

42 **EDR US Hist Auto Stat** **1015659539**
8680 WASHINGTON BLVD **N/A**
CULVER CITY, CA 90232

EDR Historical Auto Stations:
Name: THE POWER STATION
Year: 2006
Address: 8680 WASHINGTON BLVD

---

42 **CLASSIC FURNITURE INC** **FINDS** **1011984525**
8915 NATIONAL BLVD **N/A**
LOS ANGELES, CA

FINDS:

Registry ID: 110037960935

Environmental Interest/Information System
The NEI (National Emissions Inventory) database contains information on stationary and mobile sources that emit criteria air pollutants and their precursors, as well as hazardous air pollutants (HAPs).

CRITERIA AND HAZARDOUS AIR POLLUTANT INVENTORY

42 **SM FURNITURE FINISHING, DBA S** **CA EMI** **S106839551**
8915 NATIONAL BL **N/A**
LOS ANGELES, CA

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	45084
Air District Name:	SC
SIC Code:	2511
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	45084
Air District Name:	SC
SIC Code:	7641
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

42 **CLASSIC FURNITURE INC** **CA EMI** **S108431518**
8915 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

EMI:

Year:	2005
County Code:	19
Air Basin:	SC
Facility ID:	119291
Air District Name:	SC
SIC Code:	7641
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.424375
Reactive Organic Gases Tons/Yr:	.3395
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

42 **EDR US Hist Auto Stat** **1015664366**
8922 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:

Name:	M & D AUTO PARTS
Year:	2001
Address:	8922 NATIONAL BLVD
Name:	M & D AUTO PARTS
Year:	2003
Address:	8922 NATIONAL BLVD
Name:	M & D AUTO PARTS
Year:	2004
Address:	8922 NATIONAL BLVD
Name:	M & D AUTO PARTS
Year:	2005
Address:	8922 NATIONAL BLVD
Name:	MD BRAKE SUPPLY
Year:	2007
Address:	8922 NATIONAL BLVD
Name:	M & D AUTO SUPPLY
Year:	2008
Address:	8922 NATIONAL BLVD
Name:	M & D AUTO REBUILDERS
Year:	2009
Address:	8922 NATIONAL BLVD
Name:	M & D AUTO PARTS
Year:	2011
Address:	8922 NATIONAL BLVD

---

42 **M & D AUTO PARTS INC** **CA HAZNET** **S113105017**
8922 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2008
Gepaid:	CAL000206535
Contact:	DALE KOSVEN/MGR
Telephone:	3105591134
Mailing Name:	Not reported
Mailing Address:	8922 NATIONAL BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAT000613935
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.084
Facility County:	Los Angeles
Year:	2007
Gepaid:	CAL000206535

M & D AUTO PARTS INC (Continued) **S113105017**

Contact:	DALE KOSVEN/MGR
Telephone:	3105591134
Mailing Name:	Not reported
Mailing Address:	8922 NATIONAL BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAT000613935
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.08
Facility County:	Los Angeles

Year:	2004
Gepaid:	CAL000206535
Contact:	DALE KOSVEN/MGR
Telephone:	3105591134
Mailing Name:	Not reported
Mailing Address:	8922 NATIONAL BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAT000613935
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Transfer Station
Tons:	0.08
Facility County:	Los Angeles

Year:	2002
Gepaid:	CAL000206535
Contact:	DALE KOSVEN/MGR
Telephone:	3105591134
Mailing Name:	Not reported
Mailing Address:	8922 NATIONAL BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAT000613935
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Transfer Station
Tons:	0.04
Facility County:	Los Angeles

Year:	2001
Gepaid:	CAL000206535
Contact:	DALE KOSVEN/MGR
Telephone:	3105591134
Mailing Name:	Not reported
Mailing Address:	8922 NATIONAL BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAT000613935
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Transfer Station
Tons:	0.14

M & D AUTO PARTS INC (Continued) **S113105017**

Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access additional CA_HAZNET: detail in the EDR Site Report.

---

42 **BURTON PLASTICS INC** **CA HAZNET** **S112979943**
8928 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2009
Gepaid:	CAC002645551
Contact:	BOB BURTON
Telephone:	3102040067
Mailing Name:	Not reported
Mailing Address:	8928 NATIONAL BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 90034
Gen County:	Not reported
TSD EPA ID:	CAD097030993
TSD County:	Not reported
Waste Category:	Off-specification, aged or surplus inorganics
Disposal Method:	Discharge To Sewer/Potw Or Npdes(With Prior Storage--With Or Without Treatment)
Tons:	0.22935
Facility County:	Los Angeles

---

42 **BURTON PLASTICS** **CA HAZNET** **S113468413**
8928 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2012
Gepaid:	CAL000358357
Contact:	ROBERT BURTON/CEO
Telephone:	3102040069
Mailing Name:	Not reported
Mailing Address:	8928 NATIONAL BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900343308
Gen County:	Los Angeles
TSD EPA ID:	CAD008364432
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.0225
Facility County:	Los Angeles

Year:	2012
Gepaid:	CAL000358357
Contact:	ROBERT BURTON/CEO
Telephone:	3102040069
Mailing Name:	Not reported
Mailing Address:	8928 NATIONAL BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900343308
Gen County:	Los Angeles
TSD EPA ID:	CAD008364432

BURTON PLASTICS (Continued) **S113468413**

TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Not reported
Tons: 0.22935
Facility County: Los Angeles

Year: 2010
Gepaid: CAL000358357
Contact: ROBERT BURTON/CEO
Telephone: 3102040069
Mailing Name: Not reported
Mailing Address: 8928 NATIONAL BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900343308
Gen County: Not reported
TSD EPA ID: CAD008364432
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.0375
Facility County: Los Angeles

Year: 2010
Gepaid: CAL000358357
Contact: ROBERT BURTON/CEO
Telephone: 3102040069
Mailing Name: Not reported
Mailing Address: 8928 NATIONAL BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900343308
Gen County: Not reported
TSD EPA ID: CAD008364432
TSD County: Not reported
Waste Category: Liquids with mercury >= 20 Mg./L
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.22935
Facility County: Los Angeles

Year: 2010
Gepaid: CAL000358357
Contact: ROBERT BURTON/CEO
Telephone: 3102040069
Mailing Name: Not reported
Mailing Address: 8928 NATIONAL BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900343308
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.09
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access additional CA_HAZNET: detail in the EDR Site Report.

42 **EDR US Hist Auto Stat** **1015664520**
8932 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:

Name:	AUTO FITNESS
Year:	2005
Address:	8932 NATIONAL BLVD
Name:	AUTO FITNESS
Year:	2006
Address:	8932 NATIONAL BLVD
Name:	AUTO FITNESS
Year:	2007
Address:	8932 NATIONAL BLVD
Name:	AUTO FITNESS
Year:	2008
Address:	8932 NATIONAL BLVD
Name:	AUTO FITNESS
Year:	2009
Address:	8932 NATIONAL BLVD
Name:	AUTO FITNESS
Year:	2010
Address:	8932 NATIONAL BLVD
Name:	AUTO FITNESS
Year:	2011
Address:	8932 NATIONAL BLVD
Name:	AUTO FITNESS
Year:	2012
Address:	8932 NATIONAL BLVD

---

42 **AUTO FITNESS** **CA HAZNET** **S113134917**
8932 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2011
Gepaid:	CAL000288678
Contact:	JAMES TIMBRELLO
Telephone:	3102872851
Mailing Name:	Not reported
Mailing Address:	8932 NATIONAL BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues 10 percent or more
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.1251
Facility County:	Los Angeles
Year:	2011
Gepaid:	CAL000288678
Contact:	JAMES TIMBRELLO

AUTO FITNESS (Continued) **S113134917**

Telephone:	3102872851
Mailing Name:	Not reported
Mailing Address:	8932 NATIONAL BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAD099452708
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues 10 percent or more
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.05838
Facility County:	Los Angeles

Year:	2011
Gepaid:	CAL000288678
Contact:	JAMES TIMBRELLO
Telephone:	3102872851
Mailing Name:	Not reported
Mailing Address:	8932 NATIONAL BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAD981696420
TSD County:	Not reported
Waste Category:	Unspecified aqueous solution
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.231
Facility County:	Los Angeles

Year:	2011
Gepaid:	CAL000288678
Contact:	JAMES TIMBRELLO
Telephone:	3102872851
Mailing Name:	Not reported
Mailing Address:	8932 NATIONAL BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAD981696420
TSD County:	Not reported
Waste Category:	Unspecified oil-containing waste
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.22935
Facility County:	Los Angeles

Year:	2010
Gepaid:	CAL000288678
Contact:	JAMES TIMBRELLO
Telephone:	3102872851
Mailing Name:	Not reported
Mailing Address:	8932 NATIONAL BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues 10 percent or more
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site

AUTO FITNESS (Continued) **S113134917**

Tons: 0.29607
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
3 additional CA_HAZNET: record(s) in the EDR Site Report.

---

42 **EDR US Hist Auto Stat** **1015433000**
3336 S ROBERTSON BLVD **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:
Name: BY DESIGN AUTOMOTIVE GROUP
Year: 2001
Address: 3336 S ROBERTSON BLVD

Name: BY DESIGN AUTOMOTIVE GROUP
Year: 2003
Address: 3336 S ROBERTSON BLVD

---

42 **CULVER TIRE & AUTOMOTIVE CO** **CA SWEEPS UST** **U002282683**
8651 W WASHINGTON BLVD **CA LOS ANGELES CO. HMS** **N/A**
CULVER CITY, CA

SWEEPS UST:
Status: Active
Comp Number: 9346
Number: 9
Board Of Equalization: Not reported
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: Not reported

LOS ANGELES CO. HMS:
Region: LA
Facility Id: 009528-I09346
Facility Type: Not reported
Facility Status: OPEN
Area: 2M
Permit Number: Not reported
Permit Status: Not reported

Region: LA
Facility Id: 009528-009346
Facility Type: Not reported
Facility Status: OPEN
Area: 2M
Permit Number: Not reported

CULVER TIRE & AUTOMOTIVE CO (Continued) **U002282683**

Permit Status: Not reported

---

42 **A A A FLAG AND BANNER MFG CO INC** **RCRA-SQG** **1004676184**
8925 NATIONAL BLVD **CAR000081950**
LOS ANGELES, CA 90034

RCRA-SQG:

Date form received by agency:	09/06/2000
Facility name:	A A A FLAG AND BANNER MFG CO INC
Facility address:	8925 NATIONAL BLVD LOS ANGELES, CA 900343307
EPA ID:	CAR000081950
Mailing address:	8955 NATIONAL BLVD LOS ANGELES, CA 900343307
Contact:	CAROL HETTIGER
Contact address:	8955 NATIONAL BLVD LOS ANGELES, CA 900343307
Contact country:	US
Contact telephone:	(310) 836-3341
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	BERNARD BILSON
Owner/operator address:	8937 NATIONAL BLVD LOS ANGELES, CA 90034
Owner/operator country:	Not reported
Owner/operator telephone:	(310) 839-2188
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

A A A FLAG AND BANNER MFG CO INC (Continued) **1004676184**

Hazardous Waste Summary:
Waste code: D003
Waste name: A MATERIAL IS CONSIDERED TO BE A REACTIVE HAZARDOUS WASTE IF IT IS NORMALLY UNSTABLE, REACTS VIOLENTLY WITH WATER, GENERATES TOXIC GASES WHEN EXPOSED TO WATER OR CORROSIVE MATERIALS, OR IF IT IS CAPABLE OF DETONATION OR EXPLOSION WHEN EXPOSED TO HEAT OR A FLAME. ONE EXAMPLE OF SUCH WASTE WOULD BY WASTE GUNPOWDER.

Waste code: D018
Waste name: BENZENE

Waste code: D039
Waste name: TETRACHLOROETHYLENE

Waste code: D040
Waste name: TRICHLOROETHYLENE

Violation Status: No violations found

---

42 **EDR US Hist Auto Stat** **1015659171**

8651 WASHINGTON BLVD **N/A**
CULVER CITY, CA 90232

EDR Historical Auto Stations:
Name: CULVER TIRE & AUTOMOTIVE
Year: 1999
Address: 8651 WASHINGTON BLVD

Name: CULVER TIRE & AUTOMOTIVE
Year: 2001
Address: 8651 WASHINGTON BLVD

Name: CULVER TIRE & AUTOMOTIVE
Year: 2002
Address: 8651 WASHINGTON BLVD

Name: CULVER AUTOMOTIVE
Year: 2003
Address: 8651 WASHINGTON BLVD

Name: CULVER TIRE & AUTOMOTIVE INC
Year: 2004
Address: 8651 WASHINGTON BLVD

Name: CULVER AUTOMOTIVE
Year: 2011
Address: 8651 WASHINGTON BLVD

42 **ADAM PAINT SHOP** **CA EMI** **S106825355**
8931 1/2 NATIONAL BL **N/A**
LOS ANGELES, CA 90034

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	24828
Air District Name:	SC
SIC Code:	3479
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	24828
Air District Name:	SC
SIC Code:	3479
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

42 **BEACON LAUNDRY/CLEANERS INC** **CA UST** **U004049451**
3244 HELMS AV **N/A**
CULVER CITY, CA 90232

UST:

Facility ID:	25515
Latitude:	34.0191
Longitude:	-118.39441

---

42 **BEACON LAUNDRY/CLEANERS INC** **CA FID UST** **S101587757**
3244 HELMS AVE **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90230

CA FID UST:

Facility ID:	19055967
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported

BEACON LAUNDRY/CLEANERS INC (Continued) **S101587757**

Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 3244 HELMS AVE
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 902300000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Active
Comp Number: 5089
Number: 9
Board Of Equalization: Not reported
Referral Date: 08-27-93
Action Date: 03-18-94
Created Date: 02-29-88
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: Not reported

---

42 **TIM HOMAN** **CA HAZNET** **S113459485**
3150 CURTS AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 2010
Gepaid: CAC002652213
Contact: TIM HOMAN
Telephone: 3103087045
Mailing Name: Not reported
Mailing Address: 3150 CURTS AVE
Mailing City,St,Zip: LOS ANGELES, CA 900343204
Gen County: Not reported
TSD EPA ID: NVT330010000
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 67.424
Facility County: Los Angeles

42 **NOODLES ARE GOOD INC** **CA LOS ANGELES CO. HMS** **S110275091**
3239 HELMS AVE **N/A**
CULVER CITY, CA

LOS ANGELES CO. HMS:
Region: LA
Facility Id: 032902-053876
Facility Type: I01
Facility Status: Permit
Area: 2M
Permit Number: 000653447
Permit Status: Permit

---

42 **CA CHMIRS** **S105657372**
3238 SOUTH HUTCHISON AVE **N/A**
LOS ANGELES, CA

CHMIRS:

OES Incident Number:	98-1091	
OES notification:	03/02/1998	
OES Date:	Not reported	
OES Time:	Not reported	
Incident Date:	Not reported	
Date Completed:	**Not reported**	
Property Use:	Not reported	
Agency Id Number:	Not reported	
Agency Incident Number:	Not reported	
Time Notified:	Not reported	
Time Completed:	Not reported	
Surrounding Area:	Not reported	
Estimated Temperature:	Not reported	
Property Management:	Not reported	
Special Studies 1:	Not reported	
Special Studies 2:	Not reported	
Special Studies 3:	Not reported	
Special Studies 4:	Not reported	
Special Studies 5:	Not reported	
Special Studies 6:	Not reported	
More Than Two Substances Involved?:		Not reported
Resp Agncy Personel # Of Decontaminated:		Not reported
Responding Agency Personel # Of Injuries:		Not reported
Responding Agency Personel # Of Fatalities:		Not reported
Others Number Of Decontaminated:		Not reported
Others Number Of Injuries:		Not reported
Others Number Of Fatalities:		Not reported
Vehicle Make/year:	Not reported	
Vehicle License Number:	Not reported	
Vehicle State:	Not reported	
Vehicle Id Number:	Not reported	
CA/DOT/PUC/ICC Number:	Not reported	
Company Name:	Not reported	
Reporting Officer Name/ID:	Not reported	
Report Date:	Not reported	
Comments:	Not reported	
Facility Telephone:	Not reported	
Waterway Involved:	No	
Waterway:	Not reported	
Spill Site:	Not reported	
Cleanup By:	Co. Health	
Containment:	Not reported	

(Continued) **S105657372**

What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	1998
Agency:	LA City FD
Incident Date:	3/2/199812:00:00 AM
Admin Agency:	Los Angeles City Fire Department
Amount:	Not reported
Contained:	Yes
Site Type:	Residence
E Date:	Not reported
Substance:	sulfuric
Quantity Released:	Not reported
BBLS:	0
Cups:	0
CUFT:	0
Gallons:	0.000000
Grams:	0
Pounds:	0
Liters:	0
Ounces:	12
Pints:	0
Quarts:	0
Sheen:	0
Tons:	0
Unknown:	0
Evacuations:	50
Number of Injuries:	0
Number of Fatalities:	0
Description:	FOUND IN LAW ENFORCEMENT BUST. NO SPILL. aprox 50 people (entire block) evacuated.

---

42 **EDR US Hist Auto Stat** **1015417386**

3146 CURTS AVE **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:

Name:	J & S AUTO TRUCK REPAIR
Year:	1999
Address:	3146 CURTS AVE
Name:	J & S AUTO TRUCK REPAIR
Year:	2001
Address:	3146 CURTS AVE
Name:	JOHNS AUTO
Year:	2009
Address:	3146 CURTS AVE
Name:	J & S AUTO TRUCK REPAIR
Year:	2010
Address:	3146 CURTS AVE

42 **AAA FLAG & BANNER MFG CO INC** **FINDS** **1014674970**
8951 NATIONAL BLVD STE 8966 **N/A**
LOS ANGELES, CA

FINDS:

Registry ID: 110041364760

Environmental Interest/Information System
CRITERIA AND HAZARDOUS AIR POLLUTANT INVENTORY

---

42 **AAA FLAG & BANNER MFG CO INC** **CA EMI** **S106825214**
8951 NATIONAL BLVD STE 8966 **N/A**
LOS ANGELES, CA

EMI:

Year:	1993
County Code:	19
Air Basin:	SC
Facility ID:	75024
Air District Name:	SC
SIC Code:	2399
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	22
Reactive Organic Gases Tons/Yr:	17
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	75024
Air District Name:	SC
SIC Code:	2399
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	22
Reactive Organic Gases Tons/Yr:	17
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2006
County Code:	19
Air Basin:	SC
Facility ID:	75024
Air District Name:	SC
SIC Code:	2399
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported

AAA FLAG & BANNER MFG CO INC (Continued) **S106825214**

Total Organic Hydrocarbon Gases Tons/Yr:	12.38560456356307390
Reactive Organic Gases Tons/Yr:	9.406
Carbon Monoxide Emissions Tons/Yr:	.018
NOX - Oxides of Nitrogen Tons/Yr:	.064
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	.003
Part. Matter 10 Micrometers & Smllr Tons/Yr:	.003

Year:	2007
County Code:	19
Air Basin:	SC
Facility ID:	75024
Air District Name:	SC
SIC Code:	2399
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	12.38560456356307390
Reactive Organic Gases Tons/Yr:	9.406
Carbon Monoxide Emissions Tons/Yr:	.018
NOX - Oxides of Nitrogen Tons/Yr:	.064
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	.003
Part. Matter 10 Micrometers & Smllr Tons/Yr:	.003

Year:	2008
County Code:	19
Air Basin:	SC
Facility ID:	75024
Air District Name:	SC
SIC Code:	2396
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	13.46702289399987120
Reactive Organic Gases Tons/Yr:	10.2499365
Carbon Monoxide Emissions Tons/Yr:	.01392
NOX - Oxides of Nitrogen Tons/Yr:	.07
SOX - Oxides of Sulphur Tons/Yr:	.0003717
Particulate Matter Tons/Yr:	.00464625
Part. Matter 10 Micrometers & Smllr Tons/Yr:	.00460425

Year:	2009
County Code:	19
Air Basin:	SC
Facility ID:	75024
Air District Name:	SC
SIC Code:	2396
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	9.6453437931275303
Reactive Organic Gases Tons/Yr:	7.3854249999999997
Carbon Monoxide Emissions Tons/Yr:	2.4379999999999999E-2
NOX - Oxides of Nitrogen Tons/Yr:	8.9999999999999997E-2
SOX - Oxides of Sulphur Tons/Yr:	4.6500000000000003E-4
Particulate Matter Tons/Yr:	5.8180000000000003E-3

AAA FLAG & BANNER MFG CO INC (Continued) **S106825214**

Part. Matter 10 Micrometers & Smllr Tons/Yr:	5.7711000000000004E-3
Year:	2010
County Code:	19
Air Basin:	SC
Facility ID:	75024
Air District Name:	SC
SIC Code:	2396
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4.0885459660290699
Reactive Organic Gases Tons/Yr:	2.4618600000000002
Carbon Monoxide Emissions Tons/Yr:	0.01487
NOX - Oxides of Nitrogen Tons/Yr:	0.05525
SOX - Oxides of Sulphur Tons/Yr:	2.5000000000000001E-4
Particulate Matter Tons/Yr:	3.1800000000000001E-3
Part. Matter 10 Micrometers & Smllr Tons/Yr:	3.1424999999999999E-3

---

42 **HELMS ANTIQUES INC** **FINDS** **1006824566**
3231 HELMS AVE **CA EMI** **N/A**
LOS ANGELES, CA

FINDS:

Registry ID: 110013831657

Environmental Interest/Information System
The NEI (National Emissions Inventory) database contains information on stationary and mobile sources that emit criteria air pollutants and their precursors, as well as hazardous air pollutants (HAPs).

CRITERIA AND HAZARDOUS AIR POLLUTANT INVENTORY

EMI:

Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	105047
Air District Name:	SC
SIC Code:	2599
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	105047

HELMS ANTIQUES INC (Continued) **1006824566**

Air District Name:	SC
SIC Code:	2599
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1999
County Code:	19
Air Basin:	SC
Facility ID:	105047
Air District Name:	SC
SIC Code:	2599
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	105047
Air District Name:	SC
SIC Code:	2599
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2001
County Code:	19
Air Basin:	SC
Facility ID:	105047
Air District Name:	SC
SIC Code:	2599
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1

HELMS ANTIQUES INC (Continued) **1006824566**

Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

42 **AAA FLAG & BANNER MFG CO INC** **CA HAZNET** **S113138058**
8955 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2012
Gepaid:	CAL000296134
Contact:	RICK PULEO CONTROLLER
Telephone:	3108363341
Mailing Name:	Not reported
Mailing Address:	8955 NATIONAL BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Los Angeles
TSD EPA ID:	ARD981057870
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.792
Facility County:	Los Angeles

Year:	2012
Gepaid:	CAL000296134
Contact:	RICK PULEO CONTROLLER
Telephone:	3108363341
Mailing Name:	Not reported
Mailing Address:	8955 NATIONAL BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Los Angeles
TSD EPA ID:	CAD008364432
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	2.5988
Facility County:	Los Angeles

Year:	2011
Gepaid:	CAL000296134
Contact:	RICK PULEO CONTROLLER
Telephone:	3108363341
Mailing Name:	Not reported
Mailing Address:	8955 NATIONAL BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAD008364432
TSD County:	Not reported
Waste Category:	Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	3.927
Facility County:	Los Angeles

Year:	2010

AAA FLAG & BANNER MFG CO INC (Continued) **S113138058**

Gepaid:	CAL000296134
Contact:	RICK PULEO CONTROLLER
Telephone:	3108363341
Mailing Name:	Not reported
Mailing Address:	8955 NATIONAL BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAD008364432
TSD County:	Not reported
Waste Category:	Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	2.475
Facility County:	Los Angeles

Year:	2009
Gepaid:	CAL000296134
Contact:	RICK PULEO CONTROLLER
Telephone:	3108363341
Mailing Name:	Not reported
Mailing Address:	8955 NATIONAL BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAD980884183
TSD County:	Not reported
Waste Category:	Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	2.475
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
1 additional CA_HAZNET: record(s) in the EDR Site Report.

---

42 **EDR US Hist Auto Stat** **1015664969**
8964 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:

Name:	ROAD STAR MOTORING
Year:	2006
Address:	8964 NATIONAL BLVD

---

42 **AAA FLAG & BANNER MFG CO** **RCRA-SQG** **1000114220**
8966 NATIONAL BLVD **CA HAZNET** **CAD982040016**
LOS ANGELES, CA 90035

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	AAA FLAG & BANNER MFG CO
Facility address:	8966 NATIONAL BLVD LOS ANGELES, CA 90035
EPA ID:	CAD982040016
Mailing address:	8954 W PICO BLVD LOS ANGELES, CA 90034
Contact:	Not reported
Contact address:	Not reported

AAA FLAG & BANNER MFG CO (Continued) **1000114220**

Not reported
Contact country: Not reported
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: HOWARD FURST PRESIDENT
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 08/24/1987
Facility name: AAA FLAG & BANNER MFG CO
Classification: Large Quantity Generator

Violation Status: No violations found

AAA FLAG & BANNER MFG CO (Continued) **1000114220**

HAZNET:

Year:	2008
Gepaid:	CAD982040016
Contact:	CRAIG FURST
Telephone:	3108363341
Mailing Name:	Not reported
Mailing Address:	8966 NATIONAL BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900343307
Gen County:	Not reported
TSD EPA ID:	CAD980884183
TSD County:	Not reported
Waste Category:	Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.66
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAD982040016
Contact:	CRAIG FURST
Telephone:	3108363341
Mailing Name:	Not reported
Mailing Address:	8966 NATIONAL BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900343307
Gen County:	Not reported
TSD EPA ID:	KSD980633259
TSD County:	Not reported
Waste Category:	Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	1.15
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAD982040016
Contact:	CRAIG FURST
Telephone:	3108363341
Mailing Name:	Not reported
Mailing Address:	8966 NATIONAL BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900343307
Gen County:	Not reported
TSD EPA ID:	CAD980884183
TSD County:	Not reported
Waste Category:	Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.66
Facility County:	Los Angeles

Year:	2006
Gepaid:	CAD982040016
Contact:	CRAIG FURST
Telephone:	3108363341
Mailing Name:	Not reported
Mailing Address:	8966 NATIONAL BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900343307
Gen County:	Not reported
TSD EPA ID:	CAD980884183
TSD County:	Not reported
Waste Category:	Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)

AAA FLAG & BANNER MFG CO (Continued) **1000114220**

Disposal Method: Transfer Station
Tons: 0.83
Facility County: Los Angeles

Year: 2006
Gepaid: CAD982040016
Contact: CRAIG FURST
Telephone: 3108363341
Mailing Name: Not reported
Mailing Address: 8966 NATIONAL BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900343307
Gen County: Not reported
TSD EPA ID: CAD980884183
TSD County: Not reported
Waste Category: Off-specification, aged or surplus organics
Disposal Method: Transfer Station
Tons: 0.3
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
21 additional CA_HAZNET: record(s) in the EDR Site Report.

---

42 **VAN R DENTAL PRODUCTS INC** **CA FID UST** **S101585112**
8894 REGENT ST **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90034

CA FID UST:
Facility ID: 19019719
Regulated By: UTNKI
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 8894 REGENT ST
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900340000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

SWEEPS UST:
Status: Not reported
Comp Number: 5328
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported

VAN R DENTAL PRODUCTS INC (Continued) **S101585112**

Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: 0

---

42 **DUX INDUSTRIES INC** **CA HAZNET** **S113003637**
8894 REGENT ST **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year: 2003
Gepaid: CAD981171390
Contact: UNDELIVERABLE PER SURVEY
Telephone: --
Mailing Name: Not reported
Mailing Address: 8894 REGENT ST
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: CAT080033681
TSD County: Not reported
Waste Category: Unspecified oil-containing waste
Disposal Method: Recycler
Tons: 0.05
Facility County: Los Angeles

Year: 1994
Gepaid: CAD981171390
Contact: Not reported
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 8894 REGENT ST
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: CAD044429835
TSD County: Not reported
Waste Category: Off-specification, aged or surplus organics
Disposal Method: Recycler
Tons: .6879
Facility County: Los Angeles

Year: 1994
Gepaid: CAD981171390
Contact: Not reported
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 8894 REGENT ST
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: CAD044429835
TSD County: Not reported
Waste Category: Off-specification, aged or surplus organics
Disposal Method: Treatment, Incineration
Tons: .9172
Facility County: Los Angeles

42 **EZ LUBE #20** **FINDS** **1007679654**
9014 NATIONAL BLVD **N/A**
WEST LOS ANGELES, CA

FINDS:

Registry ID: 110017963202

Environmental Interest/Information System
UORS (California - Used Oil Recycling System). California Integrated Waste Management Board (CIWMB) helps communities establish and promote convenient collection opportunities for used oil and used oil filters.

---

42 **1X WALTER N. MARKS, INC.** **CA HAZNET** **S112850199**
8800 VENICE BLVD. **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	1994
Gepaid:	CAC000887704
Contact:	WALTER N MARKS INC
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	8758 VENICE BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Recycler
Tons:	1.6680
Facility County:	Los Angeles

---

42 **WALTER A MARKS INC** **CA FID UST** **S101583829**
8800 VENICE BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90034 **CA EMI**

CA FID UST:

Facility ID:	19006567
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	8800 VENICE BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900340000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

WALTER A MARKS INC (Continued) **S101583829**

SWEEPS UST:

Status:	Active
Comp Number:	6831
Number:	9
Board Of Equalization:	Not reported
Referral Date:	07-08-93
Action Date:	07-08-93
Created Date:	02-29-88
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	21640
Air District Name:	SC
SIC Code:	5932
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

42 **HELMS BAKERIES** **CA LOS ANGELES CO. HMS** **S110070762**
8800 W VENICE BLVD **N/A**
CULVER CITY, CA

LOS ANGELES CO. HMS:

Region:	LA
Facility Id:	006814-I07045
Facility Type:	I01
Facility Status:	Closed
Area:	2M
Permit Number:	000020028
Permit Status:	Closed

42 **LAYANA HERMAN** **EDR US Hist Auto Stat** **1009079873**
9000 NATIONAL BLVD **N/A**
LOS ANGELES, CA

EDR Historical Auto Stations:

Name:	BINK CHAS
Year:	1933
Type:	GASOLINE AND OIL SERVICE STATIONS
Name:	LAYANA HERMAN
Year:	1937
Type:	GASOLINE AND OIL SERVICE STATIONS

---

42 **EDR US Hist Auto Stat** **1015668222**
9014 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:

Name:	EZ LUBE
Year:	2005
Address:	9014 NATIONAL BLVD
Name:	EZ LUBE
Year:	2006
Address:	9014 NATIONAL BLVD
Name:	EZ LUBE
Year:	2007
Address:	9014 NATIONAL BLVD
Name:	EZ LUBE
Year:	2008
Address:	9014 NATIONAL BLVD
Name:	EZ LUBE INC
Year:	2009
Address:	9014 NATIONAL BLVD

---

42 **EZ LUBE LLC** **CA HAZNET** **S113151220**
9014 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2012
Gepaid:	CAL000328604
Contact:	SUSIE HERNANDEZ
Telephone:	7145561312
Mailing Name:	Not reported
Mailing Address:	3540 HOWARD WAY 2ND FLOOR
Mailing City,St,Zip:	COSTA MESA, CA 926260000
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.10425
Facility County:	Los Angeles

EZ LUBE LLC (Continued) **S113151220**

Year: 2011
Gepaid: CAL000328604
Contact: SUSIE HERNANDEZ
Telephone: 7145561312
Mailing Name: Not reported
Mailing Address: 3540 HOWARD WAY 2ND FLOOR
Mailing City,St,Zip: COSTA MESA, CA 926260000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Unspecified oil-containing waste
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.10425
Facility County: Los Angeles

---

42 **EZ LUBE INC CORPORATE OFFICE** **CA HAZNET** **S113080909**
9020 NATIONAL BLVD **N/A**
WEST LOS ANGELES, CA 90034

HAZNET:

Year: 2001
Gepaid: CAL000147133
Contact: SUSIE HERNANDEZ
Telephone: 7145561312
Mailing Name: Not reported
Mailing Address: 3506 W LAKE CENTER DR #B
Mailing City,St,Zip: SANTA ANA, CA 927040000
Gen County: Not reported
TSD EPA ID: CAD089446710
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: 3.33
Facility County: Los Angeles

Year: 2001
Gepaid: CAL000147133
Contact: SUSIE HERNANDEZ
Telephone: 7145561312
Mailing Name: Not reported
Mailing Address: 3506 W LAKE CENTER DR #B
Mailing City,St,Zip: SANTA ANA, CA 927040000
Gen County: Not reported
TSD EPA ID: CAD089446710
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: 3.33
Facility County: Los Angeles

Year: 1999
Gepaid: CAL000147133
Contact: EZ LUBE CORPORATION
Telephone: 7145561312
Mailing Name: Not reported
Mailing Address: 3506 W LAKE CENTER DR #B
Mailing City,St,Zip: SANTA ANA, CA 927040000

EZ LUBE INC CORPORATE OFFICE (Continued) **S113080909**

Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Recycler
Tons: 2.3560
Facility County: Los Angeles

Year: 1999
Gepaid: CAL000147133
Contact: EZ LUBE CORPORATION
Telephone: 7145561312
Mailing Name: Not reported
Mailing Address: 3506 W LAKE CENTER DR #B
Mailing City,St,Zip: SANTA ANA, CA 927040000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Recycler
Tons: 2.3560
Facility County: Los Angeles

---

42 **KARL PARRY PHOTOGRAPHY** **CA HAZNET** **S113032169**
3221 HUTCHISON AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 1997
Gepaid: CAL000028550
Contact: KARL PARRY
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 3221 HUTCHINSON AVE
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: CAD108040858
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: .0417
Facility County: Los Angeles

---

42 **CARTER H R** **EDR US Hist Auto Stat** **1009079172**
9001 NATIONAL BLVD **N/A**
LOS ANGELES, CA

EDR Historical Auto Stations:
Name: PECORELLI JERRY
Year: 1933
Type: GASOLINE AND OIL SERVICE STATIONS

Name: CARTER H R
Year: 1937
Type: GASOLINE AND OIL SERVICE STATIONS

42 **TEXACO SERVICE** **CA FID UST** **S101583628**
9030 NATIONAL BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90034

CA FID UST:

Facility ID:	19005077
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2138394371
Mail To:	Not reported
Mailing Address:	9030 NATIONAL BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900340000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

SWEEPS UST:

Status:	Not reported
Comp Number:	3967
Number:	Not reported
Board Of Equalization:	44-013198
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-003967-000001
Actv Date:	Not reported
Capacity:	8000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	5

Status:	Not reported
Comp Number:	3967
Number:	Not reported
Board Of Equalization:	44-013198
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-003967-000002
Actv Date:	Not reported
Capacity:	8000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Status:	Not reported

TEXACO SERVICE (Continued) **S101583628**

Comp Number:	3967
Number:	Not reported
Board Of Equalization:	44-013198
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-003967-000003
Actv Date:	Not reported
Capacity:	8000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Status:	Not reported
Comp Number:	3967
Number:	Not reported
Board Of Equalization:	44-013198
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-003967-000004
Actv Date:	Not reported
Capacity:	8000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Status:	Not reported
Comp Number:	3967
Number:	Not reported
Board Of Equalization:	44-013198
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-003967-000005
Actv Date:	Not reported
Capacity:	1000
Tank Use:	OIL
Stg:	WASTE
Content:	WASTE OIL
Number Of Tanks:	Not reported

42 **EDR US Hist Auto Stat** **1015669025**
9030 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:

Name:	EZ LUBE
Year:	2001
Address:	9030 NATIONAL BLVD
Name:	COMPLETE AUTOMOTIVE SYSTEMS
Year:	2002
Address:	9030 NATIONAL BLVD
Name:	EZ LUBE INC
Year:	2003
Address:	9030 NATIONAL BLVD
Name:	EZ LUBE
Year:	2004
Address:	9030 NATIONAL BLVD
Name:	COMPLETE AUTOMOTIVE SYSTEMS
Year:	2005
Address:	9030 NATIONAL BLVD
Name:	COMPLETE AUTOMOTIVE SYSTEMS
Year:	2010
Address:	9030 NATIONAL BLVD
Name:	EZ LUBE
Year:	2011
Address:	9030 NATIONAL BLVD
Name:	EZ LUBE
Year:	2012
Address:	9030 NATIONAL BLVD

---

42 **COMPLETE AUTOMOTIVE SYSTEMS** **CA HAZNET** **S113083213**
9030 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2000
Gepaid:	CAL000153455
Contact:	JOHN ABDELMALAK/OWNER
Telephone:	3108391100
Mailing Name:	Not reported
Mailing Address:	9030 NATIONAL BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAD099452708
TSD County:	Not reported
Waste Category:	Unspecified aqueous solution
Disposal Method:	Recycler
Tons:	1.25
Facility County:	Los Angeles
Year:	1999
Gepaid:	CAL000153455
Contact:	JOHN ABDELMALAK

COMPLETE AUTOMOTIVE SYSTEMS (Continued) **S113083213**

Telephone: 3108391100
Mailing Name: Not reported
Mailing Address: 9030 NATIONAL BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: CAD099452708
TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Recycler
Tons: .8340
Facility County: Los Angeles

---

42 **BEVERLY WOOD INC** **CA HAZNET** **S112994824**
9123 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 2011
Gepaid: CAC002677695
Contact: WAEL EL SAADI
Telephone: 3104184909
Mailing Name: Not reported
Mailing Address: 9123 NATIONAL BLVD
Mailing City,St,Zip: LOS ANGELES, CA 90034
Gen County: Not reported
TSD EPA ID: NVT330010000
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.875
Facility County: Los Angeles

---

42 **LIPMAN NATHAN** **EDR US Hist Cleaners** **1009193067**
9227 NATIONAL BLVD **N/A**
LOS ANGELES, CA

EDR Historical Cleaners:
Name: LIPMAN NATHAN
Year: 1937
Type: CLOTHES PRESSERS AND CLEANERS

---

42 **EDR US Hist Auto Stat** **1015409820**
3074 S ROBERTSON BLVD **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:
Name: BEVERLY HILLS SCANDINAVIAN MOTORS INCORPORATED
Year: 1999
Address: 3074 S ROBERTSON BLVD

42 **EXXON #7-8701** **CA HIST CORTESE** **S104915009**
3071 ROBERTSON **N/A**
LOS ANGELES, CA 90048

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900480043

---

42 **EXXON #7-8701** **CA LUST** **S101297218**
3071 ROBERTSON BLVD S **N/A**
LOS ANGELES, CA 90048

LUST:

Region:	STATE
Global Id:	T0603701104
Latitude:	34.031581
Longitude:	-118.391122
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	12/02/1997
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	BRC
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900480043
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603701104
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Regulatory Activities:

Global Id:	T0603701104
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

Global Id:	T0603701104
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery

LUST REG 4:

Region:	4
Regional Board:	04

EXXON #7-8701 (Continued) **S101297218**

County:	Los Angeles	
Facility Id:	900480043	
Status:	Case Closed	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		VE
Global ID:	T0603701104	
W Global ID:	Not reported	
Staff:	BRC	
Local Agency:	19050	
Cross Street:	NATIONAL BLVD	
Enforcement Type:	Not reported	
Date Leak Discovered:	4/10/1992	
Date Leak First Reported:		4/30/1992
Date Leak Record Entered:	5/9/1992	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		10/15/1997
Date the Case was Closed:		12/2/1997
How Leak Discovered:	Subsurface Monitoring	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	APELE, PASTOR C.	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		2105.986404011492052166679898
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		5/7/1992
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		No
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	EXXON CO.-USA	
RP Address:	PO BOX 19649, IRVINE, 92713-9649	
Program:	SLIC	
Lat/Long:	34.0326299 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	12/18/96 QUATERLY REPORT	

42 **NATIONAL ROBERTSON MOBIL GAS STATION & FPPD MART** **EDR US Hist Auto Stat** **1008996307**
3071 S ROBERTSON BLVD **N/A**
LOS ANGELES, CA 90000

EDR Historical Auto Stations:

Name:	NATIONAL ROBERTSON MOBIL GAS STATION & FPPD MART
Year:	1999
Type:	Not reported
Name:	NATIONAL ROBERTSON VALERO
Year:	2011
Address:	3071 S ROBERTSON BLVD
Name:	NATIONAL ROBERTSON VALERO
Year:	2012
Address:	3071 S ROBERTSON BLVD

---

42 **NATIONAL/ROBERTSON CAR WASH** **CA FID UST** **S101583364**
3071 S ROBERTSON BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90034

CA FID UST:

Facility ID:	19003534
Regulated By:	UTNKA
Regulated ID:	00029342
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2138366542
Mail To:	Not reported
Mailing Address:	P O BOX
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900340000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

SWEEPS UST:

Status:	Active
Comp Number:	1750
Number:	9
Board Of Equalization:	44-000285
Referral Date:	01-22-93
Action Date:	03-24-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-001750-000001
Actv Date:	04-20-88
Capacity:	6000
Tank Use:	M.V. FUEL
Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	3
Status:	Active

NATIONAL/ROBERTSON CAR WASH (Continued) **S101583364**

Comp Number: 1750
Number: 9
Board Of Equalization: 44-000285
Referral Date: 01-22-93
Action Date: 03-24-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001750-000002
Actv Date: 04-20-88
Capacity: 8000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 1750
Number: 9
Board Of Equalization: 44-000285
Referral Date: 01-22-93
Action Date: 03-24-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001750-000003
Actv Date: 04-20-88
Capacity: 70000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

---

42 **EXXON SERVICE STATION** **CA HIST UST** **U001561381**
3071 S ROBERTSON BLVD **N/A**
LOS ANGELES, CA 90034

HIST UST:
Region: STATE
Facility ID: 00000029342
Facility Type: Gas Station
Other Type: Not reported
Total Tanks: 0003
Contact Name: RAYMOND SCHMIDT
Telephone: 2138366542
Owner Name: EXXON COMPANY U.S.A.
Owner Address: 16945 NORTHCHASE BLVD
Owner City,St,Zip: HOUSTON, TX 77210

Tank Num: 001
Container Num: 1
Year Installed: 1971
Tank Capacity: 00006000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: Stock Inventor

EXXON SERVICE STATION (Continued) **U001561381**

Tank Num: 002
Container Num: 2
Year Installed: 1971
Tank Capacity: 00008000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 003
Container Num: 3
Year Installed: 1971
Tank Capacity: 00070000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor

---

42 **MOBILE CAR WASH** **CA HAZNET** **S113079132**
3071 SOUTH ROBERTSON BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 1996
Gepaid: CAL000144161
Contact: DANIEL DASSOUS
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 3071 S ROBERTSON BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900343117
Gen County: Not reported
TSD EPA ID: CAT080022148
TSD County: Not reported
Waste Category: Other inorganic solid waste
Disposal Method: Transfer Station
Tons: .0126
Facility County: Los Angeles

---

42 **ROBERTSON CAR WASH** **CA UST** **U003780338**
3071 S ROBERTSON BLVD **N/A**
LOS ANGELES, CA 90034

UST:
Facility ID: 23851
Latitude: 34.03176
Longitude: -118.3907

42 **THE FOREIGN SPECIALIST** **CA HAZNET** **S113123776**
8757 VENICE BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2009
Gepaid:	CAL000263521
Contact:	ANDREW HONG
Telephone:	3108362836
Mailing Name:	Not reported
Mailing Address:	8757 VENICE BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 90034
Gen County:	Not reported
TSD EPA ID:	NVT330010000
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.15
Facility County:	Los Angeles

Year:	2003
Gepaid:	CAL000263521
Contact:	ANDREW HONG
Telephone:	3108362836
Mailing Name:	Not reported
Mailing Address:	8757 VENICE BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 90034
Gen County:	Not reported
TSD EPA ID:	CAT000613935
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Transfer Station
Tons:	0.33
Facility County:	Los Angeles

---

42 **EDR US Hist Auto Stat** **1015426043**
3241 FAY AVE **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:

Name:	A & E AUTO CLINIC
Year:	2004
Address:	3241 FAY AVE

---

42 **MONZA MOTORS CORPORATION** **CA HAZNET** **S113014707**
8741 VENICE BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2001
Gepaid:	CAD982334104
Contact:	H INIGUEZ CHIEF OFFICER
Telephone:	3102026055
Mailing Name:	Not reported
Mailing Address:	8741 VENICE BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported

MONZA MOTORS CORPORATION (Continued) **S113014707**

TSD EPA ID: CAT000613935
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Transfer Station
Tons: 0.08
Facility County: Los Angeles

Year: 2001
Gepaid: CAD982334104
Contact: H INIGUEZ CHIEF OFFICER
Telephone: 3102026055
Mailing Name: Not reported
Mailing Address: 8741 VENICE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: CAT000613935
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Transfer Station
Tons: 0.08
Facility County: Los Angeles

Year: 2000
Gepaid: CAD982334104
Contact: H INIGUEZ CHIEF OFFICER
Telephone: 3102026055
Mailing Name: Not reported
Mailing Address: 8741 VENICE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: CAT000613935
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Transfer Station
Tons: 0.11
Facility County: Los Angeles

Year: 2000
Gepaid: CAD982334104
Contact: H INIGUEZ CHIEF OFFICER
Telephone: 3102026055
Mailing Name: Not reported
Mailing Address: 8741 VENICE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: CAT000613935
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Transfer Station
Tons: 0.11
Facility County: Los Angeles

Year: 1999
Gepaid: CAD982334104
Contact: Not reported
Telephone: 0000000000
Mailing Name: Not reported

MONZA MOTORS CORPORATION (Continued) **S113014707**

Mailing Address: 8741 VENICE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: CAT000613935
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Transfer Station
Tons: .0583
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
7 additional CA_HAZNET: record(s) in the EDR Site Report.

---

42 **MANUEL A J** **EDR US Hist Auto Stat** **1009082200**
8741 VENICE BLVD **N/A**
LOS ANGELES, CA

EDR Historical Auto Stations:

Name: WELLER C N
Year: 1937
Type: GASOLINE AND OIL SERVICE STATIONS

Name: MANUEL A J
Year: 1942
Type: GASOLINE AND OIL SERVICE STATIONS

Name: INDEPENDENT VW MONZA MOTORS
Year: 1999
Address: 8741 VENICE BLVD

Name: MONZA MOTORS
Year: 2001
Address: 8741 VENICE BLVD

Name: MONZA MOTORS
Year: 2003
Address: 8741 VENICE BLVD

Name: MONZA MOTORS INC
Year: 2004
Address: 8741 VENICE BLVD

Name: MONZA MOTORS INC
Year: 2005
Address: 8741 VENICE BLVD

Name: MONZA MOTORS INC
Year: 2006
Address: 8741 VENICE BLVD

Name: MONZA MOTORS INC
Year: 2007
Address: 8741 VENICE BLVD

Name: MONZA MOTORS INC
Year: 2008
Address: 8741 VENICE BLVD

MANUEL A J (Continued) **1009082200**

Name: MONZA MOTORS
Year: 2009
Address: 8741 VENICE BLVD

Name: MONZA MOTORS
Year: 2010
Address: 8741 VENICE BLVD

Name: MONZA MOTORS
Year: 2011
Address: 8741 VENICE BLVD

Name: MONZA MOTORS INC
Year: 2012
Address: 8741 VENICE BLVD

---

42 **MAUDELENE PUTTON TRUSTEE** **CA FID UST** **S101585891**
8741 VENICE **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90034

CA FID UST:
Facility ID: 19032412
Regulated By: UTNKI
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: UNK
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900340000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

SWEEPS UST:
Status: Not reported
Comp Number: 7701
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: 0

42 **B & P CONSTRUCTION CO** **RCRA NonGen / NLR** **1000127029**
8737 VENICE BLVD **FINDS** **CAD077248409**
LOS ANGELES, CA 90034

RCRA NonGen / NLR:

Date form received by agency:	03/28/1983
Facility name:	B & P CONSTRUCTION CO
Facility address:	8737 VENICE BLVD LOS ANGELES, CA 90034
EPA ID:	CAD077248409
Mailing address:	VENICE BLVD LOS ANGELES, CA 90034
Contact:	ENVIRONMENTAL MANAGER
Contact address:	8737 VENICE BLVD LOS ANGELES, CA 90034
Contact country:	US
Contact telephone:	(213) 870-2998
Contact email:	Not reported
EPA Region:	09
Land type:	Facility is not located on Indian land. Additional information is not known.
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	B & P CONSTRUC CO
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	Yes
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No

B & P CONSTRUCTION CO (Continued) **1000127029**

Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

Evaluation Action Summary:
Evaluation date: 05/02/1985
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

FINDS:

Registry ID: 110002659025

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

42 **EDR US Hist Auto Stat** **1015407138**
3047 S ROBERTSON BLVD **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:
Name: BPCORPORATIONS
Year: 2009
Address: 3047 S ROBERTSON BLVD

---

42 **BEVERLY HILLS SCANDINAVIAN AUT** **CA EMI** **S106826952**
3040 SO. ROBERTSON **N/A**
LOS ANGELES, CA 90034

EMI:
Year: 1987
County Code: 19
Air Basin: SC
Facility ID: 12908
Air District Name: SC
SIC Code: 7538
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 2
Reactive Organic Gases Tons/Yr: 2
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

BEVERLY HILLS SCANDINAVIAN AUT (Continued) **S106826952**

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	12908
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1993
County Code:	19
Air Basin:	SC
Facility ID:	12908
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	12908
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

42 **BEVERLY HILLS SCANDINAVIAN MTRS** **RCRA-SQG** **1000597534**
3040 S ROBERTSON BLVD **FINDS** **CAD983615493**
LOS ANGELES, CA 90034 **CA HAZNET**

RCRA-SQG:
Date form received by agency: 12/30/1991
Facility name: BEVERLY HILLS SCANDINAVIAN MTRS
Facility address: 3040 S ROBERTSON BLVD
LOS ANGELES, CA 90034
EPA ID: CAD983615493
Contact: MICHAEL KOLENDA
Contact address: 3040 S ROBERTSON BLVD
LOS ANGELES, CA 90034
Contact country: US
Contact telephone: (310) 559-7706
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: AVO KALAYDJIAN
Owner/operator address: 3040 S ROBERTSON BL
LOS ANGELES, CA 90034
Owner/operator country: Not reported
Owner/operator telephone: (310) 559-7706
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002866373

Environmental Interest/Information System

BEVERLY HILLS SCANDINAVIAN MTRS (Continued) **1000597534**

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:

Year:	1995
Gepaid:	CAD983615493
Contact:	AVO KALAYDJIAN
Telephone:	3105597706
Mailing Name:	Not reported
Mailing Address:	3040 S ROBERTSON BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAT000613893
TSD County:	Not reported
Waste Category:	Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method:	Not reported
Tons:	.1120
Facility County:	Los Angeles

Year:	1994
Gepaid:	CAD983615493
Contact:	AVO KALAYDJIAN
Telephone:	3105597706
Mailing Name:	Not reported
Mailing Address:	3040 S ROBERTSON BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAD099452708
TSD County:	Not reported
Waste Category:	Unspecified aqueous solution
Disposal Method:	Recycler
Tons:	.4587
Facility County:	Los Angeles

Year:	1993
Gepaid:	CAD983615493
Contact:	AVO KALAYDJIAN
Telephone:	3105597706
Mailing Name:	Not reported
Mailing Address:	3040 S ROBERTSON BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Paint sludge
Disposal Method:	Recycler
Tons:	0.1042
Facility County:	Los Angeles

42 **BEVERLY HILLS SCANDINAVIAN MOT** **CA HAZNET** **S113037434**
3040 S ROBERTSON BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	1999
Gepaid:	CAL000039571
Contact:	KALAYDJIAN AVEDIS
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	3040 S ROBERTSON BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Recycler
Tons:	.0625
Facility County:	Los Angeles

Year:	1998
Gepaid:	CAL000039571
Contact:	KALAYDJIAN AVEDIS
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	3040 S ROBERTSON BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAT000613893
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Transfer Station
Tons:	.0458
Facility County:	Los Angeles

Year:	1998
Gepaid:	CAL000039571
Contact:	KALAYDJIAN AVEDIS
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	3040 S ROBERTSON BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAT000613893
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Treatment, Tank
Tons:	.0625
Facility County:	Los Angeles

Year:	1997
Gepaid:	CAL000039571
Contact:	KALAYDJIAN AVEDIS
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	3040 S ROBERTSON BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAD099452708

BEVERLY HILLS SCANDINAVIAN MOT (Continued) **S113037434**

TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Recycler
Tons: .2293
Facility County: Los Angeles

Year: 1996
Gepaid: CAL000039571
Contact: KALAYDJIAN AVEDIS
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 3040 S ROBERTSON BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: CAT000613893
TSD County: Not reported
Waste Category: Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method: Transfer Station
Tons: .3360
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
1 additional CA_HAZNET: record(s) in the EDR Site Report.

---

42 **EDR US Hist Auto Stat** **1015406858**
3040 S ROBERTSON BLVD **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:
Name: BEVERLY HILLS SCANDINAVIAN AUTO BODY
Year: 1999
Address: 3040 S ROBERTSON BLVD

Name: LE MANS AUTO BODY
Year: 2010
Address: 3040 S ROBERTSON BLVD

---

42 **LEMANS AT ROBERTSON** **CA HAZNET** **S113110474**
3040 S ROBERTSON BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 2012
Gepaid: CAL000219289
Contact: EDWARD BEETLEY/PART OWNER
Telephone: 3108362448
Mailing Name: Not reported
Mailing Address: 2107 LINCOLN BLVD
Mailing City,St,Zip: SANTA MONICA, CA 904050000
Gen County: Los Angeles
TSD EPA ID: CAD008252405
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.20016
Facility County: Los Angeles

LEMANS AT ROBERTSON (Continued) **S113110474**

Year:	2012
Gepaid:	CAL000219289
Contact:	EDWARD BEETLEY/PART OWNER
Telephone:	3108362448
Mailing Name:	Not reported
Mailing Address:	2107 LINCOLN BLVD
Mailing City,St,Zip:	SANTA MONICA, CA 904050000
Gen County:	Los Angeles
TSD EPA ID:	CAD008252405
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.15
Facility County:	Los Angeles

Year:	2011
Gepaid:	CAL000219289
Contact:	EDWARD BEETLEY/PART OWNER
Telephone:	3108362448
Mailing Name:	Not reported
Mailing Address:	2107 LINCOLN BLVD
Mailing City,St,Zip:	SANTA MONICA, CA 904050000
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues 10 percent or more
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.1251
Facility County:	Los Angeles

Year:	2011
Gepaid:	CAL000219289
Contact:	EDWARD BEETLEY/PART OWNER
Telephone:	3108362448
Mailing Name:	Not reported
Mailing Address:	2107 LINCOLN BLVD
Mailing City,St,Zip:	SANTA MONICA, CA 904050000
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.175
Facility County:	Los Angeles

Year:	2010
Gepaid:	CAL000219289
Contact:	EDWARD BEETLEY/PART OWNER
Telephone:	3108362448
Mailing Name:	Not reported
Mailing Address:	2107 LINCOLN BLVD
Mailing City,St,Zip:	SANTA MONICA, CA 904050000
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported

LEMANS AT ROBERTSON (Continued) **S113110474**

Waste Category: Other organic solids
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.15
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
11 additional CA_HAZNET: record(s) in the EDR Site Report.

---

42 **EDR US Hist Auto Stat** **1015660522**
8720 VENICE BLVD **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:
Name: MAX AUTO GROUP
Year: 2008
Address: 8720 VENICE BLVD

---

42 **CHEVRON STATION 9-2324** **CA LUST** **S109286052**
3029 ROBERTSON BLVD, S. **N/A**
LOS ANGELES, CA 90034

LUST:
Region: STATE
Global Id: SL0603727592
Latitude: 34.032742
Longitude: -118.39045
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 08/08/2007
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: DMB
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900340270
LOC Case Number: 2284
File Location: Regional Board
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Not reported
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: SL0603727592
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

Global Id: SL0603727592
Contact Type: Regional Board Caseworker
Contact Name: DAVID M. BJOSTAD
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4th Street, Suite 200

CHEVRON STATION 9-2324 (Continued) **S109286052**

City: Los Angeles
Email: dbjostad@waterboards.ca.gov
Phone Number: Not reported

Regulatory Activities:

Global Id: SL0603727592
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: SL0603727592
Action Type: RESPONSE
Date: 07/15/2007
Action: Unknown

Global Id: SL0603727592
Action Type: ENFORCEMENT
Date: 07/13/2007
Action: Site Visit / Inspection / Sampling

Global Id: SL0603727592
Action Type: ENFORCEMENT
Date: 08/08/2007
Action: Closure/No Further Action Letter

Global Id: SL0603727592
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: SL0603727592
Action Type: RESPONSE
Date: 03/08/2007
Action: Unknown

Global Id: SL0603727592
Action Type: REMEDIATION
Date: 01/01/1950
Action: Excavation

Global Id: SL0603727592
Action Type: ENFORCEMENT
Date: 04/09/2007
Action: Staff Letter

Global Id: SL0603727592
Action Type: RESPONSE
Date: 05/09/2007
Action: Other Report / Document

42 **CHEVRON STATION #9-2324** **CA UST** **U003938952**
3029 S ROBERTSON BLVD **N/A**
LOS ANGELES, CA 90034

UST:
Facility ID: 23767
Latitude: 34.03243
Longitude: -118.39025

---

42 **CHEVIOT CHEVRON** **CA HAZNET** **S113083860**
3029 S ROBERTSON BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 2010
Gepaid: CAL000157053
Contact: MAZEN ELKHOURY/VP
Telephone: 3109685817
Mailing Name: Not reported
Mailing Address: 3773 EUREKA DR
Mailing City,St,Zip: STUDIO CITY, CA 91604
Gen County: Not reported
TSD EPA ID: CAD981427669
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.38
Facility County: Los Angeles

Year: 2010
Gepaid: CAL000157053
Contact: MAZEN ELKHOURY/VP
Telephone: 3109685817
Mailing Name: Not reported
Mailing Address: 3773 EUREKA DR
Mailing City,St,Zip: STUDIO CITY, CA 91604
Gen County: Not reported
TSD EPA ID: CAD981427669
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.38
Facility County: Los Angeles

Year: 1997
Gepaid: CAL000157053
Contact: SAMIR ELKHOURY
Telephone: 3108361497
Mailing Name: Not reported
Mailing Address: 3029 S ROBERTSON BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: CAD982484933
TSD County: Not reported
Waste Category: Empty containers less than 30 gallons
Disposal Method: Not reported
Tons: .4000
Facility County: Los Angeles

CHEVIOT CHEVRON (Continued) **S113083860**

Year:	1997
Gepaid:	CAL000157053
Contact:	SAMIR ELKHOURY
Telephone:	3108361497
Mailing Name:	Not reported
Mailing Address:	3029 S ROBERTSON BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAD982484933
TSD County:	Not reported
Waste Category:	Empty containers less than 30 gallons
Disposal Method:	Not reported
Tons:	.4000
Facility County:	Los Angeles

Year:	1996
Gepaid:	CAL000157053
Contact:	SAMIR ELKHOURY
Telephone:	3108361497
Mailing Name:	Not reported
Mailing Address:	3029 S ROBERTSON BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Oil/water separation sludge
Disposal Method:	Recycler
Tons:	4.1700
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
1 additional CA_HAZNET: record(s) in the EDR Site Report.

---

42 **CHEVRON STATION 92324** **CA HAZNET** **S113176591**
3029 S ROBERTSON BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2008
Gepaid:	CAR000117614
Contact:	Kathy Norris
Telephone:	9258425931
Mailing Name:	Not reported
Mailing Address:	PO BOX 6004
Mailing City,St,Zip:	San Ramon, CA 945830000
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.05
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAR000117614
Contact:	Kathy Norris
Telephone:	9258425931

CHEVRON STATION 92324 (Continued) **S113176591**

Mailing Name: Not reported
Mailing Address: PO BOX 6004
Mailing City,St,Zip: San Ramon, CA 94583
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 1.82
Facility County: Los Angeles

Year: 2005
Gepaid: CAR000117614
Contact: Kathy Norris
Telephone: 9258425931
Mailing Name: Not reported
Mailing Address: PO BOX 6004
Mailing City,St,Zip: San Ramon, CA 94583
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Recycler
Tons: 0.25
Facility County: Los Angeles

---

42 **92324** **CA HIST UST** **U001561374**
3029 S ROBERTSON BLVD **N/A**
LOS ANGELES, CA 90034

HIST UST:
Region: STATE
Facility ID: 00000062239
Facility Type: Gas Station
Other Type: Not reported
Total Tanks: 0004
Contact Name: KHOURY, SAMEL
Telephone: 2135589642
Owner Name: CHEVRON U.S.A. INC.
Owner Address: 575 MARKET
Owner City,St,Zip: SAN FRANCISCO, CA 94105

Tank Num: 001
Container Num: 1
Year Installed: 1968
Tank Capacity: 00005000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: 0000250 unknown
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 2
Year Installed: 1968
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: Not reported

92324 (Continued) **U001561374**

Tank Construction: 0000250 unknown
Leak Detection: Stock Inventor

Tank Num: 003
Container Num: 3
Year Installed: 1968
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: 0000250 unknown
Leak Detection: Stock Inventor

Tank Num: 004
Container Num: 4
Year Installed: 1968
Tank Capacity: 00001000
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: 0000130 unknown
Leak Detection: Stock Inventor

---

42 **CHEVRON PRODUCTS COMPANY #92324** **CA HAZNET** **S113101656**
3029 S ROBERTSON BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 2002
Gepaid: CAL000195240
Contact: KATHY NORRIS -COMPLIANCE MA
Telephone: 9258425931
Mailing Name: Not reported
Mailing Address: PO BOX 6004
Mailing City,St,Zip: SAN RAMON, CA 945830000
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Recycler
Tons: 0.12
Facility County: Los Angeles

Year: 2001
Gepaid: CAL000195240
Contact: KATHY NORRIS -COMPLIANCE MA
Telephone: 9258425931
Mailing Name: Not reported
Mailing Address: PO BOX 6004
Mailing City,St,Zip: SAN RAMON, CA 945830000
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Recycler
Tons: 0.16
Facility County: Los Angeles

42 **CHEVIOT CHEVRON** **CA FID UST** **S101583725**
3029 S ROBERTSON BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90034

CA FID UST:

Facility ID:	19005742
Regulated By:	UTNKA
Regulated ID:	00062239
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2135589642
Mail To:	Not reported
Mailing Address:	575 MARKET ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900340000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

SWEEPS UST:

Status:	Active
Comp Number:	3517
Number:	9
Board Of Equalization:	44-013062
Referral Date:	07-17-92
Action Date:	04-19-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-003517-000001
Actv Date:	04-20-88
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	4

Status:	Active
Comp Number:	3517
Number:	9
Board Of Equalization:	44-013062
Referral Date:	07-17-92
Action Date:	04-19-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-003517-000002
Actv Date:	04-20-88
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Status:	Active

CHEVIOT CHEVRON (Continued) **S101583725**

Comp Number:	3517
Number:	9
Board Of Equalization:	44-013062
Referral Date:	07-17-92
Action Date:	04-19-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-003517-000003
Actv Date:	04-20-88
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	3517
Number:	9
Board Of Equalization:	44-013062
Referral Date:	07-17-92
Action Date:	04-19-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-003517-000004
Actv Date:	04-20-88
Capacity:	1000
Tank Use:	CHEMICAL
Stg:	P
Content:	UNKNOWN
Number Of Tanks:	Not reported

---

42 **CHEVRON STA 92324** **RCRA NonGen / NLR** **1005441297**
3029 S ROBERTSON BLVD **FINDS** **CAR000117614**
LOS ANGELES, CA 90034

RCRA NonGen / NLR:

Date form received by agency:	03/13/2013
Facility name:	CHEVRON STA 92324
Facility address:	3029 S ROBERTSON BLVD LOS ANGELES, CA 90034
EPA ID:	CAR000117614
Mailing address:	PO BOX 6004 SAN RAMON, CA 94583
Contact:	KATHY NORRIS SLUSHER
Contact address:	PO BOX 6004 SAN RAMON, CA 94583
Contact country:	US
Contact telephone:	877-386-6044
Contact email:	NAWTDESK@CHEVRON.COM
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	KATHY NORRIS SLUSHER

CHEVRON STA 92324 (Continued) **1005441297**

Owner/operator address: Not reported
Not reported
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 06/30/1971
Owner/Op end date: Not reported

Owner/operator name: CHEVRON USA
Owner/operator address: PO BOX 6004
SAN RAMON, CA 94583
Owner/operator country: US
Owner/operator telephone: 877-386-6044
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 06/30/1971
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 02/17/2008
Facility name: CHEVRON STA 92324
Site name: CHEVRON 92324
Classification: Large Quantity Generator

Date form received by agency: 05/16/2002
Facility name: CHEVRON STA 92324
Site name: CHEVRON STATION 92324
Classification: Small Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110012545184

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal

CHEVRON STA 92324 (Continued) **1005441297**

facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZARDOUS WASTE BIENNIAL REPORTER

---

42 **EDR US Hist Auto Stat** **1015405178**

3029 S ROBERTSON BLVD **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:

Name:	CHEVIOT CHEVRON
Year:	1999
Address:	3029 S ROBERTSON BLVD
Name:	CHEVIOT CHEVRON
Year:	2001
Address:	3029 S ROBERTSON BLVD
Name:	CHEVIOT CHEVRON
Year:	2002
Address:	3029 S ROBERTSON BLVD
Name:	CHEVIOT CHEVRON
Year:	2003
Address:	3029 S ROBERTSON BLVD
Name:	CHEVIOT CHEVRON
Year:	2004
Address:	3029 S ROBERTSON BLVD
Name:	CHEVIOT CHEVRON
Year:	2005
Address:	3029 S ROBERTSON BLVD
Name:	CHEVIOT CHEVRON
Year:	2006
Address:	3029 S ROBERTSON BLVD
Name:	CHEVIOT CHEVRON
Year:	2007
Address:	3029 S ROBERTSON BLVD
Name:	CHEVIOT CHEVRON
Year:	2008
Address:	3029 S ROBERTSON BLVD
Name:	CHEVIOT CHEVRON
Year:	2009
Address:	3029 S ROBERTSON BLVD
Name:	CHEVIOT CHEVRON

(Continued) **1015405178**

Year: 2010
Address: 3029 S ROBERTSON BLVD

Name: CHEVRON
Year: 2011
Address: 3029 S ROBERTSON BLVD

Name: CHEVRON
Year: 2012
Address: 3029 S ROBERTSON BLVD

---

42 **NOVA INSTITUTE OF HEALTH TECHNOLOGY LA** **CA HAZNET** **S113065430**
3000 S ROBERTSON BLVD, 3RD FLR **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 1998
Gepaid: CAL000114858
Contact: EDUCORP INC
Telephone: 3108405777
Mailing Name: Not reported
Mailing Address: 3000 S ROBERTSON BLVD FL 3
Mailing City,St,Zip: LOS ANGELES, CA 900343158
Gen County: Not reported
TSD EPA ID: CAD108040858
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: .1542
Facility County: Los Angeles

Year: 1997
Gepaid: CAL000114858
Contact: EDUCORP INC
Telephone: 3108405777
Mailing Name: Not reported
Mailing Address: 3000 S ROBERTSON BLVD FL 3
Mailing City,St,Zip: LOS ANGELES, CA 900343158
Gen County: Not reported
TSD EPA ID: CAD108040858
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: .0291
Facility County: Los Angeles

Year: 1996
Gepaid: CAL000114858
Contact: EDUCORP INC
Telephone: 3108405777
Mailing Name: Not reported
Mailing Address: 3000 S ROBERTSON BLVD FL 3
Mailing City,St,Zip: LOS ANGELES, CA 900343158
Gen County: Not reported
TSD EPA ID: CAD108040858
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler

NOVA INSTITUTE OF HEALTH TECHNOLOGY LA (Continued) **S113065430**

Tons: .0416
Facility County: Los Angeles

---

42 **HOME SAVINGS OF AMERICA** **CA HAZNET** **S113170172**
3042 LIVONIA AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 1998
Gepaid: CAP000039586
Contact: Mr Scott Nunes, Proj Mgr
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 3042 Livonia Ave
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: CAD000088252
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Transfer Station
Tons: .4214
Facility County: Los Angeles

---

42 **EDR US Hist Auto Stat** **1015659314**
8664 VENICE BLVD **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:
Name: A-1 AUTO SERVICE CENTER
Year: 1999
Address: 8664 VENICE BLVD

Name: A-1 AUTO SERVICE CENTER
Year: 2000
Address: 8664 VENICE BLVD

Name: VENICE AUTO CTR
Year: 2001
Address: 8664 VENICE BLVD

Name: M & M AUTOMOTIVE
Year: 2004
Address: 8664 VENICE BLVD

Name: WILLIAMS COMPLETE AUTOMOTIVE CENTER
Year: 2005
Address: 8664 VENICE BLVD

42 **LA USD WESTSIDE ALTERNATIVE** **RCRA-SQG** **1000427675**
2985 S ROBERTSON BLVD **FINDS** **CAD982037921**
LOS ANGELES, CA

RCRA-SQG:
Date form received by agency: 09/16/1987
Facility name: LA USD WESTSIDE ALTERNATIVE
Facility address: 2985 S ROBERTSON BLVD
LOS ANGELES, CA 90034
EPA ID: CAD982037921
Mailing address: 1425 S SAN PEDRO ST RM 215
LOS ANGELES, CA 90015
Contact: ENVIRONMENTAL MANAGER
Contact address: 2985 S ROBERTSON BLVD
LOS ANGELES, CA 90034
Contact country: US
Contact telephone: (213) 742-7371
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Municipal
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: LA USD
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Municipal
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No

LA USD WESTSIDE ALTERNATIVE (Continued) **1000427675**

User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002784639

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

42 **LAUSD/ WESTSIDE ALTERNATIVE** **CA HAZNET** **S113013164**
2985 S ROBERTSON BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2008
Gepaid:	CAD982037921
Contact:	YI HWA KIM DEPUTY DIRECTOR
Telephone:	2137435086
Mailing Name:	Not reported
Mailing Address:	333 S BEAUDRY AVE 20TH FLR
Mailing City,St,Zip:	LOS ANGELES, CA 900170000
Gen County:	Not reported
TSD EPA ID:	CAD009007626
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	2.8
Facility County:	Los Angeles

Year:	2006
Gepaid:	CAD982037921
Contact:	YI HWA KIM DEPUTY DIRECTOR
Telephone:	2137435086
Mailing Name:	Not reported
Mailing Address:	333 S BEAUDRY AVE 20TH FLR
Mailing City,St,Zip:	LOS ANGELES, CA 900170000
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Asbestos containing waste

LAUSD/ WESTSIDE ALTERNATIVE (Continued) **S113013164**

Disposal Method: Not reported
Tons: 16.85
Facility County: Los Angeles

Year: 2003
Gepaid: CAD982037921
Contact: YI HWA KIM DEPUTY DIRECTOR
Telephone: 2137435086
Mailing Name: Not reported
Mailing Address: 333 S BEAUDRY AVE 20TH FLR
Mailing City,St,Zip: LOS ANGELES, CA 900170000
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Laboratory waste chemicals
Disposal Method: Transfer Station
Tons: 0.04
Facility County: Los Angeles

Year: 2002
Gepaid: CAD982037921
Contact: YI HWA KIM DEPUTY DIRECTOR
Telephone: 2137435086
Mailing Name: Not reported
Mailing Address: 333 S BEAUDRY AVE 20TH FLR
Mailing City,St,Zip: LOS ANGELES, CA 900170000
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Other inorganic solid waste
Disposal Method: Transfer Station
Tons: 0.1
Facility County: Los Angeles

---

42 **EDR US Hist Auto Stat** **1015665054**

8971 KRAMERWOOD PL **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:
Name: AUTO CHEK CENTERS INC
Year: 2005
Address: 8971 KRAMERWOOD PL

---

42 **ERNS** **93321667**

UNOCAL 2954 2036 SOUTH ROBERTSON BLVD **N/A**
LOS ANGELES, CA

Click this hyperlink while viewing on your computer to access additional ERNS detail in the EDR Site Report.

42 **HAMILTON HIGH SCHOOL ADDITION** **CA SCH** **S103650269**
2955 ROBERTSON BOULEVARD **CA ENVIROSTOR** **N/A**
LOS ANGELES, CA 90034

SCH:

Facility ID:	19820047
Site Type:	School Investigation
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	0.64
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Thomas Cota
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304255
Assembly:	54
Senate:	30
Special Program Status:	Not reported
Status:	Inactive - Withdrawn
Status Date:	06/01/2001
Restricted Use:	NO
Funding:	School District
Latitude:	34.03413
Longitude:	-118.3916
APN:	4311031901
Past Use:	* EDUCATIONAL SERVICES
Potential COC:	Lead
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	HAMILTON HIGH SCHOOL ADDITION
Alias Type:	Alternate Name
Alias Name:	LAUSD-HAMILTON HIGH ADDITION
Alias Type:	Alternate Name
Alias Name:	LAUSD-HAMILTON HIGH SCH
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	4311031901
Alias Type:	APN
Alias Name:	304025
Alias Type:	Project Code (Site Code)
Alias Name:	304255
Alias Type:	Project Code (Site Code)
Alias Name:	19820047
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	02/04/2000
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1

HAMILTON HIGH SCHOOL ADDITION (Continued) **S103650269**

Completed Date: 05/24/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 04/18/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 06/01/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 03/20/2000
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

ENVIROSTOR:
Site Type: School Investigation
Site Type Detailed: School
Acres: 0.64
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Thomas Cota
Division Branch: Southern California Schools & Brownfields Outreach
Facility ID: 19820047
Site Code: 304255
Assembly: 54
Senate: 30
Special Program: Not reported
Status: Inactive - Withdrawn
Status Date: 06/01/2001
Restricted Use: NO
Site Mgmt. Req.: NONE SPECIFIED
Funding: School District

HAMILTON HIGH SCHOOL ADDITION (Continued) **S103650269**

Latitude: 34.03413
Longitude: -118.3916
APN: 4311031901
Past Use: * EDUCATIONAL SERVICES
Potential COC: Lead
Confirmed COC: Lead, NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: HAMILTON HIGH SCHOOL ADDITION
Alias Type: Alternate Name
Alias Name: LAUSD-HAMILTON HIGH ADDITION
Alias Type: Alternate Name
Alias Name: LAUSD-HAMILTON HIGH SCH
Alias Type: Alternate Name
Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: 4311031901
Alias Type: APN
Alias Name: 304025
Alias Type: Project Code (Site Code)
Alias Name: 304255
Alias Type: Project Code (Site Code)
Alias Name: 19820047
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 02/04/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 05/24/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 04/18/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 06/01/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo

HAMILTON HIGH SCHOOL ADDITION (Continued) **S103650269**

Completed Date: 03/20/2000
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

---

42 **LAUSD/ HAMILTON HIGH SCHOOL** **CA HAZNET** **S113013222**
2955 ROBERTSON BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 2010
Gepaid: CAD982039331
Contact: SOE AUNG
Telephone: 2137455939
Mailing Name: Not reported
Mailing Address: 333 S BEAUNDRY AVE 28TH FLR
Mailing City,St,Zip: LOS ANGELES, CA 900170000
Gen County: Not reported
TSD EPA ID: NVT330010000
TSD County: Not reported
Waste Category: Other inorganic solid waste
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 7.4
Facility County: Los Angeles

Year: 2010
Gepaid: CAD982039331
Contact: SOE AUNG
Telephone: 2137455939
Mailing Name: Not reported
Mailing Address: 333 S BEAUNDRY AVE 28TH FLR
Mailing City,St,Zip: LOS ANGELES, CA 900170000
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.02
Facility County: Los Angeles

Year: 2010
Gepaid: CAD982039331
Contact: SOE AUNG
Telephone: 2137455939
Mailing Name: Not reported
Mailing Address: 333 S BEAUNDRY AVE 28TH FLR
Mailing City,St,Zip: LOS ANGELES, CA 900170000
Gen County: Not reported

LAUSD/ HAMILTON HIGH SCHOOL (Continued) **S113013222**

TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Unspecified oil-containing waste
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.04
Facility County: Los Angeles

Year: 2010
Gepaid: CAD982039331
Contact: SOE AUNG
Telephone: 2137455939
Mailing Name: Not reported
Mailing Address: 333 S BEAUNDRY AVE 28TH FLR
Mailing City,St,Zip: LOS ANGELES, CA 900170000
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.133
Facility County: Los Angeles

Year: 2010
Gepaid: CAD982039331
Contact: SOE AUNG
Telephone: 2137455939
Mailing Name: Not reported
Mailing Address: 333 S BEAUNDRY AVE 28TH FLR
Mailing City,St,Zip: LOS ANGELES, CA 900170000
Gen County: Not reported
TSD EPA ID: CAD008364432
TSD County: Not reported
Waste Category: Off-specification, aged or surplus organics
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.05
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
25 additional CA_HAZNET: record(s) in the EDR Site Report.

---

42 **EDR US Hist Auto Stat** **1015394859**

2930 S ROBERTSON BL **N/A**
CULVER CITY, CA 90230

EDR Historical Auto Stations:
Name: MIDAS AUTO SYSTEMS EXPERTS CULVER CITY
Year: 1999
Address: 2930 S ROBERTSON BL

42 **EDR US Hist Auto Stat** **1015394860**
2930 S ROBERTSON BLVD **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:

Name:	MIDAS AUTO SYSTEMS EXPERTS LOS ANGELES
Year:	1999
Address:	2930 S ROBERTSON BLVD
Name:	MIDAS MUFFLER SHOPS
Year:	2003
Address:	2930 S ROBERTSON BLVD
Name:	GERMAN ITALIAN MOTOR CAR CO
Year:	2009
Address:	2930 S ROBERTSON BLVD
Name:	GERMAN ITALIAN MOTOR CAR CO
Year:	2010
Address:	2930 S ROBERTSON BLVD
Name:	GERMAN ITALIAN MOTOR CAR COMPANY
Year:	2011
Address:	2930 S ROBERTSON BLVD
Name:	GERMAN ITALIAN MOTOR CAR COMPANY
Year:	2012
Address:	2930 S ROBERTSON BLVD

---

42 **MIDAS MUFFLER** **CA HAZNET** **S113128988**
2930 S ROBERTSON BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2005
Gepaid:	CAL000276123
Contact:	ERIC MILLER EXT 223
Telephone:	8189085388
Mailing Name:	Not reported
Mailing Address:	15500 ERWIN ST STE 1029
Mailing City,St,Zip:	VAN NUYS, CA 91411
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Transfer Station
Tons:	0.12
Facility County:	Los Angeles
Year:	2004
Gepaid:	CAL000276123
Contact:	ERIC MILLER EXT 223
Telephone:	8189085388
Mailing Name:	Not reported
Mailing Address:	15500 ERWIN ST STE 1029
Mailing City,St,Zip:	VAN NUYS, CA 91411
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture

MIDAS MUFFLER (Continued) **S113128988**

Disposal Method: Not reported
Tons: 0.22
Facility County: Los Angeles

---

42 **EDR US Hist Auto Stat** **1015392229**
2900 ROBERTSON PL **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:
Name: RPM AUTO REPAIR
Year: 2001
Address: 2900 ROBERTSON PL

Name: ROBERTSON AUTO SERVICE
Year: 2002
Address: 2900 ROBERTSON PL

---

42 **RPM BRAKE CENTER** **CA HAZNET** **S113047067**
2900 S ROBERTSON **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 1998
Gepaid: CAL000065739
Contact: BEN-SHSOSHAN MOSHE
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 2900 S ROBERTSON BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900343102
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Recycler
Tons: .2085
Facility County: Los Angeles

Year: 1997
Gepaid: CAL000065739
Contact: BEN-SHSOSHAN MOSHE
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 2900 S ROBERTSON BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900343102
Gen County: Not reported
TSD EPA ID: CAT080025711
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Recycler
Tons: .2085
Facility County: Los Angeles

42 **EDR US Hist Auto Stat** **1015392328**
2900 S ROBERTSON BLVD **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:

Name:	RPM AUTO REPAIR
Year:	1999
Address:	2900 S ROBERTSON BLVD
Name:	RPM BRAKE SERVICE
Year:	2003
Address:	2900 S ROBERTSON BLVD
Name:	RPM AUTO REPAIR
Year:	2004
Address:	2900 S ROBERTSON BLVD
Name:	RPM BRAKE SERVICES
Year:	2005
Address:	2900 S ROBERTSON BLVD
Name:	RPM BRAKE SERVICES
Year:	2006
Address:	2900 S ROBERTSON BLVD
Name:	RPM BRAKE SERVICE
Year:	2007
Address:	2900 S ROBERTSON BLVD
Name:	RPM BRAKES SERVICE
Year:	2008
Address:	2900 S ROBERTSON BLVD
Name:	RPM AUTO REPAIR
Year:	2009
Address:	2900 S ROBERTSON BLVD
Name:	RPM BRAKE SVC
Year:	2010
Address:	2900 S ROBERTSON BLVD
Name:	RPM AUTO SERVICES
Year:	2011
Address:	2900 S ROBERTSON BLVD
Name:	RPM BRAKE SERVICES
Year:	2012
Address:	2900 S ROBERTSON BLVD

---

42 **FANCY CLEANERS** **RCRA-SQG** **1000819656**
2895 S ROBERTSON **FINDS** **CAD983656513**
LOS ANGELES, CA 90034 **CA DRYCLEANERS**
CA HAZNET

RCRA-SQG:

Date form received by agency:	01/06/1993
Facility name:	FANCY CLEANERS
Facility address:	2895 S ROBERTSON LOS ANGELES, CA 90034
EPA ID:	CAD983656513

FANCY CLEANERS (Continued) **1000819656**

Contact: EUNG KIM
Contact address: 2895 S ROBERTSON
LOS ANGELES, CA 90034
Contact country: US
Contact telephone: (310) 837-2821
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: EUNG WHA KIM
Owner/operator address: 2895 S ROBERTSON
LOS ANGELES, CA 90034
Owner/operator country: Not reported
Owner/operator telephone: (310) 837-2821
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002890435

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

FANCY CLEANERS (Continued) **1000819656**

DRYCLEANERS:

EPA Id:	CAL000309648
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	07/28/2006
Facility Active:	No
Inactive Date:	06/30/2007
Facility Addr2:	Not reported
Owner Name:	RAYMON SHIM
Owner Address:	2895 S ROBERTSON BLVD
Owner Address 2:	Not reported
Owner Telephone:	3108372822
Contact Name:	RAYMON SHIM
Contact Address:	2895 S ROBERTSON BLVD
Contact Address 2:	Not reported
Contact Telephone:	3108372822

HAZNET:

Year:	2006
Gepaid:	CAD983656513
Contact:	--
Telephone:	--
Mailing Name:	Not reported
Mailing Address:	2895 S ROBERTSON BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900342439
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Not reported
Disposal Method:	Recycler
Tons:	Not reported
Facility County:	Los Angeles

Year:	2006
Gepaid:	CAD983656513
Contact:	--
Telephone:	--
Mailing Name:	Not reported
Mailing Address:	2895 S ROBERTSON BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900342439
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Not reported
Disposal Method:	Recycler
Tons:	Not reported
Facility County:	Los Angeles

Year:	2006
Gepaid:	CAD983656513
Contact:	--
Telephone:	--
Mailing Name:	Not reported
Mailing Address:	2895 S ROBERTSON BLVD

FANCY CLEANERS (Continued) **1000819656**

Mailing City,St,Zip: LOS ANGELES, CA 900342439
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Recycler
Tons: 0.22
Facility County: Los Angeles

Year: 2006
Gepaid: CAD983656513
Contact: --
Telephone: --
Mailing Name: Not reported
Mailing Address: 2895 S ROBERTSON BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900342439
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Recycler
Tons: 0.22
Facility County: Los Angeles

Year: 2004
Gepaid: CAD983656513
Contact: --
Telephone: --
Mailing Name: Not reported
Mailing Address: 2895 S ROBERTSON BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900342439
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Not reported
Tons: Not reported
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
15 additional CA_HAZNET: record(s) in the EDR Site Report.

---

42 **EDR US Hist Cleaners** **1015035138**

2895 S ROBERTSON BLVD **N/A**
LOS ANGELES, CA 90034

EDR Historical Cleaners:
Name: FANCY CLEANERS
Year: 1999
Address: 2895 S ROBERTSON BLVD

Name: FANCY CLEANERS
Year: 2001
Address: 2895 S ROBERTSON BLVD

Name: FANCY CLEANERS

(Continued) **1015035138**

Year: 2002
Address: 2895 S ROBERTSON BLVD

Name: FANCY CLEANERS
Year: 2003
Address: 2895 S ROBERTSON BLVD

Name: FANCY CLEANERS
Year: 2004
Address: 2895 S ROBERTSON BLVD

Name: FANCY CLEANERS
Year: 2005
Address: 2895 S ROBERTSON BLVD

Name: FANCY CLEANERS
Year: 2010
Address: 2895 S ROBERTSON BLVD

Name: FANCY CLEANERS
Year: 2011
Address: 2895 S ROBERTSON BLVD

Name: FANCY CLEANERS
Year: 2012
Address: 2895 S ROBERTSON BLVD

---

42 **FANCY CLEANERS** **CA HAZNET** **S113143740**
2895 S ROBERTSON BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 2007
Gepaid: CAL000309648
Contact: RAYMON SHIM
Telephone: 3108372822
Mailing Name: Not reported
Mailing Address: 2895 S ROBERTSON BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900342439
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Solvents Recovery
Tons: Not reported
Facility County: Los Angeles

Year: 2007
Gepaid: CAL000309648
Contact: RAYMON SHIM
Telephone: 3108372822
Mailing Name: Not reported
Mailing Address: 2895 S ROBERTSON BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900342439
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene,

FANCY CLEANERS (Continued) **S113143740**

	etc)
Disposal Method:	Solvents Recovery
Tons:	0.22
Facility County:	Los Angeles
Year:	2007
Gepaid:	CAL000309648
Contact:	RAYMON SHIM
Telephone:	3108372822
Mailing Name:	Not reported
Mailing Address:	2895 S ROBERTSON BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900342439
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	Solvents Recovery
Tons:	Not reported
Facility County:	Los Angeles

---

42 **FANCY CLEANERS** **CA EMI** **S106830956**
2895 S ROBERTSON BL **N/A**
LOS ANGELES, CA 90034

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	25206
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	25206
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

42 **EDR US Hist Cleaners** **1015035125**
2893 S ROBERTSON BLVD **N/A**
LOS ANGELES, CA 90034

EDR Historical Cleaners:

Name:	FANCY CLEANERS
Year:	2011
Address:	2893 S ROBERTSON BLVD
Name:	FANCY CLEANERS
Year:	2012
Address:	2893 S ROBERTSON BLVD

---

42 **FORMER PIERCE SERVICE STATION** **CA WDS** **S105255154**
2868 S ROBERTSON BLVD **N/A**
LOS ANGELES, CA 90034

CA WDS:

Facility ID:	Los Angeles River 197200025
Facility Type:	Other - Does not fall into the category of Municipal/Domestic, Industrial, Agricultural or Solid Waste (Class I, II or III)
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	Not reported
Subregion:	4
Facility Telephone:	7145608200
Facility Contact:	Neal Beatty
Agency Name:	BERNARD COHEN
Agency Address:	Not reported
Agency City,St,Zip:	0
Agency Contact:	Not reported
Agency Telephone:	Not reported
Agency Type:	Private
SIC Code:	5541
SIC Code 2:	Not reported
Primary Waste:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0
Baseline Flow:	0
Reclamation:	No reclamation requirements associated with this facility.
POTW:	The facility is not a POTW.
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity:	Category A - Any major NPDES facility, any non-NPDES facility (particularly those with toxic wastes) that would be a major if discharge was made to surface or ground waters, or any Class I disposal site. Includes any small-volume complex facility (particularly those with toxicwastes) with numerous discharge points, leak detection systems or ground water monitoring wells.

42 | **EDR US Hist Auto Stat** | **1015390393** | **N/A**

2868 S ROBERTSON BLVD
LOS ANGELES, CA 90034

EDR Historical Auto Stations:

Name:	ROBERTSON AUTO SERVICE
Year:	1999
Address:	2868 S ROBERTSON BLVD

Name:	ROBERTSON AUTO SERVICE
Year:	2001
Address:	2868 S ROBERTSON BLVD

---

42 **PIERCE SERVICE** | **CA HIST CORTESE** | **U001561386**
2868 S ROBERTSON BLVD | **CA LUST** | **N/A**
LOS ANGELES, CA 90034 | **CA HIST UST**
CA ENF

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900340061

LUST:

Region:	STATE
Global Id:	T0603700857
Latitude:	34.0352389
Longitude:	-118.389066
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	01/18/2005
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	MSH
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900340061
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603700857
Contact Type:	Local Agency Caseworker
Contact Name:	TBD
Organization Name:	LOS ANGELES, CITY OF
Address:	200 N. MAIN ST. RM. 970
City:	LOS ANGELES
Email:	Not reported
Phone Number:	2134826528

Regulatory Activities:

Global Id:	T0603700857
Action Type:	ENFORCEMENT
Date:	08/01/2002
Action:	Staff Letter

PIERCE SERVICE (Continued) **U001561386**

Global Id: T0603700857
Action Type: REMEDIATION
Date: 01/01/1950
Action: In Situ Physical/Chemical Treatment (other than SVE)

Global Id: T0603700857
Action Type: RESPONSE
Date: 09/15/2003
Action: Remedial Progress Report

Global Id: T0603700857
Action Type: RESPONSE
Date: 02/03/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700857
Action Type: RESPONSE
Date: 06/11/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700857
Action Type: RESPONSE
Date: 08/23/2002
Action: Monitoring Report - Quarterly

Global Id: T0603700857
Action Type: RESPONSE
Date: 08/23/2002
Action: Monitoring Report - Quarterly

Global Id: T0603700857
Action Type: RESPONSE
Date: 08/31/2002
Action: Other Report / Document

Global Id: T0603700857
Action Type: RESPONSE
Date: 10/15/2002
Action: Remedial Progress Report

Global Id: T0603700857
Action Type: RESPONSE
Date: 10/14/2002
Action: Monitoring Report - Quarterly

Global Id: T0603700857
Action Type: ENFORCEMENT
Date: 10/25/2002
Action: Meeting

Global Id: T0603700857
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603700857
Action Type: RESPONSE

PIERCE SERVICE (Continued) **U001561386**

Date: 07/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700857
Action Type: Other
Date: 01/01/1950
Action: Leak Stopped

Global Id: T0603700857
Action Type: RESPONSE
Date: 10/29/2004
Action: Request for Closure

Global Id: T0603700857
Action Type: RESPONSE
Date: 01/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700857
Action Type: RESPONSE
Date: 03/05/2003
Action: Interim Remedial Action Plan

Global Id: T0603700857
Action Type: RESPONSE
Date: 09/15/2003
Action: CAP/RAP - Feasibility Study Report

Global Id: T0603700857
Action Type: RESPONSE
Date: 04/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700857
Action Type: RESPONSE
Date: 07/15/2003
Action: Well Installation Report

Global Id: T0603700857
Action Type: ENFORCEMENT
Date: 04/01/2003
Action: Staff Letter

Global Id: T0603700857
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0603700857
Action Type: RESPONSE
Date: 06/11/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700857
Action Type: ENFORCEMENT
Date: 04/15/2003
Action: Site Visit / Inspection / Sampling

PIERCE SERVICE (Continued) **U001561386**

Global Id: T0603700857
Action Type: ENFORCEMENT
Date: 10/22/2004
Action: Site Visit / Inspection / Sampling

Global Id: T0603700857
Action Type: ENFORCEMENT
Date: 12/16/2004
Action: Notification - Preclosure

Global Id: T0603700857
Action Type: ENFORCEMENT
Date: 06/13/2001
Action: 13267 Requirement

Global Id: T0603700857
Action Type: ENFORCEMENT
Date: 06/13/2003
Action: Staff Letter

Global Id: T0603700857
Action Type: ENFORCEMENT
Date: 06/01/2004
Action: Staff Letter

Global Id: T0603700857
Action Type: ENFORCEMENT
Date: 01/20/2004
Action: Staff Letter

Global Id: T0603700857
Action Type: ENFORCEMENT
Date: 01/18/2005
Action: Closure/No Further Action Letter

HIST UST:
Region: STATE
Facility ID: 00000008002
Facility Type: Gas Station
Other Type: Not reported
Total Tanks: 0007
Contact Name: BERNARD COHEN
Telephone: 2138376461
Owner Name: BERNARD D COHEN
Owner Address: 2868 SO ROBERTSON
Owner City,St,Zip: LOS ANGELES, CA 90034

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: Stock Inventor

PIERCE SERVICE (Continued) **U001561386**

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 003
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: Not reported
Leak Detection: None

Tank Num: 004
Container Num: 4
Year Installed: Not reported
Tank Capacity: 00004000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 005
Container Num: 5
Year Installed: Not reported
Tank Capacity: 00004000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: Stock Inventor, Pressure Test

Tank Num: 006
Container Num: 6
Year Installed: Not reported
Tank Capacity: 00001000
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 007
Container Num: 7
Year Installed: Not reported
Tank Capacity: 00001000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: Stock Inventor

ENF:
Region: 4
Facility Id: 226252

PIERCE SERVICE (Continued) **U001561386**

Agency Name:	Bernard Cohen
Place Type:	Service/Commercial
Place Subtype:	Service/Commercial Site, NEC
Facility Type:	All other facilities
Agency Type:	Privately-Individual
# Of Agencies:	1
Place Latitude:	34.0352710
Place Longitude:	-118.38922
SIC Code 1:	5541
SIC Desc 1:	Gasoline Service Stations
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	TANKS
# Of Programs:	1
WDID:	900340061
Reg Measure Id:	168152
Reg Measure Type:	Unregulated
Region:	4
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Never Active
Status Date:	02/20/2013
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I

PIERCE SERVICE (Continued) **U001561386**

Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	236868
Region:	4
Order / Resolution Number:	NOV
Enforcement Action Type:	Notice of Violation
Effective Date:	06/13/2001
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	06/13/2001
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	Enforcement - 900340061
Description:	Notice of Violation sent 6/13/01for overdue groundwater monitoring report.
Program:	TANKS
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0

Region:	4
Facility Id:	226252
Agency Name:	Bernard Cohen
Place Type:	Service/Commercial
Place Subtype:	Service/Commercial Site, NEC
Facility Type:	All other facilities
Agency Type:	Privately-Individual
# Of Agencies:	1
Place Latitude:	34.0352710
Place Longitude:	-118.38922
SIC Code 1:	5541
SIC Desc 1:	Gasoline Service Stations
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported

PIERCE SERVICE (Continued) **U001561386**

Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	TANKS
# Of Programs:	1
WDID:	900340061
Reg Measure Id:	168152
Reg Measure Type:	Unregulated
Region:	4
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Never Active
Status Date:	02/20/2013
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	241121
Region:	4
Order / Resolution Number:	NOV
Enforcement Action Type:	Notice of Violation
Effective Date:	03/26/2002
Adoption/Issuance Date:	Not reported
Achieve Date:	12/18/2000
Termination Date:	03/26/2002
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	Enforcement - 900340061
Description:	Notice of Violation sent 3/26/02 for overdue 4Q01 groundwater monitoring report.
Program:	TANKS
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0
Region:	4

PIERCE SERVICE (Continued) **U001561386**

Facility Id:	226252
Agency Name:	Bernard Cohen
Place Type:	Service/Commercial
Place Subtype:	Service/Commercial Site, NEC
Facility Type:	All other facilities
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	34.0352710
Place Longitude:	-118.38922
SIC Code 1:	5541
SIC Desc 1:	Gasoline Service Stations
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	0.0086
Threat To Water Quality:	2
Complexity:	B
Pretreatment:	X - Facility is not a POTW
Facility Waste Type:	Miscellaneous
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	NPDES
# Of Programs:	1
WDID:	4B196600114
Reg Measure Id:	193997
Reg Measure Type:	Enrollee
Region:	4
Order #:	R4-2002-0125
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	N - No
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	2000
Status:	Historical
Status Date:	11/07/2012
Effective Date:	12/18/1997
Expiration/Review Date:	Not reported
Termination Date:	09/27/2004
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	Y

PIERCE SERVICE (Continued) **U001561386**

Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	253752
Region:	4
Order / Resolution Number:	NOV
Enforcement Action Type:	Notice of Violation
Effective Date:	05/18/2004
Adoption/Issuance Date:	05/18/2004
Achieve Date:	Not reported
Termination Date:	05/18/2004
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	NOV sent 5/18/04 for overdue 2003 annual report, 1Q04 DMR.
Description:	NOV sent 5/18/04 for overdue 2003 annual report, 1Q04 DMR.
Program:	NPDES
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0

Region:	4
Facility Id:	226252
Agency Name:	Bernard Cohen
Place Type:	Service/Commercial
Place Subtype:	Service/Commercial Site, NEC
Facility Type:	All other facilities
Agency Type:	Privately-Individual
# Of Agencies:	1
Place Latitude:	34.0352710
Place Longitude:	-118.38922
SIC Code 1:	5541
SIC Desc 1:	Gasoline Service Stations
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported

PIERCE SERVICE (Continued) **U001561386**

Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	TANKS
# Of Programs:	1
WDID:	900340061
Reg Measure Id:	168152
Reg Measure Type:	Unregulated
Region:	4
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Never Active
Status Date:	02/20/2013
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	228193
Region:	4
Order / Resolution Number:	UNKNOWN
Enforcement Action Type:	Oral Communication
Effective Date:	11/07/2000
Adoption/Issuance Date:	Not reported
Achieve Date:	12/18/2000
Termination Date:	11/07/2000
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	Enforcement - 900340061
Description:	Board staff phoned RP 11/7/00 for overdue groundwater monitoring report.
Program:	TANKS
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0
Region:	4

PIERCE SERVICE (Continued) **U001561386**

Facility Id:	226252
Agency Name:	Bernard Cohen
Place Type:	Service/Commercial
Place Subtype:	Service/Commercial Site, NEC
Facility Type:	All other facilities
Agency Type:	Privately-Individual
# Of Agencies:	1
Place Latitude:	34.0352710
Place Longitude:	-118.38922
SIC Code 1:	5541
SIC Desc 1:	Gasoline Service Stations
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	TANKS
# Of Programs:	1
WDID:	900340061
Reg Measure Id:	168152
Reg Measure Type:	Unregulated
Region:	4
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Never Active
Status Date:	02/20/2013
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N

PIERCE SERVICE (Continued) **U001561386**

Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	228194
Region:	4
Order / Resolution Number:	UNKNOWN
Enforcement Action Type:	Oral Communication
Effective Date:	11/20/2000
Adoption/Issuance Date:	Not reported
Achieve Date:	12/18/2000
Termination Date:	11/20/2000
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	Enforcement - 900340061
Description:	Board staff phoned RP 11/20/00 for overdue groundwater monitoring report.
Program:	TANKS
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0

Region:	4
Facility Id:	226252
Agency Name:	Bernard Cohen
Place Type:	Service/Commercial
Place Subtype:	Service/Commercial Site, NEC
Facility Type:	All other facilities
Agency Type:	Privately-Individual
# Of Agencies:	1
Place Latitude:	34.0352710
Place Longitude:	-118.38922
SIC Code 1:	5541
SIC Desc 1:	Gasoline Service Stations
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported

PIERCE SERVICE (Continued) **U001561386**

Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	TANKS
# Of Programs:	1
WDID:	900340061
Reg Measure Id:	168152
Reg Measure Type:	Unregulated
Region:	4
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Never Active
Status Date:	02/20/2013
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	228195
Region:	4
Order / Resolution Number:	NOV
Enforcement Action Type:	Notice of Violation
Effective Date:	11/28/2000
Adoption/Issuance Date:	Not reported
Achieve Date:	12/18/2000
Termination Date:	11/28/2000
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	Enforcement - 900340061
Description:	Notice of Violation sent 11/28/00 for overdue groundwater monitoring report.
Program:	TANKS
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0

42 **PIERCE SERVICE STATION FORMER** **CA LUST** **S105033057**
2868 ROBERTSON BLVD **N/A**
, CA 90034

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900340061	
Status:	Remediation Plan	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603700857	
W Global ID:	Not reported	
Staff:	MSH	
Local Agency:	19050	
Cross Street:	CATTARAUGUS AVE	
Enforcement Type:	LET	
Date Leak Discovered:	3/10/1992	
Date Leak First Reported:		8/24/1994
Date Leak Record Entered:	9/23/1994	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	3/10/1992	
Date Case Last Changed on Database:		8/9/2002
Date the Case was Closed:		Not reported
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	COHEN, BERNIE	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		1865.59639998988889408777262554
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		3/1/1992
Preliminary Site Assessment Began:		6/1/1994
Pollution Characterization Began:		4/1/1999
Remediation Plan Submitted:		1/20/2004
Remedial Action Underway:		9/5/2003
Post Remedial Action Monitoring Began:		8/24/1994
Enforcement Action Date:		11/28/2000
Historical Max MTBE Date:		12/9/1998
Hist Max MTBE Conc in Groundwater:		340
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		No
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	NEAL BEATY	
RP Address:	701 N. PARKCENTER DR.	
Program:	LUST	
Lat/Long:	34.0352389 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	

PIERCE SERVICE STATION FORMER (Continued) **S105033057**

Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: QUARTERLY GW & VES RPT; 6/13/00 WP TO CONNECT MON WELL; 8/6/00 2ND QTR GW MON RPT; 12/14/00 3RD QTR GW MON RPT 2000; 2/5/01 4TH QTR GW MON RPT 2000

---

42 **ROBERTSON AUTO SERVICES** **CA FID UST** **S101584944**
2868 S ROBERTSON BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90034

CA FID UST:
Facility ID: 19017214
Regulated By: UTNKA
Regulated ID: 00008002
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2138376461
Mail To: Not reported
Mailing Address: 2868 S ROBERTSON BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900340000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Not reported
Comp Number: 937
Number: Not reported
Board Of Equalization: 44-011489
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000937-000001
Actv Date: Not reported
Capacity: 10000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: 7

Status: Not reported
Comp Number: 937
Number: Not reported
Board Of Equalization: 44-011489
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported

ROBERTSON AUTO SERVICES (Continued) **S101584944**

Swrcb Tank Id:	19-050-000937-000002
Actv Date:	Not reported
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	Not reported
Status:	Not reported
Comp Number:	937
Number:	Not reported
Board Of Equalization:	44-011489
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000937-000003
Actv Date:	Not reported
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	Not reported
Status:	Not reported
Comp Number:	937
Number:	Not reported
Board Of Equalization:	44-011489
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000937-000004
Actv Date:	Not reported
Capacity:	4000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	Not reported
Status:	Not reported
Comp Number:	937
Number:	Not reported
Board Of Equalization:	44-011489
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000937-000005
Actv Date:	Not reported
Capacity:	4000
Tank Use:	CHEMICAL
Stg:	PRODUCT
Content:	UNKNOWN

ROBERTSON AUTO SERVICES (Continued) **S101584944**

Number Of Tanks: Not reported

Status: Not reported
Comp Number: 937
Number: Not reported
Board Of Equalization: 44-011489
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000937-000006
Actv Date: Not reported
Capacity: 1000
Tank Use: OIL
Stg: WASTE
Content: WASTE OIL
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 937
Number: Not reported
Board Of Equalization: 44-011489
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000937-000007
Actv Date: Not reported
Capacity: 1000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

---

42 **EDR US Hist Cleaners** **1015103598**

8959 HARGIS ST **N/A**
LOS ANGELES, CA 90034

EDR Historical Cleaners:

Name: M C P METROPOLITAN CLEANING PROS
Year: 2007
Address: 8959 HARGIS ST

Name: M C P METROPOLITAN CLEANING PROS
Year: 2008
Address: 8959 HARGIS ST

Name: M C P METROPOLITAN CLEANING PROS
Year: 2009
Address: 8959 HARGIS ST

Name: MCP METROPOLITAN CLEANING
Year: 2010
Address: 8959 HARGIS ST

Name: METROPOLITAN CLEANING PROS

(Continued) **1015103598**

Year: 2010
Address: 8959 HARGIS ST

---

42 **EDR US Hist Auto Stat** **1015386644**
2806 S ROBERTSON BLVD **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:
Name: TWIN THUNDER MOTORS
Year: 2010
Address: 2806 S ROBERTSON BLVD

---

42 **ZASTROW F A** **EDR US Hist Auto Stat** **1009080616**
2800 S ROBERTSON BLVD **N/A**
LOS ANGELES, CA

EDR Historical Auto Stations:
Name: ZASTROW F A
Year: 1933
Type: GASOLINE AND OIL SERVICE STATIONS

Name: PIERCE BROS
Year: 1937
Type: GASOLINE AND OIL SERVICE STATIONS

Name: PIERCE WM
Year: 1942
Type: GASOLINE AND OIL SERVICE STATIONS

---

42 **EDR US Hist Cleaners** **1015032665**
2733 S ROBERTSON BLVD **N/A**
LOS ANGELES, CA 90034

EDR Historical Cleaners:
Name: POLOS LAUNDRY
Year: 1999
Address: 2733 S ROBERTSON BLVD

---

42 **EDR US Hist Cleaners** **1015031623**
2695 S ROBERTSON BLVD **N/A**
LOS ANGELES, CA 90034

EDR Historical Cleaners:
Name: FANCY CLEANERS
Year: 2005
Address: 2695 S ROBERTSON BLVD

42 **EDR US Hist Cleaners** **1015103659**
8970 BEVERLYWOOD ST **N/A**
LOS ANGELES, CA 90034

EDR Historical Cleaners:
Name: FIVE STAR CUSTOM DRY CLEANERS
Year: 2004
Address: 8970 BEVERLYWOOD ST

---

42 **EDR US Hist Cleaners** **1015030016**
2600 S ROBERTSON BLVD **N/A**
LOS ANGELES, CA 90034

EDR Historical Cleaners:
Name: SUNSHINE CLEANERS
Year: 2008
Address: 2600 S ROBERTSON BLVD

Name: SUNSHINE CLEANERS
Year: 2009
Address: 2600 S ROBERTSON BLVD

---

42 **HUSEBY L A** **EDR US Hist Auto Stat** **1009077078**
2520 S ROBERTSON BLVD **N/A**
LOS ANGELES, CA

EDR Historical Auto Stations:
Name: HUSEBY L A
Year: 1929
Type: GASOLINE AND OIL SERVICE STATION

Name: CROSS F P
Year: 1937
Type: GASOLINE AND OIL SERVICE STATIONS

Name: LE BECQ L H
Year: 1942
Type: GASOLINE AND OIL SERVICE STATIONS

---

42 **BURNHAM JAY** **EDR US Hist Cleaners** **1009191136**
2521 S ROBERTSON BLVD **N/A**
LOS ANGELES, CA

EDR Historical Cleaners:
Name: BURNHAM JAY
Year: 1933
Type: CLOTHES PRESSERS AND CLEANERS

42 **ROBERTSON CAR WASH**
2460 S ROBERTSON BLVD
LOS ANGELES, CA 90034

CA HIST CORTESE **U001561390**
CA LUST **N/A**
CA UST
CA HIST UST
CA SWEEPS UST

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900340134

LUST:

Region:	STATE
Global Id:	T0603700863
Latitude:	34.0393232
Longitude:	-118.3880929
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	01/05/2004
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	DPP
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900340134
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603700863
Contact Type:	Regional Board Caseworker
Contact Name:	DANIEL PIROTTON
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	Not reported
City:	R4 UNKNOWN
Email:	dpirotton@waterboards.ca.gov
Phone Number:	2135766714

Global Id:	T0603700863
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Regulatory Activities:

Global Id:	T0603700863
Action Type:	RESPONSE
Date:	12/15/2003
Action:	Other Report / Document

Global Id:	T0603700863
Action Type:	RESPONSE

ROBERTSON CAR WASH (Continued) **U001561390**

Date: 07/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700863
Action Type: RESPONSE
Date: 10/06/2003
Action: Other Report / Document

Global Id: T0603700863
Action Type: ENFORCEMENT
Date: 11/05/2002
Action: Staff Letter

Global Id: T0603700863
Action Type: ENFORCEMENT
Date: 03/07/2003
Action: Staff Letter

Global Id: T0603700863
Action Type: RESPONSE
Date: 08/15/2002
Action: Well Installation Report

Global Id: T0603700863
Action Type: RESPONSE
Date: 08/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603700863
Action Type: RESPONSE
Date: 07/15/2002
Action: Other Report / Document

Global Id: T0603700863
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603700863
Action Type: RESPONSE
Date: 04/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700863
Action Type: RESPONSE
Date: 01/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700863
Action Type: RESPONSE
Date: 06/15/2003
Action: Well Installation Report

Global Id: T0603700863
Action Type: ENFORCEMENT
Date: 12/01/2003
Action: Notification - Preclosure

ROBERTSON CAR WASH (Continued) **U001561390**

Global Id: T0603700863
Action Type: ENFORCEMENT
Date: 04/21/2003
Action: Staff Letter

Global Id: T0603700863
Action Type: ENFORCEMENT
Date: 09/18/2003
Action: Staff Letter

Global Id: T0603700863
Action Type: RESPONSE
Date: 10/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700863
Action Type: ENFORCEMENT
Date: 01/05/2004
Action: Closure/No Further Action Letter

Global Id: T0603700863
Action Type: ENFORCEMENT
Date: 11/10/2003
Action: Site Visit / Inspection / Sampling

Global Id: T0603700863
Action Type: ENFORCEMENT
Date: 07/24/2001
Action: Staff Letter

Global Id: T0603700863
Action Type: ENFORCEMENT
Date: 04/30/2001
Action: Staff Letter

Global Id: T0603700863
Action Type: ENFORCEMENT
Date: 11/01/2001
Action: Staff Letter

Global Id: T0603700863
Action Type: ENFORCEMENT
Date: 07/10/2002
Action: Staff Letter

Global Id: T0603700863
Action Type: ENFORCEMENT
Date: 06/10/2002
Action: Notice of Violation

Global Id: T0603700863
Action Type: ENFORCEMENT
Date: 04/28/2000
Action: Staff Letter

ROBERTSON CAR WASH (Continued) **U001561390**

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900340134	
Status:	Case Closed	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603700863	
W Global ID:	Not reported	
Staff:	DP	
Local Agency:	19050	
Cross Street:	24TH ST	
Enforcement Type:	CLOS	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		7/8/1991
Date Leak Record Entered:	8/16/1991	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		8/15/2002
Date the Case was Closed:		1/5/2004
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	Tank	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		2630.34246558210022173105756
Source of Cleanup Funding:		Tank
Preliminary Site Assessment Workplan Submitted:		3/14/1997
Preliminary Site Assessment Began:		11/1/2001
Pollution Characterization Began:		11/1/2001
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		7/8/1991
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		9/22/2003
Hist Max MTBE Conc in Groundwater:		4.5
Hist Max MTBE Conc in Soil:		2.6
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	=	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	MR. STEVE SERBER	
RP Address:	11602 SANTA MONICA BL.	
Program:	LUST	
Lat/Long:	34.0394537 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	

ROBERTSON CAR WASH (Continued) **U001561390**

Assigned Name: Not reported
Summary: Not reported

UST:
Facility ID: 23925
Latitude: 34.03927
Longitude: -118.38811

HIST UST:
Region: STATE
Facility ID: 00000068566
Facility Type: Gas Station
Other Type: CAR WASH
Total Tanks: 0004
Contact Name: PHIL MULLINS/JOE WRIGHT
Telephone: 2138703005
Owner Name: PAUL M. TSOU
Owner Address: 2460 SOUTH ROBERTSON BOULEVARD
Owner City,St,Zip: LOS ANGELES, CA 90034

Tank Num: 001
Container Num: #1 (SUPER
Year Installed: Not reported
Tank Capacity: 00011840
Tank Used for: WASTE
Type of Fuel: 3
Tank Construction: Unkown centimeters
Leak Detection: Visual, Stock Inventor

Tank Num: 002
Container Num: #2 (UNLEAD
Year Installed: Not reported
Tank Capacity: 00011840
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 003
Container Num: #3 (DIESEL
Year Installed: Not reported
Tank Capacity: 00009940
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 004
Container Num: #4 (SUMP)
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: Not reported
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: None

ROBERTSON CAR WASH (Continued) **U001561390**

SWEEPS UST:

Status:	Active
Comp Number:	5940
Number:	3
Board Of Equalization:	Not reported
Referral Date:	03-03-93
Action Date:	03-03-93
Created Date:	02-29-88
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

---

43 **MOBIL #18-G67 (FORMER #11-G67)** **CA HIST CORTESE** **S104406294**
2305 LA CIENEGA BLVD S **CA LUST** **N/A**
LOS ANGELES, CA 90034 **LA Co. Site Mitigation**
CA ENF

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900340025

LUST:

Region:	STATE
Global Id:	T0603700855
Latitude:	34.0375259
Longitude:	-118.3773517
Case Type:	LUST Cleanup Site
Status:	Open - Remediation
Status Date:	04/04/2008
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	MSH
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900340025
LOC Case Number:	Not reported
File Location:	Regional Board
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603700855
Contact Type:	Regional Board Caseworker
Contact Name:	CHANDRA TYLER
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	Not reported
City:	R4 UNKNOWN
Email:	cetyler@waterboards.ca.gov

MOBIL #18-G67 (FORMER #11-G67) (Continued) **S104406294**

Phone Number: Not reported

Global Id: T0603700855
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

Regulatory Activities:

Global Id: T0603700855
Action Type: RESPONSE
Date: 04/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603700855
Action Type: RESPONSE
Date: 03/15/2010
Action: Interim Remedial Action Plan

Global Id: T0603700855
Action Type: RESPONSE
Date: 01/15/2006
Action: Soil and Water Investigation Report

Global Id: T0603700855
Action Type: RESPONSE
Date: 01/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700855
Action Type: RESPONSE
Date: 01/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700855
Action Type: RESPONSE
Date: 01/15/2005
Action: Soil and Water Investigation Report

Global Id: T0603700855
Action Type: RESPONSE
Date: 10/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700855
Action Type: RESPONSE
Date: 10/15/2004
Action: Soil and Water Investigation Report

Global Id: T0603700855
Action Type: RESPONSE
Date: 04/15/2005
Action: Monitoring Report - Quarterly

MOBIL #18-G67 (FORMER #11-G67) (Continued) **S104406294**

Global Id:	T0603700855
Action Type:	RESPONSE
Date:	10/15/2005
Action:	Soil and Water Investigation Workplan
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	07/15/2004
Action:	Soil and Water Investigation Report
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	07/15/2005
Action:	Monitoring Report - Quarterly
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	01/15/2004
Action:	Monitoring Report - Quarterly
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	01/15/2009
Action:	Conceptual Site Model
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	01/15/2010
Action:	Monitoring Report - Quarterly
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	04/15/2008
Action:	Monitoring Report - Quarterly
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	04/15/2008
Action:	Remedial Progress Report
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	10/15/2008
Action:	Monitoring Report - Quarterly
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	01/15/2007
Action:	Monitoring Report - Quarterly
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	12/05/2003
Action:	Soil and Water Investigation Report
Global Id:	T0603700855
Action Type:	ENFORCEMENT

MOBIL #18-G67 (FORMER #11-G67) (Continued) **S104406294**

Date: 09/18/2002
Action: 13267 Requirement

Global Id: T0603700855
Action Type: RESPONSE
Date: 10/15/2010
Action: Monitoring Report - Quarterly

Global Id: T0603700855
Action Type: RESPONSE
Date: 10/15/2012
Action: Monitoring Report - Quarterly

Global Id: T0603700855
Action Type: RESPONSE
Date: 01/15/2012
Action: Remedial Progress Report

Global Id: T0603700855
Action Type: RESPONSE
Date: 01/15/2012
Action: Monitoring Report - Quarterly

Global Id: T0603700855
Action Type: RESPONSE
Date: 01/15/2013
Action: Monitoring Report - Quarterly

Global Id: T0603700855
Action Type: ENFORCEMENT
Date: 09/05/2003
Action: Staff Letter

Global Id: T0603700855
Action Type: ENFORCEMENT
Date: 09/25/2006
Action: Staff Letter

Global Id: T0603700855
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T0603700855
Action Type: RESPONSE
Date: 04/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700855
Action Type: RESPONSE
Date: 10/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700855
Action Type: REMEDIATION
Date: 01/01/1950
Action: Soil Vapor Extraction (SVE)

MOBIL #18-G67 (FORMER #11-G67) (Continued) **S104406294**

Global Id:	T0603700855
Action Type:	RESPONSE
Date:	07/21/2006
Action:	CAP/RAP - Final Remediation / Design Plan
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	01/15/2009
Action:	Remedial Progress Report
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	01/15/2009
Action:	Monitoring Report - Quarterly
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	04/15/2007
Action:	Monitoring Report - Quarterly
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	04/15/2007
Action:	Soil and Water Investigation Report
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	04/15/2010
Action:	Monitoring Report - Quarterly
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	04/15/2003
Action:	Monitoring Report - Quarterly
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	04/15/2002
Action:	Soil and Water Investigation Report
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	07/15/2002
Action:	Monitoring Report - Quarterly
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	07/15/2002
Action:	Other Report / Document
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	10/15/2002
Action:	CAP/RAP - Final Remediation / Design Plan
Global Id:	T0603700855
Action Type:	RESPONSE

MOBIL #18-G67 (FORMER #11-G67) (Continued) **S104406294**

Date:	10/15/2002
Action:	Monitoring Report - Quarterly
Global Id:	T0603700855
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	09/30/2008
Action:	Well Installation Report
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	07/15/2003
Action:	Monitoring Report - Quarterly
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	09/22/2004
Action:	Interim Remedial Action Plan
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	10/15/2003
Action:	Monitoring Report - Quarterly
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	04/15/2004
Action:	Soil and Water Investigation Report
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	01/15/2007
Action:	Soil and Water Investigation Report
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	04/15/2006
Action:	Soil and Water Investigation Report
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	04/15/2006
Action:	Monitoring Report - Quarterly
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	10/15/2007
Action:	Remedial Progress Report
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	01/15/2008
Action:	Remedial Progress Report

MOBIL #18-G67 (FORMER #11-G67) (Continued) **S104406294**

Global Id:	T0603700855
Action Type:	RESPONSE
Date:	07/15/2005
Action:	Soil and Water Investigation Report
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	10/15/2005
Action:	Soil and Water Investigation Report
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	07/15/2004
Action:	Monitoring Report - Quarterly
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	02/05/2003
Action:	Interim Remedial Action Report
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	07/15/2009
Action:	Remedial Progress Report
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	07/15/2009
Action:	Monitoring Report - Quarterly
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	10/15/2008
Action:	Remedial Progress Report
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	07/15/2008
Action:	Monitoring Report - Quarterly
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	01/15/2003
Action:	Monitoring Report - Quarterly
Global Id:	T0603700855
Action Type:	ENFORCEMENT
Date:	02/16/2005
Action:	Staff Letter
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	11/01/2002
Action:	Soil and Water Investigation Workplan
Global Id:	T0603700855
Action Type:	RESPONSE

MOBIL #18-G67 (FORMER #11-G67) (Continued) **S104406294**

Date:	07/15/2006
Action:	Monitoring Report - Quarterly
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	07/15/2006
Action:	Soil and Water Investigation Report
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	07/15/2006
Action:	Monitoring Report - Quarterly
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	07/15/2006
Action:	Soil and Water Investigation Report
Global Id:	T0603700855
Action Type:	ENFORCEMENT
Date:	09/29/2005
Action:	Staff Letter
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	07/15/2007
Action:	Monitoring Report - Quarterly
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	07/15/2007
Action:	Soil and Water Investigation Report
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	07/15/2007
Action:	Well Installation Report
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	10/15/2007
Action:	Monitoring Report - Quarterly
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	01/15/2008
Action:	Monitoring Report - Quarterly
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	10/15/2005
Action:	Corrective Action Plan / Remedial Action Plan
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	07/15/2011
Action:	Monitoring Report - Semi-Annually

MOBIL #18-G67 (FORMER #11-G67) (Continued) **S104406294**

Global Id:	T0603700855
Action Type:	RESPONSE
Date:	04/15/2012
Action:	Monitoring Report - Quarterly
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	05/03/2010
Action:	Well Installation Report
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	10/15/2006
Action:	Monitoring Report - Quarterly
Global Id:	T0603700855
Action Type:	RESPONSE
Date:	10/15/2006
Action:	Soil and Water Investigation Report

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900340025	
Status:	Pollution Characterization	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		FPGT
Global ID:	T0603700855	
W Global ID:	Not reported	
Staff:	TCS	
Local Agency:	19050	
Cross Street:	CADILLAC AVE	
Enforcement Type:	DLSEL	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		5/8/1989
Date Leak Record Entered:	Not reported	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		7/30/2002
Date the Case was Closed:		Not reported
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Not reported	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		2366.2383713511029083856345159
Source of Cleanup Funding:		Not reported
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		11/7/2002

MOBIL #18-G67 (FORMER #11-G67) (Continued) **S104406294**

Remediation Plan Submitted:	10/15/2002
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	6/27/2001
Historical Max MTBE Date:	1/1/1965
Hist Max MTBE Conc in Groundwater:	150000
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Yes
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	LEE HANLEY
RP Address:	3700 W. 190TH ST.
Program:	LUST
Lat/Long:	34.0375259 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	6/28/00 INTERIM RAP; 7/8/00 2ND QTR GW MON PROGRESS RPT; 9/22/00 3RD QTR PROGRESS RPT 2000; 11/20/00 4TH QTR GW PROGRESS RPT; 3/2/01 1ST QTR GW MON RPT 2001; 3/29/01 NOTIFICATION OF ADD'L INTERIM REMED. ACTION

LA Co. Site Mitigation:

Facility ID:	Not reported
Site ID:	SD0011807
Jurisdiction:	State
Case ID:	RO0001014
Abated:	No
Assigned To:	Not reported
Entered Date:	05/11/2004

ENF:

Region:	4
Facility Id:	260806
Agency Name:	ExxonMobil Environmental Services Company Simi Valley
Place Type:	Facility
Place Subtype:	Not reported
Facility Type:	All other facilities
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	Not reported
Place Longitude:	Not reported
SIC Code 1:	Not reported
SIC Desc 1:	Not reported
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported

MOBIL #18-G67 (FORMER #11-G67) (Continued) **S104406294**

NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	TANKS
# Of Programs:	1
WDID:	900340025
Reg Measure Id:	167803
Reg Measure Type:	Unregulated
Region:	4
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Never Active
Status Date:	02/20/2013
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	237862
Region:	4
Order / Resolution Number:	NOV
Enforcement Action Type:	Notice of Violation
Effective Date:	07/09/2001
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	07/09/2001
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	Enforcement - 900340025
Description:	Notice of Violation sent 7/9/01 for deficient groundwater monitoring reports.
Program:	TANKS

MOBIL #18-G67 (FORMER #11-G67) (Continued) **S104406294**

Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0

---

43 **CHEVRON #9-3691** **CA HIST CORTESE** **S103955845**
2065 LA CIENEGA **CA LUST** **N/A**
LOS ANGELES, CA 90034

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900340034

LUST:

Region:	STATE
Global Id:	T0603700856
Latitude:	34.0389759
Longitude:	-118.3773747
Case Type:	LUST Cleanup Site
Status:	Open - Eligible for Closure
Status Date:	03/05/2013
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	MSH
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900340034
LOC Case Number:	Not reported
File Location:	Regional Board
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603700856
Contact Type:	Regional Board Caseworker
Contact Name:	CHANDRA TYLER
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	Not reported
City:	R4 UNKNOWN
Email:	cetyler@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T0603700856
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

CHEVRON #9-3691 (Continued) **S103955845**

Regulatory Activities:

Global Id:	T0603700856
Action Type:	RESPONSE
Date:	04/15/2009
Action:	Monitoring Report - Quarterly
Global Id:	T0603700856
Action Type:	RESPONSE
Date:	07/15/2002
Action:	Other Report / Document
Global Id:	T0603700856
Action Type:	RESPONSE
Date:	10/15/2002
Action:	Remedial Progress Report
Global Id:	T0603700856
Action Type:	RESPONSE
Date:	04/15/2006
Action:	Monitoring Report - Quarterly
Global Id:	T0603700856
Action Type:	RESPONSE
Date:	04/15/2006
Action:	Soil and Water Investigation Report
Global Id:	T0603700856
Action Type:	RESPONSE
Date:	10/15/2007
Action:	Soil and Water Investigation Report
Global Id:	T0603700856
Action Type:	RESPONSE
Date:	10/15/2007
Action:	Remedial Progress Report
Global Id:	T0603700856
Action Type:	RESPONSE
Date:	11/15/2004
Action:	Soil and Water Investigation Report
Global Id:	T0603700856
Action Type:	RESPONSE
Date:	10/15/2004
Action:	Monitoring Report - Quarterly
Global Id:	T0603700856
Action Type:	RESPONSE
Date:	07/15/2005
Action:	Monitoring Report - Quarterly
Global Id:	T0603700856
Action Type:	RESPONSE
Date:	07/15/2005
Action:	Soil and Water Investigation Report
Global Id:	T0603700856

CHEVRON #9-3691 (Continued) **S103955845**

Action Type:	RESPONSE
Date:	07/15/2009
Action:	CAP/RAP - Final Remediation / Design Plan
Global Id:	T0603700856
Action Type:	RESPONSE
Date:	07/15/2009
Action:	Monitoring Report - Quarterly
Global Id:	T0603700856
Action Type:	RESPONSE
Date:	01/15/2010
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603700856
Action Type:	RESPONSE
Date:	07/15/2010
Action:	Conceptual Site Model
Global Id:	T0603700856
Action Type:	RESPONSE
Date:	01/15/2009
Action:	Conceptual Site Model
Global Id:	T0603700856
Action Type:	RESPONSE
Date:	01/15/2009
Action:	Monitoring Report - Quarterly
Global Id:	T0603700856
Action Type:	RESPONSE
Date:	04/15/2007
Action:	Monitoring Report - Quarterly
Global Id:	T0603700856
Action Type:	RESPONSE
Date:	04/15/2007
Action:	Soil and Water Investigation Report
Global Id:	T0603700856
Action Type:	ENFORCEMENT
Date:	02/06/2001
Action:	Staff Letter
Global Id:	T0603700856
Action Type:	ENFORCEMENT
Date:	08/30/2002
Action:	Staff Letter
Global Id:	T0603700856
Action Type:	RESPONSE
Date:	01/15/2013
Action:	Conceptual Site Model
Global Id:	T0603700856
Action Type:	ENFORCEMENT
Date:	06/15/2009

CHEVRON #9-3691 (Continued) **S103955845**

Action: Staff Letter

Global Id: T0603700856
Action Type: ENFORCEMENT
Date: 10/22/2008
Action: Staff Letter

Global Id: T0603700856
Action Type: ENFORCEMENT
Date: 01/15/2009
Action: Staff Letter

Global Id: T0603700856
Action Type: RESPONSE
Date: 01/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700856
Action Type: RESPONSE
Date: 04/15/2002
Action: Soil and Water Investigation Workplan

Global Id: T0603700856
Action Type: RESPONSE
Date: 04/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603700856
Action Type: RESPONSE
Date: 07/15/2002
Action: Other Workplan

Global Id: T0603700856
Action Type: RESPONSE
Date: 07/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603700856
Action Type: RESPONSE
Date: 07/15/2002
Action: Remedial Progress Report

Global Id: T0603700856
Action Type: RESPONSE
Date: 07/15/2002
Action: Soil and Water Investigation Report

Global Id: T0603700856
Action Type: RESPONSE
Date: 10/15/2002
Action: Soil and Water Investigation Report

Global Id: T0603700856
Action Type: RESPONSE
Date: 10/15/2002
Action: Final Remedial Action Report / Corrective Action Report

CHEVRON #9-3691 (Continued) **S103955845**

Global Id: T0603700856
Action Type: RESPONSE
Date: 01/15/2003
Action: Soil and Water Investigation Report

Global Id: T0603700856
Action Type: RESPONSE
Date: 04/15/2002
Action: Interim Remedial Action Plan

Global Id: T0603700856
Action Type: RESPONSE
Date: 04/15/2002
Action: Soil and Water Investigation Report

Global Id: T0603700856
Action Type: RESPONSE
Date: 04/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700856
Action Type: RESPONSE
Date: 07/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700856
Action Type: RESPONSE
Date: 10/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700856
Action Type: RESPONSE
Date: 10/15/2006
Action: Soil and Water Investigation Report

Global Id: T0603700856
Action Type: RESPONSE
Date: 12/12/2008
Action: Interim Remedial Action Plan

Global Id: T0603700856
Action Type: RESPONSE
Date: 01/15/2010
Action: Conceptual Site Model

Global Id: T0603700856
Action Type: RESPONSE
Date: 10/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603700856
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603700856
Action Type: RESPONSE

CHEVRON #9-3691 (Continued) **S103955845**

Date: 07/15/2007
Action: Soil and Water Investigation Report

Global Id: T0603700856
Action Type: RESPONSE
Date: 07/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700856
Action Type: RESPONSE
Date: 07/15/2003
Action: Soil and Water Investigation Report

Global Id: T0603700856
Action Type: RESPONSE
Date: 04/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700856
Action Type: RESPONSE
Date: 04/15/2003
Action: Soil and Water Investigation Report

Global Id: T0603700856
Action Type: RESPONSE
Date: 07/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700856
Action Type: RESPONSE
Date: 07/15/2009
Action: Conceptual Site Model

Global Id: T0603700856
Action Type: RESPONSE
Date: 07/15/2008
Action: Conceptual Site Model

Global Id: T0603700856
Action Type: RESPONSE
Date: 01/15/2004
Action: Soil and Water Investigation Report

Global Id: T0603700856
Action Type: RESPONSE
Date: 01/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700856
Action Type: RESPONSE
Date: 07/15/2003
Action: Interim Remedial Action Plan

Global Id: T0603700856
Action Type: RESPONSE
Date: 07/15/2004
Action: Soil and Water Investigation Report

CHEVRON #9-3691 (Continued) **S103955845**

Global Id: T0603700856
Action Type: RESPONSE
Date: 07/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700856
Action Type: RESPONSE
Date: 04/15/2004
Action: Soil and Water Investigation Report

Global Id: T0603700856
Action Type: RESPONSE
Date: 10/15/2005
Action: Soil and Water Investigation Report

Global Id: T0603700856
Action Type: RESPONSE
Date: 07/18/2005
Action: Soil and Water Investigation Workplan

Global Id: T0603700856
Action Type: RESPONSE
Date: 10/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700856
Action Type: RESPONSE
Date: 01/15/2006
Action: Soil and Water Investigation Report

Global Id: T0603700856
Action Type: RESPONSE
Date: 01/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700856
Action Type: RESPONSE
Date: 01/15/2007
Action: Soil and Water Investigation Report

Global Id: T0603700856
Action Type: RESPONSE
Date: 01/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700856
Action Type: RESPONSE
Date: 04/15/2005
Action: Soil and Water Investigation Report

Global Id: T0603700856
Action Type: RESPONSE
Date: 07/15/2009
Action: Conceptual Site Model

Global Id: T0603700856
Action Type: RESPONSE

CHEVRON #9-3691 (Continued) **S103955845**

Date: 04/15/2009
Action: Conceptual Site Model

Global Id: T0603700856
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700856
Action Type: RESPONSE
Date: 04/15/2008
Action: Conceptual Site Model

Global Id: T0603700856
Action Type: RESPONSE
Date: 01/15/2005
Action: Soil and Water Investigation Report

Global Id: T0603700856
Action Type: RESPONSE
Date: 01/15/2003
Action: Soil and Water Investigation Report

Global Id: T0603700856
Action Type: RESPONSE
Date: 01/15/2003
Action: Interim Remedial Action Plan

Global Id: T0603700856
Action Type: RESPONSE
Date: 04/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700856
Action Type: RESPONSE
Date: 07/15/2003
Action: Soil and Water Investigation Workplan

Global Id: T0603700856
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700856
Action Type: RESPONSE
Date: 01/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603700856
Action Type: RESPONSE
Date: 01/15/2013
Action: Monitoring Report - Semi-Annually

Global Id: T0603700856
Action Type: RESPONSE
Date: 08/08/2011
Action: Clean Up Fund - 5-Year Review Summary

CHEVRON #9-3691 (Continued) **S103955845**

Global Id: T0603700856
Action Type: ENFORCEMENT
Date: 09/27/2005
Action: Staff Letter

Global Id: T0603700856
Action Type: RESPONSE
Date: 07/15/2012
Action: Conceptual Site Model

Global Id: T0603700856
Action Type: RESPONSE
Date: 07/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603700856
Action Type: ENFORCEMENT
Date: 03/02/2007
Action: Staff Letter

Global Id: T0603700856
Action Type: RESPONSE
Date: 07/15/2011
Action: Conceptual Site Model

Global Id: T0603700856
Action Type: RESPONSE
Date: 07/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603700856
Action Type: RESPONSE
Date: 03/15/2010
Action: Clean Up Fund - 5-Year Review Summary

Global Id: T0603700856
Action Type: RESPONSE
Date: 01/15/2011
Action: Conceptual Site Model

Global Id: T0603700856
Action Type: RESPONSE
Date: 01/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603700856
Action Type: RESPONSE
Date: 07/15/2006
Action: Soil and Water Investigation Report

Global Id: T0603700856
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700856
Action Type: RESPONSE

CHEVRON #9-3691 (Continued) **S103955845**

Date: 01/15/2008
Action: Conceptual Site Model

Global Id: T0603700856
Action Type: RESPONSE
Date: 01/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700856
Action Type: RESPONSE
Date: 01/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700856
Action Type: RESPONSE
Date: 10/15/2008
Action: Conceptual Site Model

Global Id: T0603700856
Action Type: ENFORCEMENT
Date: 08/03/2004
Action: Staff Letter

Global Id: T0603700856
Action Type: RESPONSE
Date: 10/15/2003
Action: Soil and Water Investigation Report

Global Id: T0603700856
Action Type: RESPONSE
Date: 10/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700856
Action Type: RESPONSE
Date: 07/15/2010
Action: Monitoring Report - Quarterly

Global Id: T0603700856
Action Type: RESPONSE
Date: 07/15/2006
Action: Monitoring Report - Quarterly

---

43 **CHEVRON #9-3691** **CA LUST** **S101297084**
2065 LA CIENEGA BLVD **N/A**
LOS ANGELES, CA 90034

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900340034
Status: Remedial action (cleanup) Underway
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater

CHEVRON #9-3691 (Continued) **S101297084**

Abatement Method Used at the Site:		Remove Free Product
Global ID:	T0603700856	
W Global ID:	Not reported	
Staff:	TCS	
Local Agency:	19050	
Cross Street:	CADILLAC AVE	
Enforcement Type:	LET	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		10/8/1993
Date Leak Record Entered:	12/13/1990	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		7/15/2002
Date the Case was Closed:		Not reported
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Not reported	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		2732.83988386487374855141022 47
Source of Cleanup Funding:		Not reported
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		9/10/1990
Pollution Characterization Began:		4/15/2002
Remediation Plan Submitted:		1/8/2002
Remedial Action Underway:		10/17/2002
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		2/6/2001
Historical Max MTBE Date:		1/1/1965
Hist Max MTBE Conc in Groundwater:		100000
Hist Max MTBE Conc in Soil:		0
Significant Interim Remedial Action Taken:		Yes
GW Qualifier:	Not reported	
Soil Qualifier:	ND	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	Y M TUAN	
RP Address:	1300 S. BEACH BLVD.	
Program:	LUST	
Lat/Long:	34.0389759 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	10/17/00 WP FOR ADD'L SITE ASSESSMENT; 12/13/00 4TH QTR GW MON RPT 2000; 3/21/01 1ST QTR GW MON RPT 2001; 3/30/01 ADDL SITE ASSESSMENT RPT.	

43 **LEO'S TEXACO** **CA HIST CORTESE** **S101586395**
2060 S LA CIENEGA BLVD **CA LUST** **N/A**
LOS ANGELES, CA 90034 **CA FID UST**
CA SWEEPS UST

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900340070

LUST:

Region:	STATE
Global Id:	T0603700858
Latitude:	34.0384
Longitude:	-118.376832
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	06/22/1998
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	JH
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900340070
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603700858
Contact Type:	Regional Board Caseworker
Contact Name:	JAY HUANG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 WEST 4TH STREET, SUITE 200
City:	LOS ANGELES
Email:	jhuang@waterboards.ca.gov
Phone Number:	2135766711

Global Id:	T0603700858
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Regulatory Activities:

Global Id:	T0603700858
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

Global Id:	T0603700858
Action Type:	Other
Date:	01/01/1950

LEO'S TEXACO (Continued) **S101586395**

Action: Leak Stopped

Global Id: T0603700858
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900340070	
Status:	Case Closed	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603700858	
W Global ID:	Not reported	
Staff:	JH	
Local Agency:	19050	
Cross Street:	CADILLAC BLVD	
Enforcement Type:	Not reported	
Date Leak Discovered:	2/28/1994	
Date Leak First Reported:		4/10/1995
Date Leak Record Entered:	4/10/1995	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	2/28/1994	
Date Case Last Changed on Database:		10/8/1998
Date the Case was Closed:		6/22/1998
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Tank	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		2805.285336515222821657989288 1
Source of Cleanup Funding:		Tank
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		6/20/1994
Pollution Characterization Began:		10/15/1997
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		1/1/1965
Hist Max MTBE Conc in Groundwater:		3400
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		No
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	JEAN T. CROGHAN	

LEO'S TEXACO (Continued) **S101586395**

RP Address: P.O.BOX 460956 ESCONDIDO CA 92046
Program: LUST
Lat/Long: 34.0390399 / -1
Local Agency Staff: PEJ
Beneficial Use: Not reported
Priority: LOP/HIGH - ADMINISTRATIVE (CLOSURE/SB2004/ENFORCEMENT)
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: 06/97 - 1ST QTR 1997 GW QTR. MON. RPT. 10/98 - ABANDONMENT REPORT

CA FID UST:
Facility ID: 19048628
Regulated By: UTNKA
Regulated ID: 00029445
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2138398812
Mail To: Not reported
Mailing Address: 2060 S LA CIENEGA BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900340000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Not reported
Comp Number: 1788
Number: Not reported
Board Of Equalization: 44-011970
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001788-000001
Actv Date: Not reported
Capacity: 9940
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: 3

Status: Not reported
Comp Number: 1788
Number: Not reported
Board Of Equalization: 44-011970
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported

LEO'S TEXACO (Continued) **S101586395**

Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001788-000002
Actv Date: Not reported
Capacity: 9940
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 1788
Number: Not reported
Board Of Equalization: 44-011970
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001788-000003
Actv Date: Not reported
Capacity: 280
Tank Use: OIL
Stg: WASTE
Content: WASTE OIL
Number Of Tanks: Not reported

---

44 **MICHAEL BROMBERG** **CA HAZNET** **S113790958**
10358 CHEVIOT DR **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2012
Gepaid: CAC002708976
Contact: MICHAEL BROMBERG
Telephone: 3108395537
Mailing Name: Not reported
Mailing Address: 10358 CHEVIOT DR
Mailing City,St,Zip: LOS ANGELES, CA 900644506
Gen County: Los Angeles
TSD EPA ID: AZC950823111
TSD County: 99
Waste Category: Not reported
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.4
Facility County: Los Angeles

44 **ROBERT SKIBINSKI** **CA HAZNET** **S113770778**
2851 HADDINGTON DR **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2012
Gepaid:	CAC002681864
Contact:	ROBERT SKIBINSKI
Telephone:	3108809691
Mailing Name:	Not reported
Mailing Address:	2851 HADDINGTON DR
Mailing City,St,Zip:	LOS ANGELES, CA 90064
Gen County:	Los Angeles
TSD EPA ID:	AZC950823111
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.4
Facility County:	Los Angeles

---

45 **STONER RECREATION CENTER** **RCRA-SQG** **1004678377**
1835 STONER AVE **FINDS** **CAR000108266**
LOS ANGELES, CA **CA HAZNET**

RCRA-SQG:

Date form received by agency:	10/25/2001
Facility name:	STONER RECREATION CENTER
Facility address:	1835 STONER AVE LOS ANGELES, CA 90025
EPA ID:	CAR000108266
Mailing address:	200 N MAIN ST NO 709 LOS ANGELES, CA 90012
Contact:	LEILA BARKER
Contact address:	200 N MAIN ST NO 709 LOS ANGELES, CA 90012
Contact country:	US
Contact telephone:	(213) 485-6505
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	CITY OF L A REC AND PARKS
Owner/operator address:	200 N MAIN ST 1330 C H E LOS ANGELES, CA 90012
Owner/operator country:	Not reported
Owner/operator telephone:	(213) 473-6833
Legal status:	Municipal
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

STONER RECREATION CENTER (Continued) **1004678377**

Handler Activities Summary:
- U.S. importer of hazardous waste: No
- Mixed waste (haz. and radioactive): No
- Recycler of hazardous waste: No
- Transporter of hazardous waste: No
- Treater, storer or disposer of HW: No
- Underground injection activity: No
- On-site burner exemption: No
- Furnace exemption: No
- Used oil fuel burner: No
- Used oil processor: No
- User oil refiner: No
- Used oil fuel marketer to burner: No
- Used oil Specification marketer: No
- Used oil transfer facility: No
- Used oil transporter: No

Hazardous Waste Summary:
- Waste code: D000
- Waste name: Not Defined

- Waste code: D008
- Waste name: LEAD

- Violation Status: No violations found

FINDS:

- Registry ID: 110012191626

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:
- Year: 2001
- Gepaid: CAR000108266
- Contact: Leila Barker
- Telephone: 2134856505
- Mailing Name: Not reported
- Mailing Address: 200 N Main St No 709
- Mailing City,St,Zip: Los Angeles, CA 90012
- Gen County: Not reported
- TSD EPA ID: CAD088504881
- TSD County: Not reported
- Waste Category: Other organic solids
- Disposal Method: Transfer Station
- Tons: 0.07
- Facility County: Los Angeles

45 **STONER RECREATION CENTER** **CA HAZNET** **S113170908**
1835 STONER AVE **N/A**
LOS ANGELES, CA 90025

HAZNET:
Year: 2001
Gepaid: CAP000093013
Contact: --
Telephone: 2134856505
Mailing Name: Not reported
Mailing Address: 1835 STONER AVE
Mailing City,St,Zip: LOS ANGELES, CA 900250000
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Other inorganic solid waste
Disposal Method: Transfer Station
Tons: 0.34
Facility County: Los Angeles

---

46 **EDR US Hist Auto Stat** **1015176449**
11925 IOWA AVE **N/A**
LOS ANGELES, CA 90025

EDR Historical Auto Stations:
Name: GUARANTEED COMPLETE AUTO REPAIR
Year: 2007
Address: 11925 IOWA AVE

Name: GUARANTEED AUTO
Year: 2009
Address: 11925 IOWA AVE

---

46 **EDR US Hist Cleaners** **1014980563**
11923 IOWA AVE **N/A**
LOS ANGELES, CA 90025

EDR Historical Cleaners:
Name: SINCERE CLEANERS & LAUNDRY
Year: 2001
Address: 11923 IOWA AVE

---

47 **CITY OF ENCINO** **CA HAZNET** **S112923530**
11502 MISSISSIPPI AVE **N/A**
LOS ANGELES, CA 90052

HAZNET:
Year: 2002
Gepaid: CAC002554326
Contact: SHARI KUROKI
Telephone: 2134737748
Mailing Name: Not reported
Mailing Address: 419 S SPRING ST 12TH FL
Mailing City,St,Zip: LOS ANGELES, CA 90013
Gen County: Not reported
TSD EPA ID: CAD009007626
TSD County: Not reported

CITY OF ENCINO (Continued) **S112923530**

Waste Category: Asbestos containing waste
Disposal Method: Disposal, Land Fill
Tons: 2.52
Facility County: Los Angeles

---

47 **DINA TECINER** **CA HAZNET** **S113777364**
2029 BUTLER AVE **N/A**
LOS ANGELES, CA 90025

HAZNET:
Year: 2012
Gepaid: CAC002690680
Contact: DINA TECINER
Telephone: 3105693198
Mailing Name: Not reported
Mailing Address: 1260 N BUNDY DR
Mailing City,St,Zip: LOS ANGELES, CA 90049
Gen County: Los Angeles
TSD EPA ID: AZC950823111
TSD County: 99
Waste Category: Not reported
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.4
Facility County: Los Angeles

---

48 **OVERLAND ELEMENTARY SCHOOL** **FINDS** **1011917838**
10650 ASHBY AVE **N/A**
LOS ANGELES, CA

FINDS:

Registry ID: 110037378600

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

48 **OVERLAND ELEMENTARY SCHOOL** **RCRA-LQG** **1011861621**
10650 ASHBY AVE **CAR000195743**
LOS ANGELES, CA 90064

RCRA-LQG:
Date form received by agency: 10/10/2008
Facility name: OVERLAND ELEMENTARY SCHOOL
Facility address: 10650 ASHBY AVE
LOS ANGELES, CA 90064
EPA ID: CAR000195743
Mailing address: 333 S BEAUDRY AVE
20TH FL LAUSD OEHS

OVERLAND ELEMENTARY SCHOOL (Continued) **1011861621**

LOS ANGELES, CA 90017
Contact: SOE AUNG
Contact address: 333 S BEAUDRY AVE 20TH FL LAUSD OEHS
LOS ANGELES, CA 90017
Contact country: US
Contact telephone: 213-241-3904
Contact email: SOE.AUNG@LAUSD.NET
EPA Region: 09
Classification: Large Quantity Generator
Description: Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:
Owner/operator name: OVERLAND ELEMENTARY SCHOOL
Owner/operator address: Not reported
Not reported
Owner/operator country: Not reported
Owner/operator telephone: Not reported
Legal status: District
Owner/Operator Type: Operator
Owner/Op start date: 11/14/1989
Owner/Op end date: Not reported

Owner/operator name: LOS ANGELES UNIFIED SCHOOL DIST
Owner/operator address: 333 S BEAUDRY AVE
LOS ANGELES, CA 90017
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: District
Owner/Operator Type: Owner
Owner/Op start date: 11/14/1989
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No

OVERLAND ELEMENTARY SCHOOL (Continued) **1011861621**

Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Hazardous Waste Summary:
Waste code: D008
Waste name: LEAD

Violation Status: No violations found

---

48 **LAUSD-OVERLAND ELEMENTARY SCHOOL** **CA HAZNET** **S113021902**
10650 ASHBY AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2008
Gepaid:	CAL000000649
Contact:	SOE AUNG
Telephone:	2132413199
Mailing Name:	Not reported
Mailing Address:	333 S BEAUDRY AVE FL 20TH
Mailing City,St,Zip:	LOS ANGELES, CA 900175113
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.0875
Facility County:	Los Angeles

Year:	2008
Gepaid:	CAL000000649
Contact:	SOE AUNG
Telephone:	2132413199
Mailing Name:	Not reported
Mailing Address:	333 S BEAUDRY AVE FL 20TH
Mailing City,St,Zip:	LOS ANGELES, CA 900175113
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.0875
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAL000000649
Contact:	SOE AUNG
Telephone:	2132413199
Mailing Name:	Not reported
Mailing Address:	333 S BEAUDRY AVE FL 20TH
Mailing City,St,Zip:	LOS ANGELES, CA 900175113
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Asbestos containing waste

LAUSD-OVERLAND ELEMENTARY SCHOOL (Continued) **S113021902**

Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 6
Facility County: Los Angeles

Year: 2007
Gepaid: CAL000000649
Contact: SOE AUNG
Telephone: 2132413199
Mailing Name: Not reported
Mailing Address: 333 S BEAUDRY AVE FL 20TH
Mailing City,St,Zip: LOS ANGELES, CA 900175113
Gen County: Not reported
TSD EPA ID: AZC950823111
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 6
Facility County: Los Angeles

Year: 2007
Gepaid: CAL000000649
Contact: SOE AUNG
Telephone: 2132413199
Mailing Name: Not reported
Mailing Address: 333 S BEAUDRY AVE FL 20TH
Mailing City,St,Zip: LOS ANGELES, CA 900175113
Gen County: Not reported
TSD EPA ID: CAD009007626
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 30.8
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
7 additional CA_HAZNET: record(s) in the EDR Site Report.

---

49 **EXXON #7-4157 (FORMER)** **CA LUST** **S102429460**
3223 SANTA MONICA BLVD **N/A**
SANTA MONICA, CA 90404

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 904040389
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: Not reported
Global ID: T0603701419
W Global ID: Not reported
Staff: UNK

EXXON #7-4157 (FORMER) (Continued) **S102429460**

Local Agency:	19033	
Cross Street:	CENTINELA AVE	
Enforcement Type:	Not reported	
Date Leak Discovered:	2/27/1992	
Date Leak First Reported:		3/11/1992
Date Leak Record Entered:	7/9/1992	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		7/9/1993
Date the Case was Closed:		3/22/1993
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		646.581810838551896328196349 88
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		7/7/1992
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	EXXON CO., USA	
RP Address:	P.O. BOX 19649, IRVINE, 92713-9649	
Program:	LUST	
Lat/Long:	34.0380707 / -1	
Local Agency Staff:	UNK	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	Not reported	

---

49 **EXXON #7-4157 (FORMER)** **CA HIST CORTESE** **S103652733**
3223 SANTA MONICA BLVD **CA LUST** **N/A**
SANTA MONICA, CA 90404

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	904040389

LUST:

EXXON #7-4157 (FORMER) (Continued) **S103652733**

Region:	STATE
Global Id:	T0603701419
Latitude:	34.0384048
Longitude:	-118.4680286
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	03/22/1993
Lead Agency:	SANTA MONICA, CITY OF
Case Worker:	UNK
Local Agency:	Not reported
RB Case Number:	904040389
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603701419
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Regulatory Activities:

Global Id:	T0603701419
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

Global Id:	T0603701419
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery

---

50 **WARREN SANDY BECKER** **CA HAZNET** **S112965547**
10285 KILRENNY DR **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2007
Gepaid:	CAC002623184
Contact:	WARREN SANDY BECKER
Telephone:	3104775123
Mailing Name:	Not reported
Mailing Address:	11528 PICO BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 90064
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To

WARREN SANDY BECKER (Continued) **S112965547**

Include On-Site Treatment And/Or Stabilization)
Tons: 1.6
Facility County: Los Angeles

---

50 **BURGMANN** **CA HAZNET** **S113794447**
2950 MOTOR AVE. **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2012
Gepaid: CAC002713383
Contact: BURGMANN
Telephone: 3102246578
Mailing Name: Not reported
Mailing Address: 2950 MOTOR AVE.
Mailing City,St,Zip: LOS ANGELES, CA 90064
Gen County: Los Angeles
TSD EPA ID: CAD009007626
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.4
Facility County: Los Angeles

---

51 **KAISER PERMANENTE WEST LA** **CA HIST CORTESE** **S102432105**
6041 CADILLAC **CA LUST** **N/A**
LOS ANGELES, CA 90034 **CA ENVIROSTOR**

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900340089

LUST:
Region: STATE
Global Id: T0603700859
Latitude: 34.038138
Longitude: -118.376243
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 10/04/1996
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: YR
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900340089
LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Diesel
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

KAISER PERMANENTE WEST LA (Continued) **S102432105**

Global Id:	T0603700859
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T0603700859
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Regulatory Activities:

Global Id:	T0603700859
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900340089	
Status:	Case Closed	
Substance:	Diesel	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603700859	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19050	
Cross Street:	Not reported	
Enforcement Type:	Not reported	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		5/20/1988
Date Leak Record Entered:	6/3/1988	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		8/29/1995
Date the Case was Closed:		10/4/1996
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Not reported	
Operator:	CENTER	
Water System:	Not reported	
Well Name:	Not reported	

KAISER PERMANENTE WEST LA (Continued) **S102432105**

Approx. Dist To Production Well (ft):	2677.150244859999362161628686 5
Source of Cleanup Funding:	Not reported
Preliminary Site Assessment Workplan Submitted:	Not reported
Preliminary Site Assessment Began:	Not reported
Pollution Characterization Began:	2/20/1988
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	KAISER FOUNDATION HEALTH PLAN
RP Address:	3355 E 26TH ST, VERNON CA 90023
Program:	LUST
Lat/Long:	34.038004 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	Not reported

ENVIROSTOR:

Site Type:	Tiered Permit
Site Type Detailed:	Tiered Permit
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Not reported
Division Branch:	Cleanup Chatsworth
Facility ID:	71002810
Site Code:	Not reported
Assembly:	54
Senate:	30
Special Program:	Not reported
Status:	Refer: Other Agency
Status Date:	Not reported
Restricted Use:	NO
Site Mgmt. Req.:	NONE SPECIFIED
Funding:	Not reported
Latitude:	34.03813
Longitude:	-118.3762
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED, NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	CAD981396831

KAISER PERMANENTE WEST LA (Continued) **S102432105**

Alias Type: EPA Identification Number
Alias Name: 110010477821
Alias Type: EPA (FRS #)
Alias Name: 71002810
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

---

52 **ERNS** **93334006**
10946 EXPOSITION BLVD **N/A**
LOS ANGELES, CA 90046

Click this hyperlink while viewing on your computer to access additional ERNS detail in the EDR Site Report.

---

52 **JOEL & AILEEN MORRIS** **CA HAZNET** **S112975140**
2527 GREENFIELD AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2009
Gepaid: CAC002638063
Contact: JOEL MORRIS
Telephone: 9499298558
Mailing Name: Not reported
Mailing Address: 8 CANYON RDG
Mailing City,St,Zip: IRVINE, CA 926033410
Gen County: Not reported
TSD EPA ID: CAD009007626
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.4
Facility County: Los Angeles

52 **GERALDEN GREEN** **CA HAZNET** **S113777710**
2544 VETERAN AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2012
Gepaid:	CAC002691095
Contact:	GERALDEN GREEN
Telephone:	3104750929
Mailing Name:	Not reported
Mailing Address:	2544 VETERAN AVE
Mailing City,St,Zip:	LOS ANGELES, CA 90064
Gen County:	Los Angeles
TSD EPA ID:	AZC950823111
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.4
Facility County:	Los Angeles

---

52 **CA CHMIRS** **S105636353**
2534 S. VETERAN AVE **N/A**
LOS ANGELES, CA

CHMIRS:

OES Incident Number:	1593	
OES notification:	Not reported	
OES Date:	4/2/1994	
OES Time:	05:15:32 PM	
Incident Date:	Not reported	
Date Completed:	**Not reported**	
Property Use:	Not reported	
Agency Id Number:	Not reported	
Agency Incident Number:	Not reported	
Time Notified:	Not reported	
Time Completed:	Not reported	
Surrounding Area:	Not reported	
Estimated Temperature:	Not reported	
Property Management:	Not reported	
Special Studies 1:	Not reported	
Special Studies 2:	Not reported	
Special Studies 3:	Not reported	
Special Studies 4:	Not reported	
Special Studies 5:	Not reported	
Special Studies 6:	Not reported	
More Than Two Substances Involved?:		Not reported
Resp Agncy Personel # Of Decontaminated:		Not reported
Responding Agency Personel # Of Injuries:		Not reported
Responding Agency Personel # Of Fatalities:		Not reported
Others Number Of Decontaminated:		Not reported
Others Number Of Injuries:		Not reported
Others Number Of Fatalities:		Not reported
Vehicle Make/year:	Not reported	
Vehicle License Number:	Not reported	
Vehicle State:	Not reported	
Vehicle Id Number:	Not reported	
CA/DOT/PUC/ICC Number:	Not reported	
Company Name:	Not reported	
Reporting Officer Name/ID:	Not reported	

(Continued) **S105636353**

Report Date:	Not reported
Comments:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	YES
Waterway:	Not reported
Spill Site:	Not reported
Cleanup By:	co/doh
Containment:	Not reported
What Happened:	Not reported
Type:	CHEMICAL
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	1994
Agency:	la city fd
Incident Date:	4/2/94 1314
Admin Agency:	Not reported
Amount:	8oz
Contained:	NO
Site Type:	RESIDENCE
E Date:	Not reported
Substance:	malithion
Quantity Released:	Not reported
BBLS:	Not reported
Cups:	Not reported
CUFT:	Not reported
Gallons:	Not reported
Grams:	Not reported
Pounds:	Not reported
Liters:	Not reported
Ounces:	Not reported
Pints:	Not reported
Quarts:	Not reported
Sheen:	Not reported
Tons:	Not reported
Unknown:	Not reported
Evacuations:	NO
Number of Injuries:	NO
Number of Fatalities:	NO
Description:	fell off shelf and burst open

---

53 **LAUSD-CASTLE HEIGHTS ELEMENTARY SCHOOL** **RCRA-LQG** **1000427720**
9755 CATTARAUGUS AVENUE **FINDS** **CAD982043721**
LOS ANGELES, CA 90034

RCRA-LQG:

Date form received by agency:	09/13/2010
Facility name:	LAUSD-CASTLE HEIGHTS ELEMENTARY SCHOOL
Facility address:	9755 CATTARAUGUS AVENUE LOS ANGELES, CA 90034
EPA ID:	CAD982043721
Mailing address:	S BEAUDRY AVE, 27TH LOS ANGELES, CA 90017
Contact:	SOE AUNG
Contact address:	S BEAUDRY AVE, 27TH LOS ANGELES, CA 90017
Contact country:	Not reported
Contact telephone:	(213) 241-3199

LAUSD-CASTLE HEIGHTS ELEMENTARY SCHOOL (Continued) **1000427720**

Contact email: SOE.AUNG@LAUSD.NET
EPA Region: 09
Classification: Large Quantity Generator
Description: Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: District
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: LOS ANGELES UNIFIED SCHOOL
Owner/operator address: S BEAUDRY AVE, 27TH
LOS ANGELES, CA 90017
Owner/operator country: Not reported
Owner/operator telephone: (213) 241-3199
Legal status: State
Owner/Operator Type: Owner
Owner/Op start date: 06/17/1988
Owner/Op end date: Not reported

Owner/operator name: LAUSD-CASTLE HEIGHTS ELEMENTARY
Owner/operator address: Not reported
90017
Owner/operator country: Not reported
Owner/operator telephone: Not reported
Legal status: State
Owner/Operator Type: Operator
Owner/Op start date: 06/17/1988
Owner/Op end date: Not reported

Owner/operator name: LA USD
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: District
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

LAUSD-CASTLE HEIGHTS ELEMENTARY SCHOOL (Continued) **1000427720**

Handler Activities Summary:
- U.S. importer of hazardous waste: No
- Mixed waste (haz. and radioactive): No
- Recycler of hazardous waste: No
- Transporter of hazardous waste: No
- Treater, storer or disposer of HW: No
- Underground injection activity: No
- On-site burner exemption: No
- Furnace exemption: No
- Used oil fuel burner: No
- Used oil processor: No
- User oil refiner: No
- Used oil fuel marketer to burner: No
- Used oil Specification marketer: No
- Used oil transfer facility: No
- Used oil transporter: No

Historical Generators:
- Date form received by agency: 10/01/1987
- Facility name: LAUSD-CASTLE HEIGHTS ELEMENTARY SCHOOL
- Site name: LA USD CASTLE HTS ELEM
- Classification: Small Quantity Generator

Hazardous Waste Summary:
- Waste code: 181
- Waste name: 181

- Waste code: D008
- Waste name: LEAD

- Violation Status: No violations found

FINDS:

- Registry ID: 110002786691

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZARDOUS WASTE BIENNIAL REPORTER

54 **SUSAN AUSTIN** **CA HAZNET** **S112955912**
3037 CAVENDISH DR **N/A**
W LOS ANGELES, CA 90064

HAZNET:

Year:	2006
Gepaid:	CAC002607542
Contact:	SUSAN AUSTIN
Telephone:	3104538484
Mailing Name:	Not reported
Mailing Address:	3037 CAVENDISH DR
Mailing City,St,Zip:	W LOS ANGELES, CA 90064
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Transfer Station
Tons:	0
Facility County:	Los Angeles

---

55 **BONNIE WEISS** **CA HAZNET** **S112998185**
10616 BUTTERFIELD RD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2011
Gepaid:	CAC002682287
Contact:	BONNIE WEISS
Telephone:	3105580884
Mailing Name:	Not reported
Mailing Address:	10616 BUTTERFIELD RD
Mailing City,St,Zip:	LOS ANGELES, CA 90064
Gen County:	Not reported
TSD EPA ID:	CAD009007626
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.4
Facility County:	Los Angeles

---

56 **ERNS** **2012033744**
10917 EXPOSITION BLVD **N/A**
LOS ANGELES, CA

Click this hyperlink while viewing on your computer to access additional ERNS detail in the EDR Site Report.

56 **CA CHMIRS** **S113471939**
N/A

10917 EXPOSITION BLVD.
LOS ANGELES, CA 90064

CHMIRS:

OES Incident Number:	'12-7748
OES notification:	12/19/2012
OES Date:	Not reported
OES Time:	Not reported
Incident Date:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
Special Studies 1:	Not reported
Special Studies 2:	Not reported
Special Studies 3:	Not reported
Special Studies 4:	Not reported
Special Studies 5:	Not reported
Special Studies 6:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA/DOT/PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Comments:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	Yes
Waterway:	Ballogna Creek
Spill Site:	Road
Cleanup By:	Responsible Party
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Gal(s)
Other:	Not reported
Date/Time:	935
Year:	2012
Agency:	City of Los Angeles
Incident Date:	12/19/2012
Admin Agency:	Los Angeles City Fire Department
Amount:	Not reported
Contained:	Yes
Site Type:	Ballogna Creek

(Continued) **S113471939**

E Date:	Not reported
Substance:	Sewage
Quantity Released:	598
BBLS:	Not reported
Cups:	Not reported
CUFT:	Not reported
Gallons:	Not reported
Grams:	Not reported
Pounds:	Not reported
Liters:	Not reported
Ounces:	Not reported
Pints:	Not reported
Quarts:	Not reported
Sheen:	Not reported
Tons:	Not reported
Unknown:	Not reported
Evacuations:	Not reported
Number of Injuries:	Not reported
Number of Fatalities:	Not reported
Description:	A blockage in the line caused this release with 121 gallons was recovered with 477 went into the waterway

---

57 **JERRY WEISE** **CA HAZNET** **S112928718**
10269 CHEVIOT **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2003
Gepaid:	CAC002563320
Contact:	JERRY WEISE
Telephone:	3107704047
Mailing Name:	Not reported
Mailing Address:	10100 SANTA MONICA BLVD STE 1550
Mailing City,St,Zip:	LOS ANGELES, CA 90067
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Not reported
Disposal Method:	Not reported
Tons:	1.68
Facility County:	Los Angeles

---

58 **IRVING METZ** **CA HAZNET** **S113787325**
3070 DANNYHILL DR **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2012
Gepaid:	CAC002703112
Contact:	IRVING METZ
Telephone:	3108398519
Mailing Name:	Not reported
Mailing Address:	3070 DANNYHILL DR
Mailing City,St,Zip:	LOS ANGELES, CA 90064
Gen County:	Los Angeles
TSD EPA ID:	CAD028409019

IRVING METZ (Continued) **S113787325**

TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.004
Facility County: Los Angeles

---

58 **JASON PIETRUSCKA** **CA HAZNET** **S113784869**
3060 DANALDA DR **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2012
Gepaid: CAC002699935
Contact: JASON PIETRUSCKA
Telephone: 8189151831
Mailing Name: Not reported
Mailing Address: 3060 DANALDA DR
Mailing City,St,Zip: LOS ANGELES, CA 90064
Gen County: Los Angeles
TSD EPA ID: AZC950823111
TSD County: 99
Waste Category: Not reported
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.4
Facility County: Los Angeles

---

59 **RONALD ZINNER** **CA HAZNET** **S112955913**
2808 DUNLEER PL **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2006
Gepaid: CAC002607543
Contact: RONALD ZINNER
Telephone: 8185653920
Mailing Name: Not reported
Mailing Address: 2808 DUNLEER PL
Mailing City,St,Zip: LOS ANGELES, CA 900644306
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Transfer Station
Tons: 0
Facility County: Los Angeles

60 **CHEVIOT HILLS CONTINUATION HIGH SCHOOL** **RCRA-LQG** **1011843784**
9200 CATTARAUGUS AVE **CAR000194621**
LOS ANGELES, CA 90034

RCRA-LQG:
Date form received by agency: 08/07/2008
Facility name: CHEVIOT HILLS CONTINUATION HIGH SCHOOL
Facility address: 9200 CATTARAUGUS AVE
LOS ANGELES, CA 90034
EPA ID: CAR000194621
Mailing address: 333 S BEAUDRY AVE
LAUSD OEHS 20TH FL
LOS ANGELES, CA 90017
Contact: SOE AUNG
Contact address: 333 S BEAUDRY AVE LAUSD OEHS 20TH FL
LOS ANGELES, CA 90017
Contact country: US
Contact telephone: 213-241-3904
Contact email: SOE.AUNG@LAUSD.NET
EPA Region: 09
Classification: Large Quantity Generator
Description: Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:
Owner/operator name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Owner/operator address: 333 S BEAUDRY AVE
LOS ANGELES, CA 90017
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: District
Owner/Operator Type: Owner
Owner/Op start date: 11/14/1989
Owner/Op end date: Not reported

Owner/operator name: CHEVIOT HILLS CONTINUATION HIGH SCHOOL
Owner/operator address: Not reported
Not reported
Owner/operator country: Not reported
Owner/operator telephone: Not reported
Legal status: District
Owner/Operator Type: Operator
Owner/Op start date: 11/14/1989
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No

CHEVIOT HILLS CONTINUATION HIGH SCHOOL (Continued) **1011843784**

Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Hazardous Waste Summary:

Waste code:	D008
Waste name:	LEAD

Violation Status: No violations found

---

61 **VOLKER RADDEN** **CA HAZNET** **S112991799**
3111 HADDINGTON DR **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2011
Gepaid:	CAC002673832
Contact:	VOLKER RADDEN
Telephone:	3106947163
Mailing Name:	Not reported
Mailing Address:	3111 HADDINGTON DR
Mailing City,St,Zip:	LOS ANGELES, CA 900644321
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.4
Facility County:	Los Angeles

Year:	2011
Gepaid:	CAC002673832
Contact:	VOLKER RADDEN
Telephone:	3106947163
Mailing Name:	Not reported
Mailing Address:	3111 HADDINGTON DR
Mailing City,St,Zip:	LOS ANGELES, CA 900644321
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.4
Facility County:	Los Angeles

61 **ADAM ROSENBLATT** **CA HAZNET** **S112988478**
3019 HADDINGTON DR **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2011
Gepaid:	CAC002669525
Contact:	ADAM ROSENBLATT
Telephone:	3235478315
Mailing Name:	Not reported
Mailing Address:	3019 HADDINGTON DR
Mailing City,St,Zip:	LOS ANGELES, CA 900644501
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.4
Facility County:	Los Angeles

Year:	2011
Gepaid:	CAC002669525
Contact:	ADAM ROSENBLATT
Telephone:	3235478315
Mailing Name:	Not reported
Mailing Address:	3019 HADDINGTON DR
Mailing City,St,Zip:	LOS ANGELES, CA 900644501
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.4
Facility County:	Los Angeles

---

61 **ADAM ROSENBLATT** **CA HAZNET** **S113782246**
3019 HADDINGTON DR **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2012
Gepaid:	CAC002696679
Contact:	ADAM ROSENBLATT
Telephone:	3235478315
Mailing Name:	Not reported
Mailing Address:	3019 HADDINGTON DR
Mailing City,St,Zip:	LOS ANGELES, CA 900644501
Gen County:	Los Angeles
TSD EPA ID:	CAD028409019
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.225
Facility County:	Los Angeles

Year:	2012
Gepaid:	CAC002696679

ADAM ROSENBLATT (Continued) **S113782246**

Contact:	ADAM ROSENBLATT
Telephone:	3235478315
Mailing Name:	Not reported
Mailing Address:	3019 HADDINGTON DR
Mailing City,St,Zip:	LOS ANGELES, CA 900644501
Gen County:	Los Angeles
TSD EPA ID:	AZC950823111
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.4
Facility County:	Los Angeles

---

62 **HILLS MOTOR CO** **EDR US Hist Auto Stat** **1009018474**
3256-3141 W COLORADO AVE **N/A**
PASADENA, CA

EDR Historical Auto Stations:

Name:	HILLS MOTOR CO
Year:	1947
Type:	AUTOMOBILE REPAIRING

---

63 **ERNS** **2003633834**
3100 MANNING AVENUE **N/A**
WEST LOS ANGELES, CA

Click this hyperlink while viewing on your computer to access additional ERNS detail in the EDR Site Report.

---

63 **CA CHMIRS** **S106399382**
3100 MANNING AV **N/A**
LOS ANGELES, CA

CHMIRS:

OES Incident Number:	03-0182
OES notification:	01/10/2003
OES Date:	Not reported
OES Time:	Not reported
Incident Date:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
Special Studies 1:	Not reported
Special Studies 2:	Not reported
Special Studies 3:	Not reported

(Continued) **S106399382**

Special Studies 4:	Not reported
Special Studies 5:	Not reported
Special Studies 6:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA/DOT/PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Comments:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	Yes
Waterway:	Catch Basin
Spill Site:	Not reported
Cleanup By:	Reporting Party
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	2003
Agency:	City of Los Angeles
Incident Date:	1/10/200312:00:00 AM
Admin Agency:	Los Angeles City Fire Department
Amount:	Not reported
Contained:	Yes
Site Type:	Residence
E Date:	Not reported
Substance:	Sewage
Quantity Released:	Not reported
BBLS:	0
Cups:	0
CUFT:	0
Gallons:	1495
Grams:	0
Pounds:	0
Liters:	0
Ounces:	0
Pints:	0
Quarts:	0
Sheen:	0
Tons:	0
Unknown:	0
Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
Description:	Per caller, a blockage in an 8 inch sewer line caused the release.

(Continued) **S106399382**

150 gallons of the substance was recovered.

---

63 **NATHAN PETERSON** **CA HAZNET** **S112996313**
3087 MANNING AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2011
Gepaid:	CAC002679609
Contact:	NATHAN PETERSON
Telephone:	3106496187
Mailing Name:	Not reported
Mailing Address:	3087 MANNING AVE
Mailing City,St,Zip:	LOS ANGELES, CA 90064
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.4
Facility County:	Los Angeles

Year:	2011
Gepaid:	CAC002679609
Contact:	NATHAN PETERSON
Telephone:	3106496187
Mailing Name:	Not reported
Mailing Address:	3087 MANNING AVE
Mailing City,St,Zip:	LOS ANGELES, CA 90064
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.4
Facility County:	Los Angeles

---

63 **JAMES R. RON** **CA HAZNET** **S112857634**
3086 PATRICIA AVE. **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	1993
Gepaid:	CAC000974856
Contact:	JAMES R. RON
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	72664 WILLOW ST UNIT 3
Mailing City,St,Zip:	PALM DESERT, CA 922600000
Gen County:	Not reported
TSD EPA ID:	CAD009007626
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Not reported

JAMES R. RON (Continued) **S112857634**

Tons: 2.27550000000
Facility County: Los Angeles

---

63 **JUDY LEE** **CA HAZNET** **S113789120**
10316 BANNOCKBURN DR **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2012
Gepaid: CAC002706106
Contact: JUDY LEE
Telephone: 8186424536
Mailing Name: Not reported
Mailing Address: 10573 W PICO BLVD # 198
Mailing City,St,Zip: LOS ANGELES, CA 900642333
Gen County: Los Angeles
TSD EPA ID: CAD009007626
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 1.6
Facility County: Los Angeles

---

64 **MICHAEL PATRICK** **CA HAZNET** **S112996319**
3149 SHELBY DR **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 2011
Gepaid: CAC002679615
Contact: MICHAEL PATRICK
Telephone: 3104228697
Mailing Name: Not reported
Mailing Address: 3149 SHELBY DR
Mailing City,St,Zip: LOS ANGELES, CA 90034
Gen County: Not reported
TSD EPA ID: AZC950823111
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.8
Facility County: Los Angeles

Year: 2011
Gepaid: CAC002679615
Contact: MICHAEL PATRICK
Telephone: 3104228697
Mailing Name: Not reported
Mailing Address: 3149 SHELBY DR
Mailing City,St,Zip: LOS ANGELES, CA 90034
Gen County: Not reported
TSD EPA ID: AZC950823111
TSD County: Not reported
Waste Category: Asbestos containing waste

MICHAEL PATRICK (Continued) **S112996319**

Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.8
Facility County: Los Angeles

---

64 **DON BRUMAN** **CA HAZNET** **S113778529**
3223 CLUB DR **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2012
Gepaid: CAC002692107
Contact: DON BRUMAN
Telephone: 3238701058
Mailing Name: Not reported
Mailing Address: 3223 CLUB DR
Mailing City,St,Zip: LOS ANGELES, CA 900644811
Gen County: Los Angeles
TSD EPA ID: AZC950823111
TSD County: 99
Waste Category: Not reported
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.4
Facility County: Los Angeles

---

64 **TREVOR ASTBURY** **CA HAZNET** **S113772066**
3131 SHELBY DR **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 2012
Gepaid: CAC002684123
Contact: TREVOR ASTBURY
Telephone: 3109629905
Mailing Name: Not reported
Mailing Address: 3131 SHELBY DR
Mailing City,St,Zip: LOS ANGELES, CA 900342716
Gen County: Los Angeles
TSD EPA ID: AZC950823111
TSD County: 99
Waste Category: Not reported
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.4
Facility County: Los Angeles

64 **JENNIFER GLASSMAN** **CA HAZNET** **S112966014**
3114 CLUB DR **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2007
Gepaid:	CAC002623891
Contact:	JENNIFER GLASSMAN
Telephone:	3104670919
Mailing Name:	Not reported
Mailing Address:	3114 CLUB DR
Mailing City,St,Zip:	LOS ANGELES, CA 90064
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.06
Facility County:	Los Angeles

---

65 **ADVANTAGE IND** **RCRA-SQG** **1001023216**
2818 LA CIENGA BLVD **FINDS** **CAR000005744**
LOS ANGELES, CA 90034

RCRA-SQG:

Date form received by agency:	09/12/1995
Facility name:	ADVANTAGE IND
Facility address:	2818 LA CIENGA BLVD LOS ANGELES, CA 90034
EPA ID:	CAR000005744
Mailing address:	LA CIENGA BLVD LOS ANGELES, CA 90034
Contact:	RONNIE KAHHAN
Contact address:	2818 LA CIENGA BLVD LOS ANGELES, CA 90034
Contact country:	US
Contact telephone:	(310) 287-2230
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	RONNIE KAHHAN
Owner/operator address:	2818 LA CIENEGA LOS ANGELES, CA 90034
Owner/operator country:	Not reported
Owner/operator telephone:	(310) 287-2230
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

ADVANTAGE IND (Continued) **1001023216**

Handler Activities Summary:
- U.S. importer of hazardous waste: No
- Mixed waste (haz. and radioactive): No
- Recycler of hazardous waste: No
- Transporter of hazardous waste: No
- Treater, storer or disposer of HW: No
- Underground injection activity: No
- On-site burner exemption: No
- Furnace exemption: No
- Used oil fuel burner: No
- Used oil processor: No
- User oil refiner: No
- Used oil fuel marketer to burner: No
- Used oil Specification marketer: No
- Used oil transfer facility: No
- Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002908015

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

65 **BLUM & POE GALLERY** **CA LUST** **S110770254**
2727 LA CIENEGA, SOUTH **N/A**
LOS ANGELES, CA 90034

LUST:
- Region: STATE
- Global Id: T10000002896
- Latitude: 34.0329981
- Longitude: -118.3784456
- Case Type: LUST Cleanup Site
- Status: Completed - Case Closed
- Status Date: 09/29/2011
- Lead Agency: LOS ANGELES RWQCB (REGION 4)
- Case Worker: WXT
- Local Agency: LOS ANGELES, CITY OF
- RB Case Number: 900340198A
- LOC Case Number: 31835
- File Location: Not reported
- Potential Media Affect: Not reported
- Potential Contaminants of Concern: Not reported
- Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
- Global Id: T10000002896

BLUM & POE GALLERY (Continued) **S110770254**

Contact Type:	Regional Board Caseworker
Contact Name:	JAY HUANG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 WEST 4TH STREET, SUITE 200
City:	LOS ANGELES
Email:	jhuang@waterboards.ca.gov
Phone Number:	2135766711

Global Id:	T10000002896
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Regulatory Activities:

Global Id:	T10000002896
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

Global Id:	T10000002896
Action Type:	ENFORCEMENT
Date:	08/29/2011
Action:	Closure/No Further Action Letter

Global Id:	T10000002896
Action Type:	ENFORCEMENT
Date:	04/19/2011
Action:	Staff Letter

Global Id:	T10000002896
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery

Global Id:	T10000002896
Action Type:	RESPONSE
Date:	07/15/2011
Action:	Monitoring Report - Semi-Annually

Global Id:	T10000002896
Action Type:	ENFORCEMENT
Date:	03/07/2011
Action:	Staff Letter - #1

Global Id:	T10000002896
Action Type:	ENFORCEMENT
Date:	03/15/2011
Action:	Staff Letter

Global Id:	T10000002896
Action Type:	RESPONSE
Date:	05/01/2011
Action:	Other Report / Document

65 **EDR US Hist Cleaners** **1015030927**
2640 LA CIENEGA AVE **N/A**
LOS ANGELES, CA 90034

EDR Historical Cleaners:

Name:	PROFESSIONAL CARPET CLEANING EXPRES
Year:	2005
Address:	2640 LA CIENEGA AVE
Name:	PROFESSIONAL CARPET CLEANING EXPRES
Year:	2006
Address:	2640 LA CIENEGA AVE

---

65 **EDR US Hist Auto Stat** **1015375166**
2640 LA CIENEGA AVE **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:

Name:	PRESTIGE AUTO SERVICE CENTER NO 3
Year:	1999
Address:	2640 LA CIENEGA AVE
Name:	PRESTIGE AUTOMOTIVE
Year:	2001
Address:	2640 LA CIENEGA AVE
Name:	PRESTIGE REPAIR CTR
Year:	2003
Address:	2640 LA CIENEGA AVE
Name:	PRESTIGE & REPAIR CTR
Year:	2004
Address:	2640 LA CIENEGA AVE
Name:	PRESTIGE & REPAIR CENTER
Year:	2005
Address:	2640 LA CIENEGA AVE
Name:	PRESTIGE REPAIR CENTER
Year:	2006
Address:	2640 LA CIENEGA AVE
Name:	PRESTIGES REPAIR CENTER
Year:	2007
Address:	2640 LA CIENEGA AVE
Name:	RONALDS AUTO BODY
Year:	2010
Address:	2640 LA CIENEGA AVE
Name:	RONALDS AUTO REPAIR
Year:	2011
Address:	2640 LA CIENEGA AVE
Name:	RONALDS AUTO REPAIR
Year:	2012
Address:	2640 LA CIENEGA AVE

65 **EXTRA SPACE DEVELOPMENT LLC** **CA SLIC** **S105911543**
2645 LA CIENEGA **N/A**
CULVER CITY, CA

SLIC:

Region:	STATE
Facility Status:	**Completed - Case Closed**
Status Date:	06/29/2004
Global Id:	SL0603765228
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.018818
Longitude:	-118.372692
Case Type:	Cleanup Program Site
Case Worker:	RC
Local Agency:	Not reported
RB Case Number:	1121A
File Location:	Not reported
Potential Media Affected:	Not reported
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

SLIC REG 4:

Region:	4
Facility Status:	Site Assessment
SLIC:	1121
Substance:	TCE, PCE, MTBE
Staff:	Not reported

---

65 **EDR US Hist Auto Stat** **1015374257**
2627 LA CIENEGA AVE **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:

Name:	COLLISION CONSULTANT
Year:	2003
Address:	2627 LA CIENEGA AVE
Name:	COLLISION CONSULTANTS
Year:	2006
Address:	2627 LA CIENEGA AVE
Name:	COLLISION CONSULTANTS
Year:	2010
Address:	2627 LA CIENEGA AVE
Name:	COLLISION CONSULTANTS
Year:	2011
Address:	2627 LA CIENEGA AVE
Name:	COLLISION CONSULTANTS
Year:	2012
Address:	2627 LA CIENEGA AVE

65 **J J MASTER ELECTRIC CO.** **CA FID UST** **S101584325**
8550 VENICE BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90034

CA FID UST:

Facility ID:	19010484
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2139311653
Mail To:	Not reported
Mailing Address:	8550 VENICE BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900340000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

SWEEPS UST:

Status:	Not reported
Comp Number:	233
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000233-000001
Actv Date:	Not reported
Capacity:	2000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	2

Status:	Not reported
Comp Number:	233
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000233-000002
Actv Date:	Not reported
Capacity:	2000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	Not reported

65 **J. J. MASTER ELECTRIC** **CA SLIC** **U001561383**
8550 VENICE BLVD **CA HIST UST** **N/A**
LOS ANGELES, CA 90034

SLIC:

Region:	STATE
Facility Status:	**Open - Inactive**
Status Date:	07/01/2006
Global Id:	SL0603756518
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.034235
Longitude:	-118.37952
Case Type:	Cleanup Program Site
Case Worker:	TA
Local Agency:	Not reported
RB Case Number:	1121B
File Location:	Not reported
Potential Media Affected:	Not reported
Potential Contaminants of Concern:	* Volatile Organic Compounds (VOC)
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

HIST UST:

Region:	STATE
Facility ID:	00000003634
Facility Type:	Other
Other Type:	ELECTRIC CONTRACTOR
Total Tanks:	0002
Contact Name:	DICK MORENO
Telephone:	2139311653
Owner Name:	J J MASTER ELECTRIC CO INC
Owner Address:	8550 VENICE BLVD
Owner City,St,Zip:	LOS ANGELES, CA 90034
Tank Num:	001
Container Num:	1
Year Installed:	1980
Tank Capacity:	00002000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Tank Construction:	3/16 gauge
Leak Detection:	Visual
Tank Num:	002
Container Num:	2
Year Installed:	1982
Tank Capacity:	00002000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Tank Construction:	Not reported
Leak Detection:	Visual

65 | **EDR US Hist Auto Stat** | **1015656768** | **N/A**

8540 VENICE BLVD
LOS ANGELES, CA 90034

EDR Historical Auto Stations:
Name: CAR EXPO TEST ONLY
Year: 2003
Address: 8540 VENICE BLVD

---

65 **DAVIS FLUORESCENTS** | **CA SLIC** | **S106717793** | **N/A**

8536 VENICE BLVD
LOS ANGELES, CA 90034

SLIC:
Region: STATE
Facility Status: **Open - Site Assessment**
Status Date: 10/13/2004
Global Id: SL0603736055
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number: Not reported
Latitude: 34.034101
Longitude: -118.379024
Case Type: Cleanup Program Site
Case Worker: TA
Local Agency: Not reported
RB Case Number: 1121C
File Location: Not reported
Potential Media Affected: Aquifer used for drinking water supply
Potential Contaminants of Concern: Tetrachloroethylene (PCE), * Volatile Organic Compounds (VOC)
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

---

65 **ROBERT'S NEGATIVE & STRIPPING** | **RCRA-SQG** | **1000219398**
8567 VENICE BLVD | **FINDS** | **CAD982506420**
LOS ANGELES, CA

RCRA-SQG:
Date form received by agency: 06/29/1989
Facility name: ROBERT'S NEGATIVE & STRIPPING
Facility address: 8567 VENICE BLVD
LOS ANGELES, CA 90034
EPA ID: CAD982506420
Mailing address: VENICE BLVD
LOS ANGELES, CA 90034
Contact: ENVIRONMENTAL MANAGER
Contact address: 8567 VENICE BLVD
LOS ANGELES, CA 90034
Contact country: US
Contact telephone: (213) 204-2500
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

ROBERT'S NEGATIVE & STRIPPING (Continued) **1000219398**

Owner/Operator Summary:

Owner/operator name:	CLEO HOLMES
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002836147

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

65 **EDR US Hist Auto Stat** **1015657106**
8559 VENICE BLVD **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:
Name: CULVER AUTO DETAILING
Year: 1999
Address: 8559 VENICE BLVD

---

65 **PEDESTAL LITHO INC** **RCRA-SQG** **1000222473**
8551 VENICE BLVD **FINDS** **CAD982526238**
LOS ANGELES, CA 90034

RCRA-SQG:
Date form received by agency: 06/09/1989
Facility name: PEDESTAL LITHO INC
Facility address: 8551 VENICE BLVD
LOS ANGELES, CA 90034
EPA ID: CAD982526238
Mailing address: VENICE BLVD
LOS ANGELES, CA 90034
Contact: ENVIRONMENTAL MANAGER
Contact address: 8551 VENICE BLVD
LOS ANGELES, CA 90034
Contact country: US
Contact telephone: (213) 836-2011
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: RALPH HEWSON
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No

PEDESTAL LITHO INC (Continued) **1000222473**

Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002842951

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

66 **STEVE LEV** **CA HAZNET** **S112969946**
10100 ROSSBURY PL **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2008
Gepaid:	CAC002629960
Contact:	STEVE LEV
Telephone:	3104336724
Mailing Name:	Not reported
Mailing Address:	10028 ROSSBURY PL
Mailing City,St,Zip:	LOS ANGELES, CA 900644826
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.8
Facility County:	Los Angeles

67 **MONLEY CONSTRUCTION COMPANY** **CA FID UST** **S101587952**
2999 OVERLAND AVE **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90064

CA FID UST:

Facility ID:	19056182
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2132042200
Mail To:	Not reported
Mailing Address:	2999 OVERLAND AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900640000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

SWEEPS UST:

Status:	Not reported
Comp Number:	6129
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

---

67 **NOTRE DAME ACADEMY** **CA HAZNET** **S112923007**
2911 OVERLAND AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2003
Gepaid:	CAC002553445
Contact:	DANIEL LOPORTO/DIR OF FACS
Telephone:	3108395289
Mailing Name:	Not reported
Mailing Address:	2911 OVERLAND AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Recycler
Tons:	0.13

NOTRE DAME ACADEMY (Continued) **S112923007**

Facility County: Los Angeles

---

67 **NOTRE DAME ACADEMY** **CA HAZNET** **S112867880**
2911 OVERLAND AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	1995
Gepaid:	CAC001130392
Contact:	NOTRE DAME ACADEMY
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	2911 OVERLAND AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD009007626
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Disposal, Land Fill
Tons:	4.2140
Facility County:	Los Angeles

---

67 **NOTRE DAME ACADEMY** **CA HAZNET** **S112865588**
2911 OVERLAND AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	1998
Gepaid:	CAC001079120
Contact:	NOTRE DAME ACADEMY
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	2911 OVERLAND AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT080022148
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues 10 percent or more
Disposal Method:	Transfer Station
Tons:	.0031
Facility County:	Los Angeles

Year:	1998
Gepaid:	CAC001079120
Contact:	NOTRE DAME ACADEMY
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	2911 OVERLAND AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method:	Not reported
Tons:	.0025
Facility County:	Los Angeles

NOTRE DAME ACADEMY (Continued) **S112865588**

Year:	1998
Gepaid:	CAC001079120
Contact:	NOTRE DAME ACADEMY
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	2911 OVERLAND AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Not reported
Tons:	.0025
Facility County:	Los Angeles

Year:	1998
Gepaid:	CAC001079120
Contact:	NOTRE DAME ACADEMY
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	2911 OVERLAND AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT080022148
TSD County:	Not reported
Waste Category:	Off-specification, aged or surplus inorganics
Disposal Method:	Transfer Station
Tons:	.0002
Facility County:	Los Angeles

Year:	1998
Gepaid:	CAC001079120
Contact:	NOTRE DAME ACADEMY
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	2911 OVERLAND AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Off-specification, aged or surplus organics
Disposal Method:	Not reported
Tons:	.0500
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
3 additional CA_HAZNET: record(s) in the EDR Site Report.

67 **LOS ANGELES PALMS RANCHO PARK LIBRARY** **RCRA-SQG** **1000345094**
2920 OVERLAND AVENUE **FINDS** **CAD981988611**
LOS ANGELES, CA

RCRA-SQG:

Date form received by agency:	03/25/1987
Facility name:	LA PALMS RANCHO PARK LIBRARY
Facility address:	2920 OVERLAND AVE LOS ANGELES, CA 90064
EPA ID:	CAD981988611
Mailing address:	200 N MAIN RM EIGHTH HUNDREDCH LOS ANGELES, CA 90012
Contact:	ENVIRONMENTAL MANAGER
Contact address:	2920 OVERLAND AVE PALMS RANCHO, CA 90064
Contact country:	US
Contact telephone:	(213) 485-7527
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	CITY OF LOS ANGELES
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Municipal
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Municipal
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No

LOS ANGELES PALMS RANCHO PARK LIBRARY (Continued) **1000345094**

User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110006475616

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

67 **CITY OF L A GENERAL SERVICES** **CA HAZNET** **S113011510**
2920 OVERLAND AVE **N/A**
PALMS RANCHO, CA 90064

HAZNET:

Year:	2001
Gepaid:	CAD981988611
Contact:	SHARI KUROKI MGMT ANALYST
Telephone:	2134737748
Mailing Name:	Not reported
Mailing Address:	419 S SPRING ST 12TH FLOOR
Mailing City,St,Zip:	LOS ANGELES, CA 900130000
Gen County:	Not reported
TSD EPA ID:	CAD009007626
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Not reported
Tons:	1.68
Facility County:	Los Angeles

Year:	1994
Gepaid:	CAD981988611
Contact:	CITY OF L A DEPT OF GEN SRVCS
Telephone:	2134737746
Mailing Name:	Not reported
Mailing Address:	419 S SPRING ST 12TH FLOOR
Mailing City,St,Zip:	LOS ANGELES, CA 900130000
Gen County:	Not reported
TSD EPA ID:	CAD009007626
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Not reported
Tons:	4.2140
Facility County:	Los Angeles

67 **NOTRE DAME ACADEMY** **CA HAZNET** **S113143814**
2851 OVERLAND AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2008
Gepaid:	CAL000309866
Contact:	DANIEL LOPORTO X240
Telephone:	3108395289
Mailing Name:	Not reported
Mailing Address:	1776 HENDRIX AVE
Mailing City,St,Zip:	THOUSAND OAKS, CA 900644217
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.025
Facility County:	Los Angeles

Year:	2008
Gepaid:	CAL000309866
Contact:	DANIEL LOPORTO X240
Telephone:	3108395289
Mailing Name:	Not reported
Mailing Address:	1776 HENDRIX AVE
Mailing City,St,Zip:	THOUSAND OAKS, CA 900644217
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Laboratory waste chemicals
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.0035
Facility County:	Los Angeles

Year:	2008
Gepaid:	CAL000309866
Contact:	DANIEL LOPORTO X240
Telephone:	3108395289
Mailing Name:	Not reported
Mailing Address:	1776 HENDRIX AVE
Mailing City,St,Zip:	THOUSAND OAKS, CA 900644217
Gen County:	Not reported
TSD EPA ID:	ARD069748192
TSD County:	Not reported
Waste Category:	Laboratory waste chemicals
Disposal Method:	Incineration--Thermal Destruction Other Than Use As A Fuel
Tons:	0.1025
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAL000309866
Contact:	DANIEL LOPORTO X240
Telephone:	3108395289
Mailing Name:	Not reported
Mailing Address:	2851 OVERLAND AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900644217
Gen County:	Not reported

NOTRE DAME ACADEMY (Continued) **S113143814**

TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.01
Facility County: Los Angeles

Year: 2007
Gepaid: CAL000309866
Contact: DANIEL LOPORTO X240
Telephone: 3108395289
Mailing Name: Not reported
Mailing Address: 2851 OVERLAND AVE
Mailing City,St,Zip: LOS ANGELES, CA 900644217
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Unspecified organic liquid mixture
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.18
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
1 additional CA_HAZNET: record(s) in the EDR Site Report.

---

68 **PORTOBELLO PLUS MGMT CO INC** **CA HAZNET** **S112967629**
3049 S CANFIELD AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 2008
Gepaid: CAC002626338
Contact: GERMAN RICO
Telephone: 2133807055
Mailing Name: Not reported
Mailing Address: 611 S CATALINA ST STE 405
Mailing City,St,Zip: LOS ANGELES, CA 900051730
Gen County: Not reported
TSD EPA ID: CAD099452708
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.418
Facility County: Los Angeles

68 **LOS ANGELES DEPT OF WATER & POWER** **CA HAZNET** **S112979974**
3030 CANFIELD AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2009
Gepaid:	CAC002645600
Contact:	MARK SEDLACEK
Telephone:	2133670403
Mailing Name:	Not reported
Mailing Address:	111 N HOPE ST RM 1050
Mailing City,St,Zip:	LOS ANGELES, CA 90012
Gen County:	Not reported
TSD EPA ID:	CAD980675276
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	8
Facility County:	Los Angeles

---

69 **SHARDAD SANJIDEH** **CA HAZNET** **S113791892**
10583 DUNLEER DR **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2012
Gepaid:	CAC002710169
Contact:	SHARDAD SANJIDEH
Telephone:	3239743303
Mailing Name:	Not reported
Mailing Address:	10583 DUNLEER DR
Mailing City,St,Zip:	LOS ANGELES, CA 90064
Gen County:	Los Angeles
TSD EPA ID:	AZC950823111
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.4
Facility County:	Los Angeles

---

70 **CA CHMIRS** **S105647397**
MANNING AVENUE & QUEENSBURY DRIVE **N/A**
LOS ANGELES, CA

CHMIRS:

OES Incident Number:	011612
OES notification:	Not reported
OES Date:	1/5/1996
OES Time:	12:43:35 AM
Incident Date:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported

(Continued) **S105647397**

Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
Special Studies 1:	Not reported
Special Studies 2:	Not reported
Special Studies 3:	Not reported
Special Studies 4:	Not reported
Special Studies 5:	Not reported
Special Studies 6:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA/DOT/PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Comments:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	YES
Waterway:	la storm drain system
Spill Site:	Not reported
Cleanup By:	la dept w&p
Containment:	Not reported
What Happened:	Not reported
Type:	OTHER
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	1996
Agency:	la dept water & power
Incident Date:	1733/04Jan96
Admin Agency:	Not reported
Amount:	20gals
Contained:	YES
Site Type:	RD
E Date:	Not reported
Substance:	mineral oil [pcb 6ppm]
Quantity Released:	Not reported
BBLS:	Not reported
Cups:	Not reported
CUFT:	Not reported
Gallons:	Not reported
Grams:	Not reported
Pounds:	Not reported
Liters:	Not reported
Ounces:	Not reported
Pints:	Not reported
Quarts:	Not reported
Sheen:	Not reported

(Continued) **S105647397**

Tons:	Not reported
Unknown:	Not reported
Evacuations:	NO
Number of Injuries:	NO
Number of Fatalities:	NO
Description:	power pole knocked down due to traffic accident spilling contents of transformer. catch basin in place, perhaps 1 gal actual release to drain.

---

70 **CA CHMIRS** **S106399594**
N/A

3154 QUEENSBURY DR
WEST LOS ANGELES, CA

CHMIRS:

OES Incident Number:	03-2930	
OES notification:	06/07/2003	
OES Date:	Not reported	
OES Time:	Not reported	
Incident Date:	Not reported	
Date Completed:	**Not reported**	
Property Use:	Not reported	
Agency Id Number:	Not reported	
Agency Incident Number:	Not reported	
Time Notified:	Not reported	
Time Completed:	Not reported	
Surrounding Area:	Not reported	
Estimated Temperature:	Not reported	
Property Management:	Not reported	
Special Studies 1:	Not reported	
Special Studies 2:	Not reported	
Special Studies 3:	Not reported	
Special Studies 4:	Not reported	
Special Studies 5:	Not reported	
Special Studies 6:	Not reported	
More Than Two Substances Involved?:		Not reported
Resp Agncy Personel # Of Decontaminated:		Not reported
Responding Agency Personel # Of Injuries:		Not reported
Responding Agency Personel # Of Fatalities:		Not reported
Others Number Of Decontaminated:		Not reported
Others Number Of Injuries:		Not reported
Others Number Of Fatalities:		Not reported
Vehicle Make/year:	Not reported	
Vehicle License Number:	Not reported	
Vehicle State:	Not reported	
Vehicle Id Number:	Not reported	
CA/DOT/PUC/ICC Number:	Not reported	
Company Name:	Not reported	
Reporting Officer Name/ID:	Not reported	
Report Date:	Not reported	
Comments:	Not reported	
Facility Telephone:	Not reported	
Waterway Involved:	No	
Waterway:	Not reported	
Spill Site:	Not reported	
Cleanup By:	Reporting Party	
Containment:	Not reported	
What Happened:	Not reported	
Type:	Not reported	

(Continued) **S106399594**

Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	2003
Agency:	City of Los Angeles
Incident Date:	6/7/200312:00:00 AM
Admin Agency:	L. A. County Fire Prevention
Amount:	Not reported
Contained:	Yes
Site Type:	Residence
E Date:	Not reported
Substance:	Sewage
Quantity Released:	Not reported
BBLS:	0
Cups:	0
CUFT:	0
Gallons:	2630
Grams:	0
Pounds:	0
Liters:	0
Ounces:	0
Pints:	0
Quarts:	0
Sheen:	0
Tons:	0
Unknown:	0
Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
Description:	Per caller, a blockage in an eight inch sewer line caused the release. Substance was contained to a catch basin.

---

71 **CHEVRON U.S.A. INC.** **CA UIC** **S111614382**
N/A

LOS ANGELES (County), CA

UIC:

API Number:	03706139
Confidential Well:	N
Well Number:	1
Lease Name:	La Ballona Div.
Well Located On A BLW Lease:	N
Field Name:	Any Field
Area Name:	Any Area
Section:	34
Township:	01S
Range:	15W
Base And Meridian; Part Of The PLSS:	SB
Elevation:	Not reported
Location Desc:	Not reported
Latitude:	34.03355
Longitude:	-118.4327
GIS Source Code:	hud
Comments:	Not reported

72 **ABBOTT TRANSISTOR LABS INC** **RCRA-SQG** **1000343178**
2727 S LA CIENEGA BLVD **CA HIST CORTESE** **CAD980814065**
LOS ANGELES, CA 90034 **CA LUST**
CA FID UST
CA HIST UST
CA SWEEPS UST
CA EMI

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	ABBOTT TRANSISTOR LABS INC
Facility address:	2727 S LA CIENEGA BLVD LOS ANGELES, CA 90034
EPA ID:	CAD980814065
Mailing address:	S LA CIENEGA BLVD LOS ANGELES, CA 90034
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	JOHN T BATTE
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No

ABBOTT TRANSISTOR LABS INC (Continued) **1000343178**

On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900340198

LUST:

Region:	STATE
Global Id:	T0603700869
Latitude:	34.0332991
Longitude:	-118.3758826
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	12/01/1997
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	MSH
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900340198
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Diesel
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603700869
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Regulatory Activities:

Global Id:	T0603700869
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

Global Id:	T0603700869
Action Type:	Other
Date:	01/01/1950

ABBOTT TRANSISTOR LABS INC (Continued) **1000343178**

Action: Leak Stopped

Global Id: T0603700869
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900340198	
Status:	Case Closed	
Substance:	Diesel	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603700869	
W Global ID:	Not reported	
Staff:	MSH	
Local Agency:	19050	
Cross Street:	ADAMS BLVD	
Enforcement Type:	Not reported	
Date Leak Discovered:	4/21/1993	
Date Leak First Reported:		4/21/1993
Date Leak Record Entered:	11/7/1997	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	4/21/1993	
Date Case Last Changed on Database:		11/7/1997
Date the Case was Closed:		12/1/1997
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		1030.391775455720189960596279 1
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		5/20/1997
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	ESTATE OF JOHN THOMAS BATTE	

ABBOTT TRANSISTOR LABS INC (Continued) **1000343178**

RP Address: 8203 VINELAND AVE., SUN VALLEY, CA 91352
Program: LUST
Lat/Long: 34.0332991 / -1
Local Agency Staff: PEJ
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: Not reported

CA FID UST:
Facility ID: 19019202
Regulated By: UTNKA
Regulated ID: 00017453
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 8188413630
Mail To: Not reported
Mailing Address: 2727 S LA CIENEGA BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900340000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

HIST UST:
Region: STATE
Facility ID: 00000017453
Facility Type: Other
Other Type: MANUFACTURING
Total Tanks: 0001
Contact Name: MONTE STRAUSS
Telephone: 2132028820
Owner Name: ABBOTT TRANSISTOR LABS
Owner Address: 2727 S LA CIENEGA BLVD
Owner City,St,Zip: LOS ANGELES, CA 90034

Tank Num: 001
Container Num: H-295658
Year Installed: 1982
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: None

SWEEPS UST:
Status: Not reported
Comp Number: 1226
Number: Not reported
Board Of Equalization: 44-011661

ABBOTT TRANSISTOR LABS INC (Continued) **1000343178**

Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-001226-000001
Actv Date:	Not reported
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	DIESEL
Number Of Tanks:	1

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	42684
Air District Name:	SC
SIC Code:	3679
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	16
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1993
County Code:	19
Air Basin:	SC
Facility ID:	42684
Air District Name:	SC
SIC Code:	3679
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	14
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	42684
Air District Name:	SC
SIC Code:	3679
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported

ABBOTT TRANSISTOR LABS INC (Continued) **1000343178**

Total Organic Hydrocarbon Gases Tons/Yr:	14
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1996
County Code:	19
Air Basin:	SC
Facility ID:	42684
Air District Name:	SC
SIC Code:	3679
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	6
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	42684
Air District Name:	SC
SIC Code:	3679
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	6
Reactive Organic Gases Tons/Yr:	4
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	42684
Air District Name:	SC
SIC Code:	3679
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	6
Reactive Organic Gases Tons/Yr:	4
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0

ABBOTT TRANSISTOR LABS INC (Continued) **1000343178**

Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

Year: 1999
County Code: 19
Air Basin: SC
Facility ID: 42684
Air District Name: SC
SIC Code: 3679
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 6
Reactive Organic Gases Tons/Yr: 4
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

Year: 2000
County Code: 19
Air Basin: SC
Facility ID: 42684
Air District Name: SC
SIC Code: 3679
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 6
Reactive Organic Gases Tons/Yr: 4
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

Year: 2001
County Code: 19
Air Basin: SC
Facility ID: 42684
Air District Name: SC
SIC Code: 3679
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 6
Reactive Organic Gases Tons/Yr: 4
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

73 **ARCO #0194** **CA LUST** **S105692664**
5884 WASHINGTON BLVD **N/A**
CULVER CITY, CA 90230

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	I-12044	
Status:	Remedial action (cleanup) Underway	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		VEVS
Global ID:	T0603703901	
W Global ID:	Not reported	
Staff:	DP	
Local Agency:	19000	
Cross Street:	LA CIENEGA	
Enforcement Type:	DLSEL	
Date Leak Discovered:	5/18/1992	
Date Leak First Reported:		9/3/1992
Date Leak Record Entered:	8/20/1992	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		8/15/2002
Date the Case was Closed:		Not reported
How Leak Discovered:	Subsurface Monitoring	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		656.82523792275728144502848602
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		8/6/1992
Preliminary Site Assessment Began:		1/26/1993
Pollution Characterization Began:		3/12/2004
Remediation Plan Submitted:		2/20/2001
Remedial Action Underway:		4/23/2004
Post Remedial Action Monitoring Began:		9/3/1992
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		8/11/1997
Hist Max MTBE Conc in Groundwater:		240000
Hist Max MTBE Conc in Soil:		52
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	=	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	MS. JULIE DASSINER	
RP Address:	4 CENTERPOINTE DR.	
Program:	LUST	
Lat/Long:	34.0325422 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	

ARCO #0194 (Continued) **S105692664**

Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: Not reported

---

74 **WILLIAM J GRAHAM TRUST** **CA HAZNET** **S113462037**
3326 S CANFIELD AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 2010
Gepaid: CAC002656473
Contact: WILLIAM GRAHAM
Telephone: 8187070063
Mailing Name: Not reported
Mailing Address: 32230 OAKSHORE DR
Mailing City,St,Zip: WESTLAKE VILLAGE, CA 913613810
Gen County: Not reported
TSD EPA ID: AZC950823111
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.4
Facility County: Los Angeles

---

74 **JIM HARRIS** **CA HAZNET** **S112976007**
3333 BAGLEY AVE APT 7 **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 2009
Gepaid: CAC002639402
Contact: JIM HARRIS
Telephone: 3102027600
Mailing Name: Not reported
Mailing Address: 3312 LIVONIA AVE
Mailing City,St,Zip: LOS ANGELES, CA 900343112
Gen County: Not reported
TSD EPA ID: CAD009007626
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.4
Facility County: Los Angeles

74 **GAMER WM** **EDR US Hist Auto Stat** **1009081543**
9530 NATIONAL BLVD **N/A**
LOS ANGELES, CA

EDR Historical Auto Stations:
Name: GAMER WM
Year: 1937
Type: GASOLINE AND OIL SERVICE STATIONS

---

74 **TESSA HICKS** **CA HAZNET** **S112960922**
9612 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 2007
Gepaid: CAC002615859
Contact: TESSA HICKS
Telephone: 3104632481
Mailing Name: Not reported
Mailing Address: 9612 NATIONAL BLVD
Mailing City,St,Zip: LOS ANGELES, CA 90034
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.04
Facility County: Los Angeles

---

74 **EDR US Hist Auto Stat** **1015426811**
3250 OAKHURST AVE **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:
Name: AT HOME CAR CARE
Year: 2001
Address: 3250 OAKHURST AVE

Name: AT HOME CAR CARE
Year: 2002
Address: 3250 OAKHURST AVE

Name: AT HOME CAR CARE
Year: 2003
Address: 3250 OAKHURST AVE

Name: AT HOME CAR CARE
Year: 2004
Address: 3250 OAKHURST AVE

Name: AT HOME CAR CARE
Year: 2008
Address: 3250 OAKHURST AVE

74 **DANA SMITH** **CA HAZNET** **S113777658**
3221 CARDIFF AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2012
Gepaid:	CAC002691030
Contact:	DANA SMITH
Telephone:	3108922950
Mailing Name:	Not reported
Mailing Address:	3221 CARDIFF AVE
Mailing City,St,Zip:	LOS ANGELES, CA 90034
Gen County:	Los Angeles
TSD EPA ID:	CAD009007626
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.4
Facility County:	Los Angeles

---

74 **LYNNE SEIDMAN** **CA HAZNET** **S113773960**
3200 OAKHURST AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2012
Gepaid:	CAC002686454
Contact:	LYNNE SEIDMAN
Telephone:	3109167934
Mailing Name:	Not reported
Mailing Address:	3200 OAKHURST AVE
Mailing City,St,Zip:	LOS ANGELES, CA 90034
Gen County:	Los Angeles
TSD EPA ID:	CAD028409019
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.215
Facility County:	Los Angeles

---

75 **PAUL EADS** **CA HAZNET** **S113774611**
3314 BARBYDELL DR **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2012
Gepaid:	CAC002687270
Contact:	PAUL EADS
Telephone:	3105597959
Mailing Name:	Not reported
Mailing Address:	3314 BARBYDELL DR
Mailing City,St,Zip:	LOS ANGELES, CA 90064
Gen County:	Los Angeles
TSD EPA ID:	AZC950823111
TSD County:	99
Waste Category:	Not reported

PAUL EADS (Continued) **S113774611**

Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.4
Facility County: Los Angeles

---

76 **FORMER APEX METAL POLISHING** **RCRA-SQG** **1000438959**
5977 WEST WASHINGTON BOULEVARD **FINDS** **CAD009550336**
CULVER CITY, CA **CA Cortese**
LA Co. Site Mitigation
CA RESPONSE
CA EMI
CA ENVIROSTOR

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: APEX METAL POLISHING
Facility address: 5977 W WASHINGTN BL
CULVER CITY, CA 90231
EPA ID: CAD009550336
Mailing address: 5977 WASHINGTON BLVD
CULVER CITY, CA 90230
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Land type: Facility is not located on Indian land. Additional information is not known.
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: FRED GOODYEAR
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

FORMER APEX METAL POLISHING (Continued) **1000438959**

Handler Activities Summary:
- U.S. importer of hazardous waste: No
- Mixed waste (haz. and radioactive): No
- Recycler of hazardous waste: No
- Transporter of hazardous waste: No
- Treater, storer or disposer of HW: No
- Underground injection activity: No
- On-site burner exemption: No
- Furnace exemption: No
- Used oil fuel burner: No
- Used oil processor: No
- User oil refiner: No
- Used oil fuel marketer to burner: No
- Used oil Specification marketer: No
- Used oil transfer facility: No
- Used oil transporter: No

Historical Generators:
- Date form received by agency: 06/27/1980
- Facility name: APEX METAL POLISHING
- Classification: Large Quantity Generator

Facility Has Received Notices of Violations:
- Regulation violated: FR - 262.10-12.A
- Area of violation: Generators - General
- Date violation determined: 06/27/1994
- Date achieved compliance: 06/27/1999
- Violation lead agency: State
  - Enforcement action: Not reported
  - Enforcement action date: Not reported
  - Enf. disposition status: Not reported
  - Enf. disp. status date: Not reported
  - Enforcement lead agency: Not reported
  - Proposed penalty amount: Not reported
  - Final penalty amount: Not reported
  - Paid penalty amount: Not reported

- Regulation violated: FR - 262.10-12.A
- Area of violation: Generators - General
- Date violation determined: 06/22/1994
- Date achieved compliance: 06/27/1994
- Violation lead agency: State
  - Enforcement action: Not reported
  - Enforcement action date: Not reported
  - Enf. disposition status: Not reported
  - Enf. disp. status date: Not reported
  - Enforcement lead agency: Not reported
  - Proposed penalty amount: Not reported
  - Final penalty amount: Not reported
  - Paid penalty amount: Not reported

Evaluation Action Summary:
- Evaluation date: 06/27/1994
- Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
- Area of violation: Generators - General

FORMER APEX METAL POLISHING (Continued) **1000438959**

Date achieved compliance: 06/27/1999
Evaluation lead agency: State Contractor/Grantee

Evaluation date: 06/22/1994
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 06/27/1994
Evaluation lead agency: State Contractor/Grantee

FINDS:

Registry ID: 110013830729

Environmental Interest/Information System

California Department of Toxic Substances Control EnviroStor System (DTSC-EnviroStor) is an online search and Geographic Information System (GIS) tool for identifying sites that have known contamination or sites for which there may be reasons to investigate further. The EnviroStor database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites.

The NEI (National Emissions Inventory) database contains information on stationary and mobile sources that emit criteria air pollutants and their precursors, as well as hazardous air pollutants (HAPs).

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

CRITERIA AND HAZARDOUS AIR POLLUTANT INVENTORY

CORTESE:

Region:	CORTESE
Envirostor Id:	19340792
Site/Facility Type:	STATE RESPONSE
Cleanup Status:	ACTIVE
Status Date:	06/16/2006
Site Code:	301290
Latitude:	34.032105
Longitude:	-118.37610
Owner:	Not reported
Enf Type:	Not reported
Swat R:	Not reported
Flag:	export
Order No:	Not reported
Waste Discharge System No:	Not reported
Effective Date:	Not reported
Region 2:	Not reported
WID Id:	Not reported
Solid Waste Id No:	Not reported
Waste Management Uit Name:	Not reported

FORMER APEX METAL POLISHING (Continued) **1000438959**

LA Co. Site Mitigation:
- Facility ID: FA0028830
- Site ID: SD0000108
- Jurisdiction: County
- Case ID: RO0000112
- Abated: Yes
- Assigned To: Kim Clark
- Entered Date: 05/25/2004

RESPONSE:

Facility ID:	19340792
Site Type:	State Response
Site Type Detail:	State Response or NPL
Acres:	0.2
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Robert Krug
Supervisor:	Philip Chandler
Division Branch:	Cleanup Chatsworth
Site Code:	301290
Site Mgmt. Req.:	NONE SPECIFIED
Assembly:	54
Senate:	30
Special Program Status:	Not reported
Status:	Active
Status Date:	06/16/2006
Restricted Use:	NO
Funding:	Not Applicable
Latitude:	34.03210
Longitude:	-118.3761
APN:	5065004020
Past Use:	METAL FINISHING
Potential COC:	Tetrachloroethylene (PCE, Trichloroethylene (TCE, 1,1-Dichloroethane, 1,1-Dichloroethylene, 1,2-Dichloroethylene (cis, 1,2-Dichloroethylene (trans
Confirmed COC:	Tetrachloroethylene (PCE, Trichloroethylene (TCE, 1,1-Dichloroethane, 1,1-Dichloroethylene, 1,2-Dichloroethylene (cis, 1,2-Dichloroethylene (trans, Tetrachloroethylene (PCE, Trichloroethylene (TCE, 1,1-Dichloroethane, 1,1-Dichloroethylene, 1,2-Dichloroethylene (cis, 1,2-Dichloroethylene (trans
Potential Description:	OTH, SOIL, SV
Alias Name:	5065004020
Alias Type:	APN
Alias Name:	110013830729
Alias Type:	EPA (FRS #)
Alias Name:	301290
Alias Type:	Project Code (Site Code)
Alias Name:	19340792
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Workplan
Completed Date:	09/25/2007

FORMER APEX METAL POLISHING (Continued) **1000438959**

Comments:	DTSC conditionally approves the soil gas survey workplan with modifications required.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Fieldwork
Completed Date:	04/02/2008
Comments:	Field work completed.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Unilateral Order (I/SE, RAO, CAO, EPA AO)
Completed Date:	03/28/2007
Comments:	Order sent to RPs.
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	PROJECT WIDE
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Removal Action Workplan
Schedule Due Date:	10/05/2013
Schedule Revised Date:	Not reported

EMI:

Year:	1996
County Code:	19
Air Basin:	SC
Facility ID:	19
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

ENVIROSTOR:

Site Type:	State Response
Site Type Detailed:	State Response or NPL
Acres:	0.2
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Robert Krug
Supervisor:	Philip Chandler
Division Branch:	Cleanup Chatsworth
Facility ID:	19340792
Site Code:	301290
Assembly:	54

FORMER APEX METAL POLISHING (Continued) **1000438959**

Senate:	30
Special Program:	Not reported
Status:	Active
Status Date:	06/16/2006
Restricted Use:	NO
Site Mgmt. Req.:	NONE SPECIFIED
Funding:	Not Applicable
Latitude:	34.03210
Longitude:	-118.3761
APN:	5065004020
Past Use:	METAL FINISHING
Potential COC:	Tetrachloroethylene (PCE, Trichloroethylene (TCE, 1,1-Dichloroethane, 1,1-Dichloroethylene, 1,2-Dichloroethylene (cis, 1,2-Dichloroethylene (trans
Confirmed COC:	Tetrachloroethylene (PCE, Trichloroethylene (TCE, 1,1-Dichloroethane, 1,1-Dichloroethylene, 1,2-Dichloroethylene (cis, 1,2-Dichloroethylene (trans, Tetrachloroethylene (PCE, Trichloroethylene (TCE, 1,1-Dichloroethane, 1,1-Dichloroethylene, 1,2-Dichloroethylene (cis, 1,2-Dichloroethylene (trans
Potential Description:	OTH, SOIL, SV
Alias Name:	5065004020
Alias Type:	APN
Alias Name:	110013830729
Alias Type:	EPA (FRS #)
Alias Name:	301290
Alias Type:	Project Code (Site Code)
Alias Name:	19340792
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Workplan
Completed Date:	09/25/2007
Comments:	DTSC conditionally approves the soil gas survey workplan with modifications required.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Fieldwork
Completed Date:	04/02/2008
Comments:	Field work completed.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Unilateral Order (I/SE, RAO, CAO, EPA AO)
Completed Date:	03/28/2007
Comments:	Order sent to RPs.
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	PROJECT WIDE
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Removal Action Workplan
Schedule Due Date:	10/05/2013
Schedule Revised Date:	Not reported

77 **ERNS** **2003641683**
10002 NATIONAL BLVD **N/A**
WEST LOS ANGELES, CA

Click this hyperlink while viewing on your computer to access additional ERNS detail in the EDR Site Report.

---

77 **CA CHMIRS** **S106399946**
10002 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90031

CHMIRS:

OES Incident Number:	03-1887	
OES notification:	04/09/2003	
OES Date:	Not reported	
OES Time:	Not reported	
Incident Date:	Not reported	
Date Completed:	**Not reported**	
Property Use:	Not reported	
Agency Id Number:	Not reported	
Agency Incident Number:	Not reported	
Time Notified:	Not reported	
Time Completed:	Not reported	
Surrounding Area:	Not reported	
Estimated Temperature:	Not reported	
Property Management:	Not reported	
Special Studies 1:	Not reported	
Special Studies 2:	Not reported	
Special Studies 3:	Not reported	
Special Studies 4:	Not reported	
Special Studies 5:	Not reported	
Special Studies 6:	Not reported	
More Than Two Substances Involved?:		Not reported
Resp Agncy Personel # Of Decontaminated:		Not reported
Responding Agency Personel # Of Injuries:		Not reported
Responding Agency Personel # Of Fatalities:		Not reported
Others Number Of Decontaminated:		Not reported
Others Number Of Injuries:		Not reported
Others Number Of Fatalities:		Not reported
Vehicle Make/year:	Not reported	
Vehicle License Number:	Not reported	
Vehicle State:	Not reported	
Vehicle Id Number:	Not reported	
CA/DOT/PUC/ICC Number:	Not reported	
Company Name:	Not reported	
Reporting Officer Name/ID:	Not reported	
Report Date:	Not reported	
Comments:	Not reported	
Facility Telephone:	Not reported	
Waterway Involved:	No	
Waterway:	Not reported	
Spill Site:	Not reported	
Cleanup By:	Reporting Party	
Containment:	Not reported	
What Happened:	Not reported	
Type:	Not reported	
Measure:	Not reported	

(Continued) **S106399946**

Other:	Not reported
Date/Time:	Not reported
Year:	2003
Agency:	city of Los Angeles, Bureau of Sanitation
Incident Date:	4/8/200312:00:00 AM
Admin Agency:	Los Angeles City Fire Department
Amount:	Not reported
Contained:	Yes
Site Type:	Merchant/Business
E Date:	Not reported
Substance:	sewage
Quantity Released:	Not reported
BBLS:	0
Cups:	0
CUFT:	0
Gallons:	999
Grams:	0
Pounds:	0
Liters:	0
Ounces:	0
Pints:	0
Quarts:	0
Sheen:	0
Tons:	0
Unknown:	0
Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
Description:	Broken line caused. Clean up has already been done.

---

77 **BILL'S UNOCAL SERVICE** **CA FID UST** **S101582835**
9930 NATIONAL BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90034

CA FID UST:

Facility ID:	19001608
Regulated By:	UTNKA
Regulated ID:	00007586
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2132045176
Mail To:	Not reported
Mailing Address:	3701 WILSHIRE BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900340000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

SWEEPS UST:

Status:	Active
Comp Number:	814
Number:	9

BILL'S UNOCAL SERVICE (Continued) **S101582835**

Board Of Equalization: 44-011420
Referral Date: 07-16-92
Action Date: 03-15-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000814-000001
Actv Date: 04-20-88
Capacity: 280
Tank Use: OIL
Stg: W
Content: WASTE OIL
Number Of Tanks: 6

Status: Active
Comp Number: 814
Number: 9
Board Of Equalization: 44-011420
Referral Date: 07-16-92
Action Date: 03-15-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000814-000002
Actv Date: 04-20-88
Capacity: 940
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 814
Number: 9
Board Of Equalization: 44-011420
Referral Date: 07-16-92
Action Date: 03-15-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000814-000003
Actv Date: 04-20-88
Capacity: 9940
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 814
Number: 9
Board Of Equalization: 44-011420
Referral Date: 07-16-92
Action Date: 03-15-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported

BILL'S UNOCAL SERVICE (Continued) **S101582835**

Swrcb Tank Id:	19-050-000814-000004
Actv Date:	04-20-88
Capacity:	280
Tank Use:	OIL
Stg:	W
Content:	WASTE OIL
Number Of Tanks:	Not reported
Status:	Active
Comp Number:	814
Number:	9
Board Of Equalization:	44-011420
Referral Date:	07-16-92
Action Date:	03-15-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000814-000005
Actv Date:	04-20-88
Capacity:	9940
Tank Use:	M.V. FUEL
Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported
Status:	Active
Comp Number:	814
Number:	9
Board Of Equalization:	44-011420
Referral Date:	07-16-92
Action Date:	03-15-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000814-000006
Actv Date:	04-20-88
Capacity:	9940
Tank Use:	M.V. FUEL
Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported

---

77 **ERNS** **8853176**

9930 NATIONAL BLVD **N/A**
LOS ANGELES, CA

Click this hyperlink while viewing on your computer to access additional ERNS detail in the EDR Site Report.

77 **SERVICE STATION 5795** **CA HIST UST** **1000166782**
9930 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

HIST UST:

Region:	STATE
Facility ID:	00000007586
Facility Type:	Gas Station
Other Type:	Not reported
Total Tanks:	0006
Contact Name:	WILLIAM FULTON
Telephone:	2132045176
Owner Name:	UNION OIL COMPANY OF CALIFORNI
Owner Address:	3701 WILSHIRE BOULEVARD-SUITE
Owner City,St,Zip:	LOS ANGELES, CA 90010

Tank Num:	001
Container Num:	5795-4
Year Installed:	1966
Tank Capacity:	00000280
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Tank Construction:	Not reported
Leak Detection:	Stock Inventor, Pressure Test

Tank Num:	002
Container Num:	5795-2
Year Installed:	1966
Tank Capacity:	00000940
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Tank Construction:	Not reported
Leak Detection:	Stock Inventor, Pressure Test

Tank Num:	003
Container Num:	5795-1
Year Installed:	1966
Tank Capacity:	00009940
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Tank Construction:	Not reported
Leak Detection:	Stock Inventor, Pressure Test

Tank Num:	004
Container Num:	5786-4
Year Installed:	1966
Tank Capacity:	00000280
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Tank Construction:	Not reported
Leak Detection:	Stock Inventor, Pressure Test

Tank Num:	005
Container Num:	5786-2
Year Installed:	1966
Tank Capacity:	00009940
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Tank Construction:	Not reported

SERVICE STATION 5795 (Continued) **1000166782**

Leak Detection: Stock Inventor, Pressure Test

Tank Num: 006
Container Num: 5786-1
Year Installed: 1966
Tank Capacity: 00009940
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor, Pressure Test

---

77 **EDR US Hist Auto Stat** **1015690263**

9930 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:

Name: A & A UNION 76
Year: 2006
Address: 9930 NATIONAL BLVD

Name: A & A UNION 76
Year: 2007
Address: 9930 NATIONAL BLVD

Name: A & A UNION 76
Year: 2008
Address: 9930 NATIONAL BLVD

Name: A & A UNION 76
Year: 2009
Address: 9930 NATIONAL BLVD

Name: A & A UNION 76
Year: 2011
Address: 9930 NATIONAL BLVD

Name: A & A UNION 76
Year: 2012
Address: 9930 NATIONAL BLVD

---

77 **UNOCAL #5795** **CA HIST CORTESE** **S101297169**
9930 NATIONAL **CA LUST** **N/A**
LOS ANGELES, CA 90034

CORTESE:

Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900340207

Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 3026

UNOCAL #5795 (Continued) **S101297169**

LUST:

Region:	STATE
Global Id:	T0603700870
Latitude:	34.0302979
Longitude:	-118.4023682
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	05/10/2011
Lead Agency:	LOS ANGELES, CITY OF
Case Worker:	EL
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900340207
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603700870
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T0603700870
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Regulatory Activities:

Global Id:	T0603700870
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

Global Id:	T0603700870
Action Type:	Other
Date:	01/01/1950
Action:	Leak Stopped

Global Id:	T0603700870
Action Type:	ENFORCEMENT
Date:	05/10/2011
Action:	Closure/No Further Action Letter

Global Id:	T0603700870
Action Type:	Other

UNOCAL #5795 (Continued) **S101297169**

Date: 01/01/1950
Action: Leak Discovery

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900340207	
Status:	Pollution Characterization	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603700870	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19050	
Cross Street:	HUGHES	
Enforcement Type:	Not reported	
Date Leak Discovered:	3/11/1988	
Date Leak First Reported:		3/11/1988
Date Leak Record Entered:	4/6/1988	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	3/11/1988	
Date Case Last Changed on Database:		2/8/1991
Date the Case was Closed:		Not reported
How Leak Discovered:	Tank Test	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Piping	
Operator:	FULTON, WILLIAM	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		5854.939229921697455778906192 4
Source of Cleanup Funding:		Piping
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		1/28/1991
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	UNOCAL CORPORATION	
RP Address:	3701 WILSHIRE BLVD, #800, LOS ANGELES, CA 90010	
Program:	LUST	
Lat/Long:	34.0302979 / -1	
Local Agency Staff:	PEJ	

UNOCAL #5795 (Continued) **S101297169**

Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: SOME OF THE CONTAMINATED SOIL HAS BEEN REMOVED FOR AERATION.

---

77 **GAS SERVICE STATION** **CA Notify 65** **S100178564**
9930 NATIONAL BLVD. **N/A**
LOS ANGELES, CA 90034

Notify 65:
Date Reported: Not reported
Staff Initials: Not reported
Board File Number: Not reported
Facility Type: Not reported
Discharge Date: Not reported
Incident Description: 90034-2721

---

77 **A & A UNION 76** **CA HAZNET** **S113070157**
9930 NATIONAL BLVD. **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 2010
Gepaid: CAL000124355
Contact: MIKE MOSTAFA, OWNER
Telephone: 3102045176
Mailing Name: Not reported
Mailing Address: 9930 NATIONAL BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900342721
Gen County: Not reported
TSD EPA ID: CAT000613935
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.084
Facility County: Los Angeles

Year: 2006
Gepaid: CAL000124355
Contact: MIKE MOSTAFA, OWNER
Telephone: 3102045176
Mailing Name: Not reported
Mailing Address: 9930 NATIONAL BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900342721
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: 0.83
Facility County: Los Angeles

Year: 2004

A & A UNION 76 (Continued) **S113070157**

Gepaid: CAL000124355
Contact: MIKE MOSTAFA, OWNER
Telephone: 3102045176
Mailing Name: Not reported
Mailing Address: 9930 NATIONAL BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900342721
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: 1.87
Facility County: Los Angeles

---

77 **UNION OIL SERVICE STATION LEAS** **CA HIST UST** **U001561398**
9930 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

HIST UST:
Region: STATE
Facility ID: 00000055389
Facility Type: Gas Station
Other Type: Not reported
Total Tanks: 0001
Contact Name: WILLIAM FULTON
Telephone: 2132045176
Owner Name: UNION OIL COMPANY OF CALIFORNI
Owner Address: 3701 WILSHIRE BOULEVARD-SUITE
Owner City,St,Zip: LOS ANGELES, CA 90010

Tank Num: 001
Container Num: 5795-00
Year Installed: Not reported
Tank Capacity: 00000240
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Tank Construction: Not reported
Leak Detection: None

---

77 **CONOCO PHILLIPS # 255795** **CA HAZNET** **S113129313**
9930 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 2005
Gepaid: CAL000276813
Contact: DANELLE EICHHORST
Telephone: 2812933723
Mailing Name: Not reported
Mailing Address: 600 N DAIRY ASHFORD-MO 1001
Mailing City,St,Zip: HOUSTON, TX 77079
Gen County: Not reported
TSD EPA ID: CAD982444481
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Treatment, Tank

CONOCO PHILLIPS # 255795 (Continued) **S113129313**

Tons: 1.23
Facility County: Los Angeles

---

77 **UNOCAL SERVICE STATION #5795** **CA HAZNET** **S113008946**
9930 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year: 2001
Gepaid: CAD981646508
Contact: CHRISTOPHER Z HILL
Telephone: 7144286802
Mailing Name: Not reported
Mailing Address: PO BOX 25376
Mailing City,St,Zip: SANTA ANA, CA 927995376
Gen County: Not reported
TSD EPA ID: CAT000613935
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Transfer Station
Tons: 0.06
Facility County: Los Angeles

Year: 2000
Gepaid: CAD981646508
Contact: CHRISTOPHER Z HILL
Telephone: 7144286802
Mailing Name: Not reported
Mailing Address: PO BOX 25376
Mailing City,St,Zip: SANTA ANA, CA 927995376
Gen County: Not reported
TSD EPA ID: CAT000613935
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Transfer Station
Tons: 0.06
Facility County: Los Angeles

Year: 1999
Gepaid: CAD981646508
Contact: UNION OIL COMPANY OF CALIFORNI
Telephone: 7144286560
Mailing Name: Not reported
Mailing Address: PO BOX 25376
Mailing City,St,Zip: SANTA ANA, CA 927995376
Gen County: Not reported
TSD EPA ID: CAD099452708
TSD County: Not reported
Waste Category: Oil/water separation sludge
Disposal Method: Transfer Station
Tons: 1.6471
Facility County: Los Angeles

Year: 1998
Gepaid: CAD981646508
Contact: UNION OIL COMPANY OF CALIFORNI
Telephone: 7144286560
Mailing Name: Not reported

UNOCAL SERVICE STATION #5795 (Continued) **S113008946**

Mailing Address: PO BOX 25376
Mailing City,St,Zip: SANTA ANA, CA 927995376
Gen County: Not reported
TSD EPA ID: CAT000613893
TSD County: Not reported
Waste Category: Organic liquids with metals (Alkaline solution (pH >= 12.5) with metals)
Disposal Method: Transfer Station
Tons: .0625
Facility County: Los Angeles

Year: 1998
Gepaid: CAD981646508
Contact: UNION OIL COMPANY OF CALIFORNI
Telephone: 7144286560
Mailing Name: Not reported
Mailing Address: PO BOX 25376
Mailing City,St,Zip: SANTA ANA, CA 927995376
Gen County: Not reported
TSD EPA ID: CAT000613893
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Treatment, Tank
Tons: .0667
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
6 additional CA_HAZNET: record(s) in the EDR Site Report.

---

77 **TOSCO CORPORATION #30985** **CA UST** **U003937641**
9930 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

UST:
Facility ID: 23731
Latitude: 34.03011
Longitude: -118.40269

---

77 **TOSCO CORPORATION STATION #30985** **CA HAZNET** **S113076000**
9930 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 2002
Gepaid: CAL000139077
Contact: HAZMAT SPECIALIST
Telephone: 6027284180
Mailing Name: Not reported
Mailing Address: PO BOX 52085
Mailing City,St,Zip: PHOENIX, AZ 850722085
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Treatment, Tank
Tons: 0.22

TOSCO CORPORATION STATION #30985 (Continued) **S113076000**

Facility County: Los Angeles

Year: 2001
Gepaid: CAL000139077
Contact: HAZMAT SPECIALIST
Telephone: 6027284180
Mailing Name: Not reported
Mailing Address: PO BOX 52085
Mailing City,St,Zip: PHOENIX, AZ 850722085
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Recycler
Tons: 0.12
Facility County: Los Angeles

Year: 2001
Gepaid: CAL000139077
Contact: HAZMAT SPECIALIST
Telephone: 6027284180
Mailing Name: Not reported
Mailing Address: PO BOX 52085
Mailing City,St,Zip: PHOENIX, AZ 850722085
Gen County: Not reported
TSD EPA ID: CAD982484933
TSD County: Not reported
Waste Category: Other empty containers 30 gallons or more
Disposal Method: Disposal, Other
Tons: 0.5
Facility County: Los Angeles

Year: 1998
Gepaid: CAL000139077
Contact: TOSCO MARKETING
Telephone: 6027284180
Mailing Name: Not reported
Mailing Address: P O BOX 52085
Mailing City,St,Zip: PHOENIX, AZ 850722085
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues 10 percent or more
Disposal Method: Treatment, Tank
Tons: .0208
Facility County: Los Angeles

---

77 **ERNS 90188889**

STATION 3795 9930 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

Click this hyperlink while viewing on your computer to access additional ERNS detail in the EDR Site Report.

77 | **ERNS** | **90466123**
SERVICE STATION 5795 9930 NATIONAL BLVD. | **N/A**
LOS ANGELES, CA 90034

Click this hyperlink while viewing on your computer to access additional ERNS detail in the EDR Site Report.

---

77 **RITE AID #5441** | **CA HAZNET** | **S113802809**
9864 NATIONAL BLVD | **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2012
Gepaid:	CAL000379625
Contact:	STEPHANIE A CAIATI SR MGR EH&S
Telephone:	7177308225
Mailing Name:	Not reported
Mailing Address:	30 HUNTER LN
Mailing City,St,Zip:	CAMP HILL, PA 170110000
Gen County:	Los Angeles
TSD EPA ID:	INR000110197
TSD County:	Not reported
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.001
Facility County:	Los Angeles

Year:	2012
Gepaid:	CAL000379625
Contact:	STEPHANIE A CAIATI SR MGR EH&S
Telephone:	7177308225
Mailing Name:	Not reported
Mailing Address:	30 HUNTER LN
Mailing City,St,Zip:	CAMP HILL, PA 170110000
Gen County:	Los Angeles
TSD EPA ID:	INR000110197
TSD County:	Not reported
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.007
Facility County:	Los Angeles

---

77 **RITE AID 5441** | **FINDS** | **1014670813**
9864 NATIONAL BLVD | **N/A**
LOS ANGELES, CA

FINDS:

Registry ID: 110042170487

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport,

RITE AID 5441 (Continued) **1014670813**

and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

77 **RITE AID 5441** **RCRA-CESQG** **1014387515**
9864 NATIONAL BLVD **CAR000210492**
LOS ANGELES, CA 90034

RCRA-CESQG:

Date form received by agency:	08/23/2010
Facility name:	RITE AID 5441
Facility address:	9864 NATIONAL BLVD LOS ANGELES, CA 90034
EPA ID:	CAR000210492
Mailing address:	30 HUNTER LN CAMP HILL, PA 17011
Contact:	STEPHANIE CAIATI
Contact address:	30 HUNTER LN CAMP HILL, PA 17011
Contact country:	US
Contact telephone:	717-730-8225
Contact email:	SSCAIATI@RITEAID.COM
EPA Region:	09
Classification:	Conditionally Exempt Small Quantity Generator
Description:	Handler: generates 100 kg or less of hazardous waste per calendar month, and accumulates 1000 kg or less of hazardous waste at any time; or generates 1 kg or less of acutely hazardous waste per calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste

Owner/Operator Summary:

Owner/operator name:	RITE AID CORP
Owner/operator address:	30 HUNTER LN CAMP HILL, PA 17011
Owner/operator country:	US
Owner/operator telephone:	717-730-8225
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	09/01/1962
Owner/Op end date:	Not reported

Owner/operator name:	RITE AID CORP
Owner/operator address:	30 HUNTER LN CAMP HILL, PA 17011
Owner/operator country:	US
Owner/operator telephone:	717-730-8225
Legal status:	Private

RITE AID 5441 (Continued) **1014387515**

Owner/Operator Type: Owner
Owner/Op start date: 09/01/1962
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Hazardous Waste Summary:
Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

Waste code: D005
Waste name: BARIUM

Waste code: D006
Waste name: CADMIUM

Waste code: D007
Waste name: CHROMIUM

Waste code: D008
Waste name: LEAD

Waste code: D016
Waste name: 2,4-D

Waste code: D035

RITE AID 5441 (Continued) **1014387515**

Waste name: METHYL ETHYL KETONE

Waste code: U002
Waste name: ACETONE (I)

Waste code: U080
Waste name: METHANE, DICHLORO-

Waste code: U160
Waste name: 2-BUTANONE, PEROXIDE (R,T)

Violation Status: No violations found

---

77 **RITE AID #5441** **CA HAZNET** **S113803507**
9864 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year: 2012
Gepaid: CAR000210492
Contact: STEPHANIE A. CAIATI
Telephone: 7177308225
Mailing Name: Not reported
Mailing Address: 30 HUNTER LN
Mailing City,St,Zip: CAMP HILL, PA 170112400
Gen County: Los Angeles
TSD EPA ID: INR000110197
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.0025
Facility County: Los Angeles

Year: 2012
Gepaid: CAR000210492
Contact: STEPHANIE A. CAIATI
Telephone: 7177308225
Mailing Name: Not reported
Mailing Address: 30 HUNTER LN
Mailing City,St,Zip: CAMP HILL, PA 170112400
Gen County: Los Angeles
TSD EPA ID: INR000110197
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.0015
Facility County: Los Angeles

Year: 2012
Gepaid: CAR000210492
Contact: STEPHANIE A. CAIATI
Telephone: 7177308225
Mailing Name: Not reported
Mailing Address: 30 HUNTER LN
Mailing City,St,Zip: CAMP HILL, PA 170112400
Gen County: Los Angeles
TSD EPA ID: INR000110197

RITE AID #5441 (Continued) **S113803507**

TSD County: Not reported
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.0035
Facility County: Los Angeles

Year: 2012
Gepaid: CAR000210492
Contact: STEPHANIE A. CAIATI
Telephone: 7177308225
Mailing Name: Not reported
Mailing Address: 30 HUNTER LN
Mailing City,St,Zip: CAMP HILL, PA 170112400
Gen County: Los Angeles
TSD EPA ID: INR000110197
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.002
Facility County: Los Angeles

Year: 2012
Gepaid: CAR000210492
Contact: STEPHANIE A. CAIATI
Telephone: 7177308225
Mailing Name: Not reported
Mailing Address: 30 HUNTER LN
Mailing City,St,Zip: CAMP HILL, PA 170112400
Gen County: Los Angeles
TSD EPA ID: INR000110197
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Not reported
Tons: 0.0295
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access additional CA_HAZNET: detail in the EDR Site Report.

---

77 **RITE AID #5441** **CA HAZNET** **S113101580**
9864 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 1999
Gepaid: CAL000195107
Contact: RITE AID CORP
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 4020 STIRRUP CREEK DRIVE SUITE 211
Mailing City,St,Zip: DURHAM, NC 277030000
Gen County: Not reported
TSD EPA ID: CAD981402522
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler

RITE AID #5441 (Continued) **S113101580**

Tons: .0325
Facility County: Los Angeles

---

77 **VONS STORE #2100** **CA HAZNET** **S113798710**
9860 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 2012
Gepaid: CAL000353962
Contact: SHARON PLOUFFE
Telephone: 9252265097
Mailing Name: Not reported
Mailing Address: 5918 STONERIDGE MALL RD
Mailing City,St,Zip: PLEASANTON, CA 945883229
Gen County: Los Angeles
TSD EPA ID: INR000110197
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Not reported
Tons: 0.0085
Facility County: Los Angeles

---

77 **EDR US Hist Cleaners** **1015109680**
9838 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

EDR Historical Cleaners:
Name: 18 MINUTE WASH
Year: 1999
Address: 9838 NATIONAL BLVD

Name: 18 MINUTE WASH
Year: 2000
Address: 9838 NATIONAL BLVD

Name: 18 MINUTE WASH
Year: 2001
Address: 9838 NATIONAL BLVD

Name: 18 MINUTE WASH
Year: 2002
Address: 9838 NATIONAL BLVD

Name: 18 MINUTE LAUNDRY
Year: 2003
Address: 9838 NATIONAL BLVD

Name: 18 MINUTE WASH
Year: 2003
Address: 9838 NATIONAL BLVD

Name: 18 MINUTE LAUNDRY
Year: 2004
Address: 9838 NATIONAL BLVD

(Continued) **1015109680**

Name: 50 MINUTE WASH
Year: 2005
Address: 9838 NATIONAL BLVD

Name: 18 MINUTE LAUNDRY 3
Year: 2006
Address: 9838 NATIONAL BLVD

Name: 18 MINUTE LAUNDRY 3
Year: 2007
Address: 9838 NATIONAL BLVD

Name: 18 MINUTE LAUNDRY 3
Year: 2008
Address: 9838 NATIONAL BLVD

Name: 50 MINUTE WASH
Year: 2009
Address: 9838 NATIONAL BLVD

Name: 18 MINUTE LAUNDRY 3
Year: 2009
Address: 9838 NATIONAL BLVD

Name: 18 MINUTE LAUNDRY
Year: 2010
Address: 9838 NATIONAL BLVD

Name: 18 MINUTE LAUNDRY 3
Year: 2011
Address: 9838 NATIONAL BLVD

---

77 **ERNS** **98440324**

9836 NATIONAL BLVD **N/A**
LOS ANGELES, CA

Click this hyperlink while viewing on your computer to access additional ERNS detail in the EDR Site Report.

---

77 **1X DOUBLE TREE INVESTMENT INC.** **CA HAZNET** **S113770385**
9836 NATIONAL BLVD. **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 2012
Gepaid: CAC000096381
Contact: CORI GIBSON, BOOKKEEPER
Telephone: 2138239285
Mailing Name: Not reported
Mailing Address: 9836 NATIONAL BLVD.
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Los Angeles
TSD EPA ID: NVT330010000
TSD County: 99

1X DOUBLE TREE INVESTMENT INC. (Continued) **S113770385**

Waste Category: Not reported
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.25
Facility County: Los Angeles

---

77 **DYNASTY CLEANERS** **CA HAZNET** **S113142987**
9836 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 2008
Gepaid: CAL000307746
Contact: JACOB RAZI
Telephone: 3108361180
Mailing Name: Not reported
Mailing Address: 9836 NATIONAL BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900342713
Gen County: Not reported
TSD EPA ID: AZR000501510
TSD County: Not reported
Waste Category: Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.22935
Facility County: Los Angeles

Year: 2008
Gepaid: CAL000307746
Contact: JACOB RAZI
Telephone: 3108361180
Mailing Name: Not reported
Mailing Address: 9836 NATIONAL BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900342713
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method: Solvents Recovery
Tons: 0.775
Facility County: Los Angeles

Year: 2007
Gepaid: CAL000307746
Contact: JACOB RAZI
Telephone: 3108361180
Mailing Name: Not reported
Mailing Address: 9836 NATIONAL BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900342713
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method: Solvents Recovery
Tons: 0.77
Facility County: Los Angeles

Year: 2007

DYNASTY CLEANERS (Continued) **S113142987**

Gepaid:	CAL000307746
Contact:	JACOB RAZI
Telephone:	3108361180
Mailing Name:	Not reported
Mailing Address:	9836 NATIONAL BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900342713
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Solvents Recovery
Tons:	Not reported
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAL000307746
Contact:	JACOB RAZI
Telephone:	3108361180
Mailing Name:	Not reported
Mailing Address:	9836 NATIONAL BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900342713
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method:	Solvents Recovery
Tons:	Not reported
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access additional CA_HAZNET: detail in the EDR Site Report.

---

77 **DYNASTY CLEANERS INC** **RCRA-SQG** **1000158335**
9836 NATIONAL BLVD **FINDS** **CAD981992936**
LOS ANGELES, CA 90034 **CA HAZNET**
CA EMI

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	DYNASTY CLEANERS INC
Facility address:	9836 NATIONAL BLVD LOS ANGELES, CA 90034
EPA ID:	CAD981992936
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Land type:	Facility is not located on Indian land. Additional information is not known.
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

DYNASTY CLEANERS INC (Continued) **1000158335**

Owner/Operator Summary:
- Owner/operator name: RAZI JACOB
- Owner/operator address: NOT REQUIRED
  NOT REQUIRED, ME 99999
- Owner/operator country: Not reported
- Owner/operator telephone: (415) 555-1212
- Legal status: Private
- Owner/Operator Type: Owner
- Owner/Op start date: Not reported
- Owner/Op end date: Not reported

- Owner/operator name: NOT REQUIRED
- Owner/operator address: NOT REQUIRED
  NOT REQUIRED, ME 99999
- Owner/operator country: Not reported
- Owner/operator telephone: (415) 555-1212
- Legal status: Private
- Owner/Operator Type: Operator
- Owner/Op start date: Not reported
- Owner/Op end date: Not reported

Handler Activities Summary:
- U.S. importer of hazardous waste: No
- Mixed waste (haz. and radioactive): No
- Recycler of hazardous waste: No
- Transporter of hazardous waste: No
- Treater, storer or disposer of HW: No
- Underground injection activity: No
- On-site burner exemption: No
- Furnace exemption: No
- Used oil fuel burner: No
- Used oil processor: No
- User oil refiner: No
- Used oil fuel marketer to burner: No
- Used oil Specification marketer: No
- Used oil transfer facility: No
- Used oil transporter: No

Historical Generators:
- Date form received by agency: 02/24/1987
- Facility name: DYNASTY CLEANERS INC
- Classification: Large Quantity Generator

- Violation Status: No violations found

Evaluation Action Summary:
- Evaluation date: 02/16/1994
- Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
- Area of violation: Not reported
- Date achieved compliance: Not reported
- Evaluation lead agency: State Contractor/Grantee

FINDS:

- Registry ID: 110002769647

DYNASTY CLEANERS INC (Continued) **1000158335**

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:

Year:	2005
Gepaid:	CAD981992936
Contact:	--
Telephone:	--
Mailing Name:	Not reported
Mailing Address:	9836 NATIONAL BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900342713
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	Not reported
Tons:	Not reported
Facility County:	Los Angeles

Year:	2005
Gepaid:	CAD981992936
Contact:	--
Telephone:	--
Mailing Name:	Not reported
Mailing Address:	9836 NATIONAL BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900342713
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method:	Not reported
Tons:	0.36
Facility County:	Los Angeles

Year:	2005
Gepaid:	CAD981992936
Contact:	--
Telephone:	--
Mailing Name:	Not reported
Mailing Address:	9836 NATIONAL BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900342713
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Not reported
Tons:	Not reported
Facility County:	Los Angeles

Year:	2004

DYNASTY CLEANERS INC (Continued) **1000158335**

Gepaid:	CAD981992936
Contact:	--
Telephone:	--
Mailing Name:	Not reported
Mailing Address:	9836 NATIONAL BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900342713
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method:	Not reported
Tons:	0.59
Facility County:	Los Angeles

Year:	2004
Gepaid:	CAD981992936
Contact:	--
Telephone:	--
Mailing Name:	Not reported
Mailing Address:	9836 NATIONAL BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900342713
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Not reported
Disposal Method:	Not reported
Tons:	Not reported
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
25 additional CA_HAZNET: record(s) in the EDR Site Report.

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	15376
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	15376
Air District Name:	SC
SIC Code:	7216

DYNASTY CLEANERS INC (Continued) **1000158335**

Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

77 **DOUBLE TREE INVESTMENT** **CA SLIC** **S104404883**
9836 NATIONAL **CA DRYCLEANERS** **N/A**
LOS ANGELES, CA 90034 **CA ENF**

SLIC:

Region:	STATE
Facility Status:	**Open - Remediation**
Status Date:	02/16/2007
Global Id:	SL2043D1561
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.031329
Longitude:	-118.398927
Case Type:	Cleanup Program Site
Case Worker:	SSH
Local Agency:	Not reported
RB Case Number:	0794
File Location:	Regional Board
Potential Media Affected:	Aquifer used for drinking water supply, Soil, Soil Vapor
Potential Contaminants of Concern:	Not reported
Site History:	The site is a 10-unit retail shopping center and Dynasty Cleaners, a retail dry-cleaning facility, occupies the northernmost unit in the building at the site. Dry cleaning operations have been conducted at the site since approximately the 1960s. After a preliminary site assessment, coducted for a bank for a refinicing request, found out impact to the site, extensive site investigations were conducted from 1998 to 2007 and indicated that the soil, soil vapor and groundwater were contaminated with perchloroethyelene (PCE), trichloroethylene (TCE) and other volatile organic compounds (VOCs) as a result of release of chemicals used in the dry cleaning operations. A soil vapor extraction (SVE) system and an air-sparge system (AS) have been operating at the site since February 16, 2007 and December 28, 2007, respectively to clean up the site. A quarterly remediation status report together with a semi-annual groundwater monitoring report is being submitted by the site owner. In April 2011, approximately 23,535 gallons of sodium permanganate solution was injected into the core zone of the PCE plume to enhance the groundwater remediation. Further rounds of injection will continue based on the outcome of the completed injection.

Click here to access the California GeoTracker records for this facility:

SLIC REG 4:

Region:	4
Facility Status:	Site Assessment
SLIC:	0794

DOUBLE TREE INVESTMENT (Continued) **S104404883**

Substance: VOCs
Staff: SSH

DRYCLEANERS:

EPA Id:	CAL000307746
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	06/08/2006
Facility Active:	No
Inactive Date:	06/30/2009
Facility Addr2:	Not reported
Owner Name:	JACOB RAZI
Owner Address:	9836 NATIONAL BLVD
Owner Address 2:	Not reported
Owner Telephone:	3108361180
Contact Name:	JACOB RAZI
Contact Address:	9836 NATIONAL BLVD
Contact Address 2:	Not reported
Contact Telephone:	3108361180

ENF:

Region:	4
Facility Id:	220602
Agency Name:	DOUBLETREE INVESTMENT INC.
Place Type:	Facility
Place Subtype:	Not reported
Facility Type:	All other facilities
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	34.0308879
Place Longitude:	-118.40173
SIC Code 1:	Not reported
SIC Desc 1:	Not reported
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	SLIC

DOUBLE TREE INVESTMENT (Continued) **S104404883**

# Of Programs:	1
WDID:	4SLIC794
Reg Measure Id:	167728
Reg Measure Type:	Unregulated
Region:	4
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Never Active
Status Date:	02/20/2013
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	228182
Region:	4
Order / Resolution Number:	SEL
Enforcement Action Type:	Staff Enforcement Letter
Effective Date:	11/17/2000
Adoption/Issuance Date:	Not reported
Achieve Date:	2/26/2001
Termination Date:	11/17/2000
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	Enforcement - 4SLIC794
Description:	Notice of Noncompliance sent 11/17/00 for 4 overdue groundwater monitoring reports.
Program:	SLIC
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0

77 **EDR US Hist Cleaners** **1015109678**
9836 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

EDR Historical Cleaners:

Name:	DYNASTY CUSTOM QUALITY CLNR
Year:	2003
Address:	9836 NATIONAL BLVD
Name:	DYNASTY CUSTOM QUALITY CLNR
Year:	2004
Address:	9836 NATIONAL BLVD
Name:	DYNASTY CUSTOM QUALITY CLEANERS
Year:	2005
Address:	9836 NATIONAL BLVD
Name:	DYNASTY CUSTOM QUALITY CLEANERS
Year:	2006
Address:	9836 NATIONAL BLVD
Name:	DYNASTY CUSTOM QUALITY CLEANERS
Year:	2007
Address:	9836 NATIONAL BLVD
Name:	DYNASTY CUSTOM QUALITY CLEANERS
Year:	2008
Address:	9836 NATIONAL BLVD
Name:	DYNASTY CUSTOM QUALITY CLEANER
Year:	2010
Address:	9836 NATIONAL BLVD
Name:	DYNASTY CUSTOM QUALITY CLEANERS
Year:	2011
Address:	9836 NATIONAL BLVD
Name:	DYNASTY CUSTOM QUALITY CLEANERS
Year:	2012
Address:	9836 NATIONAL BLVD

---

77 **GAVIN FLEMINGER** **CA HAZNET** **S113775840**
3392 MANNING CT **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2012
Gepaid:	CAC002688826
Contact:	GAVIN FLEMINGER
Telephone:	3105808033
Mailing Name:	Not reported
Mailing Address:	3392 MANNING CT
Mailing City,St,Zip:	LOS ANGELES, CA 90064
Gen County:	Los Angeles
TSD EPA ID:	AZC950823111
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.4

GAVIN FLEMINGER (Continued) **S113775840**

Facility County: Los Angeles

---

77 **WATERSTONE CHEVIOT HILLS** **CA HAZNET** **S112978880**
3324 CASTLE HEIGHTS AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2009
Gepaid:	CAC002643896
Contact:	LISA STUMP
Telephone:	3102800692
Mailing Name:	Not reported
Mailing Address:	3324 CASTLE HEIGHTS AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900342729
Gen County:	Not reported
TSD EPA ID:	AZR000501510
TSD County:	Not reported
Waste Category:	Unspecified oil-containing waste
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.1251
Facility County:	Los Angeles

---

77 **NATIONAL OIL** **CA LUST** **S108217931**
9815 NATIONAL BLVD. **N/A**
LOS ANGELES, CA 90034

LUST:

Region:	STATE
Global Id:	T0603775448
Latitude:	34.0316
Longitude:	-118.400332
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	08/17/2010
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	DMB
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900340243
LOC Case Number:	7812
File Location:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603775448
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

NATIONAL OIL (Continued) **S108217931**

Global Id: T0603775448
Contact Type: Regional Board Caseworker
Contact Name: DAVID M. BJOSTAD
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4th Street, Suite 200
City: Los Angeles
Email: dbjostad@waterboards.ca.gov
Phone Number: Not reported

Regulatory Activities:

Global Id: T0603775448
Action Type: RESPONSE
Date: 06/30/2008
Action: Well Installation Report

Global Id: T0603775448
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603775448
Action Type: RESPONSE
Date: 05/24/2010
Action: Soil and Water Investigation Workplan - Addendum

Global Id: T0603775448
Action Type: RESPONSE
Date: 10/10/2008
Action: Soil and Water Investigation Report

Global Id: T0603775448
Action Type: RESPONSE
Date: 07/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603775448
Action Type: RESPONSE
Date: 01/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603775448
Action Type: RESPONSE
Date: 01/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603775448
Action Type: RESPONSE
Date: 08/15/2005
Action: Other Report / Document

Global Id: T0603775448
Action Type: RESPONSE
Date: 08/15/2005
Action: Unknown

Global Id: T0603775448
Action Type: Other

NATIONAL OIL (Continued) **S108217931**

Date: 01/01/1950
Action: Leak Reported

Global Id: T0603775448
Action Type: RESPONSE
Date: 07/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0603775448
Action Type: ENFORCEMENT
Date: 06/21/2005
Action: Staff Letter

Global Id: T0603775448
Action Type: ENFORCEMENT
Date: 11/15/2007
Action: * Verbal Communication

Global Id: T0603775448
Action Type: ENFORCEMENT
Date: 08/17/2010
Action: Closure/No Further Action Letter

Global Id: T0603775448
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0603775448
Action Type: ENFORCEMENT
Date: 03/28/2008
Action: Staff Letter

Global Id: T0603775448
Action Type: RESPONSE
Date: 02/06/2008
Action: Soil and Water Investigation Workplan

Global Id: T0603775448
Action Type: RESPONSE
Date: 10/15/2009
Action: Monitoring Report - Semi-Annually

---

77 **GEORGE'S CHEVRON** **CA FID UST** **S101586296**
9815 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

CA FID UST:
Facility ID: 19044027
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2138376336
Mail To: Not reported
Mailing Address: 9815 NATIONAL BLVD
Mailing Address 2: Not reported

GEORGE'S CHEVRON (Continued) **S101586296**

Mailing City,St,Zip: LOS ANGELES 900340000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

---

77 **EDR US Hist Auto Stat** **1015688372**

9815 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:
Name: M & M AUTO REPAIR
Year: 2001
Address: 9815 NATIONAL BLVD

Name: KWIK LUBE & TUNE
Year: 2004
Address: 9815 NATIONAL BLVD

---

77 **RAPID #78** **CA HAZNET** **S113130970**
9815 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 2012
Gepaid: CAL000279847
Contact: KEVIN MONAHAN/TESTING COORD
Telephone: 3103233992
Mailing Name: Not reported
Mailing Address: 17311 S MAIN ST
Mailing City,St,Zip: GARDENA, CA 902480000
Gen County: Los Angeles
TSD EPA ID: CAD028409019
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Discharge To Sewer/Potw Or Npdes(With Prior Storage--With Or Without Treatment)
Tons: 0.22935
Facility County: Los Angeles

Year: 2012
Gepaid: CAL000279847
Contact: KEVIN MONAHAN/TESTING COORD
Telephone: 3103233992
Mailing Name: Not reported
Mailing Address: 17311 S MAIN ST
Mailing City,St,Zip: GARDENA, CA 902480000
Gen County: Los Angeles
TSD EPA ID: CAD028409019
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)

RAPID #78 (Continued) **S113130970**

Tons:	0.0375
Facility County:	Los Angeles
Year:	2012
Gepaid:	CAL000279847
Contact:	KEVIN MONAHAN/TESTING COORD
Telephone:	3103233992
Mailing Name:	Not reported
Mailing Address:	17311 S MAIN ST
Mailing City,St,Zip:	GARDENA, CA 902480000
Gen County:	Los Angeles
TSD EPA ID:	CAD028409019
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.0375
Facility County:	Los Angeles
Year:	2012
Gepaid:	CAL000279847
Contact:	KEVIN MONAHAN/TESTING COORD
Telephone:	3103233992
Mailing Name:	Not reported
Mailing Address:	17311 S MAIN ST
Mailing City,St,Zip:	GARDENA, CA 902480000
Gen County:	Los Angeles
TSD EPA ID:	CAD028409019
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Discharge To Sewer/Potw Or Npdes(With Prior Storage--With Or Without Treatment)
Tons:	0.22935
Facility County:	Los Angeles
Year:	2011
Gepaid:	CAL000279847
Contact:	SHELLY MICUCCI
Telephone:	3103233992
Mailing Name:	Not reported
Mailing Address:	17311 S MAIN ST
Mailing City,St,Zip:	GARDENA, CA 902480000
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Tank bottom waste
Disposal Method:	Discharge To Sewer/Potw Or Npdes(With Prior Storage--With Or Without Treatment)
Tons:	0.5838
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
17 additional CA_HAZNET: record(s) in the EDR Site Report.

77 **HIRJI AUTO SERVICE** **CA HAZNET** **S113048825**
9815 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	1995
Gepaid:	CAL000070896
Contact:	SALIM HIRJI
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	9815 NATIONAL BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAL000113451
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Transfer Station
Tons:	.1668
Facility County:	Los Angeles

---

77 **GEORGE'S CHEVRON** **CA HAZNET** **S112862341**
9815 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	1994
Gepaid:	CAC001039400
Contact:	GEORGE FERNANDES
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	9815 NATIONAL BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Recycler
Tons:	1.4595
Facility County:	Los Angeles

---

77 **GEORGE'S CHEVRON** **CA UST** **U003970874**
9815 NATIONAL BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90034

UST:

Facility ID:	23791
Latitude:	34.0314
Longitude:	-118.40014

SWEEPS UST:

Status:	Active
Comp Number:	4645
Number:	2
Board Of Equalization:	Not reported
Referral Date:	02-25-93
Action Date:	02-25-93
Created Date:	02-29-88
Tank Status:	Not reported

GEORGE'S CHEVRON (Continued) **U003970874**

Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

---

77 **WILSHIRE RETIREMENT CTR INC** **CA HAZNET** **S112871906**
3340 SHELBY DR **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	1999
Gepaid:	CAC001175624
Contact:	WILSHIRE RETIREMENT CTR INC
Telephone:	3108379181
Mailing Name:	Not reported
Mailing Address:	3340 SHELBY DR
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAT080033681
TSD County:	Not reported
Waste Category:	Other inorganic solid waste
Disposal Method:	Disposal, Land Fill
Tons:	.2107
Facility County:	Los Angeles

---

78 **SOUTHERN CA GAS CO** **CA HIST CORTESE** **S102437791**
1701 STEWART **CA LUST** **N/A**
SANTA MONICA, CA 90404

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	000890

LUST:

Region:	STATE
Global Id:	T0603792927
Latitude:	34.0305263
Longitude:	-118.4660647
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	08/22/2007
Lead Agency:	SANTA MONICA, CITY OF
Case Worker:	MH
Local Agency:	SANTA MONICA, CITY OF
RB Case Number:	904040416
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

SOUTHERN CA GAS CO (Continued) **S102437791**

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603792927
Contact Type:	Local Agency Caseworker
Contact Name:	MONICA HANLEY
Organization Name:	SANTA MONICA, CITY OF
Address:	333 Olympic Drive - 2nd Floor
City:	SANTA MONICA
Email:	monica.hanley@smgov.net
Phone Number:	Not reported

Global Id:	T0603792927
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Regulatory Activities:

Global Id:	T0603792927
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

Global Id:	T0603792927
Action Type:	Other
Date:	01/01/1950
Action:	Leak Stopped

Global Id:	T0603792927
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery

LUST REG 4:

Region:	4
Regional Board:	04
County:	Los Angeles
Facility Id:	904040416
Status:	Pollution Characterization
Substance:	Gasoline
Substance Quantity:	Not reported
Local Case No:	Not reported
Case Type:	Soil
Abatement Method Used at the Site:	Not reported
Global ID:	T0603792927
W Global ID:	Not reported
Staff:	UNK
Local Agency:	19033
Cross Street:	OLYMPIC
Enforcement Type:	Not reported
Date Leak Discovered:	4/28/1987

SOUTHERN CA GAS CO (Continued) **S102437791**

Date Leak First Reported:		5/8/1987
Date Leak Record Entered:	5/13/1987	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	4/30/1987	
Date Case Last Changed on Database:		11/1/1990
Date the Case was Closed:		Not reported
How Leak Discovered:	OM	
How Leak Stopped:	Not reported	
Cause of Leak:	Other Cause	
Leak Source:	Piping	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		655.82720305205189067717266966
Source of Cleanup Funding:		Piping
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		8/27/1987
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	SOUTHERN CALIFORNIA GAS CO.	
RP Address:	PO BOX 3249 TERMINAL ANNEX, LOS ANGELES, CA 90051	
Program:	LUST	
Lat/Long:	34.031649 / -1	
Local Agency Staff:	UNK	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	LEAK CAUSED BY TWO LOOSE EXTRACTION TUBE CAPS. LAB RESULTS AND AMOUNT OF SOIL THAT WAS EXCAVATED IS FORTHCOMING.	

---

78 **SANTA MONICA COLLEGE, ACADEMY OF ENTERTAINMENT & TECHNOLOGY** **CA SCH** **S111752598**
1660 STEWART STREET **CA NPDES** **N/A**
SANTA MONICA, CA 90404 **CA ENVIROSTOR**

SCH:

Facility ID:	60001654
Site Type:	School Cleanup
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	3.44
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program

SANTA MONICA COLLEGE, ACADEMY OF ENTERTAINMENT & TECHNOLOGY (Continued) **S111752598**

Project Manager:	Aslam Shareef
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304640
Assembly:	41
Senate:	23
Special Program Status:	Not reported
Status:	Active
Status Date:	04/27/2012
Restricted Use:	NO
Funding:	School District
Latitude:	34.03087
Longitude:	-118.4675
APN:	NONE SPECIFIED
Past Use:	SCHOOL - COLLEGE
Potential COC:	NONE SPECIFIED, No Contaminants found
Confirmed COC:	No Contaminants found
Potential Description:	NMA
Alias Name:	304640
Alias Type:	Project Code (Site Code)
Alias Name:	60001654
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	06/27/2013
Comments:	DTSC approved the PEA with a Further Action determination
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Voluntary Cleanup Agreement
Completed Date:	05/08/2012
Comments:	Fully executed VCA sent (FedEx) to District.
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

NPDES:

Npdes Number:	CAS000002
Facility Status:	Active
Agency Id:	0
Region:	4
Regulatory Measure Id:	412700
Order No:	2009-0009-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19C363306
Program Type:	Construction

SANTA MONICA COLLEGE, ACADEMY OF ENTERTAINMENT & TECHNOLOGY (Continued) **S111752598**

Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	03/26/2012
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Santa Monica Community College District
Discharge Address:	1900 Pico Blvd
Discharge City:	Santa Monica
Discharge State:	California
Discharge Zip:	90405

ENVIROSTOR:

Site Type:	School Cleanup
Site Type Detailed:	School
Acres:	3.44
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Aslam Shareef
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Facility ID:	60001654
Site Code:	304640
Assembly:	41
Senate:	23
Special Program:	Not reported
Status:	Active
Status Date:	04/27/2012
Restricted Use:	NO
Site Mgmt. Req.:	NONE SPECIFIED
Funding:	School District
Latitude:	34.03087
Longitude:	-118.4675
APN:	NONE SPECIFIED
Past Use:	SCHOOL - COLLEGE
Potential COC:	NONE SPECIFIED, No Contaminants found
Confirmed COC:	NONE SPECIFIED, No Contaminants found, No Contaminants found
Potential Description:	NMA
Alias Name:	304640
Alias Type:	Project Code (Site Code)
Alias Name:	60001654
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	06/27/2013
Comments:	DTSC approved the PEA with a Further Action determination
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Voluntary Cleanup Agreement
Completed Date:	05/08/2012
Comments:	Fully executed VCA sent (FedEx) to District.
Future Area Name:	Not reported
Future Sub Area Name:	Not reported

SANTA MONICA COLLEGE, ACADEMY OF ENTERTAINMENT & TECHNOLOGY (Continued) **S111752598**

Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

---

79 **NAZARETH HOUSE** **CA HAZNET** **S112907567**
3333 MANNING AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2000
Gepaid:	CAC002253592
Contact:	SISTER SINTAN
Telephone:	3108392361
Mailing Name:	Not reported
Mailing Address:	3333 MANNING AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Tank bottom waste
Disposal Method:	Recycler
Tons:	1.04
Facility County:	Los Angeles

---

79 **NAZARETH HOUSE** **CA HAZNET** **S113786281**
3333 MANNING AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2012
Gepaid:	CAC002701779
Contact:	JOHN WILLIAMS
Telephone:	3108399521
Mailing Name:	Not reported
Mailing Address:	3333 MANNING AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900644804
Gen County:	Los Angeles
TSD EPA ID:	CAD009007626
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	12.4
Facility County:	Los Angeles

79 **NAZARETH HOUSE** **CA HAZNET** **S112981876**
3333 MANNING AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2011
Gepaid:	CAC002652782
Contact:	JOHN WILLIAMS/FAC MGR
Telephone:	3108399521
Mailing Name:	Not reported
Mailing Address:	3333 MANNING AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD009007626
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	36
Facility County:	Los Angeles

Year:	2010
Gepaid:	CAC002652782
Contact:	JOHN WILLIAMS/FAC MGR
Telephone:	3108399521
Mailing Name:	Not reported
Mailing Address:	3333 MANNING AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD009007626
TSD County:	Not reported
Waste Category:	Not reported
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	12.642
Facility County:	Los Angeles

Year:	2010
Gepaid:	CAC002652782
Contact:	JOHN WILLIAMS/FAC MGR
Telephone:	3108399521
Mailing Name:	Not reported
Mailing Address:	3333 MANNING AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD009007626
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	2.8
Facility County:	Los Angeles

79 **SISTERS OF NAZARETH HOUSE RENOVATION** **CA NPDES** **S110736156**
3333 N MANNING AVE **N/A**
LOS ANGELES, CA 90064

NPDES:

Npdes Number:	CAS000002
Facility Status:	Terminated
Agency Id:	0
Region:	4
Regulatory Measure Id:	401534
Order No:	2009-0009-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19C357119
Program Type:	Construction
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	12/30/2009
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	07/12/2012
Discharge Name:	Sisters of Nazareth of Los Angeles Inc
Discharge Address:	3333 N Manning Ave
Discharge City:	Los Angeles
Discharge State:	California
Discharge Zip:	90064

---

79 **NAZARETH HOUSE** **CA HAZNET** **S113793666**
3333 MANNING AVE., **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2012
Gepaid:	CAC002712378
Contact:	JOHN WILLIAMS
Telephone:	3109942236
Mailing Name:	Not reported
Mailing Address:	3333 MANNING AVE
Mailing City,St,Zip:	LOS ANGELES, LO 900644804
Gen County:	Los Angeles
TSD EPA ID:	CAD009007626
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	3.6
Facility County:	Los Angeles

Year:	2012
Gepaid:	CAC002712378
Contact:	JOHN WILLIAMS
Telephone:	3109942236
Mailing Name:	Not reported
Mailing Address:	3333 MANNING AVE
Mailing City,St,Zip:	LOS ANGELES, LO 900644804
Gen County:	Los Angeles
TSD EPA ID:	AZC950823111
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	2

NAZARETH HOUSE (Continued) **S113793666**

Facility County: Los Angeles

---

79 **NAZARETH HOUSE** **CA HAZNET** **S112983144**
3333 MANNING AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2012
Gepaid:	CAC002662330
Contact:	JOHN WILLIAMS
Telephone:	3108399521
Mailing Name:	Not reported
Mailing Address:	3333 MANNING AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900644804
Gen County:	Los Angeles
TSD EPA ID:	CAD009007626
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	2
Facility County:	Los Angeles

Year:	2011
Gepaid:	CAC002662330
Contact:	JOHN WILLIAMS
Telephone:	3108399521
Mailing Name:	Not reported
Mailing Address:	3333 MANNING AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900644804
Gen County:	Not reported
TSD EPA ID:	CAD009007626
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	26
Facility County:	Los Angeles

Year:	2011
Gepaid:	CAC002662330
Contact:	JOHN WILLIAMS
Telephone:	3108399521
Mailing Name:	Not reported
Mailing Address:	3333 MANNING AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900644804
Gen County:	Not reported
TSD EPA ID:	CAD009007626
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	26
Facility County:	Los Angeles

Year:	2011
Gepaid:	CAC002662330
Contact:	JOHN WILLIAMS

NAZARETH HOUSE (Continued) **S112983144**

Telephone:	3108399521
Mailing Name:	Not reported
Mailing Address:	3333 MANNING AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900644804
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	4
Facility County:	Los Angeles

Year:	2011
Gepaid:	CAC002662330
Contact:	JOHN WILLIAMS
Telephone:	3108399521
Mailing Name:	Not reported
Mailing Address:	3333 MANNING AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900644804
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	4
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access additional CA_HAZNET: detail in the EDR Site Report.

---

79 **JULIA ANN SINGER CENTER** **FINDS** **1004444523**
3321 EDITH AVE **N/A**
LOS ANGELES, CA

FINDS:

Registry ID: 110011460070

Environmental Interest/Information System

NCDB (National Compliance Data Base) supports implementation of the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) and the Toxic Substances Control Act (TSCA). The system tracks inspections in regions and states with cooperative agreements, enforcement actions, and settlements.

80 **WATER GARDEN PHASE I & II DEVELOPMENT** **CA SLIC** **S106386931**
2500 COLORADO **LA Co. Site Mitigation** **N/A**
SANTA MONICA, CA 90404 **CA ENVIROSTOR**

SLIC:

Region:	STATE
Facility Status:	**Completed - Case Closed**
Status Date:	09/05/2002
Global Id:	SL0603746763
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.03055
Longitude:	-118.470312
Case Type:	Cleanup Program Site
Case Worker:	JG
Local Agency:	Not reported
RB Case Number:	2045X00
File Location:	Not reported
Potential Media Affected:	Not reported
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

SLIC REG 4:

Region:	4
Facility Status:	No further action required
SLIC:	0130F
Substance:	Not reported
Staff:	John Geroch

LA Co. Site Mitigation:

Facility ID:	Not reported
Site ID:	SD0011108
Jurisdiction:	County
Case ID:	RO0001237
Abated:	Yes
Assigned To:	Not reported
Entered Date:	05/11/2004

ENVIROSTOR:

Site Type:	Historical
Site Type Detailed:	* Historical
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	* Mmonroy
Division Branch:	Cleanup Chatsworth
Facility ID:	19210002
Site Code:	Not reported
Assembly:	50
Senate:	26
Special Program:	Not reported
Status:	Refer: Other Agency
Status Date:	08/21/1995
Restricted Use:	NO

WATER GARDEN PHASE I & II DEVELOPMENT (Continued) **S106386931**

Site Mgmt. Req.: NONE SPECIFIED
Funding: Not reported
Latitude: 34.03
Longitude: -118.4716
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED, NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: BEVERLY HILLS CITY DUMP
Alias Type: Alternate Name
Alias Name: GLADDING MCBEAN COMPANY
Alias Type: Alternate Name
Alias Name: PACIFIC COAST BUILDING PRODUCTS
Alias Type: Alternate Name
Alias Name: SYSTEM DEVELOPMENT CORPORATION
Alias Type: Alternate Name
Alias Name: 19210002
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 10/22/1982
Comments: FACILITY IDENTIFIED ID FROM LA CHAM COMM DIR 1963-64.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 11/15/1990
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 08/29/1994
Comments: Site Screening conducted. It had been reported that the City of Santa Monica was the lead on this site and that RWQCB was involved, but neither agency has overseen the remediation. The developer said they had a letter from Alternative Technology approving the solidification technology used at this site, but DTSC, Region 3 has no file on this site. The developer has self directed the cleanup of 85,000 cubic yards of lead contaminated soil. Staff recommends a site inspection and a PEA.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

80 **PACIFIC BRICK COMPANY-SANTA MO** **CA WMUDS/SWAT** **S103441464**
2600 COLORADO **N/A**
SANTA MONICA, CA

WMUDS/SWAT:

Edit Date:	Not reported
Complexity:	Not reported
Primary Waste:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Base Meridian:	Not reported
NPID:	Not reported
Tonnage:	0
Regional Board ID:	Not reported
Municipal Solid Waste:	False
Superorder:	False
Open To Public:	False
Waste List:	False
Agency Type:	Not reported
Agency Name:	PACIFIC BRICK COMPANY
Agency Department:	Not reported
Agency Address:	Not reported
Agency City,St,Zip:	Not reported
Agency Contact:	Not reported
Agency Telephone:	Not reported
Land Owner Name:	Not reported
Land Owner Address:	Not reported
Land Owner City,St,Zip:	CA
Land Owner Contact:	Not reported
Land Owner Phone:	Not reported
Region:	4
Facility Type:	Not reported
Facility Description:	Not reported
Facility Telephone:	Not reported
SWAT Facility Name:	Not reported
Primary SIC:	Not reported
Secondary SIC:	Not reported
Comments:	Not reported
Last Facility Editors:	Not reported
Waste Discharge System:	False
Solid Waste Assessment Test Program:	True
Toxic Pits Cleanup Act Program:	False
Resource Conservation Recovery Act:	False
Department of Defence:	False
Solid Waste Assessment Test Program:	PACIFIC BRICK COMPANY
Threat to Water Quality:	Not reported
Sub Chapter 15:	False
Regional Board Project Officer:	R_N
Number of WMUDS at Facility:	1
Section Range:	Not reported
RCRA Facility:	Not reported
Waste Discharge Requirements:	Not reported
Self-Monitoring Rept. Frequency:	Not reported
Waste Discharge System ID:	4 190215NUR
Solid Waste Information ID:	Not reported

81 **CA CHMIRS** **S100216864**
N/A

NB 405 FWY & SANTA MONICA FWY
LOS ANGELES, CA

CHMIRS:

OES Incident Number:	8904910
OES notification:	Not reported
OES Date:	Not reported
OES Time:	Not reported
Incident Date:	17-FEB-89
Date Completed:	**17-FEB-89**
Property Use:	961
Agency Id Number:	19105
Agency Incident Number:	37399
Time Notified:	1342
Time Completed:	1703
Surrounding Area:	500
Estimated Temperature:	70
Property Management:	S
Special Studies 1:	Not reported
Special Studies 2:	Not reported
Special Studies 3:	Not reported
Special Studies 4:	Not reported
Special Studies 5:	Not reported
Special Studies 6:	Not reported
More Than Two Substances Involved?:	N
Resp Agncy Personel # Of Decontaminated:	0
Responding Agency Personel # Of Injuries:	0
Responding Agency Personel # Of Fatalities:	0
Others Number Of Decontaminated:	0
Others Number Of Injuries:	0
Others Number Of Fatalities:	0
Vehicle Make/year:	WESTMARCK 1988
Vehicle License Number:	CT76741
Vehicle State:	CA
Vehicle Id Number:	118752
CA/DOT/PUC/ICC Number:	CALT-158659
Company Name:	ULTRANS INC.
Reporting Officer Name/ID:	ALVIN K.BARNHART AB7044 FS 4-B
Report Date:	27-FEB-89
Comments:	Not reported
Facility Telephone:	213 485-7480
Waterway Involved:	Not reported
Waterway:	Not reported
Spill Site:	Not reported
Cleanup By:	Not reported
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	88-92
Agency:	Not reported
Incident Date:	Not reported
Admin Agency:	Not reported
Amount:	Not reported
Contained:	Not reported
Site Type:	Not reported

(Continued) **S100216864**

E Date:	03-MAY-90
Substance:	Not reported
Quantity Released:	Not reported
BBLS:	Not reported
Cups:	Not reported
CUFT:	Not reported
Gallons:	Not reported
Grams:	Not reported
Pounds:	Not reported
Liters:	Not reported
Ounces:	Not reported
Pints:	Not reported
Quarts:	Not reported
Sheen:	Not reported
Tons:	Not reported
Unknown:	Not reported
Evacuations:	Not reported
Number of Injuries:	Not reported
Number of Fatalities:	Not reported
Description:	Not reported

---

82 **EUGENE LEE** **CA HAZNET** **S112988337**
3132 MIDVALE AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2011
Gepaid:	CAC002669341
Contact:	EUGENE LEE
Telephone:	3104882871
Mailing Name:	Not reported
Mailing Address:	3132 MIDVALE AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900343410
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.4
Facility County:	Los Angeles

Year:	2011
Gepaid:	CAC002669341
Contact:	EUGENE LEE
Telephone:	3104882871
Mailing Name:	Not reported
Mailing Address:	3132 MIDVALE AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900343410
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.4
Facility County:	Los Angeles

82 **GRETA DIAZ** **CA HAZNET** **S112906180**
3106 GLENDON AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	1999
Gepaid:	CAC002233129
Contact:	GRETA DIAZ
Telephone:	3234741315
Mailing Name:	Not reported
Mailing Address:	3106 GLENDON AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	Treatment, Tank
Tons:	.1251
Facility County:	Los Angeles

Year:	1999
Gepaid:	CAC002233129
Contact:	GRETA DIAZ
Telephone:	3234741315
Mailing Name:	Not reported
Mailing Address:	3106 GLENDON AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Liquids with pH <= 2
Disposal Method:	Transfer Station
Tons:	.2085
Facility County:	Los Angeles

---

82 **ADAI SHALOM KDGN** **FINDS** **1004444494**
3030 WESTWOOD BLVD **N/A**
LOS ANGELES, CA

FINDS:

Registry ID: 110011553201

Environmental Interest/Information System
NCDB (National Compliance Data Base) supports implementation of the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) and the Toxic Substances Control Act (TSCA). The system tracks inspections in regions and states with cooperative agreements, enforcement actions, and settlements.

82 **92377** **CA HIST UST** **U001562403**
10830 NATIONAL BLVD **N/A**
W LOS ANGELES, CA 90064

HIST UST:

Region:	STATE
Facility ID:	00000062245
Facility Type:	Gas Station
Other Type:	Not reported
Total Tanks:	0004
Contact Name:	MORGAN,CHARLES H
Telephone:	2134753125
Owner Name:	CHEVRON U.S.A. INC.
Owner Address:	575 MARKET
Owner City,St,Zip:	SAN FRANCISCO, CA 94105

Tank Num:	001
Container Num:	1
Year Installed:	Not reported
Tank Capacity:	00001000
Tank Used for:	WASTE
Type of Fuel:	Not reported
Tank Construction:	0000370 unknown
Leak Detection:	Stock Inventor

Tank Num:	002
Container Num:	2
Year Installed:	Not reported
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Tank Construction:	0000370 unknown
Leak Detection:	Stock Inventor

Tank Num:	003
Container Num:	3
Year Installed:	Not reported
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Tank Construction:	0000370 unknown
Leak Detection:	Stock Inventor

Tank Num:	004
Container Num:	4
Year Installed:	Not reported
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Tank Construction:	0000370 unknown
Leak Detection:	Stock Inventor

82 **CHUCK MORGAN CHEVRON** **CA SWEEPS UST** **S106924464**
10830 NATIONAL BLVD **N/A**
WEST LOS ANGELES, CA 90064

SWEEPS UST:

Status:	Active
Comp Number:	3518
Number:	9
Board Of Equalization:	44-013063
Referral Date:	07-16-92
Action Date:	04-19-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-003518-000001
Actv Date:	04-20-88
Capacity:	1000
Tank Use:	CHEMICAL
Stg:	P
Content:	UNKNOWN
Number Of Tanks:	3

Status:	Active
Comp Number:	3518
Number:	9
Board Of Equalization:	44-013063
Referral Date:	07-16-92
Action Date:	04-19-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-003518-000002
Actv Date:	04-20-88
Capacity:	10000
Tank Use:	CHEMICAL
Stg:	P
Content:	REGULAR UNLE
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	3518
Number:	9
Board Of Equalization:	44-013063
Referral Date:	07-16-92
Action Date:	04-19-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-003518-000003
Actv Date:	04-20-88
Capacity:	10000
Tank Use:	CHEMICAL
Stg:	P
Content:	UNKNOWN
Number Of Tanks:	Not reported

82 CHUCK MORGAN CHEVRON — **RCRA-SQG 1000172847**
10830 NATIONAL BLVD. — **FINDS CAD982322786**
LOS ANGELES, CA 90064 — **CA HAZNET**

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	CHUCK MORGAN CHEVRON
Facility address:	10830 NATIONAL BLVD. LOS ANGELES, CA 90064
EPA ID:	CAD982322786
Mailing address:	NATIONAL BLVD. LOS ANGELES, CA 90064
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	CHUCK MORGAN
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No

CHUCK MORGAN CHEVRON (Continued) **1000172847**

User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002794067

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:

Year: 1994
Gepaid: CAD982322786
Contact: CHUCK MORGAN
Telephone: 3103911475
Mailing Name: Not reported
Mailing Address: 3468 COLONIAL AVE
Mailing City,St,Zip: LOS ANGELES, CA 900660000
Gen County: Not reported
TSD EPA ID: CAD980883177
TSD County: Not reported
Waste Category: Unspecified oil-containing waste
Disposal Method: Recycler
Tons: 4.6912
Facility County: Los Angeles

Year: 1994
Gepaid: CAD982322786
Contact: CHUCK MORGAN
Telephone: 3103911475
Mailing Name: Not reported
Mailing Address: 3468 COLONIAL AVE
Mailing City,St,Zip: LOS ANGELES, CA 900660000
Gen County: Not reported
TSD EPA ID: CAD982484933
TSD County: Not reported
Waste Category: Other empty containers 30 gallons or more
Disposal Method: Not reported
Tons: 2.0000
Facility County: Los Angeles

Year: 1994
Gepaid: CAD982322786
Contact: CHUCK MORGAN
Telephone: 3103911475
Mailing Name: Not reported

CHUCK MORGAN CHEVRON (Continued) **1000172847**

Mailing Address:	3468 COLONIAL AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900660000
Gen County:	Not reported
TSD EPA ID:	CAD982484933
TSD County:	Not reported
Waste Category:	Other empty containers 30 gallons or more
Disposal Method:	Disposal, Other
Tons:	7.5000
Facility County:	Los Angeles

---

82 **CHEVRON #9-2377** **CA HIST CORTESE** **S102590759**
10830 NATIONAL **CA LUST** **N/A**
LOS ANGELES, CA 90064

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900340170

LUST:

Region:	STATE
Global Id:	T0603700867
Latitude:	34.0304916
Longitude:	-118.4212818
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	03/30/2004
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	JH
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900340170
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Well used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603700867
Contact Type:	Regional Board Caseworker
Contact Name:	JAY HUANG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 WEST 4TH STREET, SUITE 200
City:	LOS ANGELES
Email:	jhuang@waterboards.ca.gov
Phone Number:	2135766711

Global Id:	T0603700867
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

CHEVRON #9-2377 (Continued) **S102590759**

Regulatory Activities:

Global Id:	T0603700867
Action Type:	REMEDIATION
Date:	01/01/1950
Action:	Excavation
Global Id:	T0603700867
Action Type:	ENFORCEMENT
Date:	01/27/2004
Action:	Site Visit / Inspection / Sampling
Global Id:	T0603700867
Action Type:	RESPONSE
Date:	07/15/2004
Action:	Unknown
Global Id:	T0603700867
Action Type:	RESPONSE
Date:	07/15/2003
Action:	Monitoring Report - Quarterly
Global Id:	T0603700867
Action Type:	RESPONSE
Date:	10/15/2003
Action:	Monitoring Report - Quarterly
Global Id:	T0603700867
Action Type:	RESPONSE
Date:	10/15/2002
Action:	Monitoring Report - Quarterly
Global Id:	T0603700867
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported
Global Id:	T0603700867
Action Type:	RESPONSE
Date:	04/15/2003
Action:	Monitoring Report - Quarterly
Global Id:	T0603700867
Action Type:	RESPONSE
Date:	01/15/2003
Action:	Monitoring Report - Quarterly
Global Id:	T0603700867
Action Type:	ENFORCEMENT
Date:	03/30/2004
Action:	Closure/No Further Action Letter
Global Id:	T0603700867
Action Type:	ENFORCEMENT
Date:	04/10/2003
Action:	Staff Letter
Global Id:	T0603700867

CHEVRON #9-2377 (Continued) **S102590759**

Action Type:	ENFORCEMENT
Date:	01/01/2002
Action:	13267 Requirement
Global Id:	T0603700867
Action Type:	RESPONSE
Date:	04/15/2004
Action:	Monitoring Report - Quarterly
Global Id:	T0603700867
Action Type:	RESPONSE
Date:	01/15/2004
Action:	Monitoring Report - Quarterly

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900340170	
Status:	Case Closed	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Specific tank leak that has contaminated a specific well used for drinking water	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603700867	
W Global ID:	Not reported	
Staff:	JH	
Local Agency:	19050	
Cross Street:	WESTWOOD BLVD	
Enforcement Type:	CLOS	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		7/8/1997
Date Leak Record Entered:	7/8/1997	
Date Confirmation Began:	6/19/1997	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		7/8/2002
Date the Case was Closed:		3/30/2004
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Not reported	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		4839.025442102603558355329486
Source of Cleanup Funding:		Not reported
Preliminary Site Assessment Workplan Submitted:		6/19/1997
Preliminary Site Assessment Began:		7/25/1997
Pollution Characterization Began:		1/1/1998
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		4/22/2002
Hist Max MTBE Conc in Groundwater:		5.7

CHEVRON #9-2377 (Continued) **S102590759**

Hist Max MTBE Conc in Soil:	.94
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	=
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	MIKE BAUER
RP Address:	1300 BEACH BLVD
Program:	LUST
Lat/Long:	34.0304916 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	4/10/00 1ST QTR GW SAMPLING RPT; 10/5/00 3RD QTR GW MON RPT; 1/5/01 4TH QTR GW MON RPT 2000; 4/11/01 1ST QTR GW MON RPT 2001

---

82 **NATIONAL CLEANERS LAUNDRY** **CA HAZNET** **S113008260**
10835 NATL BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2008
Gepaid:	CAD981629371
Contact:	SHOKROLLAH SHAVSHAVAN PRES
Telephone:	3104701919
Mailing Name:	Not reported
Mailing Address:	10835 NATIONAL BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900644111
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method:	Solvents Recovery
Tons:	0.1251
Facility County:	Los Angeles

Year:	2008
Gepaid:	CAD981629371
Contact:	SHOKROLLAH SHAVSHAVAN PRES
Telephone:	3104701919
Mailing Name:	Not reported
Mailing Address:	10835 NATIONAL BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900644111
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method:	Solvents Recovery
Tons:	0.1251
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAD981629371
Contact:	SHOKROLLAH SHAVSHAVAN PRES
Telephone:	3104701919

NATIONAL CLEANERS LAUNDRY (Continued) **S113008260**

Mailing Name:	Not reported
Mailing Address:	10835 NATIONAL BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900644111
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	Solvents Recovery
Tons:	Not reported
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAD981629371
Contact:	SHOKROLLAH SHAVSHAVAN PRES
Telephone:	3104701919
Mailing Name:	Not reported
Mailing Address:	10835 NATIONAL BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900644111
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	Solvents Recovery
Tons:	Not reported
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAD981629371
Contact:	SHOKROLLAH SHAVSHAVAN PRES
Telephone:	3104701919
Mailing Name:	Not reported
Mailing Address:	10835 NATIONAL BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900644111
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method:	Solvents Recovery
Tons:	0.25
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
59 additional CA_HAZNET: record(s) in the EDR Site Report.

---

82 **NATL CLEANERS & LAUNDRY** **CA EMI** **S106836155**
10835 NATIONAL BLVD. **N/A**
LOS ANGELES, CA 90064

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	24899
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported

NATL CLEANERS & LAUNDRY (Continued) **S106836155**

Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	24899
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

82 **EDR US Hist Cleaners** **1014973235**

10835 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Cleaners:

Name:	NATIONAL CLEANERS & LAUNDRY
Year:	2001
Address:	10835 NATIONAL BLVD

Name:	NATIONAL CLEANERS & LAUNDRY
Year:	2002
Address:	10835 NATIONAL BLVD

Name:	NATIONAL CLEANERS & LAUNDRY
Year:	2003
Address:	10835 NATIONAL BLVD

Name:	WESTWOOD NATIONAL CLEANERS INC
Year:	2004
Address:	10835 NATIONAL BLVD

Name:	NATIONAL CLEANERS & LAUNDRY
Year:	2005
Address:	10835 NATIONAL BLVD

Name:	NATIONAL CLEANERS & LAUNDRY
Year:	2006
Address:	10835 NATIONAL BLVD

Name:	BESTWOOD NATIONAL CLEANERS INC
Year:	2007
Address:	10835 NATIONAL BLVD

(Continued) **1014973235**

Name: BESTWOOD NATIONAL CLEANERS INC
Year: 2008
Address: 10835 NATIONAL BLVD

Name: NATIONAL CLEANERS & LAUNDRY
Year: 2010
Address: 10835 NATIONAL BLVD

---

82 **MILTON IKEDA** **CA HAZNET** **S113783649**
2942 MIDVALE AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2012
Gepaid: CAC002698475
Contact: MILTON IKEDA
Telephone: 3104741195
Mailing Name: Not reported
Mailing Address: 2942 MIDVALE AVE
Mailing City,St,Zip: LOS ANGELES, CA 90064
Gen County: Los Angeles
TSD EPA ID: CAD009007626
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.4
Facility County: Los Angeles

---

82 **SHELL SERVICE STATION** **FINDS** **1016056582**
10815 NATIONAL **N/A**
LOS ANGELES, CA

FINDS:

Registry ID: 110012538076

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZARDOUS WASTE BIENNIAL REPORTER

82 **NATIONAL SHELL** **CA UST** **U003781636**
10815 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90064

UST:
Facility ID: 25396
Latitude: 34.03094
Longitude: -118.42039

---

82 **BLANCO & ABRAMS SHELL** **CA HAZNET** **S113096740**
10815 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2002
Gepaid: CAL000182397
Contact: EDDIE BLANCO - DEALER
Telephone: 3104748934
Mailing Name: Not reported
Mailing Address: 23804 BOLSA COURT
Mailing City,St,Zip: VALENCIA, CA 913540000
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Paint sludge
Disposal Method: Recycler
Tons: 0.22
Facility County: Los Angeles

Year: 2001
Gepaid: CAL000182397
Contact: EDDIE BLANCO - DEALER
Telephone: 3104748934
Mailing Name: Not reported
Mailing Address: 23804 BOLSA COURT
Mailing City,St,Zip: VALENCIA, CA 913540000
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Recycler
Tons: 0.2
Facility County: Los Angeles

---

82 **GOLGUR MGMT.** **CA HIST UST** **U001562414**
10815 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90064

HIST UST:
Region: STATE
Facility ID: 00000003077
Facility Type: Gas Station
Other Type: Not reported
Total Tanks: 0003
Contact Name: Not reported
Telephone: 2134748934
Owner Name: SHELL OIL COMPANY
Owner Address: P. O. BOX 4848

GOLGUR MGMT. (Continued) **U001562414**

Owner City,St,Zip: ANAHEIM, CA 92803

Tank Num: 001
Container Num: 2
Year Installed: 1980
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: 1/4 inches
Leak Detection: Stock Inventor, Groundwater Monitoring Well, 10

Tank Num: 002
Container Num: 3
Year Installed: 1980
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: 1/4 inches
Leak Detection: Stock Inventor, Groundwater Monitoring Well, 10

Tank Num: 003
Container Num: 4
Year Installed: 1980
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: 1/4 inches
Leak Detection: Stock Inventor, Groundwater Monitoring Well, 10

---

82 **SHELL SERVICE STATION** **CA HAZNET** **S113176638**
10815 NATIONAL **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2012
Gepaid: CAR000118810
Contact: JEANNE TRAYLOR
Telephone: 7132416992
Mailing Name: Not reported
Mailing Address: PO BOX 3127
Mailing City,St,Zip: HOUSTON, TX 772530000
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.10425
Facility County: Los Angeles

Year: 2005
Gepaid: CAR000118810
Contact: N CORTEZ/ENVT'L DATA ANALYST
Telephone: 2818742224
Mailing Name: Not reported
Mailing Address: 12700 NORTHBOROUGH DRIVE MFT 240-G
Mailing City,St,Zip: Houston, TX 770672508
Gen County: Not reported

SHELL SERVICE STATION (Continued) **S113176638**

TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Recycler
Tons: 1.66
Facility County: Los Angeles

Year: 2004
Gepaid: CAR000118810
Contact: N CORTEZ/ENVT'L DATA ANALYST
Telephone: 2818742224
Mailing Name: Not reported
Mailing Address: 12700 NORTHBOROUGH DRIVE MFT 240-G
Mailing City,St,Zip: Houston, TX 770672508
Gen County: Not reported
TSD EPA ID: CAD008364432
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Recycler
Tons: 0.01
Facility County: Los Angeles

Year: 2003
Gepaid: CAR000118810
Contact: N CORTEZ/ENVT'L DATA ANALYST
Telephone: 2818742224
Mailing Name: Not reported
Mailing Address: 12700 NORTHBOROUGH DRIVE MFT 240-G
Mailing City,St,Zip: Houston, TX 770672508
Gen County: Not reported
TSD EPA ID: CAD982444481
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Recycler
Tons: 0
Facility County: Los Angeles

Year: 2003
Gepaid: CAR000118810
Contact: N CORTEZ/ENVT'L DATA ANALYST
Telephone: 2818742224
Mailing Name: Not reported
Mailing Address: 12700 NORTHBOROUGH DRIVE MFT 240-G
Mailing City,St,Zip: Houston, TX 770672508
Gen County: Not reported
TSD EPA ID: CAD008364432
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Recycler
Tons: 0.01
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
3 additional CA_HAZNET: record(s) in the EDR Site Report.

82 **SHELL** **CA HAZNET** **S113101402**
10815 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	1998
Gepaid:	CAL000194856
Contact:	EQUILLON ENTERPRISES LLC
Telephone:	7132412258
Mailing Name:	Not reported
Mailing Address:	PO BOX 4453
Mailing City,St,Zip:	HOUSTON, TX 772104453
Gen County:	Not reported
TSD EPA ID:	CAD982030173
TSD County:	Not reported
Waste Category:	Empty containers less than 30 gallons
Disposal Method:	Disposal, Other
Tons:	.3500
Facility County:	Los Angeles

---

82 **SHELL #204-4530-0708** **CA LUST** **S102437014**
10815 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90064

LUST REG 4:

Region:	4
Regional Board:	04
County:	Los Angeles
Facility Id:	900640298
Status:	Pollution Characterization
Substance:	Gasoline
Substance Quantity:	Not reported
Local Case No:	Not reported
Case Type:	Specific tank leak that has contaminated a specific well used for drinking water
Abatement Method Used at the Site:	Not reported
Global ID:	T0603701177
W Global ID:	Not reported
Staff:	JH
Local Agency:	19050
Cross Street:	WESTWOOD BLVD
Enforcement Type:	SI
Date Leak Discovered:	1/1/1988
Date Leak First Reported:	1/1/1988
Date Leak Record Entered:	11/21/1996
Date Confirmation Began:	6/19/1997
Date Leak Stopped:	Not reported
Date Case Last Changed on Database:	7/15/2002
Date the Case was Closed:	Not reported
How Leak Discovered:	Subsurface Monitoring
How Leak Stopped:	Not reported
Cause of Leak:	Not reported
Leak Source:	Not reported
Operator:	Not reported
Water System:	Not reported
Well Name:	Not reported
Approx. Dist To Production Well (ft):	4920.154785106261761215727 2472
Source of Cleanup Funding:	Not reported
Preliminary Site Assessment Workplan Submitted:	6/19/1997
Preliminary Site Assessment Began:	7/25/1997
Pollution Characterization Began:	4/1/1999

SHELL #204-4530-0708 (Continued) **S102437014**

Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	1/1/1965
Hist Max MTBE Conc in Groundwater:	68
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	BRAD BOSHETTO
RP Address:	P.O. BOX 6249
Program:	LUST
Lat/Long:	34.0309016 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	7/14/00 2ND QTR GW MON RPT 2000; 10/16/00 QTRLY STATUS RPT SEPT. 2000; 1/15/01 QTRLY STATUS RPT OCT.-DEC. 2000; 4/16/01 QTRLY STATUS RPT JAN-MARCH 2001

---

82 **GOLGUR MANAGEMENT** **CA FID UST** **S101617596**
10815 NATIONAL BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90064

CA FID UST:

Facility ID:	19055280
Regulated By:	UTNKA
Regulated ID:	00003077
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2134780841
Mail To:	Not reported
Mailing Address:	P O BOX
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900640000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

SWEEPS UST:

Status:	Active
Comp Number:	124
Number:	9
Board Of Equalization:	44-000074
Referral Date:	04-20-88
Action Date:	03-10-94
Created Date:	02-29-88

GOLGUR MANAGEMENT (Continued) **S101617596**

Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000124-000001
Actv Date: 04-20-88
Capacity: 10000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: 3

Status: Active
Comp Number: 124
Number: 9
Board Of Equalization: 44-000074
Referral Date: 04-20-88
Action Date: 03-10-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000124-000002
Actv Date: 04-20-88
Capacity: 10000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 124
Number: 9
Board Of Equalization: 44-000074
Referral Date: 04-20-88
Action Date: 03-10-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000124-000003
Actv Date: 04-20-88
Capacity: 10000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

---

82 **SHELL #204-4530-0708** **CA HIST CORTESE** **S105126337**
10815 NATIONAL **CA LUST** **N/A**
LOS ANGELES, CA 90064

CORTESE:
Region: CORTESE
Facility County Code: Not reported
Reg By: Not reported
Reg Id: Not reported

LUST:
Region: STATE
Global Id: T0603701177

SHELL #204-4530-0708 (Continued) **S105126337**

Latitude:	34.0309016
Longitude:	-118.4204817
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	12/21/2011
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	JH
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900640298
LOC Case Number:	Not reported
File Location:	Regional Board
Potential Media Affect:	Well used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603701177
Contact Type:	Regional Board Caseworker
Contact Name:	JAY HUANG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 WEST 4TH STREET, SUITE 200
City:	LOS ANGELES
Email:	jhuang@waterboards.ca.gov
Phone Number:	2135766711

Global Id:	T0603701177
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Regulatory Activities:

Global Id:	T0603701177
Action Type:	RESPONSE
Date:	10/15/2005
Action:	Monitoring Report - Quarterly

Global Id:	T0603701177
Action Type:	RESPONSE
Date:	11/15/2004
Action:	CAP/RAP - Final Remediation / Design Plan

Global Id:	T0603701177
Action Type:	RESPONSE
Date:	04/15/2006
Action:	Monitoring Report - Quarterly

Global Id:	T0603701177
Action Type:	RESPONSE
Date:	04/15/2009
Action:	Monitoring Report - Quarterly

SHELL #204-4530-0708 (Continued) **S105126337**

Global Id: T0603701177
Action Type: RESPONSE
Date: 04/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603701177
Action Type: RESPONSE
Date: 01/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603701177
Action Type: ENFORCEMENT
Date: 01/27/2004
Action: Site Visit / Inspection / Sampling

Global Id: T0603701177
Action Type: ENFORCEMENT
Date: 12/21/2011
Action: Closure/No Further Action Letter

Global Id: T0603701177
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T0603701177
Action Type: ENFORCEMENT
Date: 01/01/2002
Action: 13267 Requirement

Global Id: T0603701177
Action Type: RESPONSE
Date: 01/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603701177
Action Type: RESPONSE
Date: 07/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603701177
Action Type: RESPONSE
Date: 11/15/2005
Action: Remedial Progress Report

Global Id: T0603701177
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603701177
Action Type: RESPONSE
Date: 07/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603701177
Action Type: RESPONSE

SHELL #204-4530-0708 (Continued) **S105126337**

Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603701177
Action Type: RESPONSE
Date: 01/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603701177
Action Type: RESPONSE
Date: 07/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603701177
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603701177
Action Type: ENFORCEMENT
Date: 04/10/2003
Action: Staff Letter

Global Id: T0603701177
Action Type: RESPONSE
Date: 10/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603701177
Action Type: RESPONSE
Date: 07/15/2006
Action: Remedial Progress Report

Global Id: T0603701177
Action Type: RESPONSE
Date: 01/15/2010
Action: Monitoring Report - Quarterly

Global Id: T0603701177
Action Type: RESPONSE
Date: 01/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603701177
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603701177
Action Type: RESPONSE
Date: 04/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603701177
Action Type: RESPONSE
Date: 10/15/2003
Action: Monitoring Report - Quarterly

SHELL #204-4530-0708 (Continued) **S105126337**

Global Id: T0603701177
Action Type: RESPONSE
Date: 04/27/2009
Action: Clean Up Fund - 5-Year Review Summary

Global Id: T0603701177
Action Type: RESPONSE
Date: 07/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603701177
Action Type: RESPONSE
Date: 01/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603701177
Action Type: RESPONSE
Date: 01/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603701177
Action Type: RESPONSE
Date: 07/15/2005
Action: Remedial Progress Report

Global Id: T0603701177
Action Type: RESPONSE
Date: 10/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603701177
Action Type: RESPONSE
Date: 04/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603701177
Action Type: RESPONSE
Date: 01/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603701177
Action Type: RESPONSE
Date: 07/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603701177
Action Type: RESPONSE
Date: 10/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603701177
Action Type: RESPONSE
Date: 04/15/2011
Action: Monitoring Report - Quarterly

Global Id: T0603701177
Action Type: RESPONSE

SHELL #204-4530-0708 (Continued) **S105126337**

Date: 05/13/2011
Action: Soil and Water Investigation Workplan

Global Id: T0603701177
Action Type: ENFORCEMENT
Date: 12/22/2004
Action: Staff Letter

Global Id: T0603701177
Action Type: ENFORCEMENT
Date: 06/01/2011
Action: Staff Letter

Global Id: T0603701177
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0603701177
Action Type: RESPONSE
Date: 10/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603701177
Action Type: RESPONSE
Date: 07/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603701177
Action Type: RESPONSE
Date: 01/15/2011
Action: Monitoring Report - Quarterly

Global Id: T0603701177
Action Type: RESPONSE
Date: 07/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603701177
Action Type: RESPONSE
Date: 08/15/2011
Action: Soil and Water Investigation Report

Global Id: T0603701177
Action Type: RESPONSE
Date: 10/15/2010
Action: Monitoring Report - Quarterly

Global Id: T0603701177
Action Type: REMEDIATION
Date: 01/01/1950
Action: Soil Vapor Extraction (SVE)

Global Id: T0603701177
Action Type: ENFORCEMENT
Date: 10/14/2011
Action: Notification - Preclosure

SHELL #204-4530-0708 (Continued) **S105126337**

Global Id: T0603701177
Action Type: RESPONSE
Date: 04/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603701177
Action Type: ENFORCEMENT
Date: 09/01/2004
Action: Staff Letter

Global Id: T0603701177
Action Type: RESPONSE
Date: 07/15/2010
Action: Monitoring Report - Quarterly

Global Id: T0603701177
Action Type: RESPONSE
Date: 04/15/2010
Action: Monitoring Report - Quarterly

---

82 **EDR US Hist Auto Stat** **1015147205**
10815 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:
Name: WESTWOOD PETROLEUM INC
Year: 2010
Address: 10815 NATIONAL BLVD

---

82 **SHELL SERVICE STATION - 135470** **RCRA-SQG** **1005904276**
10815 NATIONAL/WESTWOOD **CAR000118810**
LOS ANGELES, CA 90064

RCRA-SQG:
Date form received by agency: 02/25/2006
Facility name: SHELL SERVICE STATION - 135470
Facility address: 10815 NATIONAL/WESTWOOD
LOS ANGELES, CA 90064
EPA ID: CAR000118810
Mailing address: 12700 NORTHBOROUGH DR,
300G03
HOUSTON, TX 77067
Contact: DON F WISDOM
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: (281) 874-2238
Contact email: DON.F.WISDOM@SHELL.COM
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

SHELL SERVICE STATION - 135470 (Continued) **1005904276**

Owner/Operator Summary:

Owner/operator name:	EQUILON ENT LLC DBA SHELL OIL PROD. US
Owner/operator address:	P.O. BOX 2099
	HOUSTON, TX 77252
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	08/01/1998
Owner/Op end date:	Not reported

Owner/operator name:	EQUILON ENT LLC DBA S O P US
Owner/operator address:	P O BOX 2648
	HOUSTON, TX 77252
Owner/operator country:	Not reported
Owner/operator telephone:	(713) 241-5036
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	SHELL OIL PRODUCTS US
Owner/operator address:	Not reported
	Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	08/01/1998
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Historical Generators:

Date form received by agency:	02/25/2006
Facility name:	SHELL SERVICE STATION - 135470
Classification:	Large Quantity Generator

Date form received by agency:	06/04/2002
Facility name:	SHELL SERVICE STATION - 135470
Site name:	SHELL SERVICE STATION

SHELL SERVICE STATION - 135470 (Continued) **1005904276**

Classification: Small Quantity Generator

Hazardous Waste Summary:

Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D018
Waste name: BENZENE

Waste code: 134
Waste name: 134

Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D018
Waste name: BENZENE

Violation Status: No violations found

---

82 **EDR US Hist Auto Stat** **1015395518**

2945 WESTWOOD BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name: EXPERT AUTO REPAIR
Year: 2009
Address: 2945 WESTWOOD BLVD

Name: EXPERT AUTO REPAIR
Year: 2010
Address: 2945 WESTWOOD BLVD

Name: EXPERT AUTO REPAIR
Year: 2011
Address: 2945 WESTWOOD BLVD

Name: EXPERT AUTO REPAIR
Year: 2012
Address: 2945 WESTWOOD BLVD

82 **STERLING HOME OFFICE CARE** **CA HAZNET** **S113081670**
10801 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	1994
Gepaid:	CAL000148353
Contact:	Not reported
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	10801 NATIONAL BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	Recycler
Tons:	1.1467
Facility County:	Los Angeles

---

82 **WESTLAND CHIROPRACTIC** **CA HAZNET** **S113165138**
10801 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	1994
Gepaid:	CAL920673894
Contact:	CARL ROTHSCHILD
Telephone:	3104759111
Mailing Name:	Not reported
Mailing Address:	10801 NATIONAL BLVD STE 340
Mailing City,St,Zip:	LOS ANGELES, CA 900644126
Gen County:	Not reported
TSD EPA ID:	CAD982524613
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	.0750
Facility County:	Los Angeles

Year:	1993
Gepaid:	CAL920673894
Contact:	CARL ROTHSCHILD
Telephone:	3104759111
Mailing Name:	Not reported
Mailing Address:	10801 NATIONAL BLVD STE 340
Mailing City,St,Zip:	LOS ANGELES, CA 900644126
Gen County:	Not reported
TSD EPA ID:	CAD982524613
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	0.25419999999
Facility County:	Los Angeles

82 **NATIONAL INVESTMENT CO.** **CA HAZNET** **S112862257**
10801 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	1994
Gepaid:	CAC001038576
Contact:	NATIONAL INVESTMENT CO.
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	10801 NATIONAL BLVD STE 601
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD067786749
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Disposal, Land Fill
Tons:	12.6420
Facility County:	Los Angeles

---

83 **EDR US Hist Auto Stat** **1015656639**
8534 WASHINGTON BLVD **N/A**
CULVER CITY, CA 90232

EDR Historical Auto Stations:

Name:	NICKS AUTO REPAIR
Year:	1999
Address:	8534 WASHINGTON BLVD
Name:	NICKS AUTO REPAIR
Year:	2001
Address:	8534 WASHINGTON BLVD

---

83 **NICK'S AUTO REPAIR** **CA LUST** **S110505120**
8534 WASHINGTON BLVD. W. **N/A**
CULVER CITY, CA 90232

LUST:

Region:	STATE
Global Id:	T0603730629
Latitude:	34.03054
Longitude:	-118.379863
Case Type:	LUST Cleanup Site
Status:	Open - Site Assessment
Status Date:	07/29/2010
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	WXT
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	R-07171
LOC Case Number:	006934-007171
File Location:	Regional Board
Potential Media Affect:	Under Investigation
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603730629

NICK'S AUTO REPAIR (Continued) **S110505120**

Contact Type: Regional Board Caseworker
Contact Name: JAY HUANG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 WEST 4TH STREET, SUITE 200
City: LOS ANGELES
Email: jhuang@waterboards.ca.gov
Phone Number: 2135766711

Global Id: T0603730629
Contact Type: Local Agency Caseworker
Contact Name: TIM SMITH
Organization Name: LOS ANGELES COUNTY
Address: 900 S. FREMONT AVE.
City: ALHAMBRA
Email: tsmith@dpw.lacounty.gov
Phone Number: Not reported

Regulatory Activities:

Global Id: T0603730629
Action Type: ENFORCEMENT
Date: 07/29/2009
Action: Referral to Regional Board - #C619443

Global Id: T0603730629
Action Type: REMEDIATION
Date: 01/01/1950
Action: Other (Use Description Field)

Global Id: T0603730629
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603730629
Action Type: RESPONSE
Date: 09/15/2010
Action: Other Report / Document

Global Id: T0603730629
Action Type: RESPONSE
Date: 04/01/2013
Action: Other Report / Document

Global Id: T0603730629
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0603730629
Action Type: ENFORCEMENT
Date: 08/09/2010
Action: Staff Letter

Global Id: T0603730629
Action Type: ENFORCEMENT
Date: 02/13/2013
Action: Staff Letter

83 **NICKS AUTO REPAIR & S S** **CA UST** **U003940874**
8534 WASHINGTON BLVD **N/A**
CULVER CITY, CA 90232

UST:
Facility ID: 7171
Latitude: 34.03073
Longitude: -118.37997

---

83 **EDR US Hist Cleaners** **1015081237**
6144 WASHINGTON BLVD **N/A**
CULVER CITY, CA 90232

EDR Historical Cleaners:
Name: EZ NEW WEB LAUNDROMAT & CAFE
Year: 2009
Address: 6144 WASHINGTON BLVD

Name: EZ NEW WEB LAUNDROMAT & CAFE
Year: 2010
Address: 6144 WASHINGTON BLVD

Name: EZ NEW WEB LAUNDROMAT & CAFE
Year: 2011
Address: 6144 WASHINGTON BLVD

Name: EZ NEW WEB LAUNDROMAT & CAFE
Year: 2012
Address: 6144 WASHINGTON BLVD

---

83 **CAPITOL CLEANERS DYERS INC** **EDR US Hist Cleaners** **1009191832**
8521 W WASHINGTON BLVD **N/A**
LOS ANGELES, CA

EDR Historical Cleaners:
Name: CAPITOL CLEANERS DYERS INC
Year: 1937
Type: CLOTHES PRESSERS AND CLEANERS

---

83 **GLINBERG BENJ** **EDR US Hist Auto Stat** **1009080538**
8501 W WASHINGTON BLVD **N/A**
LOS ANGELES, CA

EDR Historical Auto Stations:
Name: MC GILL F C
Year: 1933
Type: GASOLINE AND OIL SERVICE STATIONS

Name: GLINBERG BENJ
Year: 1942
Type: GASOLINE AND OIL SERVICE STATIONS

84 **ACSC SERVICE CENTER** **CA FID UST** **S101617371**
3101 OVERLAND AVE **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90034

CA FID UST:

Facility ID:	19006155
Regulated By:	UTNKI
Regulated ID:	00017271
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2138381874
Mail To:	Not reported
Mailing Address:	5071 GAYNOR AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900340000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

SWEEPS UST:

Status:	Not reported
Comp Number:	1160
Number:	Not reported
Board Of Equalization:	44-011636
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-001160-000001
Actv Date:	Not reported
Capacity:	4000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	5

Status:	Not reported
Comp Number:	1160
Number:	Not reported
Board Of Equalization:	44-011636
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-001160-000002
Actv Date:	Not reported
Capacity:	500
Tank Use:	OIL
Stg:	WASTE
Content:	WASTE OIL
Number Of Tanks:	Not reported

Status:	Not reported

ACSC SERVICE CENTER (Continued) **S101617371**

Comp Number:	1160
Number:	Not reported
Board Of Equalization:	44-011636
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-001160-000003
Actv Date:	Not reported
Capacity:	6000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Status:	Not reported
Comp Number:	1160
Number:	Not reported
Board Of Equalization:	44-011636
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-001160-000004
Actv Date:	Not reported
Capacity:	4000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Status:	Not reported
Comp Number:	1160
Number:	Not reported
Board Of Equalization:	44-011636
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-001160-000005
Actv Date:	Not reported
Capacity:	4000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	Not reported

84 **ACSC SERVICE CENTER** **CA HIST UST** **U001561378**
3101 OVERLAND AVE **N/A**
LOS ANGELES, CA 90034

HIST UST:

Region:	STATE
Facility ID:	00000017271
Facility Type:	Gas Station
Other Type:	Not reported
Total Tanks:	0005
Contact Name:	JULIUS GMEINER
Telephone:	2138381874
Owner Name:	SALLY R. AND BEN I. HARRIS
Owner Address:	5071 GAYNOR AVENUE
Owner City,St,Zip:	ENCINO, CA 91346
Tank Num:	001
Container Num:	4
Year Installed:	Not reported
Tank Capacity:	00004000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Tank Construction:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	002
Container Num:	5
Year Installed:	Not reported
Tank Capacity:	00000500
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Tank Construction:	Not reported
Leak Detection:	None
Tank Num:	003
Container Num:	1
Year Installed:	Not reported
Tank Capacity:	00006000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Tank Construction:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	004
Container Num:	2
Year Installed:	Not reported
Tank Capacity:	00004000
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Tank Construction:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	005
Container Num:	3
Year Installed:	Not reported
Tank Capacity:	00004000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Tank Construction:	Not reported

ACSC SERVICE CENTER (Continued) **U001561378**

Leak Detection: Stock Inventor

---

84 **ARCO #5117** **CA FID UST** **S101583290**
10612 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

CA FID UST:

Facility ID:	19003278
Regulated By:	UTNKA
Regulated ID:	00026790
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2318397997
Mail To:	Not reported
Mailing Address:	17315 STUDEBAKER ROAD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900340000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

---

84 **ERNS** **92261022**
10612 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

Click this hyperlink while viewing on your computer to access additional ERNS detail in the EDR Site Report.

---

84 **BP WEST COAST PRODUCTS LLC 05117** **CA HAZNET** **S113114121**
10612 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2005
Gepaid:	CAL000225754
Contact:	JACK OMAN WASTE SPECIALIST
Telephone:	7146703958
Mailing Name:	Not reported
Mailing Address:	PO BOX 80249
Mailing City,St,Zip:	RCHO STA MARG, CA 926880000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Tank bottom waste
Disposal Method:	Recycler
Tons:	1.66
Facility County:	Los Angeles

BP WEST COAST PRODUCTS LLC 05117 (Continued) **S113114121**

Year:	2004
Gepaid:	CAL000225754
Contact:	JACK OMAN WASTE SPECIALIST
Telephone:	7146703958
Mailing Name:	Not reported
Mailing Address:	PO BOX 80249
Mailing City,St,Zip:	RCHO STA MARG, CA 926880000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Not reported
Tons:	1.66
Facility County:	Los Angeles

Year:	2004
Gepaid:	CAL000225754
Contact:	JACK OMAN WASTE SPECIALIST
Telephone:	7146703958
Mailing Name:	Not reported
Mailing Address:	PO BOX 80249
Mailing City,St,Zip:	RCHO STA MARG, CA 926880000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Recycler
Tons:	1.04
Facility County:	Los Angeles

Year:	2002
Gepaid:	CAL000225754
Contact:	JACK OMAN WASTE SPECIALIST
Telephone:	7146703958
Mailing Name:	Not reported
Mailing Address:	PO BOX 80249
Mailing City,St,Zip:	RCHO STA MARG, CA 926880000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Recycler
Tons:	0.2
Facility County:	Los Angeles

---

84 **PRESTIGE STATIONS INC #601** **CA HIST UST** **U001561387**
10612 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

HIST UST:

Region:	STATE
Facility ID:	00000026790
Facility Type:	Gas Station
Other Type:	Not reported
Total Tanks:	0004
Contact Name:	Not reported
Telephone:	0000000000
Owner Name:	ARCO PETROLEUM PRODUCTS CO.

PRESTIGE STATIONS INC #601 (Continued) **U001561387**

Owner Address: 515 SOUTH FLOWER STREET
Owner City,St,Zip: LOS ANGELES, CA 90071

Tank Num: 001
Container Num: 0000000001
Year Installed: 1982
Tank Capacity: 00012000
Tank Used for: PRODUCT
Type of Fuel: 06
Tank Construction: Not reported
Leak Detection: Stock Inventor, 10

Tank Num: 002
Container Num: 0000000002
Year Installed: 1982
Tank Capacity: 00012000
Tank Used for: PRODUCT
Type of Fuel: 06
Tank Construction: Not reported
Leak Detection: Stock Inventor, 10

Tank Num: 003
Container Num: 0000000003
Year Installed: 1982
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: 06
Tank Construction: Not reported
Leak Detection: Stock Inventor, 10

Tank Num: 004
Container Num: 0000000004
Year Installed: Not reported
Tank Capacity: 00000550
Tank Used for: PRODUCT
Type of Fuel: WASTE OIL
Tank Construction: 0000093 inches
Leak Detection: Stock Inventor

---

84 **ARCO SS# 5117** **CA UST** **U003938222**
10612 NATIONAL BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90034

UST:
Facility ID: 25390
Latitude: 34.03088
Longitude: -118.41549

SWEEPS UST:
Status: Active
Comp Number: 1622
Number: 1
Board Of Equalization: 44-000506
Referral Date: 03-11-93
Action Date: 03-17-94
Created Date: 02-29-88
Tank Status: A

ARCO SS# 5117 (Continued) **U003938222**

Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001622-000001
Actv Date: 04-20-88
Capacity: 12000
Tank Use: CHEMICAL
Stg: P
Content: UNKNOWN
Number Of Tanks: 5

Status: Active
Comp Number: 1622
Number: 1
Board Of Equalization: 44-000506
Referral Date: 03-11-93
Action Date: 03-17-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001622-000002
Actv Date: 04-20-88
Capacity: 12000
Tank Use: CHEMICAL
Stg: P
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Active
Comp Number: 1622
Number: 1
Board Of Equalization: 44-000506
Referral Date: 03-11-93
Action Date: 03-17-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001622-000003
Actv Date: 04-20-88
Capacity: 10000
Tank Use: CHEMICAL
Stg: P
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Active
Comp Number: 1622
Number: 1
Board Of Equalization: 44-000506
Referral Date: 03-11-93
Action Date: 03-17-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001622-000004
Actv Date: 04-20-88
Capacity: 550
Tank Use: OIL
Stg: W

ARCO SS# 5117 (Continued) **U003938222**

Content:	WASTE OIL
Number Of Tanks:	Not reported
Status:	Active
Comp Number:	1622
Number:	1
Board Of Equalization:	44-000506
Referral Date:	03-11-93
Action Date:	03-17-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	1622-5
Swrcb Tank Id:	19-050-001622-000005
Actv Date:	02-19-93
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	P
Content:	PREMIUM UNLE
Number Of Tanks:	Not reported

---

84 **ARCO #5117** **CA HIST CORTESE** **S101297168**
10612 NATIONAL **CA LUST** **N/A**
LOS ANGELES, CA 90034

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900340143

LUST:

Region:	STATE
Global Id:	T0603700864
Latitude:	34.0307257
Longitude:	-118.4153386
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	04/12/2007
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	JH
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900340143
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Well used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603700864
Contact Type:	Regional Board Caseworker
Contact Name:	JAY HUANG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 WEST 4TH STREET, SUITE 200
City:	LOS ANGELES
Email:	jhuang@waterboards.ca.gov

ARCO #5117 (Continued) **S101297168**

Phone Number: 2135766711

Global Id: T0603700864
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

Regulatory Activities:

Global Id: T0603700864
Action Type: RESPONSE
Date: 07/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700864
Action Type: RESPONSE
Date: 07/17/2006
Action: Soil and Water Investigation Workplan

Global Id: T0603700864
Action Type: RESPONSE
Date: 10/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700864
Action Type: RESPONSE
Date: 08/28/2003
Action: Interim Remedial Action Plan

Global Id: T0603700864
Action Type: ENFORCEMENT
Date: 09/08/2004
Action: Site Visit / Inspection / Sampling

Global Id: T0603700864
Action Type: REMEDIATION
Date: 01/01/1950
Action: Soil Vapor Extraction (SVE)

Global Id: T0603700864
Action Type: RESPONSE
Date: 02/01/2004
Action: Well Installation Report

Global Id: T0603700864
Action Type: RESPONSE
Date: 04/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700864
Action Type: RESPONSE
Date: 10/15/2002
Action: Monitoring Report - Quarterly

ARCO #5117 (Continued) **S101297168**

Global Id: T0603700864
Action Type: RESPONSE
Date: 04/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700864
Action Type: RESPONSE
Date: 01/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700864
Action Type: RESPONSE
Date: 09/14/2005
Action: Tank Removal Report / UST Sampling Report

Global Id: T0603700864
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603700864
Action Type: RESPONSE
Date: 01/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700864
Action Type: RESPONSE
Date: 01/15/2004
Action: Interim Remedial Action Report

Global Id: T0603700864
Action Type: RESPONSE
Date: 07/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700864
Action Type: RESPONSE
Date: 04/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700864
Action Type: RESPONSE
Date: 02/28/2007
Action: Soil and Water Investigation Report

Global Id: T0603700864
Action Type: RESPONSE
Date: 04/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700864
Action Type: RESPONSE
Date: 09/01/2005
Action: Soil and Water Investigation Workplan

Global Id: T0603700864
Action Type: RESPONSE

ARCO #5117 (Continued) **S101297168**

Date: 07/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700864
Action Type: RESPONSE
Date: 01/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700864
Action Type: RESPONSE
Date: 01/15/2007
Action: Remedial Progress Report

Global Id: T0603700864
Action Type: RESPONSE
Date: 01/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700864
Action Type: RESPONSE
Date: 10/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700864
Action Type: RESPONSE
Date: 04/15/2005
Action: Remedial Progress Report

Global Id: T0603700864
Action Type: RESPONSE
Date: 01/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700864
Action Type: RESPONSE
Date: 01/15/2005
Action: Remedial Progress Report

Global Id: T0603700864
Action Type: RESPONSE
Date: 10/15/2004
Action: Remedial Progress Report

Global Id: T0603700864
Action Type: RESPONSE
Date: 07/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700864
Action Type: ENFORCEMENT
Date: 04/10/2003
Action: Staff Letter

Global Id: T0603700864
Action Type: ENFORCEMENT
Date: 01/28/2002
Action: 13267 Requirement

ARCO #5117 (Continued) **S101297168**

Global Id: T0603700864
Action Type: ENFORCEMENT
Date: 09/07/2005
Action: Staff Letter

Global Id: T0603700864
Action Type: ENFORCEMENT
Date: 03/26/2007
Action: Notification - Preclosure

Global Id: T0603700864
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0603700864
Action Type: RESPONSE
Date: 10/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700864
Action Type: RESPONSE
Date: 10/15/2006
Action: Remedial Progress Report

Global Id: T0603700864
Action Type: RESPONSE
Date: 10/15/2006
Action: Soil and Water Investigation Report

Global Id: T0603700864
Action Type: RESPONSE
Date: 10/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700864
Action Type: RESPONSE
Date: 02/01/2004
Action: Remedial Progress Report

Global Id: T0603700864
Action Type: ENFORCEMENT
Date: 10/10/2003
Action: Staff Letter

Global Id: T0603700864
Action Type: ENFORCEMENT
Date: 07/25/2006
Action: Staff Letter

Global Id: T0603700864
Action Type: ENFORCEMENT
Date: 04/06/2007
Action: Site Visit / Inspection / Sampling

Global Id: T0603700864
Action Type: ENFORCEMENT

ARCO #5117 (Continued) **S101297168**

Date: 04/12/2007
Action: Closure/No Further Action Letter

Global Id: T0603700864
Action Type: RESPONSE
Date: 02/28/2007
Action: Request for Closure

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900340143
Status: Remedial action (cleanup) Underway
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Specific tank leak that has contaminated a specific well used for drinking water
Abatement Method Used at the Site: Not reported
Global ID: T0603700864
W Global ID: Not reported
Staff: JH
Local Agency: 19050
Cross Street: OVERLAND AVE
Enforcement Type: DLSEL
Date Leak Discovered: 6/13/1991
Date Leak First Reported: 6/14/1991
Date Leak Record Entered: 12/11/1991
Date Confirmation Began: 6/19/1997
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 7/15/2002
Date the Case was Closed: Not reported
How Leak Discovered: OM
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: UNK
Operator: PRESTIGE STATION #6001
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 4736.19708411748412584076980 66
Source of Cleanup Funding: UNK
Preliminary Site Assessment Workplan Submitted: 6/19/1997
Preliminary Site Assessment Began: 7/25/1997
Pollution Characterization Began: 1/25/2002
Remediation Plan Submitted: Not reported
Remedial Action Underway: 1/30/2004
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: Not reported
Historical Max MTBE Date: 4/14/2003
Hist Max MTBE Conc in Groundwater: 3.9
Hist Max MTBE Conc in Soil: 8
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: =
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported

ARCO #5117 (Continued) **S101297168**

Responsible Party:	H. C. WINSOR
RP Address:	4 CENTRE POINT DR.
Program:	LUST
Lat/Long:	34.0307257 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	1/15/01 4TH QTR GW MON RPT 2000; 3/22/01 ADD'L SITE INVESTIGATION; 3/21/01 DISPENSER SOIL SAMPLING & OVEREXCAVATION RPT; 4/13/01 1ST QTR GW MON RPT 2001.

---

84 **ARCO PRODUCTS COMPANY** **CA HAZNET** **S113034074**
10612 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2001
Gepaid:	CAL000032514
Contact:	CARLOS RODRIGUEZ/ENV COMPL ADM
Telephone:	7146705402
Mailing Name:	Not reported
Mailing Address:	PO BOX 6038
Mailing City,St,Zip:	ARTESIA, CA 907026038
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Recycler
Tons:	1.93
Facility County:	Los Angeles

Year:	2000
Gepaid:	CAL000032514
Contact:	CARLOS RODRIGUEZ/ENV COMPL ADM
Telephone:	7146705402
Mailing Name:	Not reported
Mailing Address:	PO BOX 6038
Mailing City,St,Zip:	ARTESIA, CA 907026038
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Recycler
Tons:	1.35
Facility County:	Los Angeles

Year:	1999
Gepaid:	CAL000032514
Contact:	ATLANTIC RICHFIELD COMPANY
Telephone:	2134860494
Mailing Name:	Not reported
Mailing Address:	PO BOX 6038
Mailing City,St,Zip:	ARTESIA, CA 907026038
Gen County:	Not reported
TSD EPA ID:	CAT080013352

ARCO PRODUCTS COMPANY (Continued) **S113034074**

TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Recycler
Tons: .6046
Facility County: Los Angeles

Year: 1998
Gepaid: CAL000032514
Contact: ATLANTIC RICHFIELD COMPANY
Telephone: 2134860494
Mailing Name: Not reported
Mailing Address: PO BOX 6038
Mailing City,St,Zip: ARTESIA, CA 907026038
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Recycler
Tons: 1.2093
Facility County: Los Angeles

Year: 1998
Gepaid: CAL000032514
Contact: ATLANTIC RICHFIELD COMPANY
Telephone: 2134860494
Mailing Name: Not reported
Mailing Address: PO BOX 6038
Mailing City,St,Zip: ARTESIA, CA 907026038
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Not reported
Tons: .1668
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
12 additional CA_HAZNET: record(s) in the EDR Site Report.

---

84 **MOBIL #18-G8L** **CA HIST CORTESE** **S104576445**
10611 NATIONAL **N/A**
LOS ANGELES, CA 90034

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900640098M

84 | **CA CHMIRS** | **S105630375** | **N/A**

10611 NATIONAL BLVD
LA, CA

CHMIRS:

OES Incident Number:	28455	
OES notification:	Not reported	
OES Date:	7/9/1993	
OES Time:	08:30:00 AM	
Incident Date:	Not reported	
Date Completed:	**Not reported**	
Property Use:	Not reported	
Agency Id Number:	Not reported	
Agency Incident Number:	Not reported	
Time Notified:	Not reported	
Time Completed:	Not reported	
Surrounding Area:	Not reported	
Estimated Temperature:	Not reported	
Property Management:	Not reported	
Special Studies 1:	Not reported	
Special Studies 2:	Not reported	
Special Studies 3:	Not reported	
Special Studies 4:	Not reported	
Special Studies 5:	Not reported	
Special Studies 6:	Not reported	
More Than Two Substances Involved?:		Not reported
Resp Agncy Personel # Of Decontaminated:		Not reported
Responding Agency Personel # Of Injuries:		Not reported
Responding Agency Personel # Of Fatalities:		Not reported
Others Number Of Decontaminated:		Not reported
Others Number Of Injuries:		Not reported
Others Number Of Fatalities:		Not reported
Vehicle Make/year:	Not reported	
Vehicle License Number:	Not reported	
Vehicle State:	Not reported	
Vehicle Id Number:	Not reported	
CA/DOT/PUC/ICC Number:	Not reported	
Company Name:	Not reported	
Reporting Officer Name/ID:	Not reported	
Report Date:	Not reported	
Comments:	Not reported	
Facility Telephone:	Not reported	
Waterway Involved:	Not reported	
Waterway:	Not reported	
Spill Site:	Not reported	
Cleanup By:	LOCAL FD	
Containment:	Not reported	
What Happened:	Not reported	
Type:	PETROLEUM	
Measure:	Not reported	
Other:	Not reported	
Date/Time:	Not reported	
Year:	1993	
Agency:	MOBIL	
Incident Date:	07-7-93	
Admin Agency:	Not reported	
Amount:	5 TO 10 GAL	
Contained:	NO	
Site Type:	S/S	

(Continued) **S105630375**

E Date:	Not reported
Substance:	DIESEL
Quantity Released:	Not reported
BBLS:	Not reported
Cups:	Not reported
CUFT:	Not reported
Gallons:	Not reported
Grams:	Not reported
Pounds:	Not reported
Liters:	Not reported
Ounces:	Not reported
Pints:	Not reported
Quarts:	Not reported
Sheen:	Not reported
Tons:	Not reported
Unknown:	Not reported
Evacuations:	Not reported
Number of Injuries:	Not reported
Number of Fatalities:	Not reported
Description:	OVERFLOW FROM REFUELING TRUCK

---

84 **CIRCLE K STORE #2211234** **CA HAZNET** **S113801368**
10611 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2012
Gepaid:	CAL000372102
Contact:	USER
Telephone:	9512705193
Mailing Name:	Not reported
Mailing Address:	255 E RINCON ST STE 100
Mailing City,St,Zip:	CORONA, CA 928790000
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.0294
Facility County:	Los Angeles

---

84 **MOBIL SERVICE STATION** **CA UST** **U003780388**
10611 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

UST:

Facility ID:	23908
Latitude:	34.0309
Longitude:	-118.41541

84 **D. YI** **CA HIST UST** **U001561379**
10611 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

HIST UST:

Region:	STATE
Facility ID:	00000039745
Facility Type:	Gas Station
Other Type:	Not reported
Total Tanks:	0005
Contact Name:	SAME
Telephone:	2138376252
Owner Name:	MOBIL OIL CORP
Owner Address:	612 S. FLOWER ST
Owner City,St,Zip:	LOS ANGELES, CA 90017
Tank Num:	001
Container Num:	5
Year Installed:	1983
Tank Capacity:	00006000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Tank Construction:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	002
Container Num:	1
Year Installed:	1983
Tank Capacity:	00001000
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Tank Construction:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	003
Container Num:	5
Year Installed:	1983
Tank Capacity:	00012000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Tank Construction:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	004
Container Num:	4
Year Installed:	1983
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Tank Construction:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	005
Container Num:	2
Year Installed:	1983
Tank Capacity:	00006000
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Tank Construction:	Not reported

D. YI (Continued) **U001561379**

Leak Detection: Stock Inventor

---

84 **EDR US Hist Auto Stat** **1015142687**
10611 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:
Name: OVERLAND MOBIL MART
Year: 2010
Address: 10611 NATIONAL BLVD

---

84 **D YI (MOBIL STATION)** **CA LUST** **S101587379**
10611 NATIONAL **CA FID UST** **N/A**
LOS ANGELES, CA 90034 **CA CHMIRS**

LUST:
Region: STATE
Global Id: T0603701171
Latitude: 34.031092
Longitude: -118.416036
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 07/19/2004
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: JH
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900640098M
LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Well used for drinking water supply
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603701171
Contact Type: Regional Board Caseworker
Contact Name: JAY HUANG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 WEST 4TH STREET, SUITE 200
City: LOS ANGELES
Email: jhuang@waterboards.ca.gov
Phone Number: 2135766711

Global Id: T0603701171
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

Regulatory Activities:
Global Id: T0603701171

D YI (MOBIL STATION) (Continued) **S101587379**

Action Type: RESPONSE
Date: 07/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603701171
Action Type: RESPONSE
Date: 01/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603701171
Action Type: RESPONSE
Date: 07/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603701171
Action Type: ENFORCEMENT
Date: 06/30/2004
Action: Notification - Preclosure

Global Id: T0603701171
Action Type: ENFORCEMENT
Date: 01/21/2004
Action: Site Visit / Inspection / Sampling

Global Id: T0603701171
Action Type: RESPONSE
Date: 01/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603701171
Action Type: REMEDIATION
Date: 01/01/1950
Action: Excavation

Global Id: T0603701171
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603701171
Action Type: RESPONSE
Date: 05/15/2003
Action: Unknown

Global Id: T0603701171
Action Type: ENFORCEMENT
Date: 04/10/2003
Action: Staff Letter

Global Id: T0603701171
Action Type: ENFORCEMENT
Date: 02/07/2002
Action: 13267 Requirement

Global Id: T0603701171
Action Type: ENFORCEMENT
Date: 02/20/2003

D YI (MOBIL STATION) (Continued) **S101587379**

Action: Staff Letter

Global Id: T0603701171
Action Type: ENFORCEMENT
Date: 05/20/2002
Action: 13267 Requirement

Global Id: T0603701171
Action Type: ENFORCEMENT
Date: 07/19/2004
Action: Closure/No Further Action Letter

Region: STATE
Global Id: T0603701170
Latitude: 34.0309467
Longitude: -118.4153376
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 12/04/1995
Lead Agency: LOS ANGELES, CITY OF
Case Worker: EL
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900640098
LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603701170
Contact Type: Regional Board Caseworker
Contact Name: CURT M. CHARMLEY
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: LOS ANGELES
Email: ccharmley@waterboards.ca.gov
Phone Number: Not reported

Global Id: T0603701170
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

Regulatory Activities:
Global Id: T0603701170
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

D YI (MOBIL STATION) (Continued) **S101587379**

Global Id: T0603701170
Action Type: Other
Date: 01/01/1950
Action: Leak Stopped

Global Id: T0603701170
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

CA FID UST:
Facility ID: 19055455
Regulated By: UTNKA
Regulated ID: 00039745
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2138376252
Mail To: Not reported
Mailing Address: 612 S FLOWER ST
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900340000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

CHMIRS:
OES Incident Number: 11-0327
OES notification: 01/18/2011
OES Date: Not reported
OES Time: Not reported
Incident Date: Not reported
Date Completed: Not reported
Property Use: Not reported
Agency Id Number: Not reported
Agency Incident Number: Not reported
Time Notified: Not reported
Time Completed: Not reported
Surrounding Area: Not reported
Estimated Temperature: Not reported
Property Management: Not reported
Special Studies 1: Not reported
Special Studies 2: Not reported
Special Studies 3: Not reported
Special Studies 4: Not reported
Special Studies 5: Not reported
Special Studies 6: Not reported
More Than Two Substances Involved?: Not reported
Resp Agncy Personel # Of Decontaminated: Not reported
Responding Agency Personel # Of Injuries: Not reported
Responding Agency Personel # Of Fatalities: Not reported
Others Number Of Decontaminated: Not reported

D YI (MOBIL STATION) (Continued) **S101587379**

Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA/DOT/PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Comments:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	No
Waterway:	Not reported
Spill Site:	Service Station
Cleanup By:	Responsible Party
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Gal(s)
Other:	Not reported
Date/Time:	1100
Year:	2011
Agency:	Veeder Root
Incident Date:	1/18/2011
Admin Agency:	Los Angeles City Fire Department
Amount:	Not reported
Contained:	Yes
Site Type:	Not reported
E Date:	Not reported
Substance:	Diesel
Quantity Released:	2-Jan
BBLS:	Not reported
Cups:	Not reported
CUFT:	Not reported
Gallons:	Not reported
Grams:	Not reported
Pounds:	Not reported
Liters:	Not reported
Ounces:	Not reported
Pints:	Not reported
Quarts:	Not reported
Sheen:	Not reported
Tons:	Not reported
Unknown:	Not reported
Evacuations:	Not reported
Number of Injuries:	Not reported
Number of Fatalities:	Not reported
Description:	A mechanical issue caused this release to the dispenser pan no contact with cement or soil.

84 | **CA LUST** | **S103281826**
10611 NATIONAL BLVD | **CA SWEEPS UST** | **N/A**
LOS ANGELES, CA 90034 | **CA CHMIRS**

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900640098	
Status:	Case Closed	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603701170	
W Global ID:	Not reported	
Staff:	Not reported	
Local Agency:	19050	
Cross Street:	OVERLAND AVE	
Enforcement Type:	Not reported	
Date Leak Discovered:	11/1/1994	
Date Leak First Reported:		11/1/1994
Date Leak Record Entered:	3/25/1996	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	11/1/1994	
Date Case Last Changed on Database:		4/14/2000
Date the Case was Closed:		12/4/1995
How Leak Discovered:	OM	
How Leak Stopped:	Not reported	
Cause of Leak:	Structure Failure	
Leak Source:	UNK	
Operator:	WAS CASE # 941101-01	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		4816.4862262999970351342388048
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		10/13/2003
Hist Max MTBE Conc in Groundwater:		0
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	ND	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	FRYE ENVIRONMENTAL	
RP Address:	10611 NATIONAL BLVD, LOS ANGELES 90034	
Program:	LUST	
Lat/Long:	34.0309467 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	

(Continued) **S103281826**

Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	CASE WAS IN DBMS AS ADDRESS 10611 NOT AS 10661! CHANGED CASE# TO 900340098; DBMS ADDRESS IS CORRECT, FAX OF CLOSURE LETTER TO INSPECTOR NEALY @237-0321 FOR HIS RECORDS. HIS VOICE TEL 213-485-7543; 10/15/99 3RD QTR GW; 1/14/
Region:	4
Regional Board:	04
County:	Los Angeles
Facility Id:	900640098M
Status:	Remediation Plan
Substance:	Gasoline
Substance Quantity:	Not reported
Local Case No:	Not reported
Case Type:	Specific tank leak that has contaminated a specific well used for drinking water
Abatement Method Used at the Site:	Not reported
Global ID:	T0603701171
W Global ID:	Not reported
Staff:	JH
Local Agency:	19050
Cross Street:	OVERLAND AVE
Enforcement Type:	PCN
Date Leak Discovered:	Not reported
Date Leak First Reported:	11/1/1994
Date Leak Record Entered:	10/31/1997
Date Confirmation Began:	6/19/1997
Date Leak Stopped:	Not reported
Date Case Last Changed on Database:	Not reported
Date the Case was Closed:	Not reported
How Leak Discovered:	Not reported
How Leak Stopped:	Not reported
Cause of Leak:	UNK
Leak Source:	UNK
Operator:	Not reported
Water System:	Not reported
Well Name:	Not reported
Approx. Dist To Production Well (ft):	4816.4862262999970351342388048
Source of Cleanup Funding:	UNK
Preliminary Site Assessment Workplan Submitted:	6/19/1997
Preliminary Site Assessment Began:	8/18/1997
Pollution Characterization Began:	2/7/2001
Remediation Plan Submitted:	1/21/2002
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	2/6/2001
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported
Hist Max MTBE Conc in Soil:	.026
Significant Interim Remedial Action Taken:	Yes
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	JENNIFER SEDLACHEK
RP Address:	3700 W. 190TH ST., TPT-2

(Continued) **S103281826**

Program: LUST
Lat/Long: 34.0309467 / -1
Local Agency Staff: PEJ
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: 12/8/00 FUEL DISPENSER/UNDERGROUND PIPING SOIL SAMPLING & SVE WELL/VAPOR MON; 1/15/01 QTRLY GW MON RPT DEC. 2000; 3/7/01 RESPONSE TO AGENCY CORRESPONSE; 4/13/01 QTRLY GW MON RPT JAN - MARCH 2001; 4/16/01 SOIL VE SYSTEM PILOT

SWEEPS UST:
Status: Active
Comp Number: 2029
Number: 1
Board Of Equalization: 44-000400
Referral Date: 04-09-93
Action Date: 04-25-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002029-000001
Actv Date: 04-20-88
Capacity: 6000
Tank Use: M.V. FUEL
Stg: P
Content: DIESEL
Number Of Tanks: 5

Status: Active
Comp Number: 2029
Number: 1
Board Of Equalization: 44-000400
Referral Date: 04-09-93
Action Date: 04-25-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002029-000002
Actv Date: 04-20-88
Capacity: 1000
Tank Use: OIL
Stg: W
Content: WASTE OIL
Number Of Tanks: Not reported

Status: Active
Comp Number: 2029
Number: 1
Board Of Equalization: 44-000400
Referral Date: 04-09-93
Action Date: 04-25-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported

(Continued) **S103281826**

Swrcb Tank Id: 19-050-002029-000003
Actv Date: 04-20-88
Capacity: 12000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 2029
Number: 1
Board Of Equalization: 44-000400
Referral Date: 04-09-93
Action Date: 04-25-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002029-000004
Actv Date: 04-20-88
Capacity: 10000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 2029
Number: 1
Board Of Equalization: 44-000400
Referral Date: 04-09-93
Action Date: 04-25-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002029-000005
Actv Date: 04-20-88
Capacity: 6000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

CHMIRS:
OES Incident Number: '08-8034
OES notification: 11/07/2008
OES Date: Not reported
OES Time: Not reported
Incident Date: Not reported
Date Completed: Not reported
Property Use: Not reported
Agency Id Number: Not reported
Agency Incident Number: Not reported
Time Notified: Not reported
Time Completed: Not reported
Surrounding Area: Not reported
Estimated Temperature: Not reported
Property Management: Not reported

(Continued) **S103281826**

Special Studies 1:	Not reported
Special Studies 2:	Not reported
Special Studies 3:	Not reported
Special Studies 4:	Not reported
Special Studies 5:	Not reported
Special Studies 6:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA/DOT/PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Comments:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	No
Waterway:	Not reported
Spill Site:	Service Station
Cleanup By:	Unknown
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Oz.
Other:	Not reported
Date/Time:	1214
Year:	2008
Agency:	Veeder Root
Incident Date:	11/7/2008
Admin Agency:	Los Angeles City Fire Department
Amount:	Not reported
Contained:	Yes
Site Type:	Not reported
E Date:	Not reported
Substance:	Gasoline
Quantity Released:	2
BBLS:	Not reported
Cups:	Not reported
CUFT:	Not reported
Gallons:	Not reported
Grams:	Not reported
Pounds:	Not reported
Liters:	Not reported
Ounces:	Not reported
Pints:	Not reported
Quarts:	Not reported
Sheen:	Not reported
Tons:	Not reported
Unknown:	Not reported
Evacuations:	0

(Continued) **S103281826**

Number of Injuries: 0
Number of Fatalities: 0
Description: Caller states the fuel filter was leaking on the pump, resulting in a release of gasoline

---

84 **UNION OIL SERVICE STATION LEAS** **CA HIST UST** **U001561399**
3061 OVERLAND AVE **N/A**
LOS ANGELES, CA 90034

HIST UST:
Region: STATE
Facility ID: 00000055430
Facility Type: Gas Station
Other Type: Not reported
Total Tanks: 0001
Contact Name: SAAD ABDELMALAK
Telephone: 2138379495
Owner Name: UNION OIL COMPANY OF CALIFORNI
Owner Address: 3701 WILSHIRE BOULEVARD-SUITE
Owner City,St,Zip: LOS ANGELES, CA 90010

Tank Num: 001
Container Num: 6023-00
Year Installed: Not reported
Tank Capacity: 00000196
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Tank Construction: Not reported
Leak Detection: None

---

84 **JIFFY LUBE #1803** **CA HAZNET** **S113128228**
3061 OVERLAND AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 2010
Gepaid: CAL000274400
Contact: ROBERT CURRY
Telephone: 7142360715
Mailing Name: Not reported
Mailing Address: 10934 PORTAL DR
Mailing City,St,Zip: LOS ALAMITOS, CA 907200000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Oil/water separation sludge
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 1.668
Facility County: Los Angeles

Year: 2009
Gepaid: CAL000274400
Contact: ROBERT CURRY
Telephone: 7142360715
Mailing Name: Not reported

JIFFY LUBE #1803 (Continued) **S113128228**

Mailing Address: 10934 PORTAL DR
Mailing City,St,Zip: LOS ALAMITOS, CA 907200000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.057
Facility County: Los Angeles

Year: 2009
Gepaid: CAL000274400
Contact: ROBERT CURRY
Telephone: 7142360715
Mailing Name: Not reported
Mailing Address: 10934 PORTAL DR
Mailing City,St,Zip: LOS ALAMITOS, CA 907200000
Gen County: Not reported
TSD EPA ID: CAT080025711
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 1.7766
Facility County: Los Angeles

Year: 2009
Gepaid: CAL000274400
Contact: ROBERT CURRY
Telephone: 7142360715
Mailing Name: Not reported
Mailing Address: 10934 PORTAL DR
Mailing City,St,Zip: LOS ALAMITOS, CA 907200000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.1596
Facility County: Los Angeles

---

84 **UNOCAL SERVICE STATION #6023** **CA HAZNET** **S113008805**
3061 OVERLAND BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 1996
Gepaid: CAD981644891
Contact: UNION OIL COMPANY OF CALIFORNI
Telephone: 7144286560
Mailing Name: Not reported
Mailing Address: PO BOX 25376
Mailing City,St,Zip: SANTA ANA, CA 927995376
Gen County: Not reported
TSD EPA ID: IRC957100891
TSD County: Not reported

UNOCAL SERVICE STATION #6023 (Continued) **S113008805**

Waste Category: Asbestos containing waste
Disposal Method: Disposal, Land Fill
Tons: .0842
Facility County: Los Angeles

Year: 1996
Gepaid: CAD981644891
Contact: UNION OIL COMPANY OF CALIFORNI
Telephone: 7144286560
Mailing Name: Not reported
Mailing Address: PO BOX 25376
Mailing City,St,Zip: SANTA ANA, CA 927995376
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: 1.6680
Facility County: Los Angeles

Year: 1996
Gepaid: CAD981644891
Contact: UNION OIL COMPANY OF CALIFORNI
Telephone: 7144286560
Mailing Name: Not reported
Mailing Address: PO BOX 25376
Mailing City,St,Zip: SANTA ANA, CA 927995376
Gen County: Not reported
TSD EPA ID: CAD008364432
TSD County: Not reported
Waste Category: Liquids with pH <= 2
Disposal Method: Treatment, Tank
Tons: .2293
Facility County: Los Angeles

Year: 1995
Gepaid: CAD981644891
Contact: UNION OIL COMPANY OF CALIFORNI
Telephone: 7144286560
Mailing Name: Not reported
Mailing Address: PO BOX 25376
Mailing City,St,Zip: SANTA ANA, CA 927995376
Gen County: Not reported
TSD EPA ID: CAD099452708
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: .4587
Facility County: Los Angeles

Year: 1994
Gepaid: CAD981644891
Contact: UNION OIL COMPANY OF CALIFORNI
Telephone: 7144286560
Mailing Name: Not reported
Mailing Address: PO BOX 25376
Mailing City,St,Zip: SANTA ANA, CA 927995376

UNOCAL SERVICE STATION #6023 (Continued) **S113008805**

Gen County: Not reported
TSD EPA ID: CAD982484933
TSD County: Not reported
Waste Category: Other empty containers 30 gallons or more
Disposal Method: Recycler
Tons: 18.7500
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
1 additional CA_HAZNET: record(s) in the EDR Site Report.

---

84 **EDR US Hist Auto Stat** **1015408959**

3061 OVERLAND AVE **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:

Name: JIFFY LUBE
Year: 1999
Address: 3061 OVERLAND AVE

Name: JIFFY LUBE
Year: 2001
Address: 3061 OVERLAND AVE

Name: JIFFY LUBE
Year: 2002
Address: 3061 OVERLAND AVE

Name: JIFFY LUBE
Year: 2003
Address: 3061 OVERLAND AVE

Name: JIFFY LUBE
Year: 2004
Address: 3061 OVERLAND AVE

Name: JIFFY LUBE
Year: 2007
Address: 3061 OVERLAND AVE

Name: JIFFY LUBE
Year: 2010
Address: 3061 OVERLAND AVE

Name: JIFFY LUBE
Year: 2011
Address: 3061 OVERLAND AVE

Name: JIFFY LUBE
Year: 2012
Address: 3061 OVERLAND AVE

84 **UNOCAL 76 SERVICE STATION#6023** **CA FID UST** **S101582853**
3061 OVERLAND AVE **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90034

CA FID UST:

Facility ID:	19001659
Regulated By:	UTNKA
Regulated ID:	00007700
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2138547020
Mail To:	Not reported
Mailing Address:	3701 WILSHIRE BOULEVARD-S
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900340000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

SWEEPS UST:

Status:	Active
Comp Number:	846
Number:	9
Board Of Equalization:	44-001057
Referral Date:	08-20-93
Action Date:	03-15-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000846-000001
Actv Date:	04-20-88
Capacity:	500
Tank Use:	OIL
Stg:	W
Content:	WASTE OIL
Number Of Tanks:	3

Status:	Active
Comp Number:	846
Number:	9
Board Of Equalization:	44-001057
Referral Date:	08-20-93
Action Date:	03-15-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000846-000002
Actv Date:	04-20-88
Capacity:	12000
Tank Use:	M.V. FUEL
Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Status:	Active

UNOCAL 76 SERVICE STATION#6023 (Continued) **S101582853**

Comp Number:	846
Number:	9
Board Of Equalization:	44-001057
Referral Date:	08-20-93
Action Date:	03-15-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000846-000003
Actv Date:	04-20-88
Capacity:	12000
Tank Use:	M.V. FUEL
Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported

---

84 **SERVICE STATION 6023** **CA HIST CORTESE** **1000166633**
3061 OVERLAND AVE **CA LUST** **N/A**
LOS ANGELES, CA 90034 **CA HIST UST**

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900340107

LUST:

Region:	STATE
Global Id:	T0603700860
Latitude:	34.0313026
Longitude:	-118.4170497
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	03/11/2004
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	JH
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900340107
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Well used for drinking water supply
Potential Contaminants of Concern:	Waste Oil / Motor / Hydraulic / Lubricating
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603700860
Contact Type:	Regional Board Caseworker
Contact Name:	JAY HUANG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 WEST 4TH STREET, SUITE 200
City:	LOS ANGELES
Email:	jhuang@waterboards.ca.gov
Phone Number:	2135766711

Global Id:	T0603700860
Contact Type:	Local Agency Caseworker

SERVICE STATION 6023 (Continued) **1000166633**

Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

Regulatory Activities:

Global Id: T0603700860
Action Type: RESPONSE
Date: 10/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700860
Action Type: ENFORCEMENT
Date: 03/11/2004
Action: Closure/No Further Action Letter

Global Id: T0603700860
Action Type: ENFORCEMENT
Date: 01/21/2004
Action: Site Visit / Inspection / Sampling

Global Id: T0603700860
Action Type: ENFORCEMENT
Date: 04/10/2003
Action: Staff Letter

Global Id: T0603700860
Action Type: RESPONSE
Date: 01/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700860
Action Type: RESPONSE
Date: 10/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603700860
Action Type: RESPONSE
Date: 04/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700860
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603700860
Action Type: RESPONSE
Date: 07/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700860
Action Type: Other
Date: 01/01/1950
Action: Leak Stopped

SERVICE STATION 6023 (Continued) **1000166633**

Global Id: T0603700860
Action Type: ENFORCEMENT
Date: 01/01/2002
Action: 13267 Requirement

Global Id: T0603700860
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0603700860
Action Type: RESPONSE
Date: 04/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700860
Action Type: REMEDIATION
Date: 01/01/1950
Action: Excavation

Global Id: T0603700860
Action Type: REMEDIATION
Date: 01/01/1950
Action: Soil Vapor Extraction (SVE)

Global Id: T0603700860
Action Type: RESPONSE
Date: 07/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700860
Action Type: RESPONSE
Date: 01/15/2004
Action: Monitoring Report - Quarterly

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900340107
Status: Case Closed
Substance: Waste Oil
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Specific tank leak that has contaminated a specific well used for drinking water
Abatement Method Used at the Site: Not reported
Global ID: T0603700860
W Global ID: Not reported
Staff: JH
Local Agency: 19050
Cross Street: NATIONAL PL
Enforcement Type: CLOS
Date Leak Discovered: 10/8/1987
Date Leak First Reported: 10/16/1987
Date Leak Record Entered: 5/11/1988
Date Confirmation Began: 1/12/1998

SERVICE STATION 6023 (Continued) **1000166633**

Date Leak Stopped:	10/8/1987	
Date Case Last Changed on Database:		7/15/2002
Date the Case was Closed:		3/11/2004
How Leak Discovered:	Tank Test	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Tank	
Operator:	ABDELMALAK, SAAD	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		4930.798296916601238220109219 8
Source of Cleanup Funding:		Tank
Preliminary Site Assessment Workplan Submitted:		9/19/1997
Preliminary Site Assessment Began:		7/25/1997
Pollution Characterization Began:		10/16/1997
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		1/1/1965
Hist Max MTBE Conc in Groundwater:		10
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	ROBERT KING	
RP Address:	P.O. BOX 7600	
Program:	LUST	
Lat/Long:	34.0313026 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	7/15/00 2ND QTR GW MON RPT 2000; 10/15/00 QTRLY GW MON & SAMPLING RPT SEPT. 2000; 1/15/01 4TH QTR GW MON RPT 2000; 4/15/01 QTRLY MON RPT JAN - MARCH 2001	

HIST UST:

Region:	STATE
Facility ID:	00000007700
Facility Type:	Gas Station
Other Type:	Not reported
Total Tanks:	0003
Contact Name:	SAAD ABDELMALAK
Telephone:	2138379495
Owner Name:	UNION OIL COMPANY OF CALIFORNI
Owner Address:	3701 WILSHIRE BOULEVARD-SUITE
Owner City,St,Zip:	LOS ANGELES, CA 90010
Tank Num:	001
Container Num:	6023-4
Year Installed:	1968
Tank Capacity:	00000550

SERVICE STATION 6023 (Continued) **1000166633**

Tank Used for: WASTE
Type of Fuel: WASTE OIL
Tank Construction: Not reported
Leak Detection: Stock Inventor, Pressure Test

Tank Num: 002
Container Num: 6023-2
Year Installed: 1968
Tank Capacity: 00009940
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: Not reported
Leak Detection: Stock Inventor, Pressure Test

Tank Num: 003
Container Num: 6023-1
Year Installed: 1968
Tank Capacity: 00009940
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor, Pressure Test

---

84 **THE OIL SHOPPE DBA JIFFY LUBE CORP** **CA HAZNET** **S113095765**
3061 OVERLAND AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 2000
Gepaid: CAL000180740
Contact: LINDA SOTO
Telephone: 5628064948
Mailing Name: Not reported
Mailing Address: 7911 TELEGRAPH RD
Mailing City,St,Zip: PICO RIVERA, CA 906600000
Gen County: Not reported
TSD EPA ID: CAD981696420
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Transfer Station
Tons: 12.96
Facility County: Los Angeles

Year: 2000
Gepaid: CAL000180740
Contact: LINDA SOTO
Telephone: 5628064948
Mailing Name: Not reported
Mailing Address: 7911 TELEGRAPH RD
Mailing City,St,Zip: PICO RIVERA, CA 906600000
Gen County: Not reported
TSD EPA ID: CAD981696420
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Transfer Station
Tons: 12.96
Facility County: Los Angeles

THE OIL SHOPPE DBA JIFFY LUBE CORP (Continued) **S113095765**

Year:	1999
Gepaid:	CAL000180740
Contact:	JIFFY LUBE 1803-44
Telephone:	5628064948
Mailing Name:	Not reported
Mailing Address:	7911 TELEGRAPH RD
Mailing City,St,Zip:	PICO RIVERA, CA 906600000
Gen County:	Not reported
TSD EPA ID:	CAD981696420
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Transfer Station
Tons:	.2085
Facility County:	Los Angeles

Year:	1999
Gepaid:	CAL000180740
Contact:	JIFFY LUBE 1803-44
Telephone:	5628064948
Mailing Name:	Not reported
Mailing Address:	7911 TELEGRAPH RD
Mailing City,St,Zip:	PICO RIVERA, CA 906600000
Gen County:	Not reported
TSD EPA ID:	CAD981696420
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Transfer Station
Tons:	18.0561
Facility County:	Los Angeles

Year:	1999
Gepaid:	CAL000180740
Contact:	JIFFY LUBE 1803-44
Telephone:	5628064948
Mailing Name:	Not reported
Mailing Address:	7911 TELEGRAPH RD
Mailing City,St,Zip:	PICO RIVERA, CA 906600000
Gen County:	Not reported
TSD EPA ID:	CAD981696420
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Transfer Station
Tons:	18.0561
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
9 additional CA_HAZNET: record(s) in the EDR Site Report.

84 **JIFFY LUBE #1803** **FINDS** **1007651428**
3061 OVERLAND AVE. **N/A**
LOS ANGELES, CA

FINDS:

Registry ID: 110017958959

Environmental Interest/Information System
UORS (California - Used Oil Recycling System). California Integrated Waste Management Board (CIWMB) helps communities establish and promote convenient collection opportunities for used oil and used oil filters.

---

84 **B N I BUILDING NEWS** **CA HAZNET** **S113064797**
3055 OVERLAND AVENUE **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	1993
Gepaid:	CAL000113786
Contact:	BILL MAHONEY
Telephone:	3102027775
Mailing Name:	Not reported
Mailing Address:	3055 OVERLAND AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900343431
Gen County:	Not reported
TSD EPA ID:	CAD982524613
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	5.00000000000
Facility County:	Los Angeles

---

85 **HOLLYROCK INVESTMENTS** **CA HAZNET** **S113791112**
2756 S. SEPULVEDA BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2012
Gepaid:	CAC002709179
Contact:	ANWAR HASAN
Telephone:	8184457510
Mailing Name:	Not reported
Mailing Address:	9854 NATIONAL BLVD # 263
Mailing City,St,Zip:	LOS ANGELES, CA 900342713
Gen County:	Los Angeles
TSD EPA ID:	AZR000030452
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Discharge To Sewer/Potw Or Npdes(With Prior Storage--With Or Without Treatment)
Tons:	0.68805
Facility County:	Los Angeles

85 **WESTDALE** **CA HIST UST** **U001562438**
2723 S SEPULVEDA BLVD **N/A**
LOS ANGELES, CA 90064

HIST UST:

Region:	STATE
Facility ID:	00000068100
Facility Type:	Not reported
Other Type:	Not reported
Total Tanks:	0003
Contact Name:	Not reported
Telephone:	2134792762
Owner Name:	CALIF DEPT OF TRANSPORTATION
Owner Address:	1120 N STREET
Owner City,St,Zip:	SACRAMENTO, CA 95814
Tank Num:	001
Container Num:	0000000001
Year Installed:	1966
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Tank Construction:	Not reported
Leak Detection:	Not reported
Tank Num:	002
Container Num:	0000000002
Year Installed:	1960
Tank Capacity:	00002000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Tank Construction:	Not reported
Leak Detection:	Not reported
Tank Num:	003
Container Num:	0000000003
Year Installed:	1978
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Tank Construction:	Not reported
Leak Detection:	Not reported

---

85 **CALTRANS D7 MAINTENANCE WESTDALE MS** **CA HAZNET** **S113016998**
2723 S SEPULVEDA BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2012
Gepaid:	CAD982504060
Contact:	DOUG JOHNSON
Telephone:	2136203328
Mailing Name:	Not reported
Mailing Address:	100 S MAIN ST MS-3
Mailing City,St,Zip:	LOS ANGELES, CA 900120000
Gen County:	Los Angeles
TSD EPA ID:	CAD044429835
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery

CALTRANS D7 MAINTENANCE WESTDALE MS (Continued) **S113016998**

(H010-H129) Or (H131-H135)
Tons: 0.22
Facility County: Los Angeles

Year: 2012
Gepaid: CAD982504060
Contact: DOUG JOHNSON
Telephone: 2136203328
Mailing Name: Not reported
Mailing Address: 100 S MAIN ST MS-3
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Los Angeles
TSD EPA ID: CAD044429835
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.22
Facility County: Los Angeles

Year: 2012
Gepaid: CAD982504060
Contact: DOUG JOHNSON
Telephone: 2136203328
Mailing Name: Not reported
Mailing Address: 100 S MAIN ST MS-3
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Los Angeles
TSD EPA ID: CAD044429835
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.22
Facility County: Los Angeles

Year: 2012
Gepaid: CAD982504060
Contact: DOUG JOHNSON
Telephone: 2136203328
Mailing Name: Not reported
Mailing Address: 100 S MAIN ST MS-3
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Los Angeles
TSD EPA ID: CAD044429835
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.2425
Facility County: Los Angeles

Year: 2012
Gepaid: CAD982504060
Contact: DOUG JOHNSON
Telephone: 2136203328
Mailing Name: Not reported

CALTRANS D7 MAINTENANCE WESTDALE MS (Continued) **S113016998**

Mailing Address: 100 S MAIN ST MS-3
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Los Angeles
TSD EPA ID: CAT000613893
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.105
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
316 additional CA_HAZNET: record(s) in the EDR Site Report.

---

85 **WESTDALE MAINT STA** **RCRA-SQG** **1000396773**
2723 S SEPULVEDA **CA HIST CORTESE** **CAD982504060**
LOS ANGELES, CA 90064 **CA LUST**
CA ENF

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: WESTDALE MAINT STA
Facility address: 2723 S SEPULVEDA
LOS ANGELES, CA 90064
EPA ID: CAD982504060
Mailing address: 120 S SPRING ST
LOS ANGELES, CA 90012
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: State
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: CALTRANS
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212

WESTDALE MAINT STA (Continued) **1000396773**

Legal status: State
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 09/01/1996
Facility name: WESTDALE MAINT STA
Classification: Small Quantity Generator

Date form received by agency: 11/27/1989
Facility name: WESTDALE MAINT STA
Classification: Large Quantity Generator

Violation Status: No violations found

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900640261Y

Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900640261

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900640261
Status: Case Closed
Substance: 1
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: Not reported
Global ID: T0603701173

WESTDALE MAINT STA (Continued) **1000396773**

W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19050	
Cross Street:	SARDIS AVE	
Enforcement Type:	Not reported	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		3/19/1997
Date Leak Record Entered:	3/27/1997	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		4/4/2000
Date the Case was Closed:		6/27/1997
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Not reported	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		5639.693738299831570425263 4608
Source of Cleanup Funding:		Not reported
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	DOT	
RP Address:	120 S. SPRING ST., LOS ANGELES, CA 90012	
Program:	LUST	
Lat/Long:	34.0307864 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	MBE	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	8/12/97 WORK DIRECTIVE STIPULATED DUE DATE OF 9/8/97. WE GRANTED AN EXTENSION TILL 9/29/97. ; 4/4/00 GW INVESTIGATION & MONITORING RPT	

ENF:

Region:	4
Facility Id:	273758
Agency Name:	Ca Dept of Transportation District 7
Place Type:	Facility
Place Subtype:	Not reported
Facility Type:	All other facilities
Agency Type:	State Agency

WESTDALE MAINT STA (Continued) **1000396773**

# Of Agencies:	1
Place Latitude:	34.031084
Place Longitude:	-118.43093
SIC Code 1:	Not reported
SIC Desc 1:	Not reported
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	TANKS
# Of Programs:	1
WDID:	900640261Y
Reg Measure Id:	168940
Reg Measure Type:	Unregulated
Region:	4
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Never Active
Status Date:	02/20/2013
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	238636
Region:	4
Order / Resolution Number:	NOV

WESTDALE MAINT STA (Continued) **1000396773**

Enforcement Action Type:	Notice of Violation
Effective Date:	09/27/2001
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	09/27/2001
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	Enforcement - 900640261Y
Description:	Notice of Violation sent 9/27/01 for overdue 2Q01 groundwater monitoring report.
Program:	TANKS
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0

---

85 **CALTRANS DISTRICT 7** **FINDS** **1007737688**
2723 S SEPULVEDA **N/A**
LOS ANGELES, CA

FINDS:

Registry ID: 110018970933

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

85 **CAKTRABS WESTDALE MAINT STN.** **CA UST** **U003780471**
2723 S SEPULVEDA BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90064

UST:

Facility ID:	24032
Latitude:	34.03108
Longitude:	-118.43094

SWEEPS UST:

Status:	Not reported
Comp Number:	3660

CAKTRABS WESTDALE MAINT STN. (Continued) **U003780471**

Number:	Not reported
Board Of Equalization:	44-013177
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-003660-000001
Actv Date:	Not reported
Capacity:	1000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	DIESEL
Number Of Tanks:	3

Status:	Not reported
Comp Number:	3660
Number:	Not reported
Board Of Equalization:	44-013177
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-003660-000002
Actv Date:	Not reported
Capacity:	2000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Status:	Not reported
Comp Number:	3660
Number:	Not reported
Board Of Equalization:	44-013177
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-003660-000003
Actv Date:	Not reported
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	3660
Number:	6
Board Of Equalization:	44-013177
Referral Date:	07-30-93
Action Date:	07-30-93
Created Date:	02-29-88
Tank Status:	Not reported

CAKTRABS WESTDALE MAINT STN. (Continued) **U003780471**

Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

---

85 **CALTRANS WESTDALE MAINTENANCE** **CA LUST** **S103437936**
2723 SEPULVEDA BLVD S **N/A**
LOS ANGELES, CA 90064

LUST:

Region:	STATE
Global Id:	T0603701174
Latitude:	34.0307864
Longitude:	-118.430919
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	04/20/2004
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	JH
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900640261Y
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	* Solvents
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603701174
Contact Type:	Regional Board Caseworker
Contact Name:	JAY HUANG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 WEST 4TH STREET, SUITE 200
City:	LOS ANGELES
Email:	jhuang@waterboards.ca.gov
Phone Number:	2135766711

Global Id:	T0603701174
Contact Type:	Local Agency Caseworker
Contact Name:	TBD
Organization Name:	LOS ANGELES, CITY OF
Address:	200 N. MAIN ST. RM. 970
City:	LOS ANGELES
Email:	Not reported
Phone Number:	2134826528

Regulatory Activities:

Global Id:	T0603701174
Action Type:	ENFORCEMENT
Date:	04/20/2004
Action:	Closure/No Further Action Letter

CALTRANS WESTDALE MAINTENANCE (Continued) **S103437936**

Global Id: T0603701174
Action Type: ENFORCEMENT
Date: 01/21/2004
Action: Site Visit / Inspection / Sampling

Global Id: T0603701174
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603701174
Action Type: RESPONSE
Date: 01/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603701174
Action Type: ENFORCEMENT
Date: 09/27/2001
Action: Staff Letter

Global Id: T0603701174
Action Type: ENFORCEMENT
Date: 04/10/2003
Action: Staff Letter

Global Id: T0603701174
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0603701174
Action Type: RESPONSE
Date: 04/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603701174
Action Type: RESPONSE
Date: 07/15/2003
Action: Monitoring Report - Quarterly

Region: STATE
Global Id: T0603701173
Latitude: 34.0309027
Longitude: -118.4308219
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 06/27/1997
Lead Agency: LOS ANGELES, CITY OF
Case Worker: EL
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900640261
LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Aviation
Site History: Not reported

CALTRANS WESTDALE MAINTENANCE (Continued) **S103437936**

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603701173
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Global Id:	T0603701173
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Regulatory Activities:

Global Id:	T0603701173
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900640261Y	
Status:	Case Closed	
Substance:	Solvents	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603701174	
W Global ID:	Not reported	
Staff:	JH	
Local Agency:	19050	
Cross Street:	SARDIS AVE	
Enforcement Type:	CLOS	
Date Leak Discovered:	3/19/1997	
Date Leak First Reported:		3/19/1997
Date Leak Record Entered:	10/31/1997	
Date Confirmation Began:	10/30/1997	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		1/15/2002
Date the Case was Closed:		4/20/2004
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	

CALTRANS WESTDALE MAINTENANCE (Continued) **S103437936**

Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		5639.693738299831570425263 4608
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		6/19/1997
Preliminary Site Assessment Began:		7/5/1997
Pollution Characterization Began:		9/1/2000
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		2/1/2000
Hist Max MTBE Conc in Groundwater:		9.2
Hist Max MTBE Conc in Soil:		.064
Significant Interim Remedial Action Taken:		Yes
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	ALI NILI	
RP Address:	120 S. SPRING ST.	
Program:	LUST	
Lat/Long:	34.0307864 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	6/9/00 GW MON AND SAMPLING RPT; 10/31/00 3RD QTR GW MON RPT 2000	

---

85 **CALTRANS WESTDALE LVTOP.** **CA SWF/LF** **S109422305**
2723 SOUTH SEPULVEDA BLVD. **N/A**
LOS ANGELES (CITY), CA

SWF/LF (SWIS):

Region:	STATE
Facility ID:	19-AR-1239
Lat/Long:	34.0307000 / -118.4318
Owner Name:	California Dept. of Transportation
Owner Telephone:	2138971913
Owner Address:	Not reported
Owner Address2:	100 S. Main Street
Owner City,St,Zip:	Los Angeles, CA 90012
Operational Status:	Active
Operator:	Caltrans -District 7, West Region
Operator Phone:	Not reported
Operator Address:	James Flower
Operator Address2:	2723 South Speulevda Blvd.
Operator City,St,Zip:	Los Angeles, CA 90064-3908
Permit Date:	11/15/2008
Permit Status:	Notification
Permitted Acreage:	4
Activity:	Limited Volume Transfer Operation
Regulation Status:	Notification
Landuse Name:	Industrial,Commercial
GIS Source:	Map

CALTRANS WESTDALE LVTOP. (Continued) **S109422305**

Category:	Transfer/Processing
Unit Number:	01
Inspection Frequency:	Quarterly
Accepted Waste:	Construction/demolition,Green Materials,Inert,Mixed municipal
Closure Date:	Not reported
Closure Type:	Not reported
Disposal Acreage:	Not reported
SWIS Num:	19-AR-1239
Waste Discharge Requirement Num:	Not reported
Program Type:	Not reported
Permitted Throughput with Units:	60
Actual Throughput with Units:	Cu Yards/day
Permitted Capacity with Units:	15000
Remaining Capacity:	Not reported
Remaining Capacity with Units:	Cu Yards/year

---

86 **VACANT LOT** **CA HIST CORTESE** **S103064865**
5866 BLACKWELDER **CA LUST** **N/A**
CULVER CITY, CA 90232

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	902320034

LUST REG 4:

Region:	4		
Regional Board:	04		
County:	Los Angeles		
Facility Id:	902320034		
Status:	Leak being confirmed		
Substance:	Hydrocarbons		
Substance Quantity:	Not reported		
Local Case No:	Not reported		
Case Type:	Soil		
Abatement Method Used at the Site:		Excavate and Dispose	
Global ID:	T0603701259		
W Global ID:	Not reported		
Staff:	UNK		
Local Agency:	19000		
Cross Street:	ADAMS BLVD		
Enforcement Type:	Not reported		
Date Leak Discovered:	10/14/1995		
Date Leak First Reported:		3/13/1996	
Date Leak Record Entered:	3/28/1996		
Date Confirmation Began:	3/13/1996		
Date Leak Stopped:	10/14/1995		
Date Case Last Changed on Database:		3/26/1996	
Date the Case was Closed:		Not reported	
How Leak Discovered:	Nuisance Conditions		
How Leak Stopped:	Not reported		
Cause of Leak:	Overfill		
Leak Source:	Other Source		
Operator:	OLD CASE #960328-02		
Water System:	Not reported		
Well Name:	Not reported		

VACANT LOT (Continued) **S103064865**

Approx. Dist To Production Well (ft):	250.47474940353578395927491546
Source of Cleanup Funding:	Other Source
Preliminary Site Assessment Workplan Submitted:	Not reported
Preliminary Site Assessment Began:	Not reported
Pollution Characterization Began:	Not reported
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	ATR ENTERPRISES
RP Address:	3249 LA CIENEGA BLVD S, LOS ANGELES CA 90016
Program:	LUST
Lat/Long:	34.0307853 / -1
Local Agency Staff:	Not reported
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	LAC DPW DOES NOT HAVE LISTING FOR THIS SITE; HAS SITES @ 5894 & 5855 BLACKWELDER ST.

---

86 **MARJAMA PROPERTY** **CA LUST** **S108197937**
5927 BLACKWELDER STREET **N/A**
CULVER CITY, CA 90230

LUST:

Region:	STATE
Global Id:	T0603757385
Latitude:	34.031288
Longitude:	-118.374774
Case Type:	LUST Cleanup Site
Status:	Open - Remediation
Status Date:	01/19/2011
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	JH
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	R-09697
LOC Case Number:	9856-9697
File Location:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603757385
Contact Type:	Local Agency Caseworker
Contact Name:	SAM STEVENS

MARJAMA PROPERTY (Continued) **S108197937**

Organization Name: LOS ANGELES COUNTY
Address: 900 S. FREMONT AVE.
City: ALHAMBRA
Email: Not reported
Phone Number: 6264583507

Global Id: T0603757385
Contact Type: Regional Board Caseworker
Contact Name: JAY HUANG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 WEST 4TH STREET, SUITE 200
City: LOS ANGELES
Email: jhuang@waterboards.ca.gov
Phone Number: 2135766711

Regulatory Activities:

Global Id: T0603757385
Action Type: RESPONSE
Date: 06/16/2006
Action: Soil and Water Investigation Workplan

Global Id: T0603757385
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603757385
Action Type: RESPONSE
Date: 08/06/2009
Action: Interim Remedial Action Report

Global Id: T0603757385
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603757385
Action Type: RESPONSE
Date: 01/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603757385
Action Type: RESPONSE
Date: 07/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603757385
Action Type: ENFORCEMENT
Date: 03/14/2006
Action: Staff Letter

Global Id: T0603757385
Action Type: RESPONSE
Date: 04/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603757385

MARJAMA PROPERTY (Continued) **S108197937**

Action Type: ENFORCEMENT
Date: 02/02/2009
Action: Staff Letter

Global Id: T0603757385
Action Type: RESPONSE
Date: 04/15/2013
Action: Monitoring Report - Semi-Annually

Global Id: T0603757385
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T0603757385
Action Type: RESPONSE
Date: 01/15/2010
Action: CAP/RAP - Feasibility Study Report

Global Id: T0603757385
Action Type: RESPONSE
Date: 01/15/2010
Action: Soil and Water Investigation Report

Global Id: T0603757385
Action Type: RESPONSE
Date: 04/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603757385
Action Type: RESPONSE
Date: 02/06/2007
Action: Interim Remedial Action Report

Global Id: T0603757385
Action Type: RESPONSE
Date: 07/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603757385
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603757385
Action Type: RESPONSE
Date: 05/15/2006
Action: Other Report / Document

Global Id: T0603757385
Action Type: REMEDIATION
Date: 01/01/1950
Action: In Situ Physical/Chemical Treatment (other than SVE)

Global Id: T0603757385
Action Type: RESPONSE
Date: 01/15/2009

MARJAMA PROPERTY (Continued) **S108197937**

Action: Monitoring Report - Quarterly

Global Id: T0603757385
Action Type: RESPONSE
Date: 01/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603757385
Action Type: RESPONSE
Date: 07/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0603757385
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603757385
Action Type: RESPONSE
Date: 04/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603757385
Action Type: RESPONSE
Date: 04/15/2009
Action: Soil and Water Investigation Workplan

Global Id: T0603757385
Action Type: RESPONSE
Date: 07/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603757385
Action Type: ENFORCEMENT
Date: 09/18/2006
Action: Staff Letter

Global Id: T0603757385
Action Type: RESPONSE
Date: 04/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603757385
Action Type: RESPONSE
Date: 07/01/2011
Action: CAP/RAP - Other Report

Global Id: T0603757385
Action Type: ENFORCEMENT
Date: 04/04/2011
Action: Staff Letter

Global Id: T0603757385
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

MARJAMA PROPERTY (Continued) **S108197937**

Global Id: T0603757385
Action Type: ENFORCEMENT
Date: 01/19/2011
Action: Staff Letter

Global Id: T0603757385
Action Type: RESPONSE
Date: 01/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603757385
Action Type: RESPONSE
Date: 07/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603757385
Action Type: RESPONSE
Date: 12/15/2006
Action: Soil and Water Investigation Report

Global Id: T0603757385
Action Type: RESPONSE
Date: 11/03/2010
Action: Well Installation Report

Global Id: T0603757385
Action Type: RESPONSE
Date: 10/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603757385
Action Type: RESPONSE
Date: 03/15/2011
Action: Soil and Water Investigation Report

Global Id: T0603757385
Action Type: ENFORCEMENT
Date: 05/17/2006
Action: Staff Letter

Global Id: T0603757385
Action Type: RESPONSE
Date: 06/09/2011
Action: Site Assessment Report

Global Id: T0603757385
Action Type: RESPONSE
Date: 06/20/2011
Action: Clean Up Fund - 5-Year Review Summary

Global Id: T0603757385
Action Type: RESPONSE
Date: 10/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603757385
Action Type: ENFORCEMENT

MARJAMA PROPERTY (Continued) **S108197937**

Date: 11/16/2009
Action: Staff Letter

Global Id: T0603757385
Action Type: RESPONSE
Date: 07/15/2010
Action: Monitoring Report - Semi-Annually

---

87 **BRENDAN BELLINA** **CA HAZNET** **S113784217**
2489 ARMACOST AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2012
Gepaid: CAC002699155
Contact: BRENDAN BELLINA
Telephone: 3104692879
Mailing Name: Not reported
Mailing Address: 2489 ARMACOST AVE
Mailing City,St,Zip: LOS ANGELES, CA 90064
Gen County: Los Angeles
TSD EPA ID: CAD009007626
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.8
Facility County: Los Angeles

---

87 **EDR US Hist Cleaners** **1015025626**
2400 S BUNDY DR **N/A**
LOS ANGELES, CA 90064

EDR Historical Cleaners:
Name: ADONAI CLEANERS
Year: 2012
Address: 2400 S BUNDY DR

---

87 **HUBBELL F R** **EDR US Hist Auto Stat** **1009018285**
3454 PICO BLVD **N/A**
SANTA MONICA, CA

EDR Historical Auto Stations:
Name: HUBBELL C R
Year: 1933
Type: GASOLINE AND OIL SERVICE STATIONS

Name: HUBBELL C R
Year: 1933
Type: GASOLINE AND OIL SERVICE STATIONS

Name: HUBBELL F R
Year: 1940
Type: GASOLINE AND OIL SERVICE STATIONS

HUBBELL F R (Continued) **1009018285**

Name: HUBBELL F R
Year: 1948
Type: GASOLINE AND OIL SERVICE STATIONS

Name: HUBBELL F R
Year: 1948
Type: GASOLINE AND OIL SERVICE STATIONS

---

87 **CA CHMIRS** **S100279740**
EB SANTA MONICA FY X BUNDY **N/A**
LOS ANGELES, CA

CHMIRS:

OES Incident Number:	9000763
OES notification:	Not reported
OES Date:	Not reported
OES Time:	Not reported
Incident Date:	19-MAR-90
Date Completed:	**19-MAR-90**
Property Use:	961
Agency Id Number:	19105
Agency Incident Number:	376
Time Notified:	1208
Time Completed:	1416
Surrounding Area:	600
Estimated Temperature:	78
Property Management:	S
Special Studies 1:	Not reported
Special Studies 2:	Not reported
Special Studies 3:	Not reported
Special Studies 4:	Not reported
Special Studies 5:	Not reported
Special Studies 6:	Not reported
More Than Two Substances Involved?:	N
Resp Agncy Personel # Of Decontaminated:	0
Responding Agency Personel # Of Injuries:	0
Responding Agency Personel # Of Fatalities:	0
Others Number Of Decontaminated:	0
Others Number Of Injuries:	0
Others Number Of Fatalities:	0
Vehicle Make/year:	TOYOTA
Vehicle License Number:	2V77653
Vehicle State:	CA
Vehicle Id Number:	Not reported
CA/DOT/PUC/ICC Number:	Not reported
Company Name:	CHASE PORTABLE X-RAY
Reporting Officer Name/ID:	GREGROY G. NEWLAND GR0168 FS 4C
Report Date:	19-MAR-90
Comments:	Not reported
Facility Telephone:	213 485-7480
Waterway Involved:	Not reported
Waterway:	Not reported
Spill Site:	Not reported
Cleanup By:	Not reported
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported

(Continued) **S100279740**

Other:	Not reported
Date/Time:	Not reported
Year:	88-92
Agency:	Not reported
Incident Date:	Not reported
Admin Agency:	Not reported
Amount:	Not reported
Contained:	Not reported
Site Type:	Not reported
E Date:	30-MAY-90
Substance:	Not reported
Quantity Released:	Not reported
BBLS:	Not reported
Cups:	Not reported
CUFT:	Not reported
Gallons:	Not reported
Grams:	Not reported
Pounds:	Not reported
Liters:	Not reported
Ounces:	Not reported
Pints:	Not reported
Quarts:	Not reported
Sheen:	Not reported
Tons:	Not reported
Unknown:	Not reported
Evacuations:	Not reported
Number of Injuries:	Not reported
Number of Fatalities:	Not reported
Description:	Not reported

---

87 **KNAPP GEO** **EDR US Hist Auto Stat** **1009019631**
12342 PICO BLVD **N/A**
SANTA MONICA, CA

EDR Historical Auto Stations:

Name:	KNAPP GEO
Year:	1933
Type:	GASOLINE AND OIL SERVICE STATIONS
Name:	KNAPP G S
Year:	1948
Type:	GASOLINE AND OIL SERVICE STATIONS

---

87 **KNAPP G S** **EDR US Hist Auto Stat** **1009051262**
12342 PICO BLVD **N/A**
WEST LOS ANGELES, CA

EDR Historical Auto Stations:

Name:	KNAPP GEO
Year:	1933
Type:	GASOLINE AND OIL SERVICE STATIONS
Name:	KNAPP G S
Year:	1948
Type:	GASOLINE AND OIL SERVICE STATIONS

87 **SCHLEGEL MAURICE** **EDR US Hist Auto Stat** **1009052042**
12324 PICO BLVD **N/A**
SAWTELLE, CA

EDR Historical Auto Stations:
Name: SCHLEGEL MAURICE
Year: 1928
Type: GASOLINE AND OIL SERVICE STATIONS

---

87 **JACOBSON ALF** **EDR US Hist Cleaners** **1009143689**
12223 PICO BLVD **N/A**
SANTA MONICA, CA

EDR Historical Cleaners:
Name: JACOBSON ALF
Year: 1948
Type: CLOTHES PRESSERS AND CLEANERS

---

87 **JACOBSON ALF** **EDR US Hist Cleaners** **1009163796**
12223 PICO BLVD **N/A**
WEST LOS ANGELES, CA

EDR Historical Cleaners:
Name: JACOBSON ALF
Year: 1948
Type: CLOTHES PRESSERS AND CLEANERS

---

87 **ELECTRIC SUPPLY CONNECTION** **CA HAZNET** **S112878506**
12220 WEST PICO BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 1996
Gepaid: CAC001258032
Contact: ELECRTIC SUPPLY CONNECTION
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 3219 PICO BLVD
Mailing City,St,Zip: SANTA MONICA, CA 904050000
Gen County: Not reported
TSD EPA ID: CAD009007626
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Disposal, Land Fill
Tons: 25.2840
Facility County: Los Angeles

87 **EDS AUTO PARTS** **RCRA-SQG** **1000103255**
12208 PICO BLVD **FINDS** **CAD982052771**
LOS ANGELES, CA 90064

RCRA-SQG:

Date form received by agency:	10/16/1987
Facility name:	EDS AUTO PARTS
Facility address:	12208 PICO BLVD LOS ANGELES, CA 90064
EPA ID:	CAD982052771
Mailing address:	PICO BLVD LOS ANGELES, CA 90064
Contact:	ENVIRONMENTAL MANAGER
Contact address:	12208 PICO BLVD LOS ANGELES, CA 90064
Contact country:	US
Contact telephone:	(213) 207-1023
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	ED LARSON
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No

EDS AUTO PARTS (Continued) **1000103255**

User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002790007

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

87 **TEDDY'S CAFE, TEODORO DELGADO,** **CA EMI** **S106840575**
12043 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	72084
Air District Name:	SC
SIC Code:	5812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

87 **BEACON** **EDR US Hist Cleaners** **1009164183**
12036 PICO BLVD **N/A**
WEST LOS ANGELES, CA

EDR Historical Cleaners:

Name:	BEACON
Year:	1940
Type:	LAUNDRIES STEAM

87 **CALIFORNIA RUG CLEANING CO** | **EDR US Hist Cleaners** | **1009163489** / **N/A**
12020 PICO BLVD
WEST LOS ANGELES, CA

EDR Historical Cleaners:
Name: CALIFORNIA RUG CLEANING CO
Year: 1940
Type: CARPET CLEANERS AND LAYERS

---

87 **BALL IRVING** | **EDR US Hist Cleaners** | **1009144857** / **N/A**
12020 PICO BLVD
SANTA MONICA, CA

EDR Historical Cleaners:
Name: CALIFORNIA RUG CLEANING CO
Year: 1940
Type: CARPET CLEANERS AND LAYERS

Name: BALL IRVING
Year: 1948
Type: CARPET CLEANERS AND LAYERS

Name: BALL IRVING
Year: 1948
Type: CARPET CLEANERS AND LAYERS

---

87 **CHAN DARA, INC.** | **CA EMI** | **S106828374** / **N/A**
11940 W PICO BLVD.
LOS ANGELES, CA 90064

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	72638
Air District Name:	SC
SIC Code:	9999
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

87 WONDER MILE CLEANERS — **RCRA-SQG, FINDS, CA HAZNET, CA EMI** — **1000187946, CAD981396096**
12009 W PICO BLVD
LOS ANGELES, CA

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	WONDER MILE CLEANERS
Facility address:	12009 W PICO BLVD LOS ANGELES, CA 90064
EPA ID:	CAD981396096
Mailing address:	W PICO BLVD LOS ANGELES, CA 90064
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	HENRY KOSS
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No

WONDER MILE CLEANERS (Continued) **1000187946**

Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002693023

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:

Year: 1997
Gepaid: CAD981396096
Contact: Not reported
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 12009 W PICO BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900641140
Gen County: Not reported
TSD EPA ID: CAD981397417
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Recycler
Tons: .0000
Facility County: Los Angeles

Year: 1997
Gepaid: CAD981396096
Contact: Not reported
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 12009 W PICO BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900641140
Gen County: Not reported
TSD EPA ID: CAD981397417
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Recycler
Tons: .6506
Facility County: Los Angeles

EMI:

Year: 1987
County Code: 19

WONDER MILE CLEANERS (Continued) **1000187946**

Air Basin:	SC
Facility ID:	24198
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

87 **CYCLE PRODUCTS WEST, LLC** **CA HAZNET** **S113121005**
11900 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2010
Gepaid:	CAL000256383
Contact:	MATT LYNCH
Telephone:	3104770997
Mailing Name:	Not reported
Mailing Address:	11900 W PICO BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT000613935
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.084
Facility County:	Los Angeles

Year:	2006
Gepaid:	CAL000256383
Contact:	MATT LYNCH
Telephone:	3104770997
Mailing Name:	Not reported
Mailing Address:	11900 W PICO BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Oil/water separation sludge
Disposal Method:	Recycler
Tons:	0.43
Facility County:	Los Angeles

Year:	2005
Gepaid:	CAL000256383
Contact:	MATT LYNCH
Telephone:	3104770997
Mailing Name:	Not reported
Mailing Address:	11900 W PICO BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900640000

CYCLE PRODUCTS WEST, LLC (Continued) **S113121005**

Gen County: Not reported
TSD EPA ID: CAL000190816
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: 0.29
Facility County: Los Angeles

---

87 **EDR US Hist Cleaners** **1014980578**
11927 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Cleaners:

Name: SPRKLNG COIN LNDRY OF WEST LOS
Year: 2001
Address: 11927 W PICO BLVD

Name: SPRKLNG COIN LNDRY OF WEST LOS
Year: 2002
Address: 11927 W PICO BLVD

Name: SPARKLING COIN LAUNDRY
Year: 2005
Address: 11927 W PICO BLVD

Name: SPARKLING COIN LAUNDRY
Year: 2006
Address: 11927 W PICO BLVD

Name: SPARKLING COIN LAUNDRY OF WEST LOS A
Year: 2007
Address: 11927 W PICO BLVD

Name: SPARKLING COIN LAUNDRY OF WEST LOS A
Year: 2008
Address: 11927 W PICO BLVD

Name: SPARKLING COIN LAUNDRY OF WEST LOS A
Year: 2009
Address: 11927 W PICO BLVD

Name: SPARKLING COIN LAUNDRYWEST LA
Year: 2010
Address: 11927 W PICO BLVD

Name: SPARKLING COIN LAUNDRY OF WEST LOS A
Year: 2012
Address: 11927 W PICO BLVD

87 **EDR US Hist Cleaners** **1014980568**
11925 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Cleaners:

Name:	PICO WEST CLEANERS
Year:	2001
Address:	11925 W PICO BLVD
Name:	OTTOS CLEANERS
Year:	2002
Address:	11925 W PICO BLVD
Name:	OTTOS CLEANERS & LAUNDRY
Year:	2003
Address:	11925 W PICO BLVD
Name:	OTTOS CLEANERS
Year:	2004
Address:	11925 W PICO BLVD
Name:	PAKOS DRY CLEANERS
Year:	2010
Address:	11925 W PICO BLVD
Name:	PAKOS DRY CLEANERS
Year:	2011
Address:	11925 W PICO BLVD

---

87 **PICO WEST CLEANERS** **RCRA-SQG** **1000818967**
11925 W PICO BLVD **FINDS** **CAD983649088**
LOS ANGELES, CA **CA DRYCLEANERS**
CA EMI

RCRA-SQG:

Date form received by agency:	09/23/1992
Facility name:	PICO WEST CLEANERS
Facility address:	11925 W PICO BLVD LOS ANGELES, CA 90064
EPA ID:	CAD983649088
Mailing address:	W PICO BLVD LOS ANGELES, CA 90064
Contact:	JOONG LEE
Contact address:	11925 W PICO BLVD LOS ANGELES, CA 90064
Contact country:	US
Contact telephone:	(310) 478-4270
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	JOONG H LEE
Owner/operator address:	11925 W PICO BLVD

PICO WEST CLEANERS (Continued) **1000818967**

LOS ANGELES, CA 90064
Owner/operator country: Not reported
Owner/operator telephone: (310) 478-4270
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002885165

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

DRYCLEANERS:
EPA Id: CAL000303721
NAICS Code: 81232
NAICS Description: Drycleaning and Laundry Services (except Coin-Operated)
SIC Code: 7211
SIC Description: Power Laundries, Family and Commercial
Create Date: 02/22/2006
Facility Active: No
Inactive Date: 06/30/2006
Facility Addr2: Not reported
Owner Name: FRANCISCO ORTEGA
Owner Address: 608 WEST 83RD ST
Owner Address 2: Not reported
Owner Telephone: 3104784270
Contact Name: FRANCISCO ORTEGA
Contact Address: 11925 W PICO BLVD
Contact Address 2: Not reported

PICO WEST CLEANERS (Continued) **1000818967**

Contact Telephone:	3104784270
EPA Id:	CAL000307086
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	05/19/2006
Facility Active:	No
Inactive Date:	06/30/2008
Facility Addr2:	Not reported
Owner Name:	MARCO ANTONIO RIVAS
Owner Address:	11925 W PICO BLVD
Owner Address 2:	Not reported
Owner Telephone:	3104784270
Contact Name:	MARCO ANTONIO RIVAS
Contact Address:	11925 W PICO BLVD
Contact Address 2:	Not reported
Contact Telephone:	3104784270

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	55814
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	55814
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

87 **PAKOS CLEANERS** **CA HAZNET** **S113142698**
11925 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2007
Gepaid:	CAL000307086
Contact:	MARCO ANTONIO RIVAS
Telephone:	3104784270
Mailing Name:	Not reported
Mailing Address:	11925 W PICO BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900641312
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	Solvents Recovery
Tons:	Not reported
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAL000307086
Contact:	MARCO ANTONIO RIVAS
Telephone:	3104784270
Mailing Name:	Not reported
Mailing Address:	11925 W PICO BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900641312
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method:	Solvents Recovery
Tons:	0.12
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAL000307086
Contact:	MARCO ANTONIO RIVAS
Telephone:	3104784270
Mailing Name:	Not reported
Mailing Address:	11925 W PICO BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900641312
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Solvents Recovery
Tons:	Not reported
Facility County:	Los Angeles

Year:	2006
Gepaid:	CAL000307086
Contact:	MARCO ANTONIO RIVAS
Telephone:	3104784270
Mailing Name:	Not reported
Mailing Address:	11925 W PICO BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900641312
Gen County:	Not reported

PAKOS CLEANERS (Continued) **S113142698**

TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Recycler
Tons: 0.12
Facility County: Los Angeles

Year: 2006
Gepaid: CAL000307086
Contact: MARCO ANTONIO RIVAS
Telephone: 3104784270
Mailing Name: Not reported
Mailing Address: 11925 W PICO BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900641312
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Recycler
Tons: Not reported
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access additional CA_HAZNET: detail in the EDR Site Report.

---

87 **PAKOS CLEANERS** **CA HAZNET** **S113141288**
11925 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2006
Gepaid: CAL000303721
Contact: FRANCISCO ORTEGA
Telephone: 3104784270
Mailing Name: Not reported
Mailing Address: 11925 W PICO BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900641312
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Recycler
Tons: Not reported
Facility County: Los Angeles

Year: 2006
Gepaid: CAL000303721
Contact: FRANCISCO ORTEGA
Telephone: 3104784270
Mailing Name: Not reported
Mailing Address: 11925 W PICO BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900641312
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)

PAKOS CLEANERS (Continued) **S113141288**

Disposal Method: Recycler
Tons: 0.12
Facility County: Los Angeles

Year: 2006
Gepaid: CAL000303721
Contact: FRANCISCO ORTEGA
Telephone: 3104784270
Mailing Name: Not reported
Mailing Address: 11925 W PICO BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900641312
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Recycler
Tons: Not reported
Facility County: Los Angeles

---

87 **WEST LA PLATING** **CA EMI** **S106842434**
11824 WEST PICO BL **N/A**
LOS ANGELES, CA 90064

EMI:
Year: 1987
County Code: 19
Air Basin: SC
Facility ID: 25276
Air District Name: SC
SIC Code: 3471
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

Year: 1990
County Code: 19
Air Basin: SC
Facility ID: 25276
Air District Name: SC
SIC Code: 3471
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

87 **WEST LOS ANGELES PLATING CO** **CA HAZNET** **S113031013**
11824 WEST PICO BLVD **N/A**
WEST LOS ANGELES, CA 90064

HAZNET:

Year:	2012
Gepaid:	CAL000025912
Contact:	NANCY FRAZIER OWNER
Telephone:	3104797539
Mailing Name:	Not reported
Mailing Address:	11824 W PICO BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900641311
Gen County:	Los Angeles
TSD EPA ID:	NVT330010000
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	1.60545
Facility County:	Los Angeles

Year:	2012
Gepaid:	CAL000025912
Contact:	NANCY FRAZIER OWNER
Telephone:	3104797539
Mailing Name:	Not reported
Mailing Address:	11824 W PICO BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900641311
Gen County:	Los Angeles
TSD EPA ID:	NVT330010000
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.2625
Facility County:	Los Angeles

Year:	2012
Gepaid:	CAL000025912
Contact:	NANCY FRAZIER OWNER
Telephone:	3104797539
Mailing Name:	Not reported
Mailing Address:	11824 W PICO BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900641311
Gen County:	Los Angeles
TSD EPA ID:	NVT330010000
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.8757
Facility County:	Los Angeles

Year:	2011
Gepaid:	CAL000025912
Contact:	NANCY FRAZIER OWNER
Telephone:	3104797539
Mailing Name:	Not reported
Mailing Address:	11824 W PICO BLVD

WEST LOS ANGELES PLATING CO (Continued) **S113031013**

Mailing City,St,Zip: LOS ANGELES, CA 900641311
Gen County: Not reported
TSD EPA ID: CAD097030993
TSD County: Not reported
Waste Category: Other inorganic solid waste
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.4
Facility County: Los Angeles

Year: 2010
Gepaid: CAL000025912
Contact: NANCY FRAZIER OWNER
Telephone: 3104797539
Mailing Name: Not reported
Mailing Address: 11824 W PICO BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900641311
Gen County: Not reported
TSD EPA ID: CAD097030993
TSD County: Not reported
Waste Category: Other inorganic solid waste
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.4
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
12 additional CA_HAZNET: record(s) in the EDR Site Report.

---

87 **GARAGE GARAGE, INC.** **CA FID UST** **S101584332**
11800 W PICO BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90064

CA FID UST:
Facility ID: 19010526
Regulated By: UTNKI
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2134788816
Mail To: Not reported
Mailing Address: 11800 W PICO BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900640000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

SWEEPS UST:
Status: Not reported
Comp Number: 7512
Number: Not reported
Board Of Equalization: Not reported

GARAGE GARAGE, INC. (Continued) **S101584332**

Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	0

---

87 **DELTA GRAPHICS** **CA HAZNET** **S113162302**
11821 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2012
Gepaid:	CAL000366831
Contact:	SEAN MCCOLLOUGH
Telephone:	3109548600
Mailing Name:	Not reported
Mailing Address:	11821 W PICO BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900641310
Gen County:	Los Angeles
TSD EPA ID:	CAD981402522
TSD County:	Kern
Waste Category:	Not reported
Disposal Method:	Metals Recovery Including Retoring,Smelting,Chemicals,Ect
Tons:	0.22935
Facility County:	Los Angeles

Year:	2012
Gepaid:	CAL000366831
Contact:	SEAN MCCOLLOUGH
Telephone:	3109548600
Mailing Name:	Not reported
Mailing Address:	11821 W PICO BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900641310
Gen County:	Los Angeles
TSD EPA ID:	TXD077603371
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.1
Facility County:	Los Angeles

Year:	2011
Gepaid:	CAL000366831
Contact:	SEAN MCCOLLOUGH
Telephone:	3109548600
Mailing Name:	Not reported
Mailing Address:	11821 W PICO BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900641310
Gen County:	Not reported
TSD EPA ID:	CAT000613893
TSD County:	Not reported

DELTA GRAPHICS (Continued) **S113162302**

Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.22935
Facility County: Los Angeles

Year: 2010
Gepaid: CAL000366831
Contact: SEAN MCCOLLOUGH
Telephone: 3109548600
Mailing Name: Not reported
Mailing Address: 11821 W PICO BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900641310
Gen County: Not reported
TSD EPA ID: TXD077603371
TSD County: Not reported
Waste Category: Unspecified organic liquid mixture
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.235
Facility County: Los Angeles

---

87 **EDR US Hist Auto Stat** **1015174606**
11812 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:
Name: A M MOTORS
Year: 2007
Address: 11812 W PICO BLVD

Name: A M MOTORS
Year: 2010
Address: 11812 W PICO BLVD

Name: A M MOTORS
Year: 2012
Address: 11812 W PICO BLVD

---

87 **LAUSD - POSEIDON SCHOOL** **CA HAZNET** **S113460143**
11811 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2010
Gepaid: CAC002653279
Contact: KATHIE BAUMOEL
Telephone: 3104771268
Mailing Name: Not reported
Mailing Address: 11805 W PICO BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900641310
Gen County: Not reported
TSD EPA ID: AZC950823111
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)

LAUSD - POSEIDON SCHOOL (Continued) **S113460143**

Tons: 0.8
Facility County: Los Angeles

---

87 **EDR US Hist Auto Stat** **1015174447**
11801 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:
Name: ADVANCE MOBILE SOUND
Year: 1999
Address: 11801 W PICO BLVD

---

87 **WEST PICO MOTORS** **EDR US Hist Auto Stat** **1009019656**
11797 W PICO BLVD **N/A**
SANTA MONICA, CA

EDR Historical Auto Stations:
Name: WEST PICO MOTORS
Year: 1948
Type: AUTOMOBILE REPAIRING

Name: WEST PICO MOTORS
Year: 1948
Type: AUTO REPAIRS

---

87 **NINA CRITCHFIELD/JEFF TITMASS** **CA SWEEPS UST** **S106929917**
11797 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

SWEEPS UST:
Status: Not reported
Comp Number: 8343
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: 0

87 **EDR US Hist Auto Stat** **1015173636**
11797 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name:	EZ LUBE
Year:	2009
Address:	11797 W PICO BLVD
Name:	F & M MOTORSPORTS
Year:	2010
Address:	11797 W PICO BLVD
Name:	F & M MOTORSPORTS
Year:	2011
Address:	11797 W PICO BLVD
Name:	F & M MOTORSPORTS
Year:	2012
Address:	11797 W PICO BLVD

---

87 **F & M MOTORSPORTS** **CA HAZNET** **S113150205**
11797 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2010
Gepaid:	CAL000325793
Contact:	GIUSEPPE CAPPALONGA
Telephone:	3104453956
Mailing Name:	Not reported
Mailing Address:	11797 W PICO BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 90064
Gen County:	Not reported
TSD EPA ID:	CAT000613935
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.084
Facility County:	Los Angeles
Year:	2009
Gepaid:	CAL000325793
Contact:	GIUSEPPE CAPPALONGA
Telephone:	3104453956
Mailing Name:	Not reported
Mailing Address:	11797 W PICO BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 90064
Gen County:	Not reported
TSD EPA ID:	CAD981696420
TSD County:	Not reported
Waste Category:	Unspecified aqueous solution
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.357
Facility County:	Los Angeles

87 **EDR US Hist Auto Stat** **1015174423**
11800 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name:	FRANKS AUTO UPHOLSTERY
Year:	2001
Address:	11800 W PICO BLVD
Name:	FRANKS AUTO UPHOLSTERY
Year:	2002
Address:	11800 W PICO BLVD
Name:	FRANKS AUTO UPHOLSTERY INC
Year:	2003
Address:	11800 W PICO BLVD
Name:	FRANKS AUTO UPHOLSTERY
Year:	2004
Address:	11800 W PICO BLVD
Name:	EURO TECH MOTORS
Year:	2005
Address:	11800 W PICO BLVD
Name:	EURO TECH MOTORS
Year:	2006
Address:	11800 W PICO BLVD
Name:	FRANKS AUTO UPHOLSTERY
Year:	2007
Address:	11800 W PICO BLVD
Name:	EURO TECH MOTORS
Year:	2008
Address:	11800 W PICO BLVD
Name:	EURO TECH MOTORS
Year:	2009
Address:	11800 W PICO BLVD
Name:	FRANKS AUTO UPHOLSTERY
Year:	2010
Address:	11800 W PICO BLVD
Name:	FRANKS AUTO UPHOLSTERY
Year:	2011
Address:	11800 W PICO BLVD
Name:	FRANKS AUTO UPHOLSTERY
Year:	2012
Address:	11800 W PICO BLVD

87 **FRANKS AUTO UPHOLSTRY** **CA HAZNET** **S113782836**
11800 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2012
Gepaid:	CAC002697432
Contact:	FRANK REYNOSO
Telephone:	3104771607
Mailing Name:	Not reported
Mailing Address:	11800 W PICO BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900641311
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	1.35525
Facility County:	Los Angeles

---

87 **11800 W PICO BLVD LLC** **CA HAZNET** **S113785260**
11800 W PICO BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2012
Gepaid:	CAC002700446
Contact:	JOSEPH KLAVER
Telephone:	3108770189
Mailing Name:	Not reported
Mailing Address:	11766 W PICO BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 90064
Gen County:	Los Angeles
TSD EPA ID:	AZC950823111
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	1.2
Facility County:	Los Angeles

---

88 **MAXWELL F KEMPER** **CA FID UST** **S101586698**
3701 OVERLAND AVE **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90034

CA FID UST:

Facility ID:	19054370
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	3701 OVERLAND AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900340000
Contact:	Not reported

MAXWELL F KEMPER (Continued) **S101586698**

Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

SWEEPS UST:
Status: Not reported
Comp Number: 4787
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: Not reported

---

88 **EDR US Hist Auto Stat** **1015453583**
3701 OVERLAND AVE **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:
Name: PRESTIGE CAR SERVICES INC
Year: 2007
Address: 3701 OVERLAND AVE

---

88 **EDR US Hist Auto Stat** **1015452362**
3684 OVERLAND AVE **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:
Name: COLONY AUTO BODY
Year: 1999
Address: 3684 OVERLAND AVE

Name: COLONY AUTO BODY
Year: 2001
Address: 3684 OVERLAND AVE

Name: COLONY AUTO BODY
Year: 2002
Address: 3684 OVERLAND AVE

Name: COLONY AUTO BODY
Year: 2003
Address: 3684 OVERLAND AVE

Name: COLONY AUTO BODY

(Continued) **1015452362**

Year: 2004
Address: 3684 OVERLAND AVE

Name: IMPERIAL BODY SHOP
Year: 2005
Address: 3684 OVERLAND AVE

Name: COLONY AUTO BODY SHOP
Year: 2006
Address: 3684 OVERLAND AVE

Name: COLONY AUTO BODY SHOP
Year: 2007
Address: 3684 OVERLAND AVE

Name: COLONY AUTO BODY SHOP
Year: 2008
Address: 3684 OVERLAND AVE

Name: COLONY AUTO BODY SHOP
Year: 2009
Address: 3684 OVERLAND AVE

Name: COLONY AUTO BODY
Year: 2010
Address: 3684 OVERLAND AVE

Name: COLONY AUTO BODY
Year: 2011
Address: 3684 OVERLAND AVE

Name: COLONY AUTO BODY
Year: 2012
Address: 3684 OVERLAND AVE

---

88 **EDR US Hist Auto Stat** **1015452180**
N/A

3678 OVERLAND AVE
LOS ANGELES, CA 90034

EDR Historical Auto Stations:

Name: G MAN AUTOMOTIVE SVC
Year: 2010
Address: 3678 OVERLAND AVE

Name: GMAN AUTOMOTIVE SERVICE
Year: 2011
Address: 3678 OVERLAND AVE

Name: GMAN AUTOMOTIVE SERVICE
Year: 2012
Address: 3678 OVERLAND AVE

88 **EDR US Hist Auto Stat** **1015451780**
3664 OVERLAND AVE **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:

Name:	BRUNI CLAUDE AUTOMOTIVE
Year:	1999
Address:	3664 OVERLAND AVE
Name:	PIECHOWSKI AUTO CTR
Year:	2002
Address:	3664 OVERLAND AVE
Name:	PIECHOWSKI AUTO CTR INC
Year:	2003
Address:	3664 OVERLAND AVE
Name:	PIECHOWSKI AUTO CTR INC
Year:	2004
Address:	3664 OVERLAND AVE
Name:	PIECHOWSKI AUTO CTR INC
Year:	2010
Address:	3664 OVERLAND AVE

88 **EDR US Hist Auto Stat** **1015450225**
3627 OVERLAND AVE **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:

Name:	PIECHOWSKI JOHN AUTOMOTIVE
Year:	1999
Address:	3627 OVERLAND AVE
Name:	PIECHOWSKI AUTOMOTIVE
Year:	2002
Address:	3627 OVERLAND AVE
Name:	JOHN PIECHOWSKI AUTOMOTIVE
Year:	2003
Address:	3627 OVERLAND AVE
Name:	PIECHOWSKI AUTOMOTIVE
Year:	2004
Address:	3627 OVERLAND AVE
Name:	JOHN PIECHOWSKI AUTOMOTIVE
Year:	2010
Address:	3627 OVERLAND AVE

88 **EDR US Hist Auto Stat** **1015450126**
3625 OVERLAND AVE **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:

Name:	JOHN PIECHOWSKI AUTOMOTIVE
Year:	2005
Address:	3625 OVERLAND AVE
Name:	JOHN PIECHOWSKI AUTOMOTIVE
Year:	2006
Address:	3625 OVERLAND AVE
Name:	PIECHOWSKI JOHN AUTOMOTIVE
Year:	2007
Address:	3625 OVERLAND AVE
Name:	JOHN PIECHOWSKI AUTOMOTIVE
Year:	2008
Address:	3625 OVERLAND AVE
Name:	JOHN PIECHOWSKI AUTOMOTIVE
Year:	2009
Address:	3625 OVERLAND AVE
Name:	PIECHOWSKI JOHN AUTOMOTIVE
Year:	2011
Address:	3625 OVERLAND AVE
Name:	PIECHOWSKI JOHN AUTOMOTIVE
Year:	2012
Address:	3625 OVERLAND AVE

---

88 **EDR US Hist Auto Stat** **1015450556**
3634 OVERLAND AVE **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:

Name:	REPAIRS UNLIMITED
Year:	1999
Address:	3634 OVERLAND AVE

---

88 **EDR US Hist Auto Stat** **1015450423**
3630 OVERLAND AVE **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:

Name:	PAREDES AUTO REPAIR & TOWING SERVICE
Year:	1999
Address:	3630 OVERLAND AVE
Name:	PAREDES AUTO REPAIR
Year:	2001
Address:	3630 OVERLAND AVE
Name:	PAREDES AUTO REPAIR
Year:	2002
Address:	3630 OVERLAND AVE

(Continued) **1015450423**

Name: PAREDES AUTO RPR & TWNG SRVC
Year: 2004
Address: 3630 OVERLAND AVE

Name: PAREDES GERMAN MOTORS LTD
Year: 2005
Address: 3630 OVERLAND AVE

Name: PAREDES GERMAN MOTORS LTD
Year: 2007
Address: 3630 OVERLAND AVE

Name: PAREDES GERMAN MOTORS LTD
Year: 2008
Address: 3630 OVERLAND AVE

Name: OVERLAND AUTO REPAIR
Year: 2010
Address: 3630 OVERLAND AVE

Name: OVERLAND AUTO REPAIR
Year: 2011
Address: 3630 OVERLAND AVE

Name: OVERLAND AUTO REPAIR
Year: 2012
Address: 3630 OVERLAND AVE

---

88 **VINCENT & ESPERENZA GONZALEZ** **CA SWEEPS UST** **S106934115**
3630 OVERLAND AVE **N/A**
LOS ANGELES, CA 90034

SWEEPS UST:
Status: Active
Comp Number: 8055
Number: 3
Board Of Equalization: Not reported
Referral Date: 02-07-94
Action Date: 02-07-94
Created Date: 02-07-94
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: Not reported

88 **EDR US Hist Auto Stat** **1015445683**
3549 OVERLAND AVE **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:

Name:	JAMS AUTOMOBILE
Year:	2005
Address:	3549 OVERLAND AVE
Name:	JAMS AUTOMOBILE
Year:	2006
Address:	3549 OVERLAND AVE
Name:	JAMS AUTOMOBILE
Year:	2007
Address:	3549 OVERLAND AVE
Name:	JAMS AUTOMOBILE
Year:	2008
Address:	3549 OVERLAND AVE
Name:	JAMS AUTOMOBILE
Year:	2009
Address:	3549 OVERLAND AVE
Name:	JAMS AUTOMOBILE
Year:	2010
Address:	3549 OVERLAND AVE
Name:	JAMS AUTOMOBILE
Year:	2011
Address:	3549 OVERLAND AVE
Name:	JAMS AUTOMOBILE
Year:	2012
Address:	3549 OVERLAND AVE

---

88 **EDR US Hist Auto Stat** **1015445638**
3547 OVERLAND AVE **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:

Name:	G T AUTO SERVICE
Year:	1999
Address:	3547 OVERLAND AVE
Name:	GT AUTO SERVICE
Year:	2001
Address:	3547 OVERLAND AVE

88 **HUGH P PIPER** **CA FID UST** **S101585324**
3568 OVERLAND AVE **N/A**
LOS ANGELES, CA 90034

CA FID UST:

Facility ID:	19022959
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2138361740
Mail To:	Not reported
Mailing Address:	3568 OVERLAND AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900340000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

---

88 **EDR US Hist Auto Stat** **1015446600**
3568 OVERLAND AVE **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:

Name:	HUGH PIPER BODY SHOP
Year:	1999
Address:	3568 OVERLAND AVE
Name:	PIPERS BODY SHOP
Year:	2001
Address:	3568 OVERLAND AVE
Name:	PIPERS BODY SHOP
Year:	2002
Address:	3568 OVERLAND AVE
Name:	PIPERS BODY SHOP
Year:	2003
Address:	3568 OVERLAND AVE
Name:	PIPERS BODY SHOP
Year:	2004
Address:	3568 OVERLAND AVE
Name:	PIPERS BODY SHOP
Year:	2005
Address:	3568 OVERLAND AVE
Name:	PIPERS BODY SHOP
Year:	2007
Address:	3568 OVERLAND AVE
Name:	PIPERS BODY SHOP
Year:	2010
Address:	3568 OVERLAND AVE

(Continued) **1015446600**

Name: PIPERS BODY SHOP
Year: 2011
Address: 3568 OVERLAND AVE

Name: PIPERS BODY SHOP
Year: 2012
Address: 3568 OVERLAND AVE

---

88 **HUGH P PIPER** **CA UST** **U003879562**
3568 OVERLAND AVE **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90034

UST:
Facility ID: 24048
Latitude: 34.0236
Longitude: -118.41076

SWEEPS UST:
Status: Active
Comp Number: 4789
Number: 2
Board Of Equalization: Not reported
Referral Date: 02-25-93
Action Date: 03-03-94
Created Date: 02-29-88
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: Not reported

---

88 **PIPERS BODY SHOP** **RCRA-SQG** **1000217877**
3568 OVERLAND AVE **FINDS** **CAD981640162**
LOS ANGELES, CA **CA LUST**

RCRA-SQG:
Date form received by agency: 02/11/1987
Facility name: PIPERS BODY SHOP
Facility address: 3568 OVERLAND AVE
LOS ANGELES, CA 90034
EPA ID: CAD981640162
Contact: ENVIRONMENTAL MANAGER
Contact address: 3568 OVERLAND AVE
LOS ANGELES, CA 90034
Contact country: US
Contact telephone: (213) 836-1740
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous

PIPERS BODY SHOP (Continued) **1000217877**

waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	HUGH PIPER
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported
Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002735292

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA

PIPERS BODY SHOP (Continued) **1000217877**

program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

LUST:

Region:	STATE
Global Id:	T0603719725
Latitude:	34.023676
Longitude:	-118.410252
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	08/29/2011
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	JH
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900340252
LOC Case Number:	1958
File Location:	Regional Board
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603719725
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Global Id:	T0603719725
Contact Type:	Regional Board Caseworker
Contact Name:	JAY HUANG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 WEST 4TH STREET, SUITE 200
City:	LOS ANGELES
Email:	jhuang@waterboards.ca.gov
Phone Number:	2135766711

Regulatory Activities:

Global Id:	T0603719725
Action Type:	RESPONSE
Date:	09/01/2006
Action:	Soil and Water Investigation Report

Global Id:	T0603719725
Action Type:	RESPONSE
Date:	05/15/2006
Action:	Other Report / Document

Global Id:	T0603719725
Action Type:	RESPONSE
Date:	06/01/2008

PIPERS BODY SHOP (Continued) **1000217877**

Action: Soil and Water Investigation Report

Global Id: T0603719725
Action Type: RESPONSE
Date: 01/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603719725
Action Type: RESPONSE
Date: 01/15/2010
Action: Remedial Progress Report

Global Id: T0603719725
Action Type: RESPONSE
Date: 06/01/2008
Action: Soil and Water Investigation Workplan

Global Id: T0603719725
Action Type: RESPONSE
Date: 06/01/2008
Action: CAP/RAP - Final Remediation / Design Plan

Global Id: T0603719725
Action Type: RESPONSE
Date: 05/01/2007
Action: Soil and Water Investigation Report

Global Id: T0603719725
Action Type: ENFORCEMENT
Date: 03/08/2006
Action: Staff Letter

Global Id: T0603719725
Action Type: RESPONSE
Date: 07/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603719725
Action Type: RESPONSE
Date: 01/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603719725
Action Type: ENFORCEMENT
Date: 09/16/2008
Action: Notice to Comply

Global Id: T0603719725
Action Type: ENFORCEMENT
Date: 02/29/2008
Action: Staff Letter

Global Id: T0603719725
Action Type: ENFORCEMENT
Date: 09/22/2008
Action: Staff Letter

PIPERS BODY SHOP (Continued) **1000217877**

Global Id: T0603719725
Action Type: RESPONSE
Date: 01/15/2009
Action: Remedial Progress Report

Global Id: T0603719725
Action Type: RESPONSE
Date: 01/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603719725
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603719725
Action Type: RESPONSE
Date: 07/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0603719725
Action Type: RESPONSE
Date: 07/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603719725
Action Type: RESPONSE
Date: 07/28/2008
Action: Interim Remedial Action Plan

Global Id: T0603719725
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603719725
Action Type: RESPONSE
Date: 06/16/2011
Action: Clean Up Fund - 5-Year Review Summary

Global Id: T0603719725
Action Type: RESPONSE
Date: 05/02/2011
Action: Request for Closure

Global Id: T0603719725
Action Type: RESPONSE
Date: 07/15/2010
Action: Remedial Progress Report

Global Id: T0603719725
Action Type: ENFORCEMENT
Date: 01/21/2011
Action: Staff Letter

Global Id: T0603719725
Action Type: Other

PIPERS BODY SHOP (Continued) **1000217877**

Date: 01/01/1950
Action: Leak Discovery

Global Id: T0603719725
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T0603719725
Action Type: ENFORCEMENT
Date: 01/23/2007
Action: Staff Letter

Global Id: T0603719725
Action Type: RESPONSE
Date: 01/15/2011
Action: Remedial Progress Report

Global Id: T0603719725
Action Type: RESPONSE
Date: 01/10/2011
Action: Soil and Water Investigation Workplan

Global Id: T0603719725
Action Type: RESPONSE
Date: 04/01/2011
Action: Soil and Water Investigation Report

Global Id: T0603719725
Action Type: ENFORCEMENT
Date: 06/06/2006
Action: Staff Letter

Global Id: T0603719725
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603719725
Action Type: RESPONSE
Date: 09/28/2010
Action: Clean Up Fund - 5-Year Review Summary

Global Id: T0603719725
Action Type: REMEDIATION
Date: 01/01/1950
Action: Soil Vapor Extraction (SVE)

Global Id: T0603719725
Action Type: ENFORCEMENT
Date: 08/29/2011
Action: Closure/No Further Action Letter

Global Id: T0603719725
Action Type: RESPONSE
Date: 04/15/2010
Action: Monitoring Report - Semi-Annually

88 **ROQUE AND MARK COMPANY** **CA HAZNET** **S112959302**
3625 MENTONE AVE APT 5 **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2007
Gepaid:	CAC002613230
Contact:	JEFF ROQUE
Telephone:	3108287525
Mailing Name:	Not reported
Mailing Address:	2802 SANTA MONICA BLVD
Mailing City,St,Zip:	SANTA MONICA, CA 904042410
Gen County:	Not reported
TSD EPA ID:	CAD009007626
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.4
Facility County:	Los Angeles

---

88 **GREEN SCENE THE#** **RCRA NonGen / NLR** **1000206855**
3637 MOTOR AVE **FINDS** **CAD064563505**
LOS ANGELES, CA 90034

RCRA NonGen / NLR:

Date form received by agency:	07/10/1980
Facility name:	GREEN SCENE THE#
Facility address:	3637 MOTOR AVE LOS ANGELES, CA 90034
EPA ID:	CAD064563505
Mailing address:	5842 TAMPA AV TARZANA, CA 91356
Contact:	ENVIRONMENTAL MANAGER
Contact address:	3637 MOTOR AVE LOS ANGELES, CA 90034
Contact country:	US
Contact telephone:	(213) 705-6388
Contact email:	Not reported
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	COHEN ROBERT L
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported
Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212

GREEN SCENE THE# (Continued) **1000206855**

Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002654173

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

88 **OVERLAND CLEANERS** **CA EMI** **S103951664**
3520 OVERLAND **N/A**
LOS ANGELES, CA 90034

EMI:
Year: 1987
County Code: 19
Air Basin: SC
Facility ID: 44388
Air District Name: SC
SIC Code: 7216
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 1
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

88 **OVERLAND CLEANERS** **RCRA-SQG** **1000595888**
3520 OVERLAND AVE **FINDS** **CAD983598467**
LOS ANGELES, CA

RCRA-SQG:

Date form received by agency:	10/14/1998
Facility name:	OVERLAND CLEANERS
Facility address:	3520 OVERLAND AVE LOS ANGELES, CA 90034
EPA ID:	CAD983598467
Contact:	BRENT BOTHER
Contact address:	3520 OVERLAND AVE LOS ANGELES, CA 90034
Contact country:	US
Contact telephone:	(310) 838-5932
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	BRENT BOTHER
Owner/operator address:	5200 OVERLAND AVE LOS ANGELES, CA 90034
Owner/operator country:	Not reported
Owner/operator telephone:	(310) 838-5932
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No

OVERLAND CLEANERS (Continued) **1000595888**

Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Hazardous Waste Summary:
Waste code: D039
Waste name: TETRACHLOROETHYLENE

Waste code: F002
Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2-TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE LISTED IN F001, F004, OR F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Violation Status: No violations found

FINDS:

Registry ID: 110002855606

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

88 **PALM KEYSTONE HOA** **CA HAZNET** **S112946276**
3555 KEYSTONE AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 2005
Gepaid: CAC002591612
Contact: SANDRA BELTRAN
Telephone: 3108381828
Mailing Name: Not reported
Mailing Address: 3555 KEYSTONE
Mailing City,St,Zip: LOS ANGELES, CA 90034
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Oil/water separation sludge
Disposal Method: Recycler
Tons: 1.25
Facility County: Los Angeles

88 **MILLER & DESATNIK MANAGEMENT** **CA HAZNET** **S112981969**
3555 KEYSTONE AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2011
Gepaid:	CAC002657251
Contact:	YURI GARCIA
Telephone:	3108381828
Mailing Name:	Not reported
Mailing Address:	3623 MOTOR AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900345701
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.38
Facility County:	Los Angeles

Year:	2010
Gepaid:	CAC002657251
Contact:	YURI GARCIA
Telephone:	3108381828
Mailing Name:	Not reported
Mailing Address:	3623 MOTOR AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900345701
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.19
Facility County:	Los Angeles

---

88 **B&M ROTNER INC DBA OVERLAND CLEANERS** **CA DRYCLEANERS** **S102810186**
3500 OVERLAND AVE **N/A**
LOS ANGELES, CA 90034

DRYCLEANERS:

EPA Id:	CAL000282237
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	05/14/2004
Facility Active:	No
Inactive Date:	06/30/2005
Facility Addr2:	Not reported
Owner Name:	EUI LEE
Owner Address:	3500 OVERLAND AVE
Owner Address 2:	Not reported
Owner Telephone:	3108385932
Contact Name:	EUI LEE
Contact Address:	3500 OVERLAND AVE
Contact Address 2:	Not reported
Contact Telephone:	3108385932

B&M ROTNER INC DBA OVERLAND CLEANERS (Continued) **S102810186**

EPA Id:	CAL000310980
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	08/28/2006
Facility Active:	No
Inactive Date:	06/30/2007
Facility Addr2:	Not reported
Owner Name:	HASOOK KIM
Owner Address:	3500 OVERLAND AVE
Owner Address 2:	Not reported
Owner Telephone:	3108385932
Contact Name:	HASOOK KIM
Contact Address:	3500 OVERLAND AVE
Contact Address 2:	Not reported
Contact Telephone:	3108385932

EPA Id:	CAD983598467
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	07/29/1991
Facility Active:	No
Inactive Date:	06/03/2004
Facility Addr2:	Not reported
Owner Name:	BRENT ROTNER
Owner Address:	3500 OVERLAND AVE
Owner Address 2:	Not reported
Owner Telephone:	3108385932
Contact Name:	BRENT ROTNER PRES
Contact Address:	3500 OVERLAND AV
Contact Address 2:	Not reported
Contact Telephone:	3108385932

EPA Id:	CAL000315854
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	01/30/2007
Facility Active:	Yes
Inactive Date:	Not reported
Facility Addr2:	Not reported
Owner Name:	HO SOOK LEE
Owner Address:	442 S REXFORD DR #104
Owner Address 2:	Not reported
Owner Telephone:	3106667932
Contact Name:	HO SOOK LEE
Contact Address:	3500 OVERLAND AVE
Contact Address 2:	Not reported
Contact Telephone:	3108385932

88 **EDR US Hist Cleaners** **1015047721**
3500 OVERLAND AVE **N/A**
LOS ANGELES, CA 90034

EDR Historical Cleaners:

Name:	OVERLAND CLEANERS
Year:	2003
Address:	3500 OVERLAND AVE
Name:	OVERLAND CLEANERS
Year:	2004
Address:	3500 OVERLAND AVE
Name:	OVERLAND CLEANERS
Year:	2005
Address:	3500 OVERLAND AVE
Name:	OVERLAND CLEANERS
Year:	2010
Address:	3500 OVERLAND AVE
Name:	OVERLAND CLEANERS
Year:	2011
Address:	3500 OVERLAND AVE
Name:	OVERLAND CLEANERS
Year:	2012
Address:	3500 OVERLAND AVE

---

88 **OVERLAND CLEANERS** **CA HAZNET** **S113144200**
3500 OVERLAND AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2008
Gepaid:	CAL000310980
Contact:	HASOOK KIM
Telephone:	3108385932
Mailing Name:	Not reported
Mailing Address:	3500 OVERLAND AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900345564
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.225
Facility County:	Los Angeles
Year:	2008
Gepaid:	CAL000310980
Contact:	HASOOK KIM
Telephone:	3108385932
Mailing Name:	Not reported
Mailing Address:	3500 OVERLAND AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900345564
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Halogenated solvents (chloroforms, methyl chloride, perchloroethylene,

OVERLAND CLEANERS (Continued) **S113144200**

	etc)
Disposal Method:	Solvents Recovery
Tons:	0.22935
Facility County:	Los Angeles
Year:	2007
Gepaid:	CAL000310980
Contact:	HASOOK KIM
Telephone:	3108385932
Mailing Name:	Not reported
Mailing Address:	3500 OVERLAND AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900345564
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	Solvents Recovery
Tons:	Not reported
Facility County:	Los Angeles
Year:	2007
Gepaid:	CAL000310980
Contact:	HASOOK KIM
Telephone:	3108385932
Mailing Name:	Not reported
Mailing Address:	3500 OVERLAND AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900345564
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Solvents Recovery
Tons:	Not reported
Facility County:	Los Angeles
Year:	2007
Gepaid:	CAL000310980
Contact:	HASOOK KIM
Telephone:	3108385932
Mailing Name:	Not reported
Mailing Address:	3500 OVERLAND AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900345564
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method:	Solvents Recovery
Tons:	0.68
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access additional CA_HAZNET: detail in the EDR Site Report.

88 **B&M ROTNER OVERLAND CLEANERS** **CA HAZNET** **S113017802**
3500 OVERLAND AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2004
Gepaid:	CAD983598467
Contact:	BRENT ROTNER PRES
Telephone:	3108385932
Mailing Name:	Not reported
Mailing Address:	3500 OVERLAND AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method:	Not reported
Tons:	Not reported
Facility County:	Los Angeles

Year:	2004
Gepaid:	CAD983598467
Contact:	BRENT ROTNER PRES
Telephone:	3108385932
Mailing Name:	Not reported
Mailing Address:	3500 OVERLAND AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method:	Recycler
Tons:	0.12
Facility County:	Los Angeles

Year:	2004
Gepaid:	CAD983598467
Contact:	BRENT ROTNER PRES
Telephone:	3108385932
Mailing Name:	Not reported
Mailing Address:	3500 OVERLAND AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Not reported
Disposal Method:	Not reported
Tons:	Not reported
Facility County:	Los Angeles

Year:	2004
Gepaid:	CAD983598467
Contact:	BRENT ROTNER PRES
Telephone:	3108385932
Mailing Name:	Not reported
Mailing Address:	3500 OVERLAND AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900340000

B&M ROTNER OVERLAND CLEANERS (Continued) **S113017802**

Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Not reported
Tons: Not reported
Facility County: Los Angeles

Year: 2004
Gepaid: CAD983598467
Contact: BRENT ROTNER PRES
Telephone: 3108385932
Mailing Name: Not reported
Mailing Address: 3500 OVERLAND AVE
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Not reported
Tons: 0.37
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
22 additional CA_HAZNET: record(s) in the EDR Site Report.

---

88 **OVERLAND CLEANERS** **CA HAZNET** **S113027539**
3500 OVERLAND AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 1998
Gepaid: CAL000016783
Contact: Not reported
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 3500 OVERLAND AVE
Mailing City,St,Zip: LOS ANGELES, CA 900345564
Gen County: Not reported
TSD EPA ID: CAD982444481
TSD County: Not reported
Waste Category: Latex waste
Disposal Method: Transfer Station
Tons: .2085
Facility County: Los Angeles

Year: 1995
Gepaid: CAL000016783
Contact: Not reported
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 3500 OVERLAND AVE
Mailing City,St,Zip: LOS ANGELES, CA 900345564
Gen County: Not reported
TSD EPA ID: CAT080022148
TSD County: Not reported
Waste Category: Unspecified solvent mixture

OVERLAND CLEANERS (Continued) **S113027539**

Disposal Method: Transfer Station
Tons: .4170
Facility County: Los Angeles

---

88 **B&M ROTNER INC DBA OVERLAND CLEANERS** **CA HAZNET** **S113132001**
3500 OVERLAND AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 2006
Gepaid: CAL000282237
Contact: EUI LEE
Telephone: 3108385932
Mailing Name: Not reported
Mailing Address: 3500 OVERLAND AVE
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Recycler
Tons: Not reported
Facility County: Los Angeles

Year: 2006
Gepaid: CAL000282237
Contact: EUI LEE
Telephone: 3108385932
Mailing Name: Not reported
Mailing Address: 3500 OVERLAND AVE
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Not reported
Tons: Not reported
Facility County: Los Angeles

Year: 2006
Gepaid: CAL000282237
Contact: EUI LEE
Telephone: 3108385932
Mailing Name: Not reported
Mailing Address: 3500 OVERLAND AVE
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Not reported
Tons: Not reported
Facility County: Los Angeles

Year: 2006
Gepaid: CAL000282237
Contact: EUI LEE

B&M ROTNER INC DBA OVERLAND CLEANERS (Continued) **S113132001**

Telephone: 3108385932
Mailing Name: Not reported
Mailing Address: 3500 OVERLAND AVE
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Not reported
Tons: 0.22
Facility County: Los Angeles

Year: 2006
Gepaid: CAL000282237
Contact: EUI LEE
Telephone: 3108385932
Mailing Name: Not reported
Mailing Address: 3500 OVERLAND AVE
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Recycler
Tons: 0.22
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
6 additional CA_HAZNET: record(s) in the EDR Site Report.

---

88 **EDR US Hist Cleaners** **1014970553**
10407 TABOR ST **N/A**
LOS ANGELES, CA 90034

EDR Historical Cleaners:
Name: PRO CLEANERS
Year: 1999
Address: 10407 TABOR ST

---

88 **TABOR CLEANERS** **RCRA-SQG** **1000340376**
10407 TABOR ST **FINDS** **CAD981974785**
LOS ANGELES, CA 90034 **CA EMI**

RCRA-SQG:
Date form received by agency: 05/01/1987
Facility name: TABOR CLEANERS
Facility address: 10407 TABOR ST
LOS ANGELES, CA 90034
EPA ID: CAD981974785
Mailing address: TABOR ST
LOS ANGELES, CA 90034
Contact: ENVIRONMENTAL MANAGER
Contact address: 10407 TABOR ST
LOS ANGELES, CA 90034

TABOR CLEANERS (Continued) **1000340376**

Contact country: US
Contact telephone: (415) 555-1212
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: FLOYER ENTERPRISES
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002761565

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource

TABOR CLEANERS (Continued) **1000340376**

Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	43915
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	43915
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

88 **EDR US Hist Cleaners** **1015048571**

3551 MENTONE AVE **N/A**
LOS ANGELES, CA 90034

EDR Historical Cleaners:

Name:	ALWAYS READY CARPET CLEANING
Year:	2008
Address:	3551 MENTONE AVE

88 **7-ELEVEN STORE #13731 (2143)** **CA HIST CORTESE** **1000282043**
3450 OVERLAND AVE **CA LUST** **N/A**
LOS ANGELES, CA 90034 **CA HIST UST**

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900340152

LUST:
Region: STATE
Global Id: T0603700865
Latitude: 34.025115
Longitude: -118.411482
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 03/12/1998
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: RV
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900340152
LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Aviation
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603700865
Contact Type: Local Agency Caseworker
Contact Name: TBD
Organization Name: LOS ANGELES, CITY OF
Address: 200 N. MAIN ST. RM. 970
City: LOS ANGELES
Email: Not reported
Phone Number: 2134826528

Regulatory Activities:
Global Id: T0603700865
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900340152
Status: Case Closed
Substance: 1
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: Not reported

7-ELEVEN STORE #13731 (2143) (Continued) **1000282043**

Global ID:	T0603700865	
W Global ID:	Not reported	
Staff:	RV	
Local Agency:	19050	
Cross Street:	PALMS BLVD	
Enforcement Type:	Not reported	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		7/8/1997
Date Leak Record Entered:	7/8/1997	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		11/25/1997
Date the Case was Closed:		3/12/1998
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Not reported	
Operator:	SOUTHLAND CORP	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		3101.22822458960779127481430 43
Source of Cleanup Funding:		Not reported
Preliminary Site Assessment Workplan Submitted:		6/5/1997
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		10/16/1997
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	SOUTHLAND CORPORATION	
RP Address:	19033 VALLEY HIGH W D-104 KENT WA 98032	
Program:	LUST	
Lat/Long:	34.0253479 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	3B2	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	BY JOINT AGENCY LETTER 08/27/97 - COMMENTS & RECOMMENDATION ON WP FOR SOIL GAS SURV10/23/97 - ADDENDUM TO WP FOR SOIL GAS SURVEY 11/25/97 - REPORT OF SOIL GAS SURVEY	

HIST UST:

Region:	STATE
Facility ID:	00000003791
Facility Type:	Gas Station
Other Type:	Not reported

7-ELEVEN STORE #13731 (2143) (Continued) **1000282043**

Total Tanks: 0003
Contact Name: HERB AND PEARL DOMENO
Telephone: 2133907555
Owner Name: THE SOUTHLAND CORPORATION
Owner Address: 1240 S. STATE COLLEGE BLVD.,SU
Owner City,St,Zip: ANAHEIM, CA 92806

Tank Num: 001
Container Num: 01
Year Installed: 1983
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor, 10

Tank Num: 002
Container Num: 02
Year Installed: 1983
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor, 10

Tank Num: 003
Container Num: 03
Year Installed: 1983
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: 06
Tank Construction: Not reported
Leak Detection: Stock Inventor, 10

---

88 **7-ELEVEN STORE #13731 (2143)** **CA FID UST** **S101585268**
3450 S OVERLAND AVE **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90034

CA FID UST:
Facility ID: 19021865
Regulated By: UTNKA
Regulated ID: 00003791
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2133907555
Mail To: Not reported
Mailing Address: 1240 S STATE COLLEGE BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900340000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

7-ELEVEN STORE #13731 (2143) (Continued) **S101585268**

SWEEPS UST:

Status:	Not reported
Comp Number:	271
Number:	Not reported
Board Of Equalization:	44-002251
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000271-000001
Actv Date:	Not reported
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	3

Status:	Not reported
Comp Number:	271
Number:	Not reported
Board Of Equalization:	44-002251
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000271-000002
Actv Date:	Not reported
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Status:	Not reported
Comp Number:	271
Number:	Not reported
Board Of Equalization:	44-002251
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000271-000003
Actv Date:	Not reported
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	Not reported

88 **7-ELEVEN STORE 2143-13731/ WPD** **CA HAZNET** **S113007190**
3450 OVERLAND AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	1993
Gepaid:	CAD981464696
Contact:	THE SOUTHLAND CORPORATION
Telephone:	9168526880
Mailing Name:	Not reported
Mailing Address:	3146 GOLD CAMP DR STE 300
Mailing City,St,Zip:	RANCHO CORDOVA, CA 956700000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Recycler
Tons:	1.37610000000
Facility County:	Los Angeles

---

88 **NATIONAL PROMOTIONS & ADVERTISING** **CA EMI** **S113747210**
3440 OVERLAND AVE **N/A**
LOS ANGELES, CA 90034

EMI:

Year:	2009
County Code:	19
Air Basin:	SC
Facility ID:	138993
Air District Name:	SC
SIC Code:	7311
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1.06234249073792
Reactive Organic Gases Tons/Yr:	1.052054
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

88 **NATIONAL PROMOTIONS & ADVERTISING** **CA HAZNET** **S113146204**
3434 OVERLAND AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2012
Gepaid:	CAL000316151
Contact:	DANNY ZACKERY-PRODUCTION MGR
Telephone:	3105588555
Mailing Name:	Not reported
Mailing Address:	3434 OVERLAND AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900345406
Gen County:	Los Angeles
TSD EPA ID:	ARD981057870
TSD County:	99
Waste Category:	Not reported

NATIONAL PROMOTIONS & ADVERTISING (Continued) **S113146204**

Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 1.684
Facility County: Los Angeles

Year: 2012
Gepaid: CAL000316151
Contact: DANNY ZACKERY-PRODUCTION MGR
Telephone: 3105588555
Mailing Name: Not reported
Mailing Address: 3434 OVERLAND AVE
Mailing City,St,Zip: LOS ANGELES, CA 900345406
Gen County: Los Angeles
TSD EPA ID: ARD981057870
TSD County: 99
Waste Category: Not reported
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.175
Facility County: Los Angeles

Year: 2011
Gepaid: CAL000316151
Contact: DANNY ZACKERY-PRODUCTION MGR
Telephone: 3105588555
Mailing Name: Not reported
Mailing Address: 3434 OVERLAND AVE
Mailing City,St,Zip: LOS ANGELES, CA 900345406
Gen County: Not reported
TSD EPA ID: ARD981057870
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Not reported
Tons: 0.198
Facility County: Los Angeles

Year: 2011
Gepaid: CAL000316151
Contact: DANNY ZACKERY-PRODUCTION MGR
Telephone: 3105588555
Mailing Name: Not reported
Mailing Address: 3434 OVERLAND AVE
Mailing City,St,Zip: LOS ANGELES, CA 900345406
Gen County: Not reported
TSD EPA ID: ARD981057870
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 1.188
Facility County: Los Angeles

Year: 2010
Gepaid: CAL000316151
Contact: DANNY ZACKERY-PRODUCTION MGR
Telephone: 3105588555
Mailing Name: Not reported
Mailing Address: 3434 OVERLAND AVE
Mailing City,St,Zip: LOS ANGELES, CA 900345406
Gen County: Not reported

NATIONAL PROMOTIONS & ADVERTISING (Continued) **S113146204**

TSD EPA ID: ARD981057870
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 1.764
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
7 additional CA_HAZNET: record(s) in the EDR Site Report.

---

88 **7-ELEVEN STORE #13731** **CA HAZNET** **S112924677**
3451 OVERLAND AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 2002
Gepaid: CAC002556283
Contact: BOB DENINO
Telephone: 2084298466
Mailing Name: Not reported
Mailing Address: PO BOX 711
Mailing City,St,Zip: DALLAS, TX 75221
Gen County: Not reported
TSD EPA ID: CAD009007626
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Disposal, Land Fill
Tons: 5.89
Facility County: Los Angeles

---

88 **7-ELEVEN #13731** **CA FID UST** **S101587924**
3451 OVERLAND AVE **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90504

CA FID UST:
Facility ID: 19056149
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2133704843
Mail To: Not reported
Mailing Address: 3451 OVERLAND AVE
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 905040000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Not reported
Comp Number: 5914

7-ELEVEN #13731 (Continued) **S101587924**

Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

---

88 **PERFORMING ARTS NETWORK INC** **CA HAZNET** **S113042750**
3539 MOTOR AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	1995
Gepaid:	CAL000051146
Contact:	PERFORMING ARTS NETWORK INC
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	3539 MOTOR AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAT000613976
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Transfer Station
Tons:	.1251
Facility County:	Los Angeles

Year:	1994
Gepaid:	CAL000051146
Contact:	PERFORMING ARTS NETWORK INC
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	3539 MOTOR AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAD982524613
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	.2502
Facility County:	Los Angeles

Year:	1994
Gepaid:	CAL000051146
Contact:	PERFORMING ARTS NETWORK INC
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	3539 MOTOR AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported

PERFORMING ARTS NETWORK INC (Continued) **S113042750**

TSD EPA ID: CAL982524613
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Not reported
Tons: .1251
Facility County: Los Angeles

Year: 1993
Gepaid: CAL000051146
Contact: PERFORMING ARTS NETWORK INC
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 3539 MOTOR AVE
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: CAD982524613
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: 0.5837
Facility County: Los Angeles

Year: 1993
Gepaid: CAL000051146
Contact: PERFORMING ARTS NETWORK INC
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 3539 MOTOR AVE
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: CAD982524613
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Not reported
Tons: 0.125
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access additional CA_HAZNET: detail in the EDR Site Report.

---

88 **CHEVIOT GARDEN COUNTRYVILLA** **CA HAZNET** **S112914932**
3533 MOTOR AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 2001
Gepaid: CAC002354119
Contact: RAMON ALMARIO/ MAINT MGR
Telephone: 3108368900
Mailing Name: Not reported
Mailing Address: 3533 MOTOR AVE
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: CAD099452708
TSD County: Not reported
Waste Category: Oil/water separation sludge
Disposal Method: Transfer Station
Tons: 0.9

CHEVIOT GARDEN COUNTRYVILLA (Continued) **S112914932**

Facility County: Los Angeles

---

88 **CA CHMIRS** **S105882416**
3533 S MOTOR AVE **N/A**
LOS ANGELES, CA 90031

CHMIRS:

OES Incident Number:	02-0111
OES notification:	01/06/2002
OES Date:	Not reported
OES Time:	Not reported
Incident Date:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
Special Studies 1:	Not reported
Special Studies 2:	Not reported
Special Studies 3:	Not reported
Special Studies 4:	Not reported
Special Studies 5:	Not reported
Special Studies 6:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA/DOT/PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Comments:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	Yes
Waterway:	Storm Drain
Spill Site:	Not reported
Cleanup By:	Reporting Party
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	2002
Agency:	City of Los Angeles Waste Water Collections
Incident Date:	1/6/200212:00:00 AM
Admin Agency:	Los Angeles City Fire Department

(Continued) **S105882416**

Amount:	Not reported
Contained:	Yes
Site Type:	Residence
E Date:	Not reported
Substance:	Raw Sewage
Quantity Released:	Not reported
BBLS:	0
Cups:	0
CUFT:	0
Gallons:	3516
Grams:	0
Pounds:	0
Liters:	0
Ounces:	0
Pints:	0
Quarts:	0
Sheen:	0
Tons:	0
Unknown:	0
Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
Description:	Due to an 8 in. sewer line back up that went to a private residence. All recovered except 100 gallons.

---

88 **ERNS** **2002590320**

3533 SOUTH MOTOR AVE **N/A**
LOS ANGELES, CA 0

Click this hyperlink while viewing on your computer to access additional ERNS detail in the EDR Site Report.

---

88 **EDR US Hist Cleaners** **1015046359**

3407 OVERLAND AVE **N/A**
LOS ANGELES, CA 90034

EDR Historical Cleaners:

Name:	BLUE RIBBON LAUNDRY
Year:	1999
Address:	3407 OVERLAND AVE
Name:	BLUE RIBBON LAUNDRY
Year:	2001
Address:	3407 OVERLAND AVE
Name:	BLUE RIBBON LAUNDRY
Year:	2002
Address:	3407 OVERLAND AVE
Name:	BLUE RIBBON LAUNDRY
Year:	2005
Address:	3407 OVERLAND AVE
Name:	BLUE RIBBON LAUNDRY

(Continued) **1015046359**

Year: 2006
Address: 3407 OVERLAND AVE

---

88 **CORNIAL CLEANERS** **RCRA-SQG** **1000315530**
3405 OVERLAND AVE **FINDS** **CAD981633423**
LOS ANGELES, CA **CA EMI**

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: CORNIAL CLEANERS
Facility address: 3405 OVERLAND AVE
LOS ANGELES, CA 90034
EPA ID: CAD981633423
Mailing address: OVERLAND AVE
LOS ANGELES, CA 90034
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: STEVE PARK
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No

CORNIAL CLEANERS (Continued) **1000315530**

On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002731580

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	15750
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	15750
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0

CORNIAL CLEANERS (Continued) **1000315530**

Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

---

88 **EDR US Hist Cleaners** **1015046322**

3405 OVERLAND AVE **N/A**
LOS ANGELES, CA 90034

EDR Historical Cleaners:

Name: STERLING CLEANERS
Year: 1999
Address: 3405 OVERLAND AVE

Name: STERLING CLEANERS
Year: 1999
Address: 3405 OVERLAND AVE

Name: STERLING CLEANERS
Year: 2001
Address: 3405 OVERLAND AVE

Name: STERLING CLEANERS
Year: 2002
Address: 3405 OVERLAND AVE

Name: STERLING CLEANERS
Year: 2004
Address: 3405 OVERLAND AVE

Name: STERLING CLEANERS
Year: 2005
Address: 3405 OVERLAND AVE

Name: STERLING CLEANERS
Year: 2008
Address: 3405 OVERLAND AVE

Name: LOS ANGELES STERLING CLEANERS
Year: 2011
Address: 3405 OVERLAND AVE

Name: STERLING FINE CLEANING
Year: 2012
Address: 3405 OVERLAND AVE

---

88 **EDR US Hist Cleaners** **1014970544**

10404 PALMS BLVD **N/A**
LOS ANGELES, CA 90034

EDR Historical Cleaners:

Name: CUT TO FIT TAILORS & CLEANERS
Year: 2008
Address: 10404 PALMS BLVD

Name: CUT TO FIT TAILORS & CLEANERS
Year: 2010
Address: 10404 PALMS BLVD

(Continued) **1014970544**

Name: CUT TO FIT TAILORS & CLEANERS
Year: 2011
Address: 10404 PALMS BLVD

Name: CUT TO FIT TAILORS & CLEANERS
Year: 2012
Address: 10404 PALMS BLVD

---

88 **LOS ANGELES UNIFIED SCHOOL DIS** **CA SWEEPS UST** **S106928833**
3520 MOTOR AVE **N/A**
LOS ANGELES, CA 90034

SWEEPS UST:
Status: Active
Comp Number: 8177
Number: 4
Board Of Equalization: Not reported
Referral Date: 05-20-93
Action Date: 05-20-93
Created Date: 05-20-93
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: Not reported

---

88 **PALMS ELEMENTARY SCHOOL** **RCRA-LQG** **1011861619**
3520 MOTOR AVE **CAR000195727**
LOS ANGELES, CA 90034

RCRA-LQG:
Date form received by agency: 10/10/2008
Facility name: PALMS ELEMENTARY SCHOOL
Facility address: 3520 MOTOR AVE
LOS ANGELES, CA 90034
EPA ID: CAR000195727
Mailing address: 333 S BEAUDRY AVE
20TH FL LAUSD OEHS
LOS ANGELES, CA 90017
Contact: SOE AUNG
Contact address: 333 S BEAUDRY AVE 20TH FL LAUSD OEHS
LOS ANGELES, CA 90017
Contact country: US
Contact telephone: 213-241-3904
Contact email: SOE.AUNG@LAUSD.NET
EPA Region: 09
Classification: Large Quantity Generator
Description: Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous

PALMS ELEMENTARY SCHOOL (Continued) **1011861619**

waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	LOS ANGELES UNIFIED SCHOOL DIST
Owner/operator address:	333 S BEAUDRY AVE
	LOS ANGELES, CA 90017
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	District
Owner/Operator Type:	Owner
Owner/Op start date:	11/14/1989
Owner/Op end date:	Not reported
Owner/operator name:	PALMS ELEMENTARY SCHOOL
Owner/operator address:	Not reported
	Not reported
Owner/operator country:	Not reported
Owner/operator telephone:	Not reported
Legal status:	District
Owner/Operator Type:	Operator
Owner/Op start date:	11/14/1989
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Hazardous Waste Summary:

Waste code:	D008
Waste name:	LEAD
Violation Status:	No violations found

88 **PALMS ELEMENTARY SCHOOL** **FINDS** **1008260722**
3520 MOTOR AVE. **N/A**
LOS ANGELES, CA

FINDS:

Registry ID: 110021522985

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

88 **LAUSD-PALMS ELEMENTARY SCHOOL** **CA HAZNET** **S113021897**
3520 MOTOR AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2008
Gepaid:	CAL000000644
Contact:	SOE AUNG
Telephone:	2132413199
Mailing Name:	Not reported
Mailing Address:	333 S BEAUDRY AVE FL 20TH
Mailing City,St,Zip:	LOS ANGELES, CA 900175113
Gen County:	Not reported
TSD EPA ID:	CAT000646117
TSD County:	Not reported
Waste Category:	Other inorganic solid waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	33.712
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAL000000644
Contact:	SOE AUNG
Telephone:	2132413199
Mailing Name:	Not reported
Mailing Address:	333 S BEAUDRY AVE FL 20TH
Mailing City,St,Zip:	LOS ANGELES, CA 900175113
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Other inorganic solid waste
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.03
Facility County:	Los Angeles

88 **LOS ANGELES UNIFIED SCHOOLDIS** **CA UST** **U003780530**
3520 MOTOR AVE **N/A**
LOS ANGELES, CA 90034

UST:
Facility ID: 24093
Latitude: 34.02605
Longitude: -118.40823

---

88 **RAINEY CHIROPRACTIC** **CA HAZNET** **S113165469**
3505 MOTOR AVENUE **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 1998
Gepaid: CAL920796262
Contact: ROBERT RAINEY D C
Telephone: 3108429283
Mailing Name: Not reported
Mailing Address: PO BOX 341666
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: CAL000121946
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: .0030
Facility County: Los Angeles

Year: 1995
Gepaid: CAL920796262
Contact: ROBERT RAINEY D C
Telephone: 3108429283
Mailing Name: Not reported
Mailing Address: PO BOX 341666
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: CAL000013493
TSD County: Not reported
Waste Category: Other inorganic solid waste
Disposal Method: Recycler
Tons: .0030
Facility County: Los Angeles

---

88 **WESTSIDE ARCO #2** **CA LUST** **S103995715**
3479 MOTOR AVE **N/A**
LOS ANGELES, CA

LUST:
Region: STATE
Global Id: T0603778436
Latitude: 34.026476
Longitude: -118.409006
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 01/14/2010
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: MSH

WESTSIDE ARCO #2 (Continued) **S103995715**

Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900340225
LOC Case Number:	3660-7223
File Location:	Regional Board
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603778436
Contact Type:	Local Agency Caseworker
Contact Name:	TBD
Organization Name:	LOS ANGELES, CITY OF
Address:	200 N. MAIN ST. RM. 970
City:	LOS ANGELES
Email:	Not reported
Phone Number:	2134826528

Regulatory Activities:

Global Id:	T0603778436
Action Type:	RESPONSE
Date:	07/15/2009
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603778436
Action Type:	RESPONSE
Date:	04/15/2006
Action:	Monitoring Report - Quarterly
Global Id:	T0603778436
Action Type:	RESPONSE
Date:	05/19/2009
Action:	Clean Up Fund - 5-Year Review Summary
Global Id:	T0603778436
Action Type:	RESPONSE
Date:	04/15/2007
Action:	Monitoring Report - Quarterly
Global Id:	T0603778436
Action Type:	RESPONSE
Date:	07/15/2008
Action:	Soil and Water Investigation Report
Global Id:	T0603778436
Action Type:	RESPONSE
Date:	04/15/2008
Action:	Other Report / Document
Global Id:	T0603778436
Action Type:	RESPONSE
Date:	10/15/2008
Action:	Soil and Water Investigation Report
Global Id:	T0603778436

WESTSIDE ARCO #2 (Continued) **S103995715**

Action Type: RESPONSE
Date: 07/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603778436
Action Type: ENFORCEMENT
Date: 07/28/2003
Action: Staff Letter

Global Id: T0603778436
Action Type: ENFORCEMENT
Date: 09/11/2003
Action: Staff Letter

Global Id: T0603778436
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T0603778436
Action Type: ENFORCEMENT
Date: 03/14/2008
Action: Staff Letter

Global Id: T0603778436
Action Type: RESPONSE
Date: 10/31/2003
Action: Soil and Water Investigation Workplan

Global Id: T0603778436
Action Type: RESPONSE
Date: 04/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603778436
Action Type: RESPONSE
Date: 01/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603778436
Action Type: RESPONSE
Date: 04/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603778436
Action Type: RESPONSE
Date: 10/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603778436
Action Type: RESPONSE
Date: 09/30/2003
Action: Other Report / Document

Global Id: T0603778436
Action Type: RESPONSE
Date: 07/11/2003

WESTSIDE ARCO #2 (Continued) **S103995715**

Action: Soil and Water Investigation Report

Global Id: T0603778436
Action Type: RESPONSE
Date: 01/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603778436
Action Type: RESPONSE
Date: 07/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603778436
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603778436
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603778436
Action Type: Other
Date: 01/01/1950
Action: Leak Stopped

Global Id: T0603778436
Action Type: RESPONSE
Date: 08/11/2004
Action: Soil and Water Investigation Report

Global Id: T0603778436
Action Type: RESPONSE
Date: 07/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603778436
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0603778436
Action Type: ENFORCEMENT
Date: 05/16/2008
Action: Staff Letter

Global Id: T0603778436
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603778436
Action Type: REMEDIATION
Date: 01/01/1950
Action: Excavation

WESTSIDE ARCO #2 (Continued) **S103995715**

Global Id: T0603778436
Action Type: ENFORCEMENT
Date: 01/14/2010
Action: Closure/No Further Action Letter

Global Id: T0603778436
Action Type: RESPONSE
Date: 04/15/2004
Action: Well Installation Report

Global Id: T0603778436
Action Type: RESPONSE
Date: 04/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603778436
Action Type: ENFORCEMENT
Date: 01/23/2004
Action: Staff Letter

Global Id: T0603778436
Action Type: RESPONSE
Date: 01/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603778436
Action Type: RESPONSE
Date: 01/15/2008
Action: Soil and Water Investigation Workplan

Global Id: T0603778436
Action Type: RESPONSE
Date: 10/15/2006
Action: Monitoring Report - Quarterly

---

88 **WESTSIDE ARCO STATION #2** **CA UST** **U003943002**
3479 MOTOR AVE **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90034

UST:
Facility ID: 23965
Latitude: 34.02674
Longitude: -118.4088

SWEEPS UST:
Status: Active
Comp Number: 59
Number: 9
Board Of Equalization: 44-010931
Referral Date: 01-14-93
Action Date: 03-10-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000059-000001
Actv Date: 04-20-88

WESTSIDE ARCO STATION #2 (Continued) **U003943002**

Capacity: 6000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: 3

Status: Active
Comp Number: 59
Number: 9
Board Of Equalization: 44-010931
Referral Date: 01-14-93
Action Date: 03-10-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000059-000002
Actv Date: 04-20-88
Capacity: 4000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 59
Number: 9
Board Of Equalization: 44-010931
Referral Date: 01-14-93
Action Date: 03-10-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000059-000003
Actv Date: 04-20-88
Capacity: 10000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

---

88 **WESTSIDE ARCO/MORITA** **CA HAZNET** **S112871768**
3479 MOTOR AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 1998
Gepaid: CAC001174136
Contact: AL MORITA
Telephone: 3108361707
Mailing Name: Not reported
Mailing Address: 3479 MOTOR AVE
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Tank bottom waste
Disposal Method: Recycler
Tons: 2.0850

WESTSIDE ARCO/MORITA (Continued) **S112871768**

Facility County: Los Angeles

---

88 **WESTSIDE ARCO #2** **CA HIST UST** **U001561401**
3479 MOTOR AVE **N/A**
LOS ANGELES, CA 90034

HIST UST:
Region: STATE
Facility ID: 00000000550
Facility Type: Gas Station
Other Type: Not reported
Total Tanks: 0004
Contact Name: DENNIS WILLIS
Telephone: 2138361707
Owner Name: ALBERT K. MORITA
Owner Address: 3479 MOTOR AVE
Owner City,St,Zip: LOS ANGELES, CA 90034

Tank Num: 001
Container Num: 4
Year Installed: Not reported
Tank Capacity: 00006000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00004000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 003
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 004
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00000500
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Tank Construction: Not reported
Leak Detection: None

88 **14142 RB4** **FINDS** **1014670221**
3479 MOTOR AVE **N/A**
LOS ANGELES, CA

FINDS:

Registry ID: 110043351155

Environmental Interest/Information System
LEAKING UNDERGROUND STORAGE TANK - ARRA

---

88 **WESTSIDE ARCO #2** **CA LUST** **S106176830**
3479 MOTOR AVE **N/A**
LOS ANGELES, CA

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900340225	
Status:	Pollution Characterization	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	3660-7223	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603778436	
W Global ID:	Not reported	
Staff:	MSH	
Local Agency:	19050	
Cross Street:	PALM	
Enforcement Type:	DLSEL	
Date Leak Discovered:	1/7/1999	
Date Leak First Reported:		1/18/1999
Date Leak Record Entered:	Not reported	
Date Confirmation Began:	1/18/1999	
Date Leak Stopped:	1/7/1999	
Date Case Last Changed on Database:		Not reported
Date the Case was Closed:		Not reported
How Leak Discovered:	Tank Closure	
How Leak Stopped:	New Tank	
Cause of Leak:	Corrosion	
Leak Source:	Piping	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		Not reported
Source of Cleanup Funding:		Piping
Preliminary Site Assessment Workplan Submitted:		1/18/1999
Preliminary Site Assessment Began:		7/28/2003
Pollution Characterization Began:		1/23/2004
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported

WESTSIDE ARCO #2 (Continued) **S106176830**

GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	ALBERT MORITA
RP Address:	3479 MOTOR AVE
Program:	LUST
Lat/Long:	0 / 0
Local Agency Staff:	Not reported
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	Not reported

---

88 **WESTSIDE ARCO STATION #2** **CA FID UST** **S101617374**
3479 MOTOR AVE **N/A**
LOS ANGELES, CA 90034

CA FID UST:

Facility ID:	19055271
Regulated By:	UTNKA
Regulated ID:	00000550
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2138361707
Mail To:	Not reported
Mailing Address:	3479 MOTOR AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900340000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

---

88 **EDR US Hist Auto Stat** **1015440894**
3479 MOTOR AVE **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:

Name:	WESTSIDE ARCO AM PM MINI MA
Year:	1999
Address:	3479 MOTOR AVE
Name:	WESTSIDE ARCO
Year:	2010
Address:	3479 MOTOR AVE

88 **CHEVRON 91339** **CA HAZNET** **S113019219**
10329 PALMS BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2004
Gepaid:	CAD983661489
Contact:	KATHY NORRIS
Telephone:	9258425931
Mailing Name:	Not reported
Mailing Address:	PO BOX 6004
Mailing City,St,Zip:	SAN RAMON, CA 945830000
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Unspecified oil-containing waste
Disposal Method:	Recycler
Tons:	4.17
Facility County:	Los Angeles

Year:	2004
Gepaid:	CAD983661489
Contact:	KATHY NORRIS
Telephone:	9258425931
Mailing Name:	Not reported
Mailing Address:	PO BOX 6004
Mailing City,St,Zip:	SAN RAMON, CA 945830000
Gen County:	Not reported
TSD EPA ID:	CAD982484933
TSD County:	Not reported
Waste Category:	Other empty containers 30 gallons or more
Disposal Method:	Not reported
Tons:	12
Facility County:	Los Angeles

Year:	1997
Gepaid:	CAD983661489
Contact:	CHERVON PRODUCTS CO
Telephone:	9258425931
Mailing Name:	Not reported
Mailing Address:	PO BOX 6004
Mailing City,St,Zip:	SAN RAMON, CA 945830000
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Recycler
Tons:	.2502
Facility County:	Los Angeles

Year:	1996
Gepaid:	CAD983661489
Contact:	CHERVON PRODUCTS CO
Telephone:	9258425931
Mailing Name:	Not reported
Mailing Address:	PO BOX 6004
Mailing City,St,Zip:	SAN RAMON, CA 945830000
Gen County:	Not reported
TSD EPA ID:	CAT080010101

CHEVRON 91339 (Continued) **S113019219**

TSD County: Not reported
Waste Category: Aqueous solution with total organic residues 10 percent or more
Disposal Method: Transfer Station
Tons: .1042
Facility County: Los Angeles

Year: 1995
Gepaid: CAD983661489
Contact: CHERVON PRODUCTS CO
Telephone: 9258425931
Mailing Name: Not reported
Mailing Address: PO BOX 6004
Mailing City,St,Zip: SAN RAMON, CA 945830000
Gen County: Not reported
TSD EPA ID: CAD980883177
TSD County: Not reported
Waste Category: Unspecified oil-containing waste
Disposal Method: Recycler
Tons: .3336
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
2 additional CA_HAZNET: record(s) in the EDR Site Report.

---

88 **91339** **CA LUST** **U001561373**
10329 PALMS BLVD **CA HIST UST** **N/A**
LOS ANGELES, CA 90034

LUST:
Region: STATE
Global Id: T0603737289
Latitude: 34.026856
Longitude: -118.408415
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 05/30/2007
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: DPP
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900340261
LOC Case Number: Not reported
File Location: Regional Board
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603737289
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

91339 (Continued) **U001561373**

Global Id:	T0603737289
Contact Type:	Regional Board Caseworker
Contact Name:	DANIEL PIROTTON
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	Not reported
City:	R4 UNKNOWN
Email:	dpirotton@waterboards.ca.gov
Phone Number:	2135766714

Regulatory Activities:

Global Id:	T0603737289
Action Type:	RESPONSE
Date:	04/15/2007
Action:	Monitoring Report - Quarterly
Global Id:	T0603737289
Action Type:	ENFORCEMENT
Date:	04/19/2007
Action:	Notification - Preclosure
Global Id:	T0603737289
Action Type:	REMEDIATION
Date:	01/01/1950
Action:	Excavation
Global Id:	T0603737289
Action Type:	RESPONSE
Date:	01/15/2007
Action:	Monitoring Report - Quarterly
Global Id:	T0603737289
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported
Global Id:	T0603737289
Action Type:	ENFORCEMENT
Date:	05/30/2007
Action:	Closure/No Further Action Letter
Global Id:	T0603737289
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery
Global Id:	T0603737289
Action Type:	ENFORCEMENT
Date:	04/23/2007
Action:	Site Visit / Inspection / Sampling
Global Id:	T0603737289
Action Type:	ENFORCEMENT
Date:	05/24/2006
Action:	Staff Letter
Global Id:	T0603737289
Action Type:	RESPONSE

91339 (Continued) **U001561373**

Date: 07/15/2006
Action: Other Report / Document

Global Id: T0603737289
Action Type: RESPONSE
Date: 05/01/2007
Action: Request for Closure

HIST UST:
Region: STATE
Facility ID: 00000062037
Facility Type: Gas Station
Other Type: Not reported
Total Tanks: 0005
Contact Name: ABDELMALAK,ADLY
Telephone: 8188391100
Owner Name: CHEVRON U.S.A. INC.
Owner Address: 575 MARKET
Owner City,St,Zip: SAN FRANCISCO, CA 94105

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: 0000250 unknown
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: 0000250 unknown
Leak Detection: Stock Inventor

Tank Num: 003
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: 0000250 unknown
Leak Detection: Stock Inventor

Tank Num: 004
Container Num: 4
Year Installed: Not reported
Tank Capacity: 00001000
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: 0000250 unknown
Leak Detection: Stock Inventor

91339 (Continued) **U001561373**

Tank Num: 005
Container Num: 5
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: 0000250 unknown
Leak Detection: Stock Inventor

---

88 **ADLY'S CHEVRON** **CA HAZNET** **S113048546**
10329 PALMS BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 2000
Gepaid: CAL000070102
Contact: ADLY ABDELMALAK
Telephone: 3108391558
Mailing Name: Not reported
Mailing Address: 10329 PALMS BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: CAD099452708
TSD County: Not reported
Waste Category: Oil/water separation sludge
Disposal Method: Transfer Station
Tons: 1.34
Facility County: Los Angeles

Year: 1996
Gepaid: CAL000070102
Contact: ADLY ABDELMALAK
Telephone: 3108374406
Mailing Name: Not reported
Mailing Address: 10329 PALMS BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: CAD093459485
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Transfer Station
Tons: .0498
Facility County: Los Angeles

---

88 **CHEVRON STATION #9-1339** **CA UST** **U003938943**
10329 PALMS BLVD **N/A**
LOS ANGELES, CA 90034

UST:
Facility ID: 23792
Latitude: 34.02662
Longitude: -118.40817

88 | **EDR US Hist Auto Stat** | **1009121159** | **N/A**

10329 PALMS BLVD
LOS ANGELES, CA 90034

EDR Historical Auto Stations:

Name:	CHEVRON STATIONS
Year:	1999
Type:	Not reported
Name:	CHEVRON STATIONS LOS ANGELES
Year:	1999
Address:	10329 PALMS BLVD
Name:	ADLYS CHEVRON
Year:	2001
Address:	10329 PALMS BLVD
Name:	ADLYS CHEVRON
Year:	2002
Address:	10329 PALMS BLVD
Name:	ADLYS CHEVRON
Year:	2003
Address:	10329 PALMS BLVD
Name:	ADLYS CHEVRON
Year:	2004
Address:	10329 PALMS BLVD

---

88 | **CHEVRON STATION NO 91339** | **RCRA NonGen / NLR** | **1000820122**
10329 PALMS BLVD | **FINDS** | **CAD983661489**
LOS ANGELES, CA

RCRA NonGen / NLR:

Date form received by agency:	03/13/2013
Facility name:	CHEVRON 91339
Facility address:	10329 PALMS BLVD LOS ANGELES, CA 90034
EPA ID:	CAD983661489
Mailing address:	PO BOX 6004 SAN RAMON, CA 94583
Contact:	KATHY NORRIS SLUSHER
Contact address:	PO BOX 6004 SAN RAMON, CA 94583
Contact country:	US
Contact telephone:	877-386-6044
Contact email:	NAWTDESK@CHEVRON.COM
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	CHEVRON USA
Owner/operator address:	PO BOX 6004 SAN RAMON, CA 94583
Owner/operator country:	US
Owner/operator telephone:	877-386-6044
Legal status:	Private
Owner/Operator Type:	Owner

CHEVRON STATION NO 91339 (Continued) **1000820122**

Owner/Op start date: 09/30/2004
Owner/Op end date: Not reported

Owner/operator name: KATHY NORRIS SLUSHER
Owner/operator address: Not reported
Not reported
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 09/30/2004
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 05/16/2002
Facility name: CHEVRON 91339
Site name: CHEVRON STATION NO 91339
Classification: Small Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110002894191

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

88 **ADLY Y ABDELMALAK** **CA FID UST** **S101586004**
10329 PALMS BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90034

CA FID UST:

Facility ID:	19036099
Regulated By:	UTNKA
Regulated ID:	00062037
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	8188391100
Mail To:	Not reported
Mailing Address:	575 MARKET ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900340000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

SWEEPS UST:

Status:	Active
Comp Number:	3494
Number:	9
Board Of Equalization:	44-013040
Referral Date:	08-27-92
Action Date:	04-19-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-003494-000001
Actv Date:	04-20-88
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	5

Status:	Active
Comp Number:	3494
Number:	9
Board Of Equalization:	44-013040
Referral Date:	08-27-92
Action Date:	04-19-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-003494-000002
Actv Date:	04-20-88
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Status:	Active

ADLY Y ABDELMALAK (Continued) **S101586004**

Comp Number:	3494
Number:	9
Board Of Equalization:	44-013040
Referral Date:	08-27-92
Action Date:	04-19-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-003494-000003
Actv Date:	04-20-88
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	3494
Number:	9
Board Of Equalization:	44-013040
Referral Date:	08-27-92
Action Date:	04-19-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-003494-000004
Actv Date:	04-20-88
Capacity:	1000
Tank Use:	OIL
Stg:	W
Content:	WASTE OIL
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	3494
Number:	9
Board Of Equalization:	44-013040
Referral Date:	08-27-92
Action Date:	04-19-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-003494-000005
Actv Date:	04-20-88
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	P
Content:	DIESEL
Number Of Tanks:	Not reported

88 **CUSTOM FURNITURE REFINISHING,** **CA EMI** **S106829597**
3459 MOTOR AV **N/A**
LOS ANGELES, CA 90034

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	44284
Air District Name:	SC
SIC Code:	2511
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	44284
Air District Name:	SC
SIC Code:	7641
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1993
County Code:	19
Air Basin:	SC
Facility ID:	44284
Air District Name:	SC
SIC Code:	7641
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC

CUSTOM FURNITURE REFINISHING, (Continued) **S106829597**

Facility ID:	44284
Air District Name:	SC
SIC Code:	7641
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

88 **RICHARD D GADWA** **CA FID UST** **S101586057**
3405 MOTOR AVE **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90034

CA FID UST:

Facility ID:	19037085
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	3405 MOTOR AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900340000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

SWEEPS UST:

Status:	Not reported
Comp Number:	4783
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

88 **EDR US Hist Auto Stat** **1015436916**
3405 MOTOR AVE **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:

Name:	GADWA RICHARD D CAPT VS AUTOMOTIVE SERVICE
Year:	1999
Address:	3405 MOTOR AVE
Name:	CAPT VS AUTOMOTIVE SERVICE
Year:	2001
Address:	3405 MOTOR AVE
Name:	CAPT VS AUTOMOTIVE SERVICE
Year:	2002
Address:	3405 MOTOR AVE
Name:	CAPT VS AUTOMOTIVE SERVICE
Year:	2003
Address:	3405 MOTOR AVE
Name:	CAPTAIN VIS AUTOMOTIVE
Year:	2004
Address:	3405 MOTOR AVE
Name:	CAPTAIN VIS AUTOMOTIVE
Year:	2005
Address:	3405 MOTOR AVE
Name:	FIX CAR NOW INC
Year:	2010
Address:	3405 MOTOR AVE
Name:	GADWA RICHARD D CAPT VS AUTOMOTIVE
Year:	2011
Address:	3405 MOTOR AVE
Name:	FIX CAR NOW INC
Year:	2012
Address:	3405 MOTOR AVE

---

88 **VINTON PROPERTIES LP** **CA HAZNET** **S112924778**
3439 VINTON AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2002
Gepaid:	CAC002556470
Contact:	RYAN MOOREHEAD
Telephone:	3103062056
Mailing Name:	Not reported
Mailing Address:	PO BOX 66488
Mailing City,St,Zip:	LOS ANGELES, CA 90066
Gen County:	Not reported
TSD EPA ID:	CAD008364432
TSD County:	Not reported
Waste Category:	Other inorganic solid waste
Disposal Method:	Transfer Station
Tons:	0.68
Facility County:	Los Angeles

88 **VINTON PROPERTIES LP** **CA HAZNET** **S112922108**
3439 VINTON AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2002
Gepaid:	CAC002551973
Contact:	RYAN MOOREHEAD
Telephone:	3103062056
Mailing Name:	Not reported
Mailing Address:	PO BOX 66488
Mailing City,St,Zip:	LOS ANGELES, CA 900660000
Gen County:	Not reported
TSD EPA ID:	CAL000161743
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Recycler
Tons:	1.25
Facility County:	Los Angeles

Year:	2002
Gepaid:	CAC002551973
Contact:	RYAN MOOREHEAD
Telephone:	3103062056
Mailing Name:	Not reported
Mailing Address:	PO BOX 66488
Mailing City,St,Zip:	LOS ANGELES, CA 900660000
Gen County:	Not reported
TSD EPA ID:	CAD008364432
TSD County:	Not reported
Waste Category:	Other inorganic solid waste
Disposal Method:	Transfer Station
Tons:	1.17
Facility County:	Los Angeles

---

88 **VINTON PROPERTIES LP** **CA HAZNET** **S112924777**
3435 VINTON AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2002
Gepaid:	CAC002556469
Contact:	RYAN MOOREHEAD
Telephone:	3103062056
Mailing Name:	Not reported
Mailing Address:	PO BOX 66488
Mailing City,St,Zip:	LOS ANGELES, CA 90066
Gen County:	Not reported
TSD EPA ID:	CAD008364432
TSD County:	Not reported
Waste Category:	Other inorganic solid waste
Disposal Method:	Transfer Station
Tons:	0.68
Facility County:	Los Angeles

88 **VINTON PROPERTIES LP** **CA HAZNET** **S112922781**
3435 VINTON AVE **N/A**
LOS ANGELES, CA 90066

HAZNET:

Year:	2002
Gepaid:	CAC002553050
Contact:	RYAN MOOREHEAD
Telephone:	3103062056
Mailing Name:	Not reported
Mailing Address:	PO BOX 66488
Mailing City,St,Zip:	LOS ANGELES, CA 90066
Gen County:	Not reported
TSD EPA ID:	CAD008364432
TSD County:	Not reported
Waste Category:	Other inorganic solid waste
Disposal Method:	Transfer Station
Tons:	0.8
Facility County:	Los Angeles

---

88 **EDR US Hist Auto Stat** **1015434807**
3375 MOTOR AVE **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:

Name:	MDJ AUTO INC
Year:	2008
Address:	3375 MOTOR AVE

---

88 **EDR US Hist Cleaners** **1015045767**
3371 MOTOR AVE **N/A**
LOS ANGELES, CA 90034

EDR Historical Cleaners:

Name:	NORGE VILLAGE CHVT PALMS CLNR
Year:	2001
Address:	3371 MOTOR AVE
Name:	CHEVIOT PALMS CLEANERS
Year:	2001
Address:	3371 MOTOR AVE
Name:	CHEVIOT PALMS CLEANERS
Year:	2003
Address:	3371 MOTOR AVE
Name:	CHEVIOT PALMS CLEANERS
Year:	2004
Address:	3371 MOTOR AVE
Name:	CHEVIOT PALMS CLEANERS
Year:	2005
Address:	3371 MOTOR AVE
Name:	CHEVIOT PALMS CLEANERS
Year:	2006
Address:	3371 MOTOR AVE

(Continued) **1015045767**

Name: CHEVIOT PALMS CLEANERS
Year: 2007
Address: 3371 MOTOR AVE

Name: CHEVIOT PALMS CLEANERS
Year: 2008
Address: 3371 MOTOR AVE

Name: CHEVIOT PALMS CLEANERS
Year: 2010
Address: 3371 MOTOR AVE

Name: CHEVIOTPALMS CLEANERS
Year: 2011
Address: 3371 MOTOR AVE

Name: CHEVIOTPALMS CLEANERS
Year: 2012
Address: 3371 MOTOR AVE

---

88 **CHEVIOT PALMS CLEANERS** **RCRA-SQG** **1000433297**
3371 MOTOR AVE **FINDS** **CAD981633233**
LOS ANGELES, CA **CA DRYCLEANERS**
CA HAZNET

RCRA-SQG:
Date form received by agency: 12/12/1986
Facility name: CHEVIOT PALMS CLEANERS
Facility address: 3371 MOTOR AVE
LOS ANGELES, CA 90034
EPA ID: CAD981633233
Contact: YOUNG MOON DEE
Contact address: 3371 MOTOR AVE
LOS ANGELES, CA 90034
Contact country: US
Contact telephone: (213) 839-1554
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: YOUNG MOON DEE
Owner/operator address: 3371 MOTOR AVE
LOS ANGELES, CA 90034
Owner/operator country: Not reported
Owner/operator telephone: (213) 839-1554
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED

CHEVIOT PALMS CLEANERS (Continued) **1000433297**

Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002731483

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

DRYCLEANERS:
EPA Id: CAD981633233
NAICS Code: 81232
NAICS Description: Drycleaning and Laundry Services (except Coin-Operated)
SIC Code: 7211
SIC Description: Power Laundries, Family and Commercial
Create Date: 07/03/1987
Facility Active: No
Inactive Date: 06/30/2008
Facility Addr2: Not reported
Owner Name: CHONG SHIN CHOI

CHEVIOT PALMS CLEANERS (Continued) **1000433297**

Owner Address: 3371 MOTOR AVE
Owner Address 2: Not reported
Owner Telephone: 0000000000
Contact Name: CHONG SHIN CHOI
Contact Address: 3371 MOTOR AVE
Contact Address 2: Not reported
Contact Telephone: --

HAZNET:
Year: 1996
Gepaid: CAD981633233
Contact: CHONG SHIN CHOI
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 3371 MOTOR AVE
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: CAD981397417
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Recycler
Tons: .1376
Facility County: Los Angeles

---

88 **VACANT LOT** **CA FID UST** **S101587508**
3332 MOTOR AVE **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90034

CA FID UST:
Facility ID: 19055706
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 3332 MOTOR AVE
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900340000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Not reported
Comp Number: 4170
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported

VACANT LOT (Continued) **S101587508**

Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: Not reported

---

88 **LAZBEN INVESTMENT CO** **CA HAZNET** **S112936023**
3328 MOTOR AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year: 2004
Gepaid: CAC002575112
Contact: ENDREW PAP
Telephone: 8189040992
Mailing Name: Not reported
Mailing Address: 14235 OXNARD ST
Mailing City,St,Zip: VAN NUYS, CA 91401
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Not reported
Tons: 2.29
Facility County: Los Angeles

Year: 2004
Gepaid: CAC002575112
Contact: ENDREW PAP
Telephone: 8189040992
Mailing Name: Not reported
Mailing Address: 14235 OXNARD ST
Mailing City,St,Zip: VAN NUYS, CA 91401
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Recycler
Tons: 0.45
Facility County: Los Angeles

---

88 **FIRE STATION 43** **CA LUST** **U001561382**
10234 NATIONAL BLVD **CA HIST UST** **N/A**
LOS ANGELES, CA 90034

LUST:

Region: STATE
Global Id: T0603793037
Latitude: 34.0290226
Longitude: -118.4080759
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 06/05/2003

FIRE STATION 43 (Continued) **U001561382**

Lead Agency:	LOS ANGELES, CITY OF
Case Worker:	NR
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900340216
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Aviation
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603793037
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Global Id:	T0603793037
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Regulatory Activities:

Global Id:	T0603793037
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery

Global Id:	T0603793037
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

HIST UST:

Region:	STATE
Facility ID:	00000047485
Facility Type:	Other
Other Type:	FIRE STATION
Total Tanks:	0001
Contact Name:	Not reported
Telephone:	2134780731
Owner Name:	CITY OF LOS ANGELES
Owner Address:	200 N. MAIN ST
Owner City,St,Zip:	LOS ANGELES, CA 90012

Tank Num:	001
Container Num:	F543-1

FIRE STATION 43 (Continued) **U001561382**

Year Installed: Not reported
Tank Capacity: 00001000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Stock Inventor

---

88 **CITY OF L A GENERAL SERVICES** **CA HAZNET** **S113010692**
10234 NATIONAL BLVD **N/A**
PALMS, CA 90012

HAZNET:
Year: 1999
Gepaid: CAD981963259
Contact: CITY OF L A DEPT OF GEN SRVCS
Telephone: 2134737746
Mailing Name: Not reported
Mailing Address: 419 S SPRING ST 12TH FLOOR
Mailing City,St,Zip: LOS ANGELES, CA 900130000
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Tank bottom waste
Disposal Method: Treatment, Tank
Tons: .1042
Facility County: Los Angeles

Year: 1993
Gepaid: CAD981963259
Contact: CITY OF L A DEPT OF GEN SRVCS
Telephone: 2134737746
Mailing Name: Not reported
Mailing Address: 419 S SPRING ST 12TH FLOOR
Mailing City,St,Zip: LOS ANGELES, CA 900130000
Gen County: Not reported
TSD EPA ID: CAT080011059
TSD County: Not reported
Waste Category: Unspecified oil-containing waste
Disposal Method: Recycler
Tons: 8.34000000000
Facility County: Los Angeles

Year: 1993
Gepaid: CAD981963259
Contact: CITY OF L A DEPT OF GEN SRVCS
Telephone: 2134737746
Mailing Name: Not reported
Mailing Address: 419 S SPRING ST 12TH FLOOR
Mailing City,St,Zip: LOS ANGELES, CA 900130000
Gen County: Not reported
TSD EPA ID: CAD067786749
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Disposal, Land Fill
Tons: 3.3712
Facility County: Los Angeles

88 **LA CITY FIRE STATION #43** **CA LUST** **S104773316**
10234 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900340216	
Status:	Leak being confirmed	
Substance:	1	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603793037	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19050	
Cross Street:	Not reported	
Enforcement Type:	Not reported	
Date Leak Discovered:	9/8/1999	
Date Leak First Reported:		10/7/1999
Date Leak Record Entered:	Not reported	
Date Confirmation Began:	10/7/1999	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		10/7/1999
Date the Case was Closed:		Not reported
How Leak Discovered:	Repair Tank	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	CITY OF LA FIRE DEPT	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		4743.2392085506681759064974961
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	CITY OF LOS ANGELES	
RP Address:	419 S. SPRING ST., 12TH FL., LOS ANGELES, CA 90013	
Program:	LUST	
Lat/Long:	34.029019 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	

LA CITY FIRE STATION #43 (Continued) **S104773316**

Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: Not reported

---

88 **LOS ANGELES FIRE STATION 43** **CA FID UST** **S101585513**
10234 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

CA FID UST:
Facility ID: 19024443
Regulated By: UTNKA
Regulated ID: 00047485
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2134855846
Mail To: Not reported
Mailing Address: 200 N MAIN STREET-ROOM
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900340000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

---

88 **LA FIRE STATION 43** **RCRA-SQG** **1000229467**
10234 NATIONAL BLVD **FINDS** **CAD981963259**
LOS ANGELES, CA 90034 **CA UST**
CA SWEEPS UST

RCRA-SQG:
Date form received by agency: 03/09/1987
Facility name: LA FIRE STATION 43
Facility address: 10234 NATIONAL BLVD
LOS ANGELES, CA 90034
EPA ID: CAD981963259
Mailing address: 200 N MAIN RM EIGHTH HUNDRED C
LOS ANGELES, CA 90012
Contact: ENVIRONMENTAL MANAGER
Contact address: 10234 NATIONAL BLVD
PALMS, CA 90012
Contact country: US
Contact telephone: (213) 485-7527
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

LA FIRE STATION 43 (Continued) **1000229467**

Owner/Operator Summary:

Owner/operator name:	CITY OF LA
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Municipal
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Municipal
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110006474412

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

LA FIRE STATION 43 (Continued) **1000229467**

UST:
Facility ID: 23890
Latitude: 34.02905
Longitude: -118.40805

SWEEPS UST:
Status: Active
Comp Number: 2653
Number: 4
Board Of Equalization: 44-012042
Referral Date: 02-12-93
Action Date: 04-04-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002653-000001
Actv Date: 04-20-88
Capacity: 1000
Tank Use: M.V. FUEL
Stg: P
Content: DIESEL
Number Of Tanks: 1

---

88 **NATIONAL PROPERTIES LP** **CA HAZNET** **S112927089**
10300 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 2003
Gepaid: CAC002560442
Contact: RYAN MOREHEAD
Telephone: 3103062056
Mailing Name: Not reported
Mailing Address: PO BOX 66488
Mailing City,St,Zip: LOS ANGELES, CA 90066
Gen County: Not reported
TSD EPA ID: CAD008364432
TSD County: Not reported
Waste Category: Other inorganic solid waste
Disposal Method: Transfer Station
Tons: 3.05
Facility County: Los Angeles

Year: 2003
Gepaid: CAC002560442
Contact: RYAN MOREHEAD
Telephone: 3103062056
Mailing Name: Not reported
Mailing Address: PO BOX 66488
Mailing City,St,Zip: LOS ANGELES, CA 90066
Gen County: Not reported
TSD EPA ID: CAD008364432
TSD County: Not reported
Waste Category: Other inorganic solid waste
Disposal Method: Not reported
Tons: 0.12
Facility County: Los Angeles

88 **APARTMENT HOUSE** **RCRA-SQG** **1008194346**
10300 NATIONAL BLVD **CAC002560442**
LOS ANGELES, CA 90034

RCRA-SQG:

Date form received by agency:	01/28/2004
Facility name:	APARTMENT HOUSE
Facility address:	10300 NATIONAL BLVD LOS ANGELES, CA 90034
EPA ID:	CAC002560442
Mailing address:	P O BOX 66488 LOS ANGELES, CA 90066
Contact:	DENNIS R MOREHEAD
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	(310) 306-2056
Telephone ext.:	116
Contact email:	DMOREHEAD@COVAD.NET
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	10300 NATIONAL PROPERTIES L P
Owner/operator address:	P O BOX 66488 LOS ANGELES, CA 90066
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	11/08/2000
Owner/Op end date:	Not reported
Owner/operator name:	HMH ASSOCIATES INC
Owner/operator address:	Not reported Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	04/21/2000
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No

APARTMENT HOUSE (Continued) **1008194346**

Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/28/2004
Facility name: APARTMENT HOUSE
Classification: Large Quantity Generator

Hazardous Waste Summary:
Waste code: D008
Waste name: LEAD

Violation Status: No violations found

---

88 **APARTMENT HOUSE** **FINDS** **1008230909**
10300 NATIONAL BLVD **N/A**
LOS ANGELES, CA

FINDS:

Registry ID: 110021005749

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZARDOUS WASTE BIENNIAL REPORTER

---

88 **WEST L.A. RECYCLING CENTER** **CA WDS** **S106102938**
10309 1/2 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

CA WDS:
Facility ID: 4 19I013119
Facility Type: Other - Does not fall into the category of Municipal/Domestic, Industrial, Agricultural or Solid Waste (Class I, II or III)
Facility Status: Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number: CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion: 4
Facility Telephone: 3108159611
Facility Contact: Bhongsant Bhandhumani
Agency Name: WEST L.A RECYCLING CENTER
Agency Address: Not reported
Agency City,St,Zip: 0
Agency Contact: Not reported

WEST L.A. RECYCLING CENTER (Continued) **S106102938**

Agency Telephone:	Not reported
Agency Type:	Private
SIC Code:	5093
SIC Code 2:	Not reported
Primary Waste:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0
Baseline Flow:	0
Reclamation:	No reclamation requirements associated with this facility.
POTW:	The facility is not a POTW.
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity:	Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

---

88 **EDR US Hist Cleaners** **1014970681**

10433 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

EDR Historical Cleaners:

Name:	RIU CLEANERS
Year:	2004
Address:	10433 NATIONAL BLVD
Name:	RITZ CLEANERS
Year:	2010
Address:	10433 NATIONAL BLVD
Name:	RITZ CLEANERS
Year:	2011
Address:	10433 NATIONAL BLVD
Name:	RITZ CLEANERS
Year:	2012
Address:	10433 NATIONAL BLVD

---

88 **RITZ ONE HOUR CLEANERS** **CA EMI** **S102827261**

10433 NATIONAL BL **N/A**
LOS ANGELES, CA 90034

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	75530
Air District Name:	SC

RITZ ONE HOUR CLEANERS (Continued) **S102827261**

SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	75530
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

88 **PRINTEX** **CA HAZNET** **S113169745**
10433 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	1995
Gepaid:	CAL931245883
Contact:	FARROKH RIAHI
Telephone:	3108363737
Mailing Name:	Not reported
Mailing Address:	10433 NATIONAL BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAD108040858
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	.0625
Facility County:	Los Angeles

Year:	1994
Gepaid:	CAL931245883
Contact:	FARROKH RIAHI
Telephone:	3108363737
Mailing Name:	Not reported
Mailing Address:	10433 NATIONAL BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAD108040858

PRINTEX (Continued) **S113169745**

TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Not reported
Tons: .0625
Facility County: Los Angeles

---

88 **RITZ ONE HOUR CLEANERS & FRENC** **CA EMI** **S106838308**
10433-7 NATIONAL BL **N/A**
LOS ANGELES, CA 90034

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	18456
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

88 **LE LYCEE FRANCAIS DE LOS ANGELES** **CA SCH** **S106091585**
10309 WEST NATIONAL BOULEVARD **LA Co. Site Mitigation** **N/A**
LOS ANGELES, CA 90034 **CA ENVIROSTOR**

SCH:

Facility ID:	60000079
Site Type:	School Investigation
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	.8
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304481
Assembly:	54
Senate:	30
Special Program Status:	Not reported
Status:	Inactive - Needs Evaluation
Status Date:	10/27/2004
Restricted Use:	NO
Funding:	School District
Latitude:	34.02947
Longitude:	-118.4091

LE LYCEE FRANCAIS DE LOS ANGELES (Continued) **S106091585**

APN:	NONE SPECIFIED
Past Use:	VEHICLE MAINTENANCE
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	PICA & SULLIVAN ARCHITECT LTD-LELYCEE FR
Alias Type:	Alternate Name
Alias Name:	304481
Alias Type:	Project Code (Site Code)
Alias Name:	60000079
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	11/18/2005
Comments:	CRU Memo completed

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	10/27/2004
Comments:	The project was dropped in November 2005.

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

LA Co. Site Mitigation:

Facility ID:	Not reported
Site ID:	SD0000139
Jurisdiction:	County
Case ID:	RO0000144
Abated:	Yes
Assigned To:	Richard Clark
Entered Date:	01/04/2005

ENVIROSTOR:

Site Type:	Evaluation
Site Type Detailed:	Evaluation
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Referred - Not Assigned
Division Branch:	Cleanup Cypress
Facility ID:	19650032
Site Code:	Not reported
Assembly:	54

LE LYCEE FRANCAIS DE LOS ANGELES (Continued) **S106091585**

Senate: 30
Special Program: Not reported
Status: Refer: 1248 Local Agency
Status Date: 01/07/2005
Restricted Use: NO
Site Mgmt. Req.: NONE SPECIFIED
Funding: Not Applicable
Latitude: 34.02947
Longitude: -118.4091
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED, NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: 19650032
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Site Type: School Investigation
Site Type Detailed: School
Acres: .8
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Javier Hinojosa
Division Branch: Southern California Schools & Brownfields Outreach
Facility ID: 60000079
Site Code: 304481
Assembly: 54
Senate: 30
Special Program: Not reported
Status: Inactive - Needs Evaluation
Status Date: 10/27/2004
Restricted Use: NO
Site Mgmt. Req.: NONE SPECIFIED
Funding: School District
Latitude: 34.02947
Longitude: -118.4091
APN: NONE SPECIFIED
Past Use: VEHICLE MAINTENANCE
Potential COC: NONE SPECIFIED, NONE SPECIFIED, NONE SPECIFIED

LE LYCEE FRANCAIS DE LOS ANGELES (Continued) **S106091585**

Confirmed COC: NONE SPECIFIED, NONE SPECIFIED, NONE SPECIFIED, NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: PICA & SULLIVAN ARCHITECT LTD-LELYCEE FR
Alias Type: Alternate Name
Alias Name: 304481
Alias Type: Project Code (Site Code)
Alias Name: 60000079
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 11/18/2005
Comments: CRU Memo completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 10/27/2004
Comments: The project was dropped in November 2005.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

---

88 **MR POLISH AUTOBODY** **CA HAZNET** **S113103201**
10309 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 2002
Gepaid: CAL000200792
Contact: CHICK COWDIN
Telephone: 3102026407
Mailing Name: Not reported
Mailing Address: 10309 NATIONAL BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Recycler
Tons: 0.37
Facility County: Los Angeles

88 **WATERS AUTO BODY** **CA HAZNET** **S113035920**
10316 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2012
Gepaid:	CAL000036265
Contact:	JAMES BRELAJAC ADD'L CONTACT
Telephone:	2132042070
Mailing Name:	Not reported
Mailing Address:	10316 NATIONAL BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900343704
Gen County:	Los Angeles
TSD EPA ID:	CAD097030993
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.075
Facility County:	Los Angeles

Year:	2012
Gepaid:	CAL000036265
Contact:	JAMES BRELAJAC ADD'L CONTACT
Telephone:	2132042070
Mailing Name:	Not reported
Mailing Address:	10316 NATIONAL BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900343704
Gen County:	Los Angeles
TSD EPA ID:	CAD008252405
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.0304
Facility County:	Los Angeles

Year:	2012
Gepaid:	CAL000036265
Contact:	JAMES BRELAJAC ADD'L CONTACT
Telephone:	2132042070
Mailing Name:	Not reported
Mailing Address:	10316 NATIONAL BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900343704
Gen County:	Los Angeles
TSD EPA ID:	CAD008252405
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.1668
Facility County:	Los Angeles

Year:	2011
Gepaid:	CAL000036265
Contact:	JAMES BRELAJAC ADD'L CONTACT
Telephone:	2132042070
Mailing Name:	Not reported
Mailing Address:	10316 NATIONAL BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900343704
Gen County:	Not reported

WATERS AUTO BODY (Continued) **S113035920**

TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues 10 percent or more
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.1251
Facility County: Los Angeles

Year: 2008
Gepaid: CAL000036265
Contact: JAMES BRELAJAC ADD'L CONTACT
Telephone: 2132042070
Mailing Name: Not reported
Mailing Address: 10316 NATIONAL BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900343704
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues 10 percent or more
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.12093
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
5 additional CA_HAZNET: record(s) in the EDR Site Report.

---

88 **EDR US Hist Auto Stat** **1015134489**

10316 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:

Name: WATERS AUTO BODY
Year: 1999
Address: 10316 NATIONAL BLVD

Name: WATERS AUTO BODY
Year: 2001
Address: 10316 NATIONAL BLVD

Name: WATERS AUTO BODY
Year: 2002
Address: 10316 NATIONAL BLVD

Name: WATERS AUTO BODY
Year: 2003
Address: 10316 NATIONAL BLVD

Name: WATERS AUTO BODY
Year: 2004
Address: 10316 NATIONAL BLVD

Name: WATER AUTO BODY
Year: 2005
Address: 10316 NATIONAL BLVD

Name: WATER AUTO BODY
Year: 2006
Address: 10316 NATIONAL BLVD

(Continued) **1015134489**

Name: WATER AUTO BODY
Year: 2007
Address: 10316 NATIONAL BLVD

Name: WATER AUTO BODY
Year: 2008
Address: 10316 NATIONAL BLVD

Name: WATER AUTO BODY
Year: 2009
Address: 10316 NATIONAL BLVD

Name: WATER AUTO BODY
Year: 2010
Address: 10316 NATIONAL BLVD

Name: WATERS AUTO BODY
Year: 2011
Address: 10316 NATIONAL BLVD

Name: WATERS AUTO BODY
Year: 2012
Address: 10316 NATIONAL BLVD

---

88 **JON-L INC** **FINDS** **1006826936**
10316 NATIONAL BL **CA EMI** **N/A**
LOS ANGELES, CA

FINDS:

Registry ID: 110013861570

Environmental Interest/Information System
The NEI (National Emissions Inventory) database contains information on stationary and mobile sources that emit criteria air pollutants and their precursors, as well as hazardous air pollutants (HAPs).

CRITERIA AND HAZARDOUS AIR POLLUTANT INVENTORY

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	40299
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

JON-L INC (Continued) **1006826936**

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	40299
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1993
County Code:	19
Air Basin:	SC
Facility ID:	40299
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	40299
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	40299
Air District Name:	SC
SIC Code:	7538

JON-L INC (Continued) **1006826936**

Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	5
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	40299
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1999
County Code:	19
Air Basin:	SC
Facility ID:	40299
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	5
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	40299
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	5
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0

JON-L INC (Continued) **1006826936**

NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	2001
County Code:	19
Air Basin:	SC
Facility ID:	40299
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	7
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

88 **SCOTT PROPERTIES** **CA HAZNET** **S112885131**
10514 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	1998
Gepaid:	CAC001361056
Contact:	SCOTT PROPERTIES
Telephone:	3104447900
Mailing Name:	Not reported
Mailing Address:	11300 WEST OLYMPIC BLVD STE 770
Mailing City,St,Zip:	LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAD099452708
TSD County:	Not reported
Waste Category:	Oil/water separation sludge
Disposal Method:	Transfer Station
Tons:	.7506
Facility County:	Los Angeles

---

88 **CHEVIOT PLACE PARTNERS** **CA FID UST** **S101583894**
3272 MOTOR AVE **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90034

CA FID UST:

Facility ID:	19007128
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2134780571
Mail To:	Not reported
Mailing Address:	3272 MOTOR AVE
Mailing Address 2:	Not reported

CHEVIOT PLACE PARTNERS (Continued) **S101583894**

Mailing City,St,Zip: LOS ANGELES 900340000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Not reported
Comp Number: 5991
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: Not reported

---

88 **EDR US Hist Auto Stat** **1015137474**
10425 IRENE ST **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:
Name: ATTILAS CAR SERVICE
Year: 2005
Address: 10425 IRENE ST

---

88 **EDR US Hist Auto Stat** **1015427370**
3260 MOTOR AVE **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:
Name: BRENTWOOD CHEVIOT AUTO BODY SHOP
Year: 1999
Address: 3260 MOTOR AVE

Name: BRENTWOOD CHVT AUTO BODY SHOP
Year: 2001
Address: 3260 MOTOR AVE

Name: BRENTWOOD CHVT AUTO BODY SHOP
Year: 2004
Address: 3260 MOTOR AVE

Name: GBA AUTO DETAILING
Year: 2007
Address: 3260 MOTOR AVE

(Continued) **1015427370**

Name: P & C AUTOBODY & AUTO SERVICE
Year: 2009
Address: 3260 MOTOR AVE

Name: P & C AUTOBODY & AUTO SVC
Year: 2010
Address: 3260 MOTOR AVE

Name: P & C AUTOBODY & AUTO SERVICE
Year: 2012
Address: 3260 MOTOR AVE

---

88 **BRENTWOOD CHEVIOT BODY SHOP** **RCRA-SQG** **1000323073**
3260 MOTOR AVE **FINDS** **CAD982370611**
LOS ANGELES, CA 90034 **LA Co. Site Mitigation**
CA EMI

RCRA-SQG:
Date form received by agency: 04/18/1988
Facility name: BRENTWOOD CHEVIOT BODY SHOP
Facility address: 3260 MOTOR AVE
LOS ANGELES, CA 90034
EPA ID: CAD982370611
Contact: ENVIRONMENTAL MANAGER
Contact address: 3260 MOTOR AVE
LOS ANGELES, CA 90034
Contact country: US
Contact telephone: (213) 559-2575
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: ALBERT HERNANDEZ
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

BRENTWOOD CHEVIOT BODY SHOP (Continued) **1000323073**

Handler Activities Summary:
- U.S. importer of hazardous waste: No
- Mixed waste (haz. and radioactive): No
- Recycler of hazardous waste: No
- Transporter of hazardous waste: No
- Treater, storer or disposer of HW: No
- Underground injection activity: No
- On-site burner exemption: No
- Furnace exemption: No
- Used oil fuel burner: No
- Used oil processor: No
- User oil refiner: No
- Used oil fuel marketer to burner: No
- Used oil Specification marketer: No
- Used oil transfer facility: No
- Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002802487

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

LA Co. Site Mitigation:
- Facility ID: FA0018367
- Site ID: SD0000195
- Jurisdiction: County
- Case ID: RO0000199
- Abated: Yes
- Assigned To: TK
- Entered Date: 07/03/2006

EMI:
- Year: 1987
- County Code: 19
- Air Basin: SC
- Facility ID: 23881
- Air District Name: SC
- SIC Code: 7538
- Air District Name: SOUTH COAST AQMD
- Community Health Air Pollution Info System: Not reported
- Consolidated Emission Reporting Rule: Not reported
- Total Organic Hydrocarbon Gases Tons/Yr: 2
- Reactive Organic Gases Tons/Yr: 2
- Carbon Monoxide Emissions Tons/Yr: 0
- NOX - Oxides of Nitrogen Tons/Yr: 0
- SOX - Oxides of Sulphur Tons/Yr: 0

BRENTWOOD CHEVIOT BODY SHOP (Continued) **1000323073**

Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	23881
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	1993
County Code:	19
Air Basin:	SC
Facility ID:	23881
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	23881
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	1996
County Code:	19
Air Basin:	SC

BRENTWOOD CHEVIOT BODY SHOP (Continued) **1000323073**

Facility ID:	23881
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

88 **BRENTWOOD CHEVIOT BODY SHOP** **CA HAZNET** **S113015599**
3260 MOTOR AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2007
Gepaid:	CAD982370611
Contact:	SAL HERNANDEZ
Telephone:	3105592575
Mailing Name:	Not reported
Mailing Address:	3260 MOTOR AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900343710
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.05
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAD982370611
Contact:	SAL HERNANDEZ
Telephone:	3105592575
Mailing Name:	Not reported
Mailing Address:	3260 MOTOR AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900343710
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.05
Facility County:	Los Angeles

Year:	2006
Gepaid:	CAD982370611
Contact:	SAL HERNANDEZ
Telephone:	3105592575
Mailing Name:	Not reported
Mailing Address:	3260 MOTOR AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900343710

BRENTWOOD CHEVIOT BODY SHOP (Continued) **S113015599**

Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Solvents Recovery
Tons: Not reported
Facility County: Los Angeles

Year: 2006
Gepaid: CAD982370611
Contact: SAL HERNANDEZ
Telephone: 3105592575
Mailing Name: Not reported
Mailing Address: 3260 MOTOR AVE
Mailing City,St,Zip: LOS ANGELES, CA 900343710
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Recycler
Tons: 0.15
Facility County: Los Angeles

Year: 2006
Gepaid: CAD982370611
Contact: SAL HERNANDEZ
Telephone: 3105592575
Mailing Name: Not reported
Mailing Address: 3260 MOTOR AVE
Mailing City,St,Zip: LOS ANGELES, CA 900343710
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Solvents Recovery
Tons: Not reported
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
27 additional CA_HAZNET: record(s) in the EDR Site Report.

---

88 **P & C AUTOBODY & AUTO SERVICE** **CA HAZNET** **S113149690**
3260 MOTOR AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 2011
Gepaid: CAL000324460
Contact: PETER NEPTUNE
Telephone: 3105581211
Mailing Name: Not reported
Mailing Address: 3260 MOTOR AVE
Mailing City,St,Zip: LOS ANGELES, CA 900343710
Gen County: Not reported
TSD EPA ID: CAT000613893
TSD County: Not reported
Waste Category: Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery

P & C AUTOBODY & AUTO SERVICE (Continued) **S113149690**

(H010-H129) Or (H131-H135)
Tons: 0.175
Facility County: Los Angeles

Year: 2011
Gepaid: CAL000324460
Contact: PETER NEPTUNE
Telephone: 3105581211
Mailing Name: Not reported
Mailing Address: 3260 MOTOR AVE
Mailing City,St,Zip: LOS ANGELES, CA 900343710
Gen County: Not reported
TSD EPA ID: TXD077603371
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.025
Facility County: Los Angeles

Year: 2010
Gepaid: CAL000324460
Contact: PETER NEPTUNE
Telephone: 3105581211
Mailing Name: Not reported
Mailing Address: 3260 MOTOR AVE
Mailing City,St,Zip: LOS ANGELES, CA 900343710
Gen County: Not reported
TSD EPA ID: CAT000613893
TSD County: Not reported
Waste Category: Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method: Not reported
Tons: 0.1
Facility County: Los Angeles

Year: 2008
Gepaid: CAL000324460
Contact: PETER NEPTUNE
Telephone: 3105581211
Mailing Name: Not reported
Mailing Address: 3260 MOTOR AVE
Mailing City,St,Zip: LOS ANGELES, CA 900343710
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.252
Facility County: Los Angeles

88 **BRAHAMS FAMILY TRUST** **CA HAZNET** **S112977548**
10405 IRENE ST APT 102 **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2009
Gepaid:	CAC002641826
Contact:	KRISTINE BRAHAMS
Telephone:	8182574267
Mailing Name:	Not reported
Mailing Address:	12335 SANTA MONICA BLVD STE 131
Mailing City,St,Zip:	LOS ANGELES, CA 900252519
Gen County:	Not reported
TSD EPA ID:	CAD009007626
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.8
Facility County:	Los Angeles

---

88 **EDR US Hist Cleaners** **1014971447**
10547 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

EDR Historical Cleaners:

Name:	ADVANCED COIN LAUNDRY & APPLIANCE
Year:	2008
Address:	10547 NATIONAL BLVD

---

89 **WALTER N MARKS INC** **CA HAZNET** **S112929955**
8850 VENICE BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2003
Gepaid:	CAC002565450
Contact:	ELIZABETH FLYNN
Telephone:	3102041865
Mailing Name:	Not reported
Mailing Address:	8758 VENICE BLVD STE 100
Mailing City,St,Zip:	LOS ANGELES, CA 90034
Gen County:	Not reported
TSD EPA ID:	CAD009007626
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Disposal, Land Fill
Tons:	6.74
Facility County:	Los Angeles

90 **LAUSD/ WEBSTER JH** **CA HAZNET** **S113013458**
11330 W GRAHAM PL **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2012
Gepaid:	CAD982044208
Contact:	SOE AUNG
Telephone:	2137455939
Mailing Name:	Not reported
Mailing Address:	333 S BEAUNDRY AVE 28TH FLR
Mailing City,St,Zip:	LOS ANGELES, CA 900170000
Gen County:	Los Angeles
TSD EPA ID:	CAD009007626
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	1.6
Facility County:	Los Angeles

Year:	2008
Gepaid:	CAD982044208
Contact:	YI HWA KIM DEPUTY DIRECTOR
Telephone:	2137435086
Mailing Name:	Not reported
Mailing Address:	333 S Beaudry Ave 20th Fl
Mailing City,St,Zip:	Los Angeles, CA 900170000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Unspecified oil-containing waste
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.5004
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAD982044208
Contact:	YI HWA KIM DEPUTY DIRECTOR
Telephone:	2137435086
Mailing Name:	Not reported
Mailing Address:	333 S Beaudry Ave 20th Fl
Mailing City,St,Zip:	Los Angeles, CA 900170000
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	8.4
Facility County:	Los Angeles

Year:	2006
Gepaid:	CAD982044208
Contact:	YI HWA KIM DEPUTY DIRECTOR
Telephone:	2137435086
Mailing Name:	Not reported
Mailing Address:	333 S Beaudry Ave 20th Fl

LAUSD/ WEBSTER JH (Continued) **S113013458**

Mailing City,St,Zip:	Los Angeles, CA 900170000
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Not reported
Tons:	25.28
Facility County:	Los Angeles

Year:	2006
Gepaid:	CAD982044208
Contact:	YI HWA KIM DEPUTY DIRECTOR
Telephone:	2137435086
Mailing Name:	Not reported
Mailing Address:	333 S Beaudry Ave 20th Fl
Mailing City,St,Zip:	Los Angeles, CA 900170000
Gen County:	Not reported
TSD EPA ID:	CAD009007626
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Disposal, Land Fill
Tons:	29.49
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
4 additional CA_HAZNET: record(s) in the EDR Site Report.

---

91 **COLORADO PLACE** **CA BOND EXP. PLAN** **S100833508**
BROADWAY AND CLOVERFIELD **CA RESPONSE** **N/A**
SANTA MONICA, CA 90404 **CA ENVIROSTOR**

CA BOND EXP. PLAN:

Reponsible Party:	BACKLOG SITE CLEANUP PLANNING REPORT
Project Revenue Source Company:	Not reported
Project Revenue Source Addr:	Not reported
Project Revenue Source City,St,Zip:	Not reported
Project Revenue Source Desc:	This site is projected for cleanup by responsible parties with reimbursement to DHS for staff and related costs. However, if the responsible parties fail to provide funding for cleanup, another source of funds will need to be established.
Site Description:	This site is a former "burn dump", which operated until the early 1950's. In later years, the facility apparently accepted inert materials.
Hazardous Waste Desc:	During core drilling prior to construction at the former "burn dump" site, elevated levels of organic material and lead were encountered in the soil and in the upper saturated zone. It is believed most of the contaminated soil has been removed from the site and properly disposed of, in accordance with State regulations.
Threat To Public Health & Env:	The threat from this site is believed to be minimal. It is believed that most of the contamination has already been removed from the site. The upper aquifer in the area is generally contaminated by organic solvents and is not used as a public water supply.
Site Activity Status:	DHS has required and the developer has provided a waste management plan for dealing with hazardous substances during excavation. The proposed depth of the excavation would remove the majority of residual wastes from the landfill. Materials exceedingDHS's standards are hazardous wastes and will be handled as Class 1 wastes; marginally contaminated waste will be taken to an appropriate landfill.

COLORADO PLACE (Continued) **S100833508**

RESPONSE:

Facility ID:	19490208
Site Type:	State Response
Site Type Detail:	State Response or NPL
Acres:	15
National Priorities List:	NO
Cleanup Oversight Agencies:	DTSC
Lead Agency:	DTSC
Lead Agency Description:	* DTSC
Project Manager:	Not reported
Supervisor:	* Harlan Jeche
Division Branch:	Cleanup Chatsworth
Site Code:	300036
Site Mgmt. Req.:	NONE SPECIFIED
Assembly:	50
Senate:	26
Special Program Status:	Not reported
Status:	No Further Action
Status Date:	04/15/1991
Restricted Use:	NO
Funding:	Responsible Party
Latitude:	34.03
Longitude:	-118.4752
APN:	NONE SPECIFIED
Past Use:	AEROSPACE MANUFACTURING/MAINTENANCE, LANDFILL - DOMESTIC, MANUFACTURING - METAL, MANUFACTURING - OTHER
Potential COC:	Arsenic, Benzene, Total Chromium (1:6 ratio Cr VI:Cr III, Lead, TPH-diesel, TPH-gas, TPH-MOTOR OIL, 1,1,1-Trichloroethane (TCA, Trichloroethylene (TCE, Chromium III, Chromium VI, Nickel, Nitric Acid, Xylenes, Zinc
Confirmed COC:	Arsenic, Benzene, Total Chromium (1:6 ratio Cr VI:Cr III, Lead, TPH-diesel, TPH-gas, TPH-MOTOR OIL, 1,1,1-Trichloroethane (TCA, Trichloroethylene (TCE, Chromium III, Chromium VI, Nickel, Nitric Acid, Xylenes, Zinc, Arsenic, Benzene, Total Chromium (1:6 ratio Cr VI:Cr III, Lead, Nitric Acid, TPH-diesel, TPH-gas, 1,1,1-Trichloroethane (TCA, Chromium III, Chromium VI, Nickel, TPH-MOTOR OIL, Xylenes, Zinc, Trichloroethylene (TCE
Potential Description:	SOIL, SV
Alias Name:	CAD981392939
Alias Type:	EPA Identification Number
Alias Name:	110033613454
Alias Type:	EPA (FRS #)
Alias Name:	P33064
Alias Type:	PCode
Alias Name:	300036
Alias Type:	Project Code (Site Code)
Alias Name:	19490208
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	* Delisting Document
Completed Date:	04/15/1991
Comments:	Site delisted via a PEA.
Completed Area Name:	PROJECT WIDE

COLORADO PLACE (Continued) **S100833508**

Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 10/04/1990
Comments: SITE SCREENING DONE COLORADO PLACE IS ON THE BEP BACKLOG. EPA HAS GIVEN THE SITE A NO FURTHER ACTION ON A SITE INVESTIGATION CONDUCTED BY E&E FEDERAL INVESTIGATION TEAM. PRELIMINARY ENDANGERMENT ASSESSMENT IS BEING COMPLETED.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Report
Completed Date: 09/28/1990
Comments: PRELIM ASSESS DONE PRELIMINARY ENDANGERMENT ASSESSMENT(PEA) COMPLETED. RECOMMEND NO FURTHER ACTION BASED ON PEA DUE TO NO SIGNIFICANT HAZARD OR THREAT TO PUBLIC HEALTH & THE ENVIRONMENT. EPA CONDUCTED AN INVESTI- GAITION AT COLORADO PLACE WHICH SUPPORTS A NO FURTHER ACTION FOR THE SITE.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

ENVIROSTOR:
Site Type: State Response
Site Type Detailed: State Response or NPL
Acres: 15
NPL: NO
Regulatory Agencies: DTSC
Lead Agency: DTSC
Program Manager: Not reported
Supervisor: * Harlan Jeche
Division Branch: Cleanup Chatsworth
Facility ID: 19490208
Site Code: 300036
Assembly: 50
Senate: 26
Special Program: Not reported
Status: No Further Action
Status Date: 04/15/1991
Restricted Use: NO
Site Mgmt. Req.: NONE SPECIFIED
Funding: Responsible Party
Latitude: 34.03
Longitude: -118.4752
APN: NONE SPECIFIED
Past Use: AEROSPACE MANUFACTURING/MAINTENANCE, LANDFILL - DOMESTIC, MANUFACTURING - METAL, MANUFACTURING - OTHER
Potential COC: Arsenic, Benzene, Total Chromium (1:6 ratio Cr VI:Cr III, Lead, TPH-diesel, TPH-gas, TPH-MOTOR OIL, 1,1,1-Trichloroethane (TCA, Trichloroethylene (TCE, Chromium III, Chromium VI, Nickel, Nitric Acid, Xylenes, Zinc

COLORADO PLACE (Continued) **S100833508**

Confirmed COC: Arsenic, Benzene, Total Chromium (1:6 ratio Cr VI:Cr III, Lead, TPH-diesel, TPH-gas, TPH-MOTOR OIL, 1,1,1-Trichloroethane (TCA, Trichloroethylene (TCE, Chromium III, Chromium VI, Nickel, Nitric Acid, Xylenes, Zinc, Arsenic, Benzene, Total Chromium (1:6 ratio Cr VI:Cr III, Lead, Nitric Acid, TPH-diesel, TPH-gas, 1,1,1-Trichloroethane (TCA, Chromium III, Chromium VI, Nickel, TPH-MOTOR OIL, Xylenes, Zinc, Trichloroethylene (TCE
Potential Description: SOIL, SV
Alias Name: CAD981392939
Alias Type: EPA Identification Number
Alias Name: 110033613454
Alias Type: EPA (FRS #)
Alias Name: P33064
Alias Type: PCode
Alias Name: 300036
Alias Type: Project Code (Site Code)
Alias Name: 19490208
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Delisting Document
Completed Date: 04/15/1991
Comments: Site delisted via a PEA.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 10/04/1990
Comments: SITE SCREENING DONE COLORADO PLACE IS ON THE BEP BACKLOG. EPA HAS GIVEN THE SITE A NO FURTHER ACTION ON A SITE INVESTIGATION CONDUCTED BY E&E FEDERAL INVESTIGATION TEAM. PRELIMINARY ENDANGERMENT ASSESSMENT IS BEING COMPLETED.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Report
Completed Date: 09/28/1990
Comments: PRELIM ASSESS DONE PRELIMINARY ENDANGERMENT ASSESSMENT(PEA) COMPLETED. RECOMMEND NO FURTHER ACTION BASED ON PEA DUE TO NO SIGNIFICANT HAZARD OR THREAT TO PUBLIC HEALTH & THE ENVIRONMENT. EPA CONDUCTED AN INVESTI- GAITION AT COLORADO PLACE WHICH SUPPORTS A NO FURTHER ACTION FOR THE SITE.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

92 **THE GILLETTE CO, PAPER MATE DI**
1681 026TH ST
SANTA MONICA, CA 90406

CA WDS **1000281811**
CA HIST CORTESE **N/A**
CA LUST
CA FID UST
CA HIST UST
CA SWEEPS UST
CA EMI

CA WDS:

Facility ID:	4 19I016499
Facility Type:	Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water pumping.
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion:	4
Facility Telephone:	3103152254
Facility Contact:	BASHIR KADRI
Agency Name:	SANFORD PAPERMATE
Agency Address:	1681 26th St
Agency City,St,Zip:	Santa Monica 904044089
Agency Contact:	BASHIR KADRI
Agency Telephone:	3103152200
Agency Type:	Private
SIC Code:	0
SIC Code 2:	Not reported
Primary Waste:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0
Baseline Flow:	0
Reclamation:	Not reported
POTW:	Not reported
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity:	Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	904040098

THE GILLETTE CO, PAPER MATE DI (Continued) **1000281811**

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	904040098	
Status:	Post remedial action monitoring	
Substance:	Hydrocarbons	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603701389	
W Global ID:	Not reported	
Staff:	SLC	
Local Agency:	19033	
Cross Street:	OLYMPIC	
Enforcement Type:	Not reported	
Date Leak Discovered:	4/21/1993	
Date Leak First Reported:		4/29/1993
Date Leak Record Entered:	3/6/1993	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	4/21/1993	
Date Case Last Changed on Database:		3/10/2000
Date the Case was Closed:		Not reported
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	KADRI, BASHIR OLD #051793-02	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		966.131117541224126616526107 9
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		4/29/1993
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		3/6/1995
Post Remedial Action Monitoring Began:		10/14/1996
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		8/21/2003
Hist Max MTBE Conc in Groundwater:		6.2
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Yes
GW Qualifier:	=	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	GILLETTE CO.	
RP Address:	1681 026TH ST. SANTA MONICA, CA 90404	
Program:	SLIC	
Lat/Long:	34.0288349 / -1	
Local Agency Staff:	UNK	
Beneficial Use:	Not reported	
Priority:	LOP/LOW - MINOR OR NO POTENTIAL WATER RESOURCE IMPACT	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	

THE GILLETTE CO, PAPER MATE DI (Continued) **1000281811**

Assigned Name: Not reported
Summary: TRANSFERRED CASE TO SLIC-JR PER RV 10/21/97; REFER TO SLIC #130E

CA FID UST:
Facility ID: 19003852
Regulated By: UTNKA
Regulated ID: 00000356
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2138292633
Mail To: Not reported
Mailing Address: 1681 026TH ST
Mailing Address 2: Not reported
Mailing City,St,Zip: SANTA MONICA 90406
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

Facility ID: 19029450
Regulated By: UTNKA
Regulated ID: CAD054815
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2133152200
Mail To: Not reported
Mailing Address: 1681 26TH ST
Mailing Address 2: Not reported
Mailing City,St,Zip: SANTA MONICA 90406
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

HIST UST:
Region: STATE
Facility ID: 00000000356
Facility Type: Other
Other Type: MFG.
Total Tanks: 0016
Contact Name: J. O'CONNOR, VICE PRES.
Telephone: 2138292633
Owner Name: THE GILLETTE CO, PAPER MATE DI
Owner Address: 1681 26TH STREET
Owner City,St,Zip: SANTA MONICA, CA 90406

Tank Num: 001
Container Num: 24P
Year Installed: 1983
Tank Capacity: 00003000

THE GILLETTE CO, PAPER MATE DI (Continued) **1000281811**

Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: 0.267 inches
Leak Detection: Vapor Sniff Well

Tank Num: 002
Container Num: 24W-1
Year Installed: 1969
Tank Capacity: 00017000
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: 3/16 inches
Leak Detection: Not reported

Tank Num: 003
Container Num: E25
Year Installed: 1979
Tank Capacity: 00000750
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: 0.1 inches
Leak Detection: Not reported

Tank Num: 004
Container Num: E24
Year Installed: 1979
Tank Capacity: 00003000
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: 0.1 inches
Leak Detection: Not reported

Tank Num: 005
Container Num: E-27
Year Installed: 1979
Tank Capacity: 00000750
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: 0.1 inches
Leak Detection: Not reported

Tank Num: 006
Container Num: E26
Year Installed: 1979
Tank Capacity: 00000550
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: 0.1 inches
Leak Detection: Not reported

Tank Num: 007
Container Num: 13A
Year Installed: 1983
Tank Capacity: 00001000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: 0.223 inches

THE GILLETTE CO, PAPER MATE DI (Continued) **1000281811**

Leak Detection: Not reported

Tank Num: 008
Container Num: 24M
Year Installed: 1983
Tank Capacity: 00001000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: 0.223 inches
Leak Detection: Vapor Sniff Well

Tank Num: 009
Container Num: 13C
Year Installed: 1983
Tank Capacity: 00003000
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: 0.1 inches
Leak Detection: Not reported

Tank Num: 010
Container Num: 13B
Year Installed: 1983
Tank Capacity: 00003000
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: 0.1 inches
Leak Detection: Not reported

Tank Num: 011
Container Num: 20-WO
Year Installed: 1983
Tank Capacity: 00004000
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Tank Construction: 0.267 inches
Leak Detection: Not reported

Tank Num: 012
Container Num: 21-D
Year Installed: 1983
Tank Capacity: 00004000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: 0.267 inches
Leak Detection: Not reported

Tank Num: 013
Container Num: 20 BO-2
Year Installed: 1983
Tank Capacity: 00004000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: 0.267 inches
Leak Detection: Not reported

Tank Num: 014

THE GILLETTE CO, PAPER MATE DI (Continued) **1000281811**

Container Num: 20 BO-1
Year Installed: 1983
Tank Capacity: 00004000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: 0.267 inches
Leak Detection: Not reported

Tank Num: 015
Container Num: 20 SO-1
Year Installed: 1983
Tank Capacity: 00004000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: 0.267 inches
Leak Detection: Not reported

Tank Num: 016
Container Num: 20 SO-2
Year Installed: 1983
Tank Capacity: 00004000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: 0.267 inches
Leak Detection: Not reported

SWEEPS UST:
Status: Active
Comp Number: 356
Number: 9
Board Of Equalization: 44-010529
Referral Date: 07-01-85
Action Date: Not reported
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: 24P
Swrcb Tank Id: 19-033-000356-000001
Actv Date: 07-01-85
Capacity: 3000
Tank Use: UNKNOWN
Stg: P
Content: Not reported
Number Of Tanks: 16

Status: Active
Comp Number: 356
Number: 9
Board Of Equalization: 44-010529
Referral Date: 07-01-85
Action Date: Not reported
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: 24W-1
Swrcb Tank Id: 19-033-000356-000002
Actv Date: 07-01-85
Capacity: 17000
Tank Use: UNKNOWN

THE GILLETTE CO, PAPER MATE DI (Continued) **1000281811**

Stg:	W
Content:	Not reported
Number Of Tanks:	Not reported
Status:	Active
Comp Number:	356
Number:	9
Board Of Equalization:	44-010529
Referral Date:	07-01-85
Action Date:	Not reported
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	E25
Swrcb Tank Id:	19-033-000356-000003
Actv Date:	07-01-85
Capacity:	750
Tank Use:	UNKNOWN
Stg:	W
Content:	Not reported
Number Of Tanks:	Not reported
Status:	Active
Comp Number:	356
Number:	9
Board Of Equalization:	44-010529
Referral Date:	07-01-85
Action Date:	Not reported
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	E24
Swrcb Tank Id:	19-033-000356-000004
Actv Date:	07-01-85
Capacity:	3000
Tank Use:	UNKNOWN
Stg:	W
Content:	Not reported
Number Of Tanks:	Not reported
Status:	Active
Comp Number:	356
Number:	9
Board Of Equalization:	44-010529
Referral Date:	07-01-85
Action Date:	Not reported
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	E-27
Swrcb Tank Id:	19-033-000356-000005
Actv Date:	07-01-85
Capacity:	750
Tank Use:	UNKNOWN
Stg:	W
Content:	Not reported
Number Of Tanks:	Not reported
Status:	Active
Comp Number:	356

THE GILLETTE CO, PAPER MATE DI (Continued) **1000281811**

Number: 9
Board Of Equalization: 44-010529
Referral Date: 07-01-85
Action Date: Not reported
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: E26
Swrcb Tank Id: 19-033-000356-000006
Actv Date: 07-01-85
Capacity: 550
Tank Use: UNKNOWN
Stg: W
Content: Not reported
Number Of Tanks: Not reported

Status: Active
Comp Number: 356
Number: 9
Board Of Equalization: 44-010529
Referral Date: 07-01-85
Action Date: Not reported
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: 13A
Swrcb Tank Id: 19-033-000356-000007
Actv Date: 07-01-85
Capacity: 1000
Tank Use: UNKNOWN
Stg: P
Content: Not reported
Number Of Tanks: Not reported

Status: Active
Comp Number: 356
Number: 9
Board Of Equalization: 44-010529
Referral Date: 07-01-85
Action Date: Not reported
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: 24M
Swrcb Tank Id: 19-033-000356-000008
Actv Date: 07-01-85
Capacity: 1000
Tank Use: UNKNOWN
Stg: P
Content: Not reported
Number Of Tanks: Not reported

Status: Active
Comp Number: 356
Number: 9
Board Of Equalization: 44-010529
Referral Date: 07-01-85
Action Date: Not reported
Created Date: 02-29-88
Tank Status: A

THE GILLETTE CO, PAPER MATE DI (Continued) **1000281811**

Owner Tank Id: 13C
Swrcb Tank Id: 19-033-000356-000009
Actv Date: 07-01-85
Capacity: 3000
Tank Use: UNKNOWN
Stg: W
Content: Not reported
Number Of Tanks: Not reported

Status: Active
Comp Number: 356
Number: 9
Board Of Equalization: 44-010529
Referral Date: 07-01-85
Action Date: Not reported
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: 13B
Swrcb Tank Id: 19-033-000356-000010
Actv Date: 07-01-85
Capacity: 3000
Tank Use: UNKNOWN
Stg: W
Content: Not reported
Number Of Tanks: Not reported

Status: Active
Comp Number: 356
Number: 9
Board Of Equalization: 44-010529
Referral Date: 07-01-85
Action Date: Not reported
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: 20-WO
Swrcb Tank Id: 19-033-000356-000011
Actv Date: 07-01-85
Capacity: 4000
Tank Use: OIL
Stg: W
Content: WASTE OIL
Number Of Tanks: Not reported

Status: Active
Comp Number: 356
Number: 9
Board Of Equalization: 44-010529
Referral Date: 07-01-85
Action Date: Not reported
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: 21-D
Swrcb Tank Id: 19-033-000356-000012
Actv Date: 07-01-85
Capacity: 4000
Tank Use: UNKNOWN
Stg: P

THE GILLETTE CO, PAPER MATE DI (Continued) **1000281811**

Content: Not reported
Number Of Tanks: Not reported

Status: Active
Comp Number: 356
Number: 9
Board Of Equalization: 44-010529
Referral Date: 07-01-85
Action Date: Not reported
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: 20 BO-2
Swrcb Tank Id: 19-033-000356-000013
Actv Date: 07-01-85
Capacity: 4000
Tank Use: UNKNOWN
Stg: P
Content: Not reported
Number Of Tanks: Not reported

Status: Active
Comp Number: 356
Number: 9
Board Of Equalization: 44-010529
Referral Date: 07-01-85
Action Date: Not reported
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: 20 BO-1
Swrcb Tank Id: 19-033-000356-000014
Actv Date: 07-01-85
Capacity: 4000
Tank Use: UNKNOWN
Stg: P
Content: Not reported
Number Of Tanks: Not reported

Status: Active
Comp Number: 356
Number: 9
Board Of Equalization: 44-010529
Referral Date: 07-01-85
Action Date: Not reported
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: 20 SO-1
Swrcb Tank Id: 19-033-000356-000015
Actv Date: 07-01-85
Capacity: 4000
Tank Use: UNKNOWN
Stg: P
Content: Not reported
Number Of Tanks: Not reported

Status: Active
Comp Number: 356
Number: 9

THE GILLETTE CO, PAPER MATE DI (Continued) **1000281811**

Board Of Equalization:	44-010529
Referral Date:	07-01-85
Action Date:	Not reported
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	20 SO-2
Swrcb Tank Id:	19-033-000356-000016
Actv Date:	07-01-85
Capacity:	4000
Tank Use:	UNKNOWN
Stg:	P
Content:	Not reported
Number Of Tanks:	Not reported

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	6592
Air District Name:	SC
SIC Code:	3951
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	61
Reactive Organic Gases Tons/Yr:	37
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	6592
Air District Name:	SC
SIC Code:	3951
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	24
Reactive Organic Gases Tons/Yr:	18
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	6592
Air District Name:	SC
SIC Code:	3951
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported

THE GILLETTE CO, PAPER MATE DI (Continued) **1000281811**

Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	8
Reactive Organic Gases Tons/Yr:	4
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1996
County Code:	19
Air Basin:	SC
Facility ID:	6592
Air District Name:	SC
SIC Code:	3951
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	6
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	6592
Air District Name:	SC
SIC Code:	3951
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	6
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	6592
Air District Name:	SC
SIC Code:	3951
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	6
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0

THE GILLETTE CO, PAPER MATE DI (Continued) **1000281811**

Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	1999
County Code:	19
Air Basin:	SC
Facility ID:	6592
Air District Name:	SC
SIC Code:	3951
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	6
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	6592
Air District Name:	SC
SIC Code:	3951
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	6
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	2001
County Code:	19
Air Basin:	SC
Facility ID:	6592
Air District Name:	SC
SIC Code:	3951
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

92 **SANTA MONICA BUSINESS PARK** **CA SLIC** **S104792032**
1681 026TH **N/A**
SANTA MONICA, CA 90404

SLIC REG 4:
Region: 4
Facility Status: No further action required
SLIC: 0130E
Substance: VOCs
Staff: John Geroch

---

92 **THE GILLETE COMPANY** **CA SLIC** **U003783629**
1681 026TH **N/A**
SANTA MONICA, CA 90404

SLIC REG 4:
Region: 4
Facility Status: Site Assessment
SLIC: 0130E
Substance: VOCs
Staff: John Geroch

---

93 **EDR US Hist Auto Stat** **1015172960**
11722 GATEWAY BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:
Name: ABBOTT MOTOR BRAKE CLINIC INC
Year: 2003
Address: 11722 GATEWAY BLVD

Name: ABBOTT MOTOR BRAKE CLINIC INC
Year: 2004
Address: 11722 GATEWAY BLVD

Name: ABBOTT MOTOR BRAKE CLINIC INC
Year: 2005
Address: 11722 GATEWAY BLVD

Name: ABBOTT MOTOR BRAKE CLINIC INC
Year: 2007
Address: 11722 GATEWAY BLVD

Name: G MAN 2 AUTOMOTIVE SERVICE INC
Year: 2008
Address: 11722 GATEWAY BLVD

Name: G MAN AUTOMOTIVE 2
Year: 2009
Address: 11722 GATEWAY BLVD

Name: TONYS MOTOR & BRAKE CLINIC
Year: 2010
Address: 11722 GATEWAY BLVD

Name: TONYS MOTOR & BRAKE CLINIC
Year: 2012
Address: 11722 GATEWAY BLVD

93 **TOM'S AUTO** **CA HAZNET** **S113042687**
11722 GATEWAY BLVD **N/A**
WEST LOS ANGELES, CA 90064

HAZNET:

Year:	2000
Gepaid:	CAL000050899
Contact:	UNDELIVERABLE PER VF97 AH
Telephone:	3104787117
Mailing Name:	Not reported
Mailing Address:	11722 GATEWAY BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900642820
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Unspecified oil-containing waste
Disposal Method:	Treatment, Tank
Tons:	0.04
Facility County:	Los Angeles

---

93 **EDR US Hist Cleaners** **1015028977**
2541 S BARRINGTON AVE **N/A**
LOS ANGELES, CA 90064

EDR Historical Cleaners:

Name:	SSE LAUNDRY
Year:	2006
Address:	2541 S BARRINGTON AVE
Name:	SSE LAUNDRY
Year:	2007
Address:	2541 S BARRINGTON AVE
Name:	SSE LAUNDRY
Year:	2008
Address:	2541 S BARRINGTON AVE
Name:	SSE LAUNDRY
Year:	2009
Address:	2541 S BARRINGTON AVE

---

93 **7-ELEVEN STORE 17590** **CA HAZNET** **S112909054**
2541 BARRINGTON AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2000
Gepaid:	CAC002280641
Contact:	JOE JORDAN
Telephone:	7145297711
Mailing Name:	Not reported
Mailing Address:	330 E LAMBERT RD STE 150
Mailing City,St,Zip:	BREA, CA 928210711
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Disposal, Land Fill

7-ELEVEN STORE 17590 (Continued) **S112909054**

Tons: 5.89
Facility County: Los Angeles

---

93 **EDR US Hist Cleaners** **1014979341**
11686 GATEWAY BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Cleaners:

Name: NU LIFE CLEANERS
Year: 1999
Address: 11686 GATEWAY BLVD

Name: NU LIFE CLEANERS
Year: 2001
Address: 11686 GATEWAY BLVD

Name: NU LIFE CLEANERS
Year: 2002
Address: 11686 GATEWAY BLVD

Name: NU LIFE CLEANERS
Year: 2003
Address: 11686 GATEWAY BLVD

Name: NU LIFE CLEANERS
Year: 2004
Address: 11686 GATEWAY BLVD

Name: NU LIFE CLEANERS
Year: 2005
Address: 11686 GATEWAY BLVD

Name: NU LIFE CLEANERS
Year: 2007
Address: 11686 GATEWAY BLVD

Name: NU LIFE CLEANERS
Year: 2008
Address: 11686 GATEWAY BLVD

Name: NULIFE CLEANERS
Year: 2010
Address: 11686 GATEWAY BLVD

---

93 **NU LIFE CLEANER** **RCRA-SQG** **1000284877**
11686 GATEWAY BLVD **FINDS** **CAD982051203**
LOS ANGELES, CA 90064 **CA DRYCLEANERS**

RCRA-SQG:
Date form received by agency: 10/21/1987
Facility name: NU LIFE CLEANER
Facility address: 11686 GATEWAY BLVD
LOS ANGELES, CA 90064
EPA ID: CAD982051203
Contact: ENVIRONMENTAL MANAGER
Contact address: 11686 GATEWAY BLVD

NU LIFE CLEANER (Continued) **1000284877**

LOS ANGELES, CA 90064
Contact country: US
Contact telephone: (213) 477-0684
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: CHUNG DONG GUN
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002789297

Environmental Interest/Information System

NU LIFE CLEANER (Continued) **1000284877**

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

DRYCLEANERS:

EPA Id:	CAD982051203
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	06/17/1988
Facility Active:	Yes
Inactive Date:	Not reported
Facility Addr2:	Not reported
Owner Name:	PAUL OH
Owner Address:	5051 ROSEWOOD AVE APT 202
Owner Address 2:	Not reported
Owner Telephone:	3234663346
Contact Name:	SIMON I. OH
Contact Address:	11686 GATEWAY BLVD
Contact Address 2:	Not reported
Contact Telephone:	3104770684

---

93 **NU-LIFE CLEANERS** **CA HAZNET** **S113013680**
11686 GATEWAY BLVD **N/A**
LOS ANGELES, CA 90064

HAZNET:

Year:	2008
Gepaid:	CAD982051203
Contact:	SIMON I. OH
Telephone:	3104770684
Mailing Name:	Not reported
Mailing Address:	11686 GATEWAY BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900642829
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	Solvents Recovery
Tons:	0.125
Facility County:	Los Angeles

Year:	2008
Gepaid:	CAD982051203
Contact:	SIMON I. OH
Telephone:	3104770684
Mailing Name:	Not reported
Mailing Address:	11686 GATEWAY BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900642829
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported

NU-LIFE CLEANERS (Continued) **S113013680**

Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.1
Facility County:	Los Angeles

Year:	2008
Gepaid:	CAD982051203
Contact:	SIMON I. OH
Telephone:	3104770684
Mailing Name:	Not reported
Mailing Address:	11686 GATEWAY BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900642829
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.1
Facility County:	Los Angeles

Year:	2008
Gepaid:	CAD982051203
Contact:	SIMON I. OH
Telephone:	3104770684
Mailing Name:	Not reported
Mailing Address:	11686 GATEWAY BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900642829
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	Solvents Recovery
Tons:	0.125
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAD982051203
Contact:	SIMON I. OH
Telephone:	3104770684
Mailing Name:	Not reported
Mailing Address:	11686 GATEWAY BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900642829
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	Solvents Recovery
Tons:	0.3
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
57 additional CA_HAZNET: record(s) in the EDR Site Report.

93 **NU LIFE CLEANERS, SIMON INKEUN** **CA EMI** **S106836492**
11686 GATEWAY BLVD. **N/A**
LOS ANGELES, CA 90064

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	74043
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

93 **REDDY COMPANY** **RCRA NonGen / NLR** **1000193698**
2493 STONER AVENUE **FINDS** **CAT080013576**
LOS ANGELES, CA 90064

RCRA NonGen / NLR:

Date form received by agency:	12/01/1980
Facility name:	REDDY COMPANY
Facility address:	2493 STONER AVENUE LOS ANGELES, CA 90064
EPA ID:	CAT080013576
Contact:	ENVIRONMENTAL MANAGER
Contact address:	2493 STONER AVENUE WEST LOS ANGELES, CA 90064
Contact country:	US
Contact telephone:	(213) 394-0902
Contact email:	Not reported
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	WALTER BLASINGAME
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private

REDDY COMPANY (Continued) **1000193698**

Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: Yes
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110006487195

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

93 **GATEWAY CLEANERS** **CA EMI** **S106831527**
2515 BARRINGTON AVE. **N/A**
LOS ANGELES, CA 90064

EMI:
Year: 1987
County Code: 19
Air Basin: SC
Facility ID: 9005
Air District Name: SC
SIC Code: 7216
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 5
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

GATEWAY CLEANERS (Continued) **S106831527**

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	9005
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

93 **EDR US Hist Cleaners** **1015028388**

2515 S BARRINGTON AVE **N/A**
LOS ANGELES, CA 90064

EDR Historical Cleaners:

Name:	GATEWAY CLEANERS
Year:	1999
Address:	2515 S BARRINGTON AVE
Name:	GATEWAY CLEANERS
Year:	2001
Address:	2515 S BARRINGTON AVE
Name:	GATEWAY CLEANERS
Year:	2002
Address:	2515 S BARRINGTON AVE
Name:	GATEWAY CLEANERS
Year:	2003
Address:	2515 S BARRINGTON AVE
Name:	GATEWAY CLEANERS
Year:	2004
Address:	2515 S BARRINGTON AVE
Name:	GATEWAY CLEANERS
Year:	2010
Address:	2515 S BARRINGTON AVE
Name:	GATEWAY CLEANERS & LAUNDRY
Year:	2011
Address:	2515 S BARRINGTON AVE
Name:	GATEWAY CLEANERS & LAUNDRY
Year:	2012
Address:	2515 S BARRINGTON AVE

93 GATEWAY CLEANERS — **RCRA-SQG 1000225195**
2515 SO BARRINGTON AVE — **FINDS CAD981615115**
LOS ANGELES, CA 90064 — **CA DRYCLEANERS**
CA HAZNET

RCRA-SQG:

Date form received by agency:	01/22/1987
Facility name:	GATEWAY CLEANERS
Facility address:	2515 SO BARRINGTON AVE LOS ANGELES, CA 90064
EPA ID:	CAD981615115
Contact:	ENVIRONMENTAL MANAGER
Contact address:	2515 SO BARRINGTON AVE LOS ANGELES, CA 90064
Contact country:	US
Contact telephone:	(213) 473-4527
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	OSTROW GERALD
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No

GATEWAY CLEANERS (Continued) **1000225195**

Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002724730

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

DRYCLEANERS:
EPA Id: CAL000278088
NAICS Code: 81232
NAICS Description: Drycleaning and Laundry Services (except Coin-Operated)
SIC Code: 7211
SIC Description: Power Laundries, Family and Commercial
Create Date: 01/13/2004
Facility Active: No
Inactive Date: 06/30/2007
Facility Addr2: Not reported
Owner Name: JI EUN KIM
Owner Address: 510 S BURNSIDE AVE STE 9D
Owner Address 2: Not reported
Owner Telephone: 3239360949
Contact Name: SANG HAN
Contact Address: 2515 S BARRINGTON AVE
Contact Address 2: Not reported
Contact Telephone: 3104734527

HAZNET:
Year: 2004
Gepaid: CAD981615115
Contact: GERALD OSTROW
Telephone: 3104734527
Mailing Name: Not reported
Mailing Address: 2515 SO BARRINGTON AVE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)

GATEWAY CLEANERS (Continued) **1000225195**

Disposal Method: Not reported
Tons: Not reported
Facility County: Los Angeles

Year: 2004
Gepaid: CAD981615115
Contact: GERALD OSTROW
Telephone: 3104734527
Mailing Name: Not reported
Mailing Address: 2515 SO BARRINGTON AVE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Transfer Station
Tons: 0.2
Facility County: Los Angeles

Year: 2003
Gepaid: CAD981615115
Contact: GERALD OSTROW
Telephone: 3104734527
Mailing Name: Not reported
Mailing Address: 2515 SO BARRINGTON AVE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Recycler
Tons: 0.37
Facility County: Los Angeles

Year: 2003
Gepaid: CAD981615115
Contact: GERALD OSTROW
Telephone: 3104734527
Mailing Name: Not reported
Mailing Address: 2515 SO BARRINGTON AVE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Not reported
Tons: Not reported
Facility County: Los Angeles

Year: 2003
Gepaid: CAD981615115
Contact: GERALD OSTROW
Telephone: 3104734527
Mailing Name: Not reported

GATEWAY CLEANERS (Continued) **1000225195**

Mailing Address: 2515 SO BARRINGTON AVE
Mailing City,St,Zip: LOS ANGELES, CA 900640000
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Transfer Station
Tons: 0.26
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
15 additional CA_HAZNET: record(s) in the EDR Site Report.

---

93 **GATEWAY CLEANERS** **CA HAZNET** **S113130044**
2515 S BARRINGTON AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2008
Gepaid: CAL000278088
Contact: SANG HAN
Telephone: 3104734527
Mailing Name: Not reported
Mailing Address: 2515 S BARRINGTON AVE
Mailing City,St,Zip: LOS ANGELES, CA 90064
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method: Solvents Recovery
Tons: 0.45
Facility County: Los Angeles

Year: 2007
Gepaid: CAL000278088
Contact: SANG HAN
Telephone: 3104734527
Mailing Name: Not reported
Mailing Address: 2515 S BARRINGTON AVE
Mailing City,St,Zip: LOS ANGELES, CA 90064
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Solvents Recovery
Tons: Not reported
Facility County: Los Angeles

Year: 2007
Gepaid: CAL000278088
Contact: SANG HAN
Telephone: 3104734527
Mailing Name: Not reported
Mailing Address: 2515 S BARRINGTON AVE
Mailing City,St,Zip: LOS ANGELES, CA 90064
Gen County: Not reported
TSD EPA ID: NVR000076158

GATEWAY CLEANERS (Continued) **S113130044**

TSD County: Not reported
Waste Category: Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method: Solvents Recovery
Tons: Not reported
Facility County: Los Angeles

Year: 2007
Gepaid: CAL000278088
Contact: SANG HAN
Telephone: 3104734527
Mailing Name: Not reported
Mailing Address: 2515 S BARRINGTON AVE
Mailing City,St,Zip: LOS ANGELES, CA 90064
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Solvents Recovery
Tons: 0.47
Facility County: Los Angeles

Year: 2006
Gepaid: CAL000278088
Contact: SANG HAN
Telephone: 3104734527
Mailing Name: Not reported
Mailing Address: 2515 S BARRINGTON AVE
Mailing City,St,Zip: LOS ANGELES, CA 90064
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Recycler
Tons: 0.25
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
12 additional CA_HAZNET: record(s) in the EDR Site Report.

---

93 **EDR US Hist Cleaners** **1015028136**

2507 S BARRINGTON AVE **N/A**
LOS ANGELES, CA 90064

EDR Historical Cleaners:
Name: CITRUS HAND LAUNDRY & DRY CLEA
Year: 2001
Address: 2507 S BARRINGTON AVE

93 **ALLEN ALTERNATOR** **RCRA-SQG** **1006816686**
11650 GATEWAY **FINDS** **CAR000145045**
LA, CA

RCRA-SQG:
Date form received by agency: 05/23/2003
Facility name: ALLEN ALTERNATOR
Facility address: 11650 GATEWAY
LA, CA 90064
EPA ID: CAR000145045
Contact: ANDREW I WOLACH
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: 310-475-8477
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: ANDREW WOLACH
Owner/operator address: Not reported
Not reported
Owner/operator country: Not reported
Owner/operator telephone: Not reported
Legal status: Other
Owner/Operator Type: Operator
Owner/Op start date: 07/01/1987
Owner/Op end date: Not reported

Owner/operator name: WOLACH, INC
Owner/operator address: Not reported
Not reported
Owner/operator country: Not reported
Owner/operator telephone: Not reported
Legal status: Other
Owner/Operator Type: Owner
Owner/Op start date: 07/01/1987
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No

ALLEN ALTERNATOR (Continued) **1006816686**

Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Hazardous Waste Summary:
Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D018
Waste name: BENZENE

Waste code: D039
Waste name: TETRACHLOROETHYLENE

Waste code: D040
Waste name: TRICHLOROETHYLENE

Violation Status: No violations found

FINDS:

Registry ID: 110014460868

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

93 **SWEDISH SERVICE** **RCRA-SQG** **1000189635**
11671 GATEWAY BLVD **FINDS** **CAD982050718**
LOS ANGELES, CA **CA HAZNET**

RCRA-SQG:
Date form received by agency: 10/19/1987
Facility name: SWEDISH SVC
Facility address: 11671 GATEWAY BLVD
LOS ANGELES, CA 90064
EPA ID: CAD982050718
Contact: ENVIRONMENTAL MANAGER
Contact address: 11671 GATEWAY BLVD
WEST LOS ANGELES, CA 90064
Contact country: US
Contact telephone: (213) 477-5517

SWEDISH SERVICE (Continued) **1000189635**

Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: ANDER KARLSSON
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110006477099

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport,

SWEDISH SERVICE (Continued) **1000189635**

and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:

Year:	1994
Gepaid:	CAD982050718
Contact:	Not reported
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	11671 GATEWAY BLVD
Mailing City,St,Zip:	WEST LOS ANGELES, CA 900640000
Gen County:	Not reported
TSD EPA ID:	CAL000113451
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Transfer Station
Tons:	.2293
Facility County:	Los Angeles

---

93 **EDR US Hist Auto Stat** **1015171737**

11671 GATEWAY BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:

Name:	BARRINGTON MOTORS
Year:	1999
Address:	11671 GATEWAY BLVD
Name:	BARRINGTON MOTORS
Year:	2001
Address:	11671 GATEWAY BLVD
Name:	BARRINGTON AUTO BODY & PAINT
Year:	2002
Address:	11671 GATEWAY BLVD
Name:	BARRINGTON MOTORS
Year:	2003
Address:	11671 GATEWAY BLVD
Name:	BARRINGTON MOTORS
Year:	2004
Address:	11671 GATEWAY BLVD
Name:	BARRINGTON MOTORS
Year:	2005
Address:	11671 GATEWAY BLVD
Name:	BARRINGTON MOTORS
Year:	2006
Address:	11671 GATEWAY BLVD
Name:	BARRINGTON MOTORS
Year:	2007
Address:	11671 GATEWAY BLVD

(Continued) **1015171737**

Name: BARRINGTON MOTORS
Year: 2008
Address: 11671 GATEWAY BLVD

Name: BARRINGTON MOTORS
Year: 2009
Address: 11671 GATEWAY BLVD

Name: BARRINGTON MOTORS
Year: 2010
Address: 11671 GATEWAY BLVD

Name: BARRINGTON MOTORS
Year: 2011
Address: 11671 GATEWAY BLVD

Name: BARRINGTON MOTORS
Year: 2012
Address: 11671 GATEWAY BLVD

---

94 **EDR US Hist Auto Stat** **1015395325**
2940 MILITARY AVE **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:
Name: NEW CONTINENTAL AUTO ELECTRONIC
Year: 2006
Address: 2940 MILITARY AVE

Name: NEW CONTINENTAL AUTO ELECTRONIC
Year: 2007
Address: 2940 MILITARY AVE

---

95 **PRICE SELF STORAGE NATIONAL BOULEVARD LLC** **CA LUST** **S106567231**
10151 NATIONAL BLVD. **N/A**
LOS ANGELES, CA 90034

LUST:
Region: STATE
Global Id: T0603738531
Latitude: 34.028981
Longitude: -118.406519
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 12/29/2004
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: MSH
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900340234
LOC Case Number: 35565
File Location: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Heating Oil / Fuel Oil
Site History: Not reported

PRICE SELF STORAGE NATIONAL BOULEVARD LLC (Continued) **S106567231**

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603738531
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Regulatory Activities:

Global Id:	T0603738531
Action Type:	REMEDIATION
Date:	01/01/1950
Action:	Excavation
Global Id:	T0603738531
Action Type:	ENFORCEMENT
Date:	12/03/2004
Action:	Site Visit / Inspection / Sampling
Global Id:	T0603738531
Action Type:	ENFORCEMENT
Date:	12/29/2004
Action:	Closure/No Further Action Letter
Global Id:	T0603738531
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported
Global Id:	T0603738531
Action Type:	RESPONSE
Date:	11/30/2004
Action:	Other Report / Document
Global Id:	T0603738531
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery
Global Id:	T0603738531
Action Type:	RESPONSE
Date:	11/30/2004
Action:	Other Report / Document
Global Id:	T0603738531
Action Type:	ENFORCEMENT
Date:	09/23/2004
Action:	Staff Letter

95 **NBBC LP** **CA HAZNET** **S112932998**
10151 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2003
Gepaid:	CAC002570429
Contact:	JRED J GROSSBLATT
Telephone:	3104519724
Mailing Name:	Not reported
Mailing Address:	1717 4TH ST STE 300
Mailing City,St,Zip:	SANTA MONICA, CA 90401
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Unspecified oil-containing waste
Disposal Method:	Recycler
Tons:	20.32
Facility County:	Los Angeles

Year:	2003
Gepaid:	CAC002570429
Contact:	JRED J GROSSBLATT
Telephone:	3104519724
Mailing Name:	Not reported
Mailing Address:	1717 4TH ST STE 300
Mailing City,St,Zip:	SANTA MONICA, CA 90401
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Treatment, Tank
Tons:	2.71
Facility County:	Los Angeles

Year:	2003
Gepaid:	CAC002570429
Contact:	JRED J GROSSBLATT
Telephone:	3104519724
Mailing Name:	Not reported
Mailing Address:	1717 4TH ST STE 300
Mailing City,St,Zip:	SANTA MONICA, CA 90401
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Not reported
Tons:	53.93
Facility County:	Los Angeles

Year:	2003
Gepaid:	CAC002570429
Contact:	JRED J GROSSBLATT
Telephone:	3104519724
Mailing Name:	Not reported
Mailing Address:	1717 4TH ST STE 300
Mailing City,St,Zip:	SANTA MONICA, CA 90401
Gen County:	Not reported
TSD EPA ID:	CAL000827758

NBBC LP (Continued) **S112932998**

TSD County: Not reported
Waste Category: Polychlorinated biphenyls and material containing PCBs
Disposal Method: Disposal, Land Fill
Tons: 0.7
Facility County: Los Angeles

---

95 **MIKE FROEHLICH PROPERTIES INC** **CA HAZNET** **S112910479**
10136 NATIONAL BLVD **N/A**
WEST LOS ANGELES, CA 90034

HAZNET:
Year: 2000
Gepaid: CAC002296777
Contact: MIKE FROEHLICH/OWNER
Telephone: 3103831252
Mailing Name: Not reported
Mailing Address: 1251 14TH STREET STE 314
Mailing City,St,Zip: SANTA MONICA, CA 904040000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Oil/water separation sludge
Disposal Method: Recycler
Tons: 0.41
Facility County: Los Angeles

---

96 **GTE SANTA MONICA PLANT YARD** **CA HIST CORTESE** **S102431054**
2902 EXPOSITION BLVD **CA LUST** **N/A**
SANTA MONICA, CA 90404 **CA SLIC**
CA ENF

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 904040025

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 904040025
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Pump and Treat Groundwater
Global ID: T0603701382
W Global ID: Not reported
Staff: SLC
Local Agency: 19033
Cross Street: DORCHESTER AVE
Enforcement Type: Not reported
Date Leak Discovered: Not reported
Date Leak First Reported: 2/19/1985

GTE SANTA MONICA PLANT YARD (Continued) **S102431054**

Date Leak Record Entered: 12/31/1986
Date Confirmation Began: Not reported
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 11/15/1996
Date the Case was Closed: 12/16/1996
How Leak Discovered: Not reported
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: UNK
Operator: Not reported
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 766.731513745115864204366223 63
Source of Cleanup Funding: UNK
Preliminary Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: Not reported
Pollution Characterization Began: Not reported
Remediation Plan Submitted: Not reported
Remedial Action Underway: 3/25/1988
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: Not reported
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Yes
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: GTE CALIFORNIA, INCORPORATED
RP Address: P O BOX 725, CA301HJ, CHINO, CA 91708
Program: SLIC
Lat/Long: 34.0284951 / -1
Local Agency Staff: UNK
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: CASE TRANSFERRED TO SLIC (J. GEROCH) FOR TCE CONTAMINATION INVESTIGATION OVERSIGHT.

SLIC:
Region: STATE
Facility Status: **Completed - Case Closed**
Status Date: 12/16/1996
Global Id: T0603701382
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number: Not reported
Latitude: 34.0285812
Longitude: -118.4624987
Case Type: Cleanup Program Site
Case Worker: SLC
Local Agency: Not reported
RB Case Number: 904040025
File Location: Not reported
Potential Media Affected: Aquifer used for drinking water supply

GTE SANTA MONICA PLANT YARD (Continued) **S102431054**

Potential Contaminants of Concern: Gasoline
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Region: STATE
Facility Status: **Open - Assessment & Interim Remedial Action**
Status Date: 03/30/2010
Global Id: SLT4307573
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number: Not reported
Latitude: 34.0292067580683
Longitude: -118.462100028992
Case Type: Cleanup Program Site
Case Worker: PR
Local Agency: Not reported
RB Case Number: 0130C
File Location: Regional Board
Potential Media Affected: Aquifer used for drinking water supply, Indoor Air, Other Groundwater (uses other than drinking water), Soil, Soil Vapor, Under Investigation, Well used for drinking water supply
Potential Contaminants of Concern: Benzene, Other Chlorinated Hydrocarbons, Tetrachloroethylene (PCE), Trichloroethylene (TCE), Vinyl chloride, Gasoline
Site History: Until 1947 the site was vacant. In 1947, Douglas Aircraft built facilities. They manufactured aircraft assemblies at the site until 1972. Douglas merged with McDonnell Aircaft. McDonnell/Douglas was later bought by The Boeing Corporation. General Telephone and Electronics (GTE), a phone company, bought the site in 1972 for use as a vehicle maintenance yard. Verizon bought GTE in 2002, acquiring the site. The site is currently used by Verizon as a warehouse and vehicle staging area, where light maintenance and vehicle washing also occurs. VOCs are present in soil, soil vapor, and shallow groundwater beneath the site. These may be associated with painting and other manufacturing activities conducted by Douglas, as there are no other known sources in the immediate vicinity of the site that appear capable of contaminating shallow groundwater with VOCs at the concentrations currently observed. However, as any VOC source associated with aircraft manufacturing is more than 40 years old no well defined source has been clearly identified by the numerous soil and soil vapor sampled collected to date. Regional aquifer contamination is also present. As of 2010, VOC assessment is ongoing at the site. While owned by GTE/Verizon, a gasoline UST released fuel to soil and groundwater. Some soil was excavated and removed. Goundwater was pumped and treated to control the spread of the dissolved gasoline and to remediate groundwater. The gasoline case was given regulatory closure in 1996. Dissolved benzene remains in groundwater.

Click here to access the California GeoTracker records for this facility:

ENF:
Region: 4
Facility Id: 260398
Agency Name: Santa Monica Business Park
Place Type: Facility
Place Subtype: Not reported
Facility Type: Industrial

GTE SANTA MONICA PLANT YARD (Continued) **S102431054**

Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	Not reported
Place Longitude:	Not reported
SIC Code 1:	Not reported
SIC Desc 1:	Not reported
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	SLIC
# Of Programs:	1
WDID:	4SLIC130C
Reg Measure Id:	157601
Reg Measure Type:	Unregulated
Region:	4
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Never Active
Status Date:	02/20/2013
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	247837
Region:	4

GTE SANTA MONICA PLANT YARD (Continued) **S102431054**

Order / Resolution Number:	NOV
Enforcement Action Type:	Notice of Violation
Effective Date:	07/25/2002
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	07/25/2002
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	Enforcement - 4SLIC130C
Description:	NOV sent 7/25/02 for deficient investigation workplan.
Program:	SLIC
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0

---

96 **GTE PLANT YARD** **CA HIST CORTESE** **1000128017**
2943 EXPOSITION BL **CA LUST** **N/A**
SANTA MONICA, CA 90404

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	904040070

LUST:

Region:	STATE
Global Id:	T0603701387
Latitude:	34.0288551
Longitude:	-118.4616628
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	01/10/2012
Lead Agency:	SANTA MONICA, CITY OF
Case Worker:	MH
Local Agency:	SANTA MONICA, CITY OF
RB Case Number:	904040070
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603701387
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200

GTE PLANT YARD (Continued) **1000128017**

City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

Global Id: T0603701387
Contact Type: Local Agency Caseworker
Contact Name: MONICA HANLEY
Organization Name: SANTA MONICA, CITY OF
Address: 333 Olympic Drive - 2nd Floor
City: SANTA MONICA
Email: monica.hanley@smgov.net
Phone Number: Not reported

Regulatory Activities:
Global Id: T0603701387
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603701387
Action Type: Other
Date: 01/01/1950
Action: Leak Stopped

Global Id: T0603701387
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 904040070
Status: Leak being confirmed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: Not reported
Global ID: T0603701387
W Global ID: Not reported
Staff: UNK
Local Agency: 19033
Cross Street: STANFORD ST
Enforcement Type: Not reported
Date Leak Discovered: 6/7/1995
Date Leak First Reported: 6/7/1995
Date Leak Record Entered: 8/23/1996
Date Confirmation Began: 6/7/1995
Date Leak Stopped: 6/7/1995
Date Case Last Changed on Database: 4/16/1997
Date the Case was Closed: Not reported
How Leak Discovered: Tank Closure
How Leak Stopped: Not reported

GTE PLANT YARD (Continued) **1000128017**

Cause of Leak:	Not reported
Leak Source:	Not reported
Operator:	Not reported
Water System:	Not reported
Well Name:	Not reported
Approx. Dist To Production Well (ft):	786.43815568537401405665091803
Source of Cleanup Funding:	Not reported
Preliminary Site Assessment Workplan Submitted:	Not reported
Preliminary Site Assessment Began:	Not reported
Pollution Characterization Began:	Not reported
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	GTE PLANT YARD
RP Address:	P.O. BOX /725--CA301HJ, CHINO CA 91708
Program:	LUST
Lat/Long:	34.0288551 / -1
Local Agency Staff:	UNK
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	Not reported

---

96 **GENERAL TELEPHONE CO** **CA FID UST** **S101585147**
2943 EXPOSITION BLVD **CA SWEEPS UST** **N/A**
SANTA MONICA, CA 90404

CA FID UST:

Facility ID:	19020338
Regulated By:	UTNKA
Regulated ID:	00003721
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2134517071
Mail To:	Not reported
Mailing Address:	2943 EXPOSITION BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	SANTA MONICA 90404
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

GENERAL TELEPHONE CO (Continued) **S101585147**

SWEEPS UST:

Status:	Active
Comp Number:	3721
Number:	1
Board Of Equalization:	44-010537
Referral Date:	01-12-90
Action Date:	01-12-90
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	1
Swrcb Tank Id:	19-033-003721-000001
Actv Date:	07-01-85
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	3

Status:	Active
Comp Number:	3721
Number:	1
Board Of Equalization:	44-010537
Referral Date:	01-12-90
Action Date:	01-12-90
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	2
Swrcb Tank Id:	19-033-003721-000002
Actv Date:	07-01-85
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	3721
Number:	1
Board Of Equalization:	44-010537
Referral Date:	01-12-90
Action Date:	01-12-90
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-033-003721-000003
Actv Date:	01-12-90
Capacity:	1000
Tank Use:	M.V. FUEL
Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported

96 **SANTA MONICA** **CA HIST UST** **U001563971**
2943 EXPOSITION BLVD **N/A**
SANTA MONICA, CA 90404

HIST UST:
Region: STATE
Facility ID: 00000018983
Facility Type: Other
Other Type: PUBLIC UTILITY
Total Tanks: 0003
Contact Name: CHARLES THIBODEAUX
Telephone: 2134517071
Owner Name: GENERAL TELEPHONE COMPANY OF
Owner Address: 4959 PALO VERDE DRIVE
Owner City,St,Zip: MONTCLAIR, CA 91763

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00000500
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00000500
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 003
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: Stock Inventor

---

96 **SANTA MONICA** **CA HIST UST** **U001563974**
2943 EXPOSITION BLVD **CA CHMIRS** **N/A**
SANTA MONICA, CA 90404

HIST UST:
Region: STATE
Facility ID: 00000003721
Facility Type: Other
Other Type: PUBLIC UTILITY
Total Tanks: 0002
Contact Name: CHARLES THIBODEAUX
Telephone: 2134517071
Owner Name: GENERAL TELEPHONE COMPANY OF C
Owner Address: 4959 PALO VERDE DRIVE
Owner City,St,Zip: MONTCLAIR, CA 91763

Tank Num: 001

SANTA MONICA (Continued) **U001563974**

Container Num: 1
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor

CHMIRS:
OES Incident Number: 98-2328
OES notification: 05/18/1998
OES Date: Not reported
OES Time: Not reported
Incident Date: Not reported
Date Completed: Not reported
Property Use: Not reported
Agency Id Number: Not reported
Agency Incident Number: Not reported
Time Notified: Not reported
Time Completed: Not reported
Surrounding Area: Not reported
Estimated Temperature: Not reported
Property Management: Not reported
Special Studies 1: Not reported
Special Studies 2: Not reported
Special Studies 3: Not reported
Special Studies 4: Not reported
Special Studies 5: Not reported
Special Studies 6: Not reported
More Than Two Substances Involved?: Not reported
Resp Agncy Personel # Of Decontaminated: Not reported
Responding Agency Personel # Of Injuries: Not reported
Responding Agency Personel # Of Fatalities: Not reported
Others Number Of Decontaminated: Not reported
Others Number Of Injuries: Not reported
Others Number Of Fatalities: Not reported
Vehicle Make/year: Not reported
Vehicle License Number: Not reported
Vehicle State: Not reported
Vehicle Id Number: Not reported
CA/DOT/PUC/ICC Number: Not reported
Company Name: Not reported
Reporting Officer Name/ID: Not reported
Report Date: Not reported
Comments: Not reported
Facility Telephone: Not reported
Waterway Involved: No
Waterway: Not reported

SANTA MONICA (Continued) **U001563974**

Spill Site:	Not reported
Cleanup By:	Fire Dept.
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	1998
Agency:	GTE Ca Inc.
Incident Date:	5/18/199812:00:00 AM
Admin Agency:	Not reported
Amount:	Not reported
Contained:	Yes
Site Type:	Service Station
E Date:	Not reported
Substance:	gasolene
Quantity Released:	Not reported
BBLS:	0
Cups:	0
CUFT:	0
Gallons:	10
Grams:	0
Pounds:	0
Liters:	0
Ounces:	0
Pints:	0
Quarts:	0
Sheen:	0
Tons:	0
Unknown:	0
Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
Description:	drive away at a fuel pump.

---

96 **DOUGLAS AIRCRAFT PLT** **CA ENVIROSTOR** **S107736231**
N/A

SANTA MONICA, CA

ENVIROSTOR:

Site Type:	Military Evaluation
Site Type Detailed:	FUDS
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Douglas Bautista
Division Branch:	Cleanup Cypress
Facility ID:	80000074
Site Code:	Not reported
Assembly:	50
Senate:	26
Special Program:	Not reported
Status:	Inactive - Needs Evaluation
Status Date:	07/01/2005
Restricted Use:	NO

DOUGLAS AIRCRAFT PLT (Continued) **S107736231**

Site Mgmt. Req.: NONE SPECIFIED
Funding: DERA
Latitude: 34.02916
Longitude: -118.4611
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED, NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CA99799F531500
Alias Type: Federal Facility ID
Alias Name: J09CA0111
Alias Type: INPR
Alias Name: 80000074
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Inventory Project Report (INPR)
Completed Date: 08/10/1994
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

---

97 **DRYCLEAN EXPRESS, ARTHUR MOLLO** **CA EMI** **S106830274**
3300 OVERLAND #102 **N/A**
LOS ANGELES, CA 90034

EMI:
Year: 1987
County Code: 19
Air Basin: SC
Facility ID: 50807
Air District Name: SC
SIC Code: 7216
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 1
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

Year: 1990
County Code: 19
Air Basin: SC

DRYCLEAN EXPRESS, ARTHUR MOLLO (Continued) **S106830274**

Facility ID:	50807
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

97 **EDR US Hist Cleaners** **1015044451**

3300 OVERLAND AVE **N/A**
LOS ANGELES, CA 90034

EDR Historical Cleaners:

Name:	DRYCLEANERS EXPRESS
Year:	2005
Address:	3300 OVERLAND AVE
Name:	DRYCLEANERS EXPRESS
Year:	2006
Address:	3300 OVERLAND AVE
Name:	DRYCLEANERS EXPRESS
Year:	2007
Address:	3300 OVERLAND AVE
Name:	DRYCLEANERS EXPRESS
Year:	2008
Address:	3300 OVERLAND AVE
Name:	ROSE AVENUE CLEANERS
Year:	2010
Address:	3300 OVERLAND AVE
Name:	ROSE AVENUE CLEANERS
Year:	2011
Address:	3300 OVERLAND AVE
Name:	ROSE AVENUE CLEANERS
Year:	2012
Address:	3300 OVERLAND AVE

97 **DRY CLEAN EXPRESS** **CA HAZNET** **S113139024**
3300 OVERLAND AVE STE 102 **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2007
Gepaid:	CAL000298489
Contact:	JOSE GUTIERREZ
Telephone:	3237532969
Mailing Name:	Not reported
Mailing Address:	3300 OVERLAND AVE STE 102
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Not reported
Tons:	Not reported
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAL000298489
Contact:	JOSE GUTIERREZ
Telephone:	3237532969
Mailing Name:	Not reported
Mailing Address:	3300 OVERLAND AVE STE 102
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	Not reported
Tons:	Not reported
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAL000298489
Contact:	JOSE GUTIERREZ
Telephone:	3237532969
Mailing Name:	Not reported
Mailing Address:	3300 OVERLAND AVE STE 102
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method:	Not reported
Tons:	0.12
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAL000298489
Contact:	JOSE GUTIERREZ
Telephone:	3237532969
Mailing Name:	Not reported
Mailing Address:	3300 OVERLAND AVE STE 102
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported

DRY CLEAN EXPRESS (Continued) **S113139024**

TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method: Solvents Recovery
Tons: Not reported
Facility County: Los Angeles

Year: 2007
Gepaid: CAL000298489
Contact: JOSE GUTIERREZ
Telephone: 3237532969
Mailing Name: Not reported
Mailing Address: 3300 OVERLAND AVE STE 102
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Solvents Recovery
Tons: Not reported
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
4 additional CA_HAZNET: record(s) in the EDR Site Report.

---

97 **DRY CLEAN EXPRESS** **RCRA-SQG** **1000107757**
3300 OVERLAND AVE **FINDS** **CAD981634512**
LOS ANGELES, CA **CA DRYCLEANERS**

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: DRY CLEAN EXPRESS
Facility address: 3300 OVERLAND AVE
LOS ANGELES, CA 90034
EPA ID: CAD981634512
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: ARTHUR A MOLLOY
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner

DRY CLEAN EXPRESS (Continued) **1000107757**

Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 12/15/1986
Facility name: DRY CLEAN EXPRESS
Classification: Large Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110002732160

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

DRYCLEANERS:

DRY CLEAN EXPRESS (Continued) **1000107757**

EPA Id:	CAL000298489
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	09/16/2005
Facility Active:	No
Inactive Date:	06/30/2008
Facility Addr2:	Not reported
Owner Name:	JOSE MOYA GUTIERREZ
Owner Address:	3300 OVERLAND AVE STE 102
Owner Address 2:	Not reported
Owner Telephone:	3237532969
Contact Name:	JOSE GUTIERREZ
Contact Address:	817 W 56TH ST
Contact Address 2:	Not reported
Contact Telephone:	3237532969

---

97 **DRY CLEAN EXPRESS** **CA HAZNET** **S113008443**
3300 OVERLAND AVE STE 102 **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2005
Gepaid:	CAD981634512
Contact:	ARTHUR MOLLOY
Telephone:	3105597092
Mailing Name:	Not reported
Mailing Address:	3300 OVERLAND AVE STE 102
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Not reported
Disposal Method:	Not reported
Tons:	Not reported
Facility County:	Los Angeles

Year:	2005
Gepaid:	CAD981634512
Contact:	ARTHUR MOLLOY
Telephone:	3105597092
Mailing Name:	Not reported
Mailing Address:	3300 OVERLAND AVE STE 102
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Not reported
Disposal Method:	Not reported
Tons:	Not reported
Facility County:	Los Angeles

Year:	2005
Gepaid:	CAD981634512
Contact:	ARTHUR MOLLOY
Telephone:	3105597092
Mailing Name:	Not reported

DRY CLEAN EXPRESS (Continued) **S113008443**

Mailing Address: 3300 OVERLAND AVE STE 102
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Recycler
Tons: Not reported
Facility County: Los Angeles

Year: 2005
Gepaid: CAD981634512
Contact: ARTHUR MOLLOY
Telephone: 3105597092
Mailing Name: Not reported
Mailing Address: 3300 OVERLAND AVE STE 102
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Recycler
Tons: Not reported
Facility County: Los Angeles

Year: 2005
Gepaid: CAD981634512
Contact: ARTHUR MOLLOY
Telephone: 3105597092
Mailing Name: Not reported
Mailing Address: 3300 OVERLAND AVE STE 102
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Not reported
Tons: 0.12
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
41 additional CA_HAZNET: record(s) in the EDR Site Report.

---

97 **LE LYCEE FRANCAIS DE LOS ANGELES** **FTTS** **1004444526**
3261 OVERLAND AVE **HIST FTTS** **N/A**
LOS ANGELES, CA 90034 **FINDS**

FTTS INSP:
Inspection Number: 1992031102735 1
Region: 09
Inspection Date: 03/11/92
Inspector: R. PETERSON
Violation occurred: Yes
Investigation Type: AHERA, Enforcement, Federal Conducted
Investigation Reason: For Cause, Violation
Legislation Code: TSCA
Facility Function: User

LE LYCEE FRANCAIS DE LOS ANGELES (Continued) **1004444526**

HIST FTTS INSP:
Inspection Number: 1992031102735 1
Region: 09
Inspection Date: Not reported
Inspector: R. PETERSON
Violation occurred: Yes
Investigation Type: AHERA, Enforcement, Federal Conducted
Investigation Reason: For Cause, Violation
Legislation Code: TSCA
Facility Function: User

FINDS:

Registry ID: 110011387855

Environmental Interest/Information System
NCDB (National Compliance Data Base) supports implementation of the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) and the Toxic Substances Control Act (TSCA). The system tracks inspections in regions and states with cooperative agreements, enforcement actions, and settlements.

---

97 **WOODCLIFF APARTMENTS** **CA HAZNET** **S112975272**
3201 OVERLAND AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 2009
Gepaid: CAC002638272
Contact: RONALS MAUER
Telephone: 3105591717
Mailing Name: Not reported
Mailing Address: 3201 OVERLAND AVE
Mailing City,St,Zip: LOS ANGELES, CA 90034
Gen County: Not reported
TSD EPA ID: AZR000501510
TSD County: Not reported
Waste Category: Other inorganic solid waste
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 2.25
Facility County: Los Angeles

---

97 **MOSS & COMPANY PROPERTY MANAGEMENT** **CA HAZNET** **S112992381**
3201 OVERLAND AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 2011
Gepaid: CAC002674581
Contact: RONALD MAURER
Telephone: 8189405999
Mailing Name: Not reported

MOSS & COMPANY PROPERTY MANAGEMENT (Continued) **S112992381**

Mailing Address: 15300 VENTURA BLVD
Mailing City,St,Zip: SHERMAN OAKS, CA 91403
Gen County: Not reported
TSD EPA ID: CAD009007626
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 1.6
Facility County: Los Angeles

Year: 2011
Gepaid: CAC002674581
Contact: RONALD MAURER
Telephone: 8189405999
Mailing Name: Not reported
Mailing Address: 15300 VENTURA BLVD
Mailing City,St,Zip: SHERMAN OAKS, CA 91403
Gen County: Not reported
TSD EPA ID: AZC950823111
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.4
Facility County: Los Angeles

Year: 2011
Gepaid: CAC002674581
Contact: RONALD MAURER
Telephone: 8189405999
Mailing Name: Not reported
Mailing Address: 15300 VENTURA BLVD
Mailing City,St,Zip: SHERMAN OAKS, CA 91403
Gen County: Not reported
TSD EPA ID: AZC950823111
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.4
Facility County: Los Angeles

Year: 2011
Gepaid: CAC002674581
Contact: RONALD MAURER
Telephone: 8189405999
Mailing Name: Not reported
Mailing Address: 15300 VENTURA BLVD
Mailing City,St,Zip: SHERMAN OAKS, CA 91403
Gen County: Not reported
TSD EPA ID: CAD009007626
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 1.6

MOSS & COMPANY PROPERTY MANAGEMENT (Continued) **S112992381**

Facility County: Los Angeles

---

97 **WOODCLIFF APARTMENTS** **CA HAZNET** **S112943663**
3201 OVERLAND AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2005
Gepaid:	CAC002587378
Contact:	RONALD MAURER
Telephone:	3104530921
Mailing Name:	Not reported
Mailing Address:	3201 OVERLAND AVE
Mailing City,St,Zip:	LOS ANGELES, CA 90034
Gen County:	Not reported
TSD EPA ID:	CAD982444481
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Recycler
Tons:	0.22
Facility County:	Los Angeles

---

97 **MOSS & COMPANY PROPERTIES MANAGEMENT** **CA HAZNET** **S113779597**
3201 OVERLAND AVE APT 6191 **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2012
Gepaid:	CAC002693484
Contact:	RONALD MAURER
Telephone:	8189905999
Mailing Name:	Not reported
Mailing Address:	15300 VENTURA BLVD STE 405
Mailing City,St,Zip:	SHERMAN OAKS, CA 91403
Gen County:	Los Angeles
TSD EPA ID:	AZC950823111
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.4
Facility County:	Los Angeles

---

97 **MOSS & COMPANY PROPERTY MGMT** **CA HAZNET** **S113777020**
3201 OVERLAND AVE APT 7130 **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2012
Gepaid:	CAC002690265
Contact:	RONALD MAURER
Telephone:	8189905999
Mailing Name:	Not reported
Mailing Address:	15300 VENTURA BLVD STE 405
Mailing City,St,Zip:	SHERMAN OAKS, CA 91403

MOSS & COMPANY PROPERTY MGMT (Continued) **S113777020**

Gen County:	Los Angeles
TSD EPA ID:	AZC950823111
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.4
Facility County:	Los Angeles

---

97 **WOODCLIFF APARTMENTS** **CA HAZNET** **S112992383**
3201 OVERLAND AVE APT 6154 **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2011
Gepaid:	CAC002674583
Contact:	RONALD MAURER
Telephone:	3105591717
Mailing Name:	Not reported
Mailing Address:	15300 VENTURA BLVD STE 405
Mailing City,St,Zip:	SHERMAN OAKS, CA 914035856
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.4
Facility County:	Los Angeles

Year:	2011
Gepaid:	CAC002674583
Contact:	RONALD MAURER
Telephone:	3105591717
Mailing Name:	Not reported
Mailing Address:	15300 VENTURA BLVD STE 405
Mailing City,St,Zip:	SHERMAN OAKS, CA 914035856
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.4
Facility County:	Los Angeles

---

97 **WOOD CLIFF APARTMENT** **CA HAZNET** **S113778238**
3201 OVERLAND AVE APT 6149 **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2012
Gepaid:	CAC002691739
Contact:	RONALD MAURER
Telephone:	8189905999
Mailing Name:	Not reported

WOOD CLIFF APARTMENT (Continued) **S113778238**

Mailing Address: 15300 VENTURA BLVD STE 405
Mailing City,St,Zip: SHERMAN OAKS, CA 91403
Gen County: Los Angeles
TSD EPA ID: AZC950823111
TSD County: 99
Waste Category: Not reported
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.4
Facility County: Los Angeles

---

97 **WOODCLIFF APARTMENTS** **CA HAZNET** **S112992384**
3201 OVERLAND AVE APT 7154 **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 2011
Gepaid: CAC002674584
Contact: RONALD MAURER
Telephone: 3105591717
Mailing Name: Not reported
Mailing Address: 15300 VENTURA BLVD STE 405
Mailing City,St,Zip: SHERMAN OAKS, CA 914035856
Gen County: Not reported
TSD EPA ID: AZC950823111
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.4
Facility County: Los Angeles

Year: 2011
Gepaid: CAC002674584
Contact: RONALD MAURER
Telephone: 3105591717
Mailing Name: Not reported
Mailing Address: 15300 VENTURA BLVD STE 405
Mailing City,St,Zip: SHERMAN OAKS, CA 914035856
Gen County: Not reported
TSD EPA ID: AZC950823111
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.4
Facility County: Los Angeles

97 **MOSS & COMPANY PROPERTY MGMT** **CA HAZNET** **S113781063**
3201 OVERLAND AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2012
Gepaid:	CAC002695234
Contact:	RONALD MAURER
Telephone:	8189905999
Mailing Name:	Not reported
Mailing Address:	15300 VENTURA BLVD STE 405
Mailing City,St,Zip:	SHERMAN OAKS, CA 91403
Gen County:	Los Angeles
TSD EPA ID:	AZC950823111
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.4
Facility County:	Los Angeles

---

97 **MOSS & COMPANY PROPERTY MANAGEMENT INC** **CA HAZNET** **S113776595**
3201 OVERLAND AVE APT 5201 **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2012
Gepaid:	CAC002689756
Contact:	RONALD MAURER
Telephone:	8189905999
Mailing Name:	Not reported
Mailing Address:	15300 VENTURA BLVD STE 405
Mailing City,St,Zip:	SHERMAN OAKS, CA 91403
Gen County:	Los Angeles
TSD EPA ID:	AZC950823111
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.4
Facility County:	Los Angeles

---

97 **WOODCLIFF APARTMENTS** **CA HAZNET** **S113464362**
3201 OVERLAND AVE APT 8141 **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2010
Gepaid:	CAC002660438
Contact:	RONALS MAURER
Telephone:	8189405999
Mailing Name:	Not reported
Mailing Address:	15300 VENTURA BLVD STE 405
Mailing City,St,Zip:	SHERMAN OAKS, CA 91403
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Asbestos containing waste

WOODCLIFF APARTMENTS (Continued) **S113464362**

Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.8
Facility County: Los Angeles

---

97 **MOSS & COMPANY PROPERTY MANAGEMENT** **CA HAZNET** **S112996931**
3201 OVERLAND AVE APT 9123 **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 2011
Gepaid: CAC002680390
Contact: RONALD MAURER
Telephone: 8189905999
Mailing Name: Not reported
Mailing Address: 15300 VENTURA BLVD STE 405
Mailing City,St,Zip: SHERMAN OAKS, CA 91403
Gen County: Not reported
TSD EPA ID: AZC950823111
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.8
Facility County: Los Angeles

Year: 2011
Gepaid: CAC002680390
Contact: RONALD MAURER
Telephone: 8189905999
Mailing Name: Not reported
Mailing Address: 15300 VENTURA BLVD STE 405
Mailing City,St,Zip: SHERMAN OAKS, CA 91403
Gen County: Not reported
TSD EPA ID: AZC950823111
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.8
Facility County: Los Angeles

---

98 **LAUSD/RICHLAND ELEMENTARY** **CA HAZNET** **S113013586**
11562 RICHLAND AVE **N/A**
LOS ANGELES, CA 90064

HAZNET:
Year: 2007
Gepaid: CAD982046773
Contact: YI HWA KIM DEPUTY DIRECTOR
Telephone: 2137435086
Mailing Name: Not reported
Mailing Address: 333 S Beaudry Ave 20th Fl
Mailing City,St,Zip: Los Angeles, CA 900170000
Gen County: Not reported
TSD EPA ID: CAD009007626

LAUSD/RICHLAND ELEMENTARY (Continued) **S113013586**

TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	16
Facility County:	Los Angeles

Year:	2004
Gepaid:	CAD982046773
Contact:	YI HWA KIM DEPUTY DIRECTOR
Telephone:	2137435086
Mailing Name:	Not reported
Mailing Address:	333 S Beaudry Ave 20th Fl
Mailing City,St,Zip:	Los Angeles, CA 900170000
Gen County:	Not reported
TSD EPA ID:	CAT080033681
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Not reported
Tons:	0.1
Facility County:	Los Angeles

Year:	2002
Gepaid:	CAD982046773
Contact:	YI HWA KIM DEPUTY DIRECTOR
Telephone:	2137435086
Mailing Name:	Not reported
Mailing Address:	333 S Beaudry Ave 20th Fl
Mailing City,St,Zip:	Los Angeles, CA 900170000
Gen County:	Not reported
TSD EPA ID:	CAD009007626
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Disposal, Land Fill
Tons:	8.42
Facility County:	Los Angeles

Year:	1994
Gepaid:	CAD982046773
Contact:	LOS ANGELES USD
Telephone:	2137435086
Mailing Name:	Not reported
Mailing Address:	1449 S SAN PEDRO ST
Mailing City,St,Zip:	LOS ANGELES, CA 900153119
Gen County:	Not reported
TSD EPA ID:	CAD067786749
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Disposal, Land Fill
Tons:	11.7992
Facility County:	Los Angeles

99 **PACIFIC WEST MNGMT/CARSEKA APTS** **CA HAZNET** **S112904357**
9618 EXPOSITION BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2001
Gepaid:	CAC002213369
Contact:	TANYA SEGAL
Telephone:	3108364886
Mailing Name:	Not reported
Mailing Address:	15771 ROCKFIELD BLVD STE 200
Mailing City,St,Zip:	IRVINE, CA 927180000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Oil/water separation sludge
Disposal Method:	Recycler
Tons:	1.43
Facility County:	Los Angeles

---

99 **EXPOSITION APARTMENTS** **CA HAZNET** **S112935804**
9618 EXPOSITION BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2004
Gepaid:	CAC002574768
Contact:	TOM SAIGER
Telephone:	6263578655
Mailing Name:	Not reported
Mailing Address:	9618 EXPOSITION BLVD APT#101
Mailing City,St,Zip:	LOS ANGELES, CA 90034
Gen County:	Not reported
TSD EPA ID:	CAT080033681
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Disposal, Land Fill
Tons:	0.55
Facility County:	Los Angeles

---

100 **BEYOND THE BELL WEST FIELD OFFICE** **FINDS** **1011917988**
2635 COLBY AVE **N/A**
LOS ANGELES, CA

FINDS:

Registry ID: 110037380839

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

100 **BEYOND THE BELL WEST FIELD OFFICE** **RCRA-LQG** **1010783818**
2635 COLBY AVE **CAR000191809**
LOS ANGELES, CA 90064

RCRA-LQG:

Date form received by agency:	04/23/2008
Facility name:	BEYOND THE BELL WEST FIELD OFFICE
Facility address:	2635 COLBY AVE LOS ANGELES, CA 90064
EPA ID:	CAR000191809
Mailing address:	333 S BEAUDRY AVE LAUSD OEHS 20TH FL LOS ANGELES, CA 90017
Contact:	SOE AUNG
Contact address:	333 S BEAUDRY AVE LAUSD OEHS 20TH FL LOS ANGELES, CA 90017
Contact country:	US
Contact telephone:	213-241-3904
Contact email:	SOE.AUNG@LAUSD.NET
EPA Region:	09
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	LOS ANGELES UNIFIED SCHOOL DIST
Owner/operator address:	333 S BEAUDRY AVE LOS ANGELES, CA 90017
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	District
Owner/Operator Type:	Owner
Owner/Op start date:	04/16/2008
Owner/Op end date:	Not reported

Owner/operator name:	BEYOND THE BELL WEST FIELD OFFICE
Owner/operator address:	Not reported Not reported
Owner/operator country:	Not reported
Owner/operator telephone:	Not reported
Legal status:	District
Owner/Operator Type:	Operator
Owner/Op start date:	04/16/2008
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No

BEYOND THE BELL WEST FIELD OFFICE (Continued) **1010783818**

Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Hazardous Waste Summary:

Waste code:	D008
Waste name:	LEAD

Violation Status: No violations found

---

101 THE BRANCH BUILDING **RCRA NonGen / NLR 1004676989**
10601 W WASHINGTON BLVD **FINDS CAR000091918**
CULVER CITY, CA

RCRA NonGen / NLR:

Date form received by agency:	03/21/2008
Facility name:	THE BRANCH BUILDING
Facility address:	10601 W WASHINGTON BLVD CULVER CITY, CA 90232
EPA ID:	CAR000091918
Mailing address:	10202 W WASHINGTON BLVD CULVER CITY, CA 90232
Contact:	CAROL REYNOLDS
Contact address:	10202 W WASHINGTON BLVD CULVER CITY, CA 90232
Contact country:	US
Contact telephone:	310-244-8866
Contact email:	Not reported
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	SONY PICTURES ENTERTAINMENT
Owner/operator address:	Not reported Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	09/20/1999
Owner/Op end date:	Not reported
Owner/operator name:	LOT INC
Owner/operator address:	10202 W WASHINGTON BLVD CULVER CITY, CA 90232
Owner/operator country:	US
Owner/operator telephone:	Not reported

THE BRANCH BUILDING (Continued) **1004676989**

Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 09/20/1999
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 02/09/2005
Facility name: THE BRANCH BUILDING
Classification: Small Quantity Generator

Date form received by agency: 02/13/2001
Facility name: THE BRANCH BUILDING
Site name: SONY PICTURES ENTERTAINMENT
Classification: Not a generator, verified

Violation Status: No violations found

FINDS:

Registry ID: 110012198503

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

101 PACIFIC BODY AND COLLISION **RCRA-SQG 1000857134**
10429 WASHINGTON BLVD **FINDS CA0000058305**
LOS ANGELES, CA **CA HAZNET**

RCRA-SQG:
Date form received by agency: 11/10/1993
Facility name: PACIFIC BODY AND COLLISION
Facility address: 10429 WASHINGTON BLVD
LOS ANGELES, CA 90034
EPA ID: CA0000058305

PACIFIC BODY AND COLLISION (Continued) **1000857134**

Mailing address: WASHINGTON BLVD
LOS ANGELES, CA 90034
Contact: KASRA VAHMI
Contact address: 10429 WASHINGTON BLVD
LOS ANGELES, CA 90034
Contact country: US
Contact telephone: (310) 829-5406
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: KASRA VAHMI
Owner/operator address: 8695 VENICE BLVD
LOS ANGELES, CA 90034
Owner/operator country: Not reported
Owner/operator telephone: (310) 839-1140
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002611950

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

PACIFIC BODY AND COLLISION (Continued) **1000857134**

HAZNET:

Year:	1998
Gepaid:	CA0000058305
Contact:	KASRA VAHMI
Telephone:	3108295406
Mailing Name:	Not reported
Mailing Address:	10429 WASHINGTON BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Not reported
Tons:	.1334
Facility County:	Los Angeles

Year:	1998
Gepaid:	CA0000058305
Contact:	KASRA VAHMI
Telephone:	3108295406
Mailing Name:	Not reported
Mailing Address:	10429 WASHINGTON BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Recycler
Tons:	.7254
Facility County:	Los Angeles

Year:	1997
Gepaid:	CA0000058305
Contact:	KASRA VAHMI
Telephone:	3108295406
Mailing Name:	Not reported
Mailing Address:	10429 WASHINGTON BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Not reported
Tons:	.1334
Facility County:	Los Angeles

Year:	1997
Gepaid:	CA0000058305
Contact:	KASRA VAHMI
Telephone:	3108295406
Mailing Name:	Not reported
Mailing Address:	10429 WASHINGTON BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture

PACIFIC BODY AND COLLISION (Continued) **1000857134**

Disposal Method: Recycler
Tons: .1334
Facility County: Los Angeles

---

101 **EDR US Hist Auto Stat** **1015137524**

10429 WASHINGTON BLVD **N/A**
CULVER CITY, CA 90232

EDR Historical Auto Stations:

Name: PREMIERE MOTORSPORT
Year: 2001
Address: 10429 WASHINGTON BLVD

Name: PREMIERE MOTORSPORT
Year: 2002
Address: 10429 WASHINGTON BLVD

Name: PREMIERE MOTORSPORT
Year: 2003
Address: 10429 WASHINGTON BLVD

Name: PREMIERE MOTORSPORT
Year: 2004
Address: 10429 WASHINGTON BLVD

Name: PREMIER MOTORSPORT
Year: 2006
Address: 10429 WASHINGTON BLVD

Name: PREMIER MOTORSPORT
Year: 2007
Address: 10429 WASHINGTON BLVD

Name: PREMIER MOTORSPORT
Year: 2008
Address: 10429 WASHINGTON BLVD

Name: PREMIER MOTORSPORT
Year: 2009
Address: 10429 WASHINGTON BLVD

Name: PREMIER MOTORSPORT
Year: 2010
Address: 10429 WASHINGTON BLVD

Name: PREMIER MOTORSPORT
Year: 2011
Address: 10429 WASHINGTON BLVD

Name: PREMIER MOTORSPORT
Year: 2012
Address: 10429 WASHINGTON BLVD

101 **WERKSTATT BODY SHOP** **CA SWEEPS UST** **S106934329**
10429 W WASHINGTON BLVD **N/A**
CULVER CITY, CA 90232

SWEEPS UST:

Status:	Active
Comp Number:	8171
Number:	2
Board Of Equalization:	Not reported
Referral Date:	07-29-93
Action Date:	07-29-93
Created Date:	05-12-93
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

---

101 **EDR US Hist Auto Stat** **1015137137**
10409 WASHINGTON BLVD **N/A**
CULVER CITY, CA 90232

EDR Historical Auto Stations:

Name:	AAMCO TRANSMISSIONS CULVER CITY WEST LOS ANGELES
Year:	1999
Address:	10409 WASHINGTON BLVD

---

101 **AAMCO TRANSM** **RCRA-SQG** **1000178119**
10409 WASHINGTON BLVD **FINDS** **CAD981675002**
CULVER CITY, CA

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	AAMCO TRANSM
Facility address:	10409 WASHINGTON BLVD CULVER CITY, CA 90230
EPA ID:	CAD981675002
Mailing address:	WASHINGTON BLVD CULVER CITY, CA 90230
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

AAMCO TRANSM (Continued) **1000178119**

Owner/Operator Summary:
- Owner/operator name: JOHN SIROLA & FRANK CANONICO
- Owner/operator address: NOT REQUIRED
  NOT REQUIRED, ME 99999
- Owner/operator country: Not reported
- Owner/operator telephone: (415) 555-1212
- Legal status: Private
- Owner/Operator Type: Owner
- Owner/Op start date: Not reported
- Owner/Op end date: Not reported

- Owner/operator name: NOT REQUIRED
- Owner/operator address: NOT REQUIRED
  NOT REQUIRED, ME 99999
- Owner/operator country: Not reported
- Owner/operator telephone: (415) 555-1212
- Legal status: Private
- Owner/Operator Type: Operator
- Owner/Op start date: Not reported
- Owner/Op end date: Not reported

Handler Activities Summary:
- U.S. importer of hazardous waste: No
- Mixed waste (haz. and radioactive): No
- Recycler of hazardous waste: No
- Transporter of hazardous waste: No
- Treater, storer or disposer of HW: No
- Underground injection activity: No
- On-site burner exemption: No
- Furnace exemption: No
- Used oil fuel burner: No
- Used oil processor: No
- User oil refiner: No
- Used oil fuel marketer to burner: No
- Used oil Specification marketer: No
- Used oil transfer facility: No
- Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002746609

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

101 **MIKE MILLER BODY SHOP** **CA FID UST** **S101586923**
10375 W WASHINGTON BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90232

CA FID UST:

Facility ID:	19054609
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	10375 W WASHINGTON BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 902320000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

SWEEPS UST:

Status:	Not reported
Comp Number:	7396
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

---

101 **EDR US Hist Auto Stat** **1015135464**
10375 WASHINGTON BLVD **N/A**
CULVER CITY, CA 90232

EDR Historical Auto Stations:

Name:	AUTOBODY MASTERS
Year:	1999
Address:	10375 WASHINGTON BLVD
Name:	AUTO BODY MASTERS INC
Year:	2001
Address:	10375 WASHINGTON BLVD
Name:	AUTO BODY MASTERS INC
Year:	2002
Address:	10375 WASHINGTON BLVD
Name:	AUTO BODY MASTERS INC

(Continued) **1015135464**

Year: 2003
Address: 10375 WASHINGTON BLVD

Name: AUTOBODY MASTERS
Year: 2004
Address: 10375 WASHINGTON BLVD

Name: AUTO BODY MASTERS INC
Year: 2006
Address: 10375 WASHINGTON BLVD

Name: AUTO BODY MASTERS INC
Year: 2007
Address: 10375 WASHINGTON BLVD

Name: AUTO BODY MASTERS INC
Year: 2008
Address: 10375 WASHINGTON BLVD

Name: AUTO BODY MASTERS INC
Year: 2009
Address: 10375 WASHINGTON BLVD

Name: AUTOBODY MASTERS
Year: 2010
Address: 10375 WASHINGTON BLVD

Name: AUTOBODY MASTERS
Year: 2011
Address: 10375 WASHINGTON BLVD

Name: AUTOBODY MASTERS
Year: 2012
Address: 10375 WASHINGTON BLVD

---

101 **ELTA M MOBECK** **CA SWEEPS UST** **S106925813**
10369 W WASHINGTON BLVD **N/A**
LOS ANGELES, CA 90230

SWEEPS UST:
Status: Not reported
Comp Number: 4207
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: Not reported

101 **ELTA M MOBECK** **CA FID UST** **S101587523**
10369 WASHINGTON BLVD **N/A**
LOS ANGELES, CA 90230

CA FID UST:

Facility ID:	19055721
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	10369 WASHINGTON BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 902300000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

---

101 **EDR US Hist Auto Stat** **1015134165**
10301 WASHINGTON BLVD **N/A**
CULVER CITY, CA 90232

EDR Historical Auto Stations:

Name:	EXOTIC CAR RAPS
Year:	2012
Address:	10301 WASHINGTON BLVD

---

101 **VERDA ALFSON** **CA SWEEPS UST** **S102801178**
3850 MOTOR AVE **N/A**
LOS ANGELES, CA 90232

SWEEPS UST:

Status:	Active
Comp Number:	9029
Number:	2
Board Of Equalization:	Not reported
Referral Date:	03-30-94
Action Date:	03-30-94
Created Date:	03-30-94
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

101 **APARTMENT HOUSE** **RCRA-SQG** **1008194374**
3840 MOTOR AVE **CAC002567682**
CULVER CITY, CA 90232

RCRA-SQG:

Date form received by agency:	01/28/2004
Facility name:	APARTMENT HOUSE
Facility address:	3840 MOTOR AVE CULVER CITY, CA 90232
EPA ID:	CAC002567682
Mailing address:	P.O. BOX 66488 LOS ANGELES, CA 90066
Contact:	DENNIS R MOREHEAD
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	(310) 306-2056
Telephone ext.:	116
Contact email:	DMOREHEAD@COVAD.NET
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	3840 MOTOR PROPERTIES, L.P.
Owner/operator address:	P. O. BOX 66488 LOS ANGELES, CA 90066
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	11/08/2000
Owner/Op end date:	Not reported

Owner/operator name:	HMH ASCIATES, INC.
Owner/operator address:	Not reported Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	04/21/2000
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No

APARTMENT HOUSE (Continued) **1008194374**

Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/28/2004
Facility name: APARTMENT HOUSE
Classification: Large Quantity Generator

Hazardous Waste Summary:
Waste code: D008
Waste name: LEAD

Violation Status: No violations found

---

101 **RUSSELL A C** **EDR US Hist Cleaners** **1009144276**
10251/2 W WASHINGTON BLVD **N/A**
SANTA MONICA, CA

EDR Historical Cleaners:
Name: RUSSELL A C
Year: 1924
Type: CLEANERS AND DYERS

---

101 **VOLKSGOLF AUTO RPR** **RCRA-SQG** **1000323991**
10223 WASHINGTON BLVD **FINDS** **CAD981166788**
CULVER CITY, CA 90230

RCRA-SQG:
Date form received by agency: 01/15/1992
Facility name: VOLKSGOLF AUTO RPR
Facility address: 10223 WASHINGTON BLVD
CULVER CITY, CA 90230
EPA ID: CAD981166788
Contact: ARTURO ABDON VERA
Contact address: 10223 WASHINGTON BLVD
CULVER CITY, CA 90230
Contact country: US
Contact telephone: (213) 839-1767
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: ARTURO SANTA CRUZ ABDON VERA
Owner/operator address: 10223 WASHINGTON BLVD
CULVER CITY, CA 90230
Owner/operator country: Not reported

VOLKSGOLF AUTO RPR (Continued) **1000323991**

Owner/operator telephone: (213) 839-1767
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: Yes
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002680224

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

101 **CULVER CITY AUTO BODY** **CA LUST** **S111760351**
10223 WASHINGTON BLVD W **N/A**
CULVER CITY, CA 90232

LUST:

Region:	STATE
Global Id:	T0603704272
Latitude:	34.0197178
Longitude:	-118.4007905
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	01/23/1990
Lead Agency:	LOS ANGELES COUNTY
Case Worker:	JOA
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	I-15210
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Aviation
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603704272
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T0603704272
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Regulatory Activities:

Global Id:	T0603704272
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

101 **VOLKSDOLF AUTO REPAIR** | **CA LUST** | **S101584299**
10223 W WASHINGTON BLVD | **CA FID UST** | **N/A**
LOS ANGELES, CA 90232 | **CA SWEEPS UST**
CA LOS ANGELES CO. HMS

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	I-15210	
Status:	Case Closed	
Substance:	1	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603704272	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19000	
Cross Street:	Not reported	
Enforcement Type:	Not reported	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		1/23/1990
Date Leak Record Entered:	2/5/1990	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		2/16/1990
Date the Case was Closed:		1/23/1990
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Not reported	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		4870.92277012016744049486769 85
Source of Cleanup Funding:		Not reported
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	CULVER CITY AUTO BODY	
RP Address:	10201 WASHINGTON BOULEVARD, W., CULVER CITY, 90230	
Program:	LUST	
Lat/Long:	34.0198133 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	

VOLKSDOLF AUTO REPAIR (Continued) **S101584299**

Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: Not reported

CA FID UST:
Facility ID: 19010331
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 10223 W WASHINGTON BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 902320000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Not reported
Comp Number: 7397
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: Not reported

LOS ANGELES CO. HMS:
Region: LA
Facility Id: 014585-015210
Facility Type: Not reported
Facility Status: Removed
Area: 2F
Permit Number: Not reported
Permit Status: Not reported

101 **EDR US Hist Auto Stat** **1015131388**
10223 WASHINGTON BLVD **N/A**
CULVER CITY, CA 90232

EDR Historical Auto Stations:
Name: VOLKS GOLF AUTO REPAIR
Year: 1999
Address: 10223 WASHINGTON BLVD

---

101 **SONY MAIN STREET IMPROVEMENTS** **CA NPDES** **S109117727**
10202 WEST WASHINGTON BLVD **CA LUST** **N/A**
CULVER CITY, CA 90232

NPDES:

Npdes Number:	CAS000002
Facility Status:	Active
Agency Id:	0
Region:	4
Regulatory Measure Id:	421705
Order No:	2009-0009-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19C362427
Program Type:	Construction
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	11/15/2011
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Sony Pictures Entertainment
Discharge Address:	10202 West Washington Blvd
Discharge City:	Culver City
Discharge State:	California
Discharge Zip:	90232

LUST:

Region:	STATE
Global Id:	T0603766772
Latitude:	34.020279
Longitude:	-118.398655
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	06/11/2008
Lead Agency:	LOS ANGELES COUNTY
Case Worker:	PGT
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	Not reported
LOC Case Number:	006847-007213
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline, Lead
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603766772
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200

SONY MAIN STREET IMPROVEMENTS (Continued) **S109117727**

City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported
Global Id:	T0603766772
Contact Type:	Local Agency Caseworker
Contact Name:	PHILLIP GHARIBIANS-TABRIZI
Organization Name:	LOS ANGELES COUNTY
Address:	900 S. FREMONT AVE.
City:	ALHAMBRA
Email:	pgharibians@dpw.lacounty.gov
Phone Number:	Not reported

Regulatory Activities:

Global Id:	T0603766772
Action Type:	REMEDIATION
Date:	01/01/1950
Action:	Not reported
Global Id:	T0603766772
Action Type:	ENFORCEMENT
Date:	06/11/2008
Action:	Closure/No Further Action Letter
Global Id:	T0603766772
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported
Global Id:	T0603766772
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery

---

101 **SONY PICTURES STUDIOS** **CA LUST** **S103281745**
10202 WASHINGTON BLVD W **N/A**
CULVER CITY, CA 90232

LUST:

Region:	STATE
Global Id:	T0603703288
Latitude:	34.016491
Longitude:	-118.404186
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	05/07/1998
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	MSH
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	I-07213
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Diesel
Site History:	Not reported

SONY PICTURES STUDIOS (Continued) **S103281745**

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603703288
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Regulatory Activities:

Global Id:	T0603703288
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery

Global Id:	T0603703288
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

Global Id:	T0603703288
Action Type:	Other
Date:	01/01/1950
Action:	Leak Stopped

LUST REG 4:

Region:	4		
Regional Board:	04		
County:	Los Angeles		
Facility Id:	I-07213		
Status:	Case Closed		
Substance:	Diesel		
Substance Quantity:	Not reported		
Local Case No:	Not reported		
Case Type:	Soil		
Abatement Method Used at the Site:		Not reported	
Global ID:	T0603703288		
W Global ID:	Not reported		
Staff:	MSH		
Local Agency:	19000		
Cross Street:	OVERLAND AVE		
Enforcement Type:	Not reported		
Date Leak Discovered:	3/12/1990		
Date Leak First Reported:		3/27/1990	
Date Leak Record Entered:	4/3/1990		
Date Confirmation Began:	Not reported		
Date Leak Stopped:	3/12/1990		
Date Case Last Changed on Database:		5/26/1993	
Date the Case was Closed:		5/7/1998	
How Leak Discovered:	Tank Closure		
How Leak Stopped:	Not reported		
Cause of Leak:	UNK		

SONY PICTURES STUDIOS (Continued) **S103281745**

Leak Source:	UNK	
Operator:	BURKE, JOHN	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		4953.0636626863313307943189623
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		8/11/1986
Preliminary Site Assessment Began:		10/1/1989
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		4/23/1991
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	SONY STUDIOS	
RP Address:	10202 WASHINGTON BLVD., CULVER CITY, 90232	
Program:	LUST	
Lat/Long:	34.0197183 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	REQUIRE TANK CLOSURE REPORT AND UPGRADING INFORMATION	

---

101 **SONY PICTURES STUDIOS** **RCRA-LQG** **1000351707**
10202 W. WASHINGTON BLVD. **CA UST** **CAD054866637**
CULVER CITY, CA 90232 **NY MANIFEST**
CA SWEEPS UST
CA LOS ANGELES CO. HMS

RCRA-LQG:

Date form received by agency:	07/26/2010
Facility name:	SONY PICTURES STUDIOS
Facility address:	10202 W. WASHINGTON BLVD. CULVER CITY, CA 90232
EPA ID:	CAD054866637
Mailing address:	W. WASHINGTON BLVD. BURNS 274 CULVER CITY, CA 90232
Contact:	CAROL L REYNOLDS
Contact address:	10202 W. WASHINGTON BLVD. BURNS 274 CULVER CITY, CA 90232
Contact country:	US
Contact telephone:	(310) 244-8866
Contact email:	CAROL_REYNOLDS@SPE.SONY.COM
EPA Region:	09
Land type:	Private
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any

SONY PICTURES STUDIOS (Continued) **1000351707**

calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	SONY PICTURES STUDIOS
Owner/operator address:	Not reported
	Not reported
Owner/operator country:	Not reported
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	07/23/1982
Owner/Op end date:	Not reported

Owner/operator name:	LOT, INC.
Owner/operator address:	10202 W. WASHINGTON BLVD. BURNS 274
	CULVER CITY, CA 90232
Owner/operator country:	US
Owner/operator telephone:	(310) 244-4000
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	07/23/1982
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No

SONY PICTURES STUDIOS (Continued) **1000351707**

Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:

Date form received by agency: 02/29/2008
Facility name: SONY PICTURES STUDIOS
Classification: Large Quantity Generator

Date form received by agency: 03/13/2006
Facility name: SONY PICTURES STUDIOS
Classification: Large Quantity Generator

Date form received by agency: 02/26/2004
Facility name: SONY PICTURES STUDIOS
Classification: Large Quantity Generator

Date form received by agency: 02/28/2002
Facility name: SONY PICTURES STUDIOS
Classification: Large Quantity Generator

Date form received by agency: 10/12/2000
Facility name: SONY PICTURES STUDIOS
Classification: Large Quantity Generator

Date form received by agency: 03/04/1999
Facility name: SONY PICTURES STUDIOS
Classification: Large Quantity Generator

Date form received by agency: 12/02/1997
Facility name: SONY PICTURES STUDIOS
Classification: Large Quantity Generator

Date form received by agency: 09/01/1996
Facility name: SONY PICTURES STUDIOS
Classification: Large Quantity Generator

Date form received by agency: 03/06/1996
Facility name: SONY PICTURES STUDIOS
Classification: Large Quantity Generator

Date form received by agency: 01/01/1994
Facility name: SONY PICTURES STUDIOS
Classification: Large Quantity Generator

Date form received by agency: 02/28/1992
Facility name: SONY PICTURES STUDIOS
Classification: Large Quantity Generator

Date form received by agency: 05/09/1990
Facility name: SONY PICTURES STUDIOS
Site name: WESTSIDE STUDIO SERVICES INC
Classification: Large Quantity Generator

Date form received by agency: 05/08/1990
Facility name: SONY PICTURES STUDIOS
Classification: Large Quantity Generator

SONY PICTURES STUDIOS (Continued) **1000351707**

Hazardous Waste Summary:

Waste code:	141
Waste name:	141
Waste code:	151
Waste name:	151
Waste code:	181
Waste name:	181
Waste code:	212
Waste name:	212
Waste code:	214
Waste name:	214
Waste code:	221
Waste name:	221
Waste code:	291
Waste name:	291
Waste code:	331
Waste name:	331
Waste code:	352
Waste name:	352
Waste code:	D001
Waste name:	IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.
Waste code:	D002
Waste name:	A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.
Waste code:	D003
Waste name:	A MATERIAL IS CONSIDERED TO BE A REACTIVE HAZARDOUS WASTE IF IT IS NORMALLY UNSTABLE, REACTS VIOLENTLY WITH WATER, GENERATES TOXIC GASES WHEN EXPOSED TO WATER OR CORROSIVE MATERIALS, OR IF IT IS CAPABLE OF DETONATION OR EXPLOSION WHEN EXPOSED TO HEAT OR A FLAME. ONE EXAMPLE OF SUCH WASTE WOULD BY WASTE GUNPOWDER.
Waste code:	D008
Waste name:	LEAD
Waste code:	D019

SONY PICTURES STUDIOS (Continued) **1000351707**

Waste name: CARBON TETRACHLORIDE

Facility Has Received Notices of Violations:
Regulation violated: Not reported
Area of violation: Generators - General
Date violation determined: 10/07/2009
Date achieved compliance: 10/07/2009
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 10/07/2009
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - Records/Reporting
Date violation determined: 01/25/2007
Date achieved compliance: 06/04/2007
Violation lead agency: EPA
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 03/08/2007
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD IS-Contingency Plan and Emergency Procedures
Date violation determined: 01/25/2007
Date achieved compliance: 06/04/2007
Violation lead agency: EPA
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 03/08/2007
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD IS-Contingency Plan and Emergency Procedures
Date violation determined: 01/25/2007
Date achieved compliance: 06/04/2007
Violation lead agency: EPA
Enforcement action: Not reported
Enforcement action date: 06/06/2007
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: Not reported

SONY PICTURES STUDIOS (Continued) **1000351707**

Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - Records/Reporting
Date violation determined: 01/25/2007
Date achieved compliance: 06/04/2007
Violation lead agency: EPA
Enforcement action: Not reported
Enforcement action date: 06/06/2007
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD IS-Contingency Plan and Emergency Procedures
Date violation determined: 01/25/2007
Date achieved compliance: 06/04/2007
Violation lead agency: EPA
Enforcement action: Not reported
Enforcement action date: 03/08/2007
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - Records/Reporting
Date violation determined: 01/25/2007
Date achieved compliance: 06/04/2007
Violation lead agency: EPA
Enforcement action: Not reported
Enforcement action date: 03/08/2007
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - General
Date violation determined: 01/26/2006
Date achieved compliance: Not reported
Violation lead agency: State
Enforcement action: Not reported
Enforcement action date: Not reported
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

SONY PICTURES STUDIOS (Continued) **1000351707**

Evaluation Action Summary:

Evaluation date:	10/07/2009
Evaluation:	COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation:	Generators - General
Date achieved compliance:	10/07/2009
Evaluation lead agency:	State

Evaluation date:	01/25/2007
Evaluation:	COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation:	Generators - Records/Reporting
Date achieved compliance:	06/04/2007
Evaluation lead agency:	EPA

Evaluation date:	01/25/2007
Evaluation:	COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation:	TSD IS-Contingency Plan and Emergency Procedures
Date achieved compliance:	06/04/2007
Evaluation lead agency:	EPA

Evaluation date:	01/26/2006
Evaluation:	COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation:	Generators - General
Date achieved compliance:	Not reported
Evaluation lead agency:	State Contractor/Grantee

UST:

Facility ID:	7213
Latitude:	34.01984
Longitude:	-118.40055

NY MANIFEST:

EPA ID:	CAD054866637
Country:	USA
Mailing Name:	SONY PICTURE STUDIOS
Mailing Contact:	ROSANNE A FIELD
Mailing Address:	10202 W WASHINGTON BLVD
Mailing Address 2:	Not reported
Mailing City:	CULVER CITY
Mailing State:	CA
Mailing Zip:	90232
Mailing Zip4:	Not reported
Mailing Country:	USA
Mailing Phone:	310-280-4510

Document ID:	NYB5422176
Manifest Status:	Completed after the designated time period for a TSDF to get a copy to the DEC
Trans1 State ID:	444189
Trans2 State ID:	Not reported
Generator Ship Date:	940422
Trans1 Recv Date:	940422
Trans2 Recv Date:	940424
TSD Site Recv Date:	940424
Part A Recv Date:	Not reported
Part B Recv Date:	940523
Generator EPA ID:	CAD054866637
Trans1 EPA ID:	OHD009865825

SONY PICTURES STUDIOS (Continued) **1000351707**

Trans2 EPA ID:	Not reported
TSDF ID:	NYD048148175
Waste Code:	D009 - MERCURY 0.2 MG/L TCLP
Quantity:	00010
Units:	P - Pounds
Number of Containers:	001
Container Type:	DM - Metal drums, barrels
Handling Method:	R Material recovery of more than 75 percent of the total material.
Specific Gravity:	100
Year:	94

SWEEPS UST:

Status:	Active
Comp Number:	17213
Number:	1
Board Of Equalization:	44-033738
Referral Date:	05-28-92
Action Date:	08-11-92
Created Date:	07-02-92
Tank Status:	A
Owner Tank Id:	MC3
Swrcb Tank Id:	19-000-017213-000008
Actv Date:	07-02-92
Capacity:	6000
Tank Use:	PETROLEUM
Stg:	P
Content:	Not reported
Number Of Tanks:	14

Status:	Active
Comp Number:	17213
Number:	1
Board Of Equalization:	44-033738
Referral Date:	05-28-92
Action Date:	08-11-92
Created Date:	07-02-92
Tank Status:	A
Owner Tank Id:	MC-4-#10
Swrcb Tank Id:	19-000-017213-000010
Actv Date:	05-28-92
Capacity:	5000
Tank Use:	OIL
Stg:	P
Content:	Not reported
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	17213
Number:	1
Board Of Equalization:	44-033738
Referral Date:	05-28-92
Action Date:	08-11-92
Created Date:	07-02-92
Tank Status:	A
Owner Tank Id:	MC-1-#11
Swrcb Tank Id:	19-000-017213-000011
Actv Date:	05-28-92

SONY PICTURES STUDIOS (Continued) **1000351707**

Capacity:	2000
Tank Use:	PETROLEUM
Stg:	P
Content:	Not reported
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	17213
Number:	1
Board Of Equalization:	44-033738
Referral Date:	05-28-92
Action Date:	08-11-92
Created Date:	07-02-92
Tank Status:	A
Owner Tank Id:	TS-1-#12
Swrcb Tank Id:	19-000-017213-000012
Actv Date:	05-28-92
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	P
Content:	PRM UNLEADED
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	17213
Number:	1
Board Of Equalization:	44-033738
Referral Date:	05-28-92
Action Date:	08-11-92
Created Date:	07-02-92
Tank Status:	A
Owner Tank Id:	TS-1-#13
Swrcb Tank Id:	19-000-017213-000013
Actv Date:	05-28-92
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	P
Content:	PRM UNLEADED
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	17213
Number:	1
Board Of Equalization:	44-033738
Referral Date:	05-28-92
Action Date:	08-11-92
Created Date:	07-02-92
Tank Status:	A
Owner Tank Id:	PD-1-#14
Swrcb Tank Id:	19-000-017213-000014
Actv Date:	05-28-92
Capacity:	250
Tank Use:	EMPTY
Stg:	P
Content:	Not reported
Number Of Tanks:	Not reported

SONY PICTURES STUDIOS (Continued) **1000351707**

Status:	Active
Comp Number:	17213
Number:	1
Board Of Equalization:	44-033738
Referral Date:	05-28-92
Action Date:	08-11-92
Created Date:	07-02-92
Tank Status:	A
Owner Tank Id:	PD-2-#15
Swrcb Tank Id:	19-000-017213-000015
Actv Date:	05-28-92
Capacity:	250
Tank Use:	EMPTY
Stg:	P
Content:	Not reported
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	17213
Number:	1
Board Of Equalization:	44-033738
Referral Date:	05-28-92
Action Date:	08-11-92
Created Date:	07-02-92
Tank Status:	A
Owner Tank Id:	PD-3-#16
Swrcb Tank Id:	19-000-017213-000016
Actv Date:	05-28-92
Capacity:	250
Tank Use:	EMPTY
Stg:	P
Content:	Not reported
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	17213
Number:	1
Board Of Equalization:	44-033738
Referral Date:	05-28-92
Action Date:	08-11-92
Created Date:	07-02-92
Tank Status:	A
Owner Tank Id:	PD-4-#17
Swrcb Tank Id:	19-000-017213-000017
Actv Date:	05-28-92
Capacity:	250
Tank Use:	EMPTY
Stg:	P
Content:	Not reported
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	17213
Number:	1
Board Of Equalization:	44-033738
Referral Date:	05-28-92
Action Date:	08-11-92

SONY PICTURES STUDIOS (Continued) **1000351707**

Created Date:	07-02-92
Tank Status:	A
Owner Tank Id:	PD-5-#18
Swrcb Tank Id:	19-000-017213-000018
Actv Date:	05-28-92
Capacity:	250
Tank Use:	EMPTY
Stg:	P
Content:	Not reported
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	17213
Number:	1
Board Of Equalization:	44-033738
Referral Date:	05-28-92
Action Date:	08-11-92
Created Date:	07-02-92
Tank Status:	A
Owner Tank Id:	PD-6-#19
Swrcb Tank Id:	19-000-017213-000019
Actv Date:	05-28-92
Capacity:	250
Tank Use:	EMPTY
Stg:	P
Content:	Not reported
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	17213
Number:	1
Board Of Equalization:	44-033738
Referral Date:	05-28-92
Action Date:	08-11-92
Created Date:	07-02-92
Tank Status:	A
Owner Tank Id:	PD-7-#20
Swrcb Tank Id:	19-000-017213-000020
Actv Date:	05-28-92
Capacity:	250
Tank Use:	EMPTY
Stg:	P
Content:	Not reported
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	17213
Number:	1
Board Of Equalization:	44-033738
Referral Date:	05-28-92
Action Date:	08-11-92
Created Date:	07-02-92
Tank Status:	A
Owner Tank Id:	PD-8-#21
Swrcb Tank Id:	19-000-017213-000021
Actv Date:	05-28-92
Capacity:	250

SONY PICTURES STUDIOS (Continued) **1000351707**

Tank Use: EMPTY
Stg: P
Content: Not reported
Number Of Tanks: Not reported

Status: Active
Comp Number: 17213
Number: 1
Board Of Equalization: 44-033738
Referral Date: 05-28-92
Action Date: 08-11-92
Created Date: 07-02-92
Tank Status: A
Owner Tank Id: PD-9-#22
Swrcb Tank Id: 19-000-017213-000022
Actv Date: 05-28-92
Capacity: 250
Tank Use: EMPTY
Stg: P
Content: Not reported
Number Of Tanks: Not reported

LOS ANGELES CO. HMS:
Region: LA
Facility Id: 006847-007213
Facility Type: T0
Facility Status: Removed
Area: 2M
Permit Number: 00004828T
Permit Status: Removed

Region: LA
Facility Id: 006847-I16708
Facility Type: I01
Facility Status: Permit
Area: 2M
Permit Number: 00012485C
Permit Status: Closed

---

101 **MGM LABORATORIES INC** **RCRA-SQG** **1000121865**
10202 W WASHINGTON BLVD **CA HIST UST** **CAD044053874**
CULVER CITY, CA 90230 **CA LOS ANGELES CO. HMS**

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: MGM LABORATORIES INC
Facility address: 10202 W WASHINGTON BLVD
CULVER CITY, CA 90230
EPA ID: CAD044053874
Mailing address: 10202 WEST WASHINGTON BLV
CULVER CITY, CA 90230
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: Not reported
Contact email: Not reported

MGM LABORATORIES INC (Continued) **1000121865**

EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: BUENA VISTA LAB INC LORIMAR LAB
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 02/10/1981
Facility name: MGM LABORATORIES INC
Classification: Large Quantity Generator

Violation Status: No violations found

HIST UST:
Region: STATE
Facility ID: 00000003639

MGM LABORATORIES INC (Continued) **1000121865**

Facility Type: Other
Other Type: FILM LAB
Total Tanks: 0002
Contact Name: WALLACE I. VANCE
Telephone: 2135585209
Owner Name: MGM LABORATORIES INC.
Owner Address: 10202 W. WASH. BLVD.
Owner City,St,Zip: CULVER CITY, CA 90230

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00002000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 2
Year Installed: 1979
Tank Capacity: 00002000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Stock Inventor

LOS ANGELES CO. HMS:
Region: LA
Facility Id: 006847-I07079
Facility Type: I01
Facility Status: Removed
Area: 2M
Permit Number: 000020202
Permit Status: Removed

---

101 **SONY PICTURES STUDIOS** **CA NPDES** **S101583956**
10202 W WASHINGTON BLVD **CA FID UST** **N/A**
CULVER CITY, CA 90232 **CA CHMIRS**
CA EMI

NPDES:
Npdes Number: CAS000002
Facility Status: Terminated
Agency Id: 0
Region: 4
Regulatory Measure Id: 321142
Order No: 2009-0009-DWQ
Regulatory Measure Type: Enrollee
Place Id: Not reported
WDID: 4 19C345852
Program Type: Construction
Adoption Date Of Regulatory Measure: Not reported
Effective Date Of Regulatory Measure: 02/23/2007
Expiration Date Of Regulatory Measure: Not reported
Termination Date Of Regulatory Measure: 09/02/2010
Discharge Name: Sony Pictures Inc

SONY PICTURES STUDIOS (Continued) **S101583956**

Discharge Address: 10202 W Washington Blvd
Discharge City: Culver City
Discharge State: California
Discharge Zip: 90232

CA FID UST:
Facility ID: 19007585
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 3102805500
Mail To: Not reported
Mailing Address: 10202 W WASHINGTON BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: CULVER CITY 90232
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

CHMIRS:
OES Incident Number: '12-6582
OES notification: 10/31/2012
OES Date: Not reported
OES Time: Not reported
Incident Date: Not reported
Date Completed: Not reported
Property Use: Not reported
Agency Id Number: Not reported
Agency Incident Number: Not reported
Time Notified: Not reported
Time Completed: Not reported
Surrounding Area: Not reported
Estimated Temperature: Not reported
Property Management: Not reported
Special Studies 1: Not reported
Special Studies 2: Not reported
Special Studies 3: Not reported
Special Studies 4: Not reported
Special Studies 5: Not reported
Special Studies 6: Not reported
More Than Two Substances Involved?: Not reported
Resp Agncy Personel # Of Decontaminated: Not reported
Responding Agency Personel # Of Injuries: Not reported
Responding Agency Personel # Of Fatalities: Not reported
Others Number Of Decontaminated: Not reported
Others Number Of Injuries: Not reported
Others Number Of Fatalities: Not reported
Vehicle Make/year: Not reported
Vehicle License Number: Not reported
Vehicle State: Not reported
Vehicle Id Number: Not reported

SONY PICTURES STUDIOS (Continued) **S101583956**

CA/DOT/PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Comments:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	No
Waterway:	Not reported
Spill Site:	Merchant/Business
Cleanup By:	Contractor
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Lbs.
Other:	Not reported
Date/Time:	815
Year:	2012
Agency:	Sony Pictures Studios
Incident Date:	10/31/2012
Admin Agency:	Culver City Fire Department
Amount:	Not reported
Contained:	Yes
Site Type:	Not reported
E Date:	Not reported
Substance:	Mercury
Quantity Released:	1
BBLS:	Not reported
Cups:	Not reported
CUFT:	Not reported
Gallons:	Not reported
Grams:	Not reported
Pounds:	Not reported
Liters:	Not reported
Ounces:	Not reported
Pints:	Not reported
Quarts:	Not reported
Sheen:	Not reported
Tons:	Not reported
Unknown:	Not reported
Evacuations:	Not reported
Number of Injuries:	Not reported
Number of Fatalities:	Not reported
Description:	This release occurred while recycling a water pressure meter, an old device from an old pump room, an employee was placing the pipe into a recycling bin when mercury came out of the pipe. Product is contained with an emergency team performing the clean up and the amount released has reached the reportable quantity of one pound. RP believes further release will be minimal and well below two pounds.

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	4016
Air District Name:	SC
SIC Code:	7384
Air District Name:	SOUTH COAST AQMD

SONY PICTURES STUDIOS (Continued) **S101583956**

Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	122
Reactive Organic Gases Tons/Yr:	4
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	3
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	56411
Air District Name:	SC
SIC Code:	9999
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	6
Reactive Organic Gases Tons/Yr:	6
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	77786
Air District Name:	SC
SIC Code:	7819
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	77727
Air District Name:	SC
SIC Code:	7812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	14
Reactive Organic Gases Tons/Yr:	12
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	2

SONY PICTURES STUDIOS (Continued) **S101583956**

SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	2002
County Code:	19
Air Basin:	SC
Facility ID:	77727
Air District Name:	SC
SIC Code:	7812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	2003
County Code:	19
Air Basin:	SC
Facility ID:	77727
Air District Name:	SC
SIC Code:	7812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	2004
County Code:	19
Air Basin:	SC
Facility ID:	77727
Air District Name:	SC
SIC Code:	7812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1.029763
Reactive Organic Gases Tons/Yr:	0.92
Carbon Monoxide Emissions Tons/Yr:	1.191
NOX - Oxides of Nitrogen Tons/Yr:	1.594
SOX - Oxides of Sulphur Tons/Yr:	0.011717
Particulate Matter Tons/Yr:	0.12028
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0.12
Year:	2005
County Code:	19

SONY PICTURES STUDIOS (Continued) **S101583956**

Air Basin:	SC
Facility ID:	77727
Air District Name:	SC
SIC Code:	7812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.357665
Reactive Organic Gases Tons/Yr:	.32235763
Carbon Monoxide Emissions Tons/Yr:	.8345
NOX - Oxides of Nitrogen Tons/Yr:	1.177
SOX - Oxides of Sulphur Tons/Yr:	.0093
Particulate Matter Tons/Yr:	.097255
Part. Matter 10 Micrometers & Smllr Tons/Yr:	.0964478045

Year:	2006
County Code:	19
Air Basin:	SC
Facility ID:	77727
Air District Name:	SC
SIC Code:	7812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.6303280114343848801
Reactive Organic Gases Tons/Yr:	.433
Carbon Monoxide Emissions Tons/Yr:	1.458
NOX - Oxides of Nitrogen Tons/Yr:	1.895
SOX - Oxides of Sulphur Tons/Yr:	.013
Particulate Matter Tons/Yr:	.327
Part. Matter 10 Micrometers & Smllr Tons/Yr:	.31964

Year:	2007
County Code:	19
Air Basin:	SC
Facility ID:	77727
Air District Name:	SC
SIC Code:	7812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.5695916924362848674
Reactive Organic Gases Tons/Yr:	.433
Carbon Monoxide Emissions Tons/Yr:	1.458
NOX - Oxides of Nitrogen Tons/Yr:	1.895
SOX - Oxides of Sulphur Tons/Yr:	.013
Particulate Matter Tons/Yr:	.327
Part. Matter 10 Micrometers & Smllr Tons/Yr:	.31964

Year:	2008
County Code:	19
Air Basin:	SC
Facility ID:	77727
Air District Name:	SC
SIC Code:	7812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported

SONY PICTURES STUDIOS (Continued) **S101583956**

Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.1819055825747100631
Reactive Organic Gases Tons/Yr:	.1682537790721379
Carbon Monoxide Emissions Tons/Yr:	.67004851
NOX - Oxides of Nitrogen Tons/Yr:	1.02005775
SOX - Oxides of Sulphur Tons/Yr:	.0090209804
Particulate Matter Tons/Yr:	.065593944
Part. Matter 10 Micrometers & Smllr Tons/Yr:	.065364981699

Year:	2009
County Code:	19
Air Basin:	SC
Facility ID:	77727
Air District Name:	SC
SIC Code:	7812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.38366538845980203
Reactive Organic Gases Tons/Yr:	0.42165586700000002
Carbon Monoxide Emissions Tons/Yr:	5.0050799999999999E-2
NOX - Oxides of Nitrogen Tons/Yr:	8.0060500000000007E-2
SOX - Oxides of Sulphur Tons/Yr:	0.001149363
Particulate Matter Tons/Yr:	0.01866458
Part. Matter 10 Micrometers & Smllr Tons/Yr:	1.8175478107000001E-2

Year:	2010
County Code:	19
Air Basin:	SC
Facility ID:	77727
Air District Name:	SC
SIC Code:	7812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.13137288666174099
Reactive Organic Gases Tons/Yr:	0.1906208907127
Carbon Monoxide Emissions Tons/Yr:	9.9449999999999997E-2
NOX - Oxides of Nitrogen Tons/Yr:	0.23501
SOX - Oxides of Sulphur Tons/Yr:	2.8304328999999998E-3
Particulate Matter Tons/Yr:	0.0188054834
Part. Matter 10 Micrometers & Smllr Tons/Yr:	1.8459349399999998E-2

---

101 **EDR US Hist Auto Stat** **1015130726**

10201 WASHINGTON BL **N/A**
LOS ANGELES, CA 90001

EDR Historical Auto Stations:

Name:	B & H AUTO BODY
Year:	1999
Address:	10201 WASHINGTON BL

101 **EDR US Hist Auto Stat** **1015130727**
10201 WASHINGTON BLVD **N/A**
CULVER CITY, CA 90232

EDR Historical Auto Stations:

Name:	B & H BODY SHOP
Year:	1999
Address:	10201 WASHINGTON BLVD
Name:	BEVERLY HILLS AUTO BODY
Year:	2004
Address:	10201 WASHINGTON BLVD
Name:	BEVERLY HILLS AUTOBODY
Year:	2006
Address:	10201 WASHINGTON BLVD
Name:	BEVERLY HILLS AUTOBODY
Year:	2007
Address:	10201 WASHINGTON BLVD
Name:	BEVERLY HILLS AUTOBODY
Year:	2008
Address:	10201 WASHINGTON BLVD
Name:	BEVERLY HILLS AUTOBODY GROUP INC
Year:	2009
Address:	10201 WASHINGTON BLVD
Name:	BEVERLY HILLS AUTO BODY
Year:	2010
Address:	10201 WASHINGTON BLVD
Name:	BEVERLY HILLS AUTO BODY
Year:	2011
Address:	10201 WASHINGTON BLVD
Name:	BEVERLY HILLS AUTO BODY
Year:	2012
Address:	10201 WASHINGTON BLVD

---

101 **MGM/UA ENTERTAINMENT CO.** **CA HIST UST** **U001562841**
10202 WASHINGTON BLVD **N/A**
CULVER CITY, CA 90230

HIST UST:

Region:	STATE
Facility ID:	00000017255
Facility Type:	Other
Other Type:	MOVIE AND T. V. PROD
Total Tanks:	0015
Contact Name:	ARNOLD SHUPACK
Telephone:	2135585000
Owner Name:	MGM/UA ENTERTAINMENT CO.
Owner Address:	10202 WASHINGTON BLVD
Owner City,St,Zip:	CULVER CITY, CA 90230
Tank Num:	001
Container Num:	PS 1
Year Installed:	Not reported

MGM/UA ENTERTAINMENT CO. (Continued) **U001562841**

Tank Capacity: 00000000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: None

Tank Num: 002
Container Num: PS2
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: None

Tank Num: 003
Container Num: PS3
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: None

Tank Num: 004
Container Num: PS4
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: None

Tank Num: 005
Container Num: PS5
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: X3 unknown
Leak Detection: None

Tank Num: 006
Container Num: PS6
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: X3 unknown
Leak Detection: None

Tank Num: 007
Container Num: PS7
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: Not reported

MGM/UA ENTERTAINMENT CO. (Continued) **U001562841**

Tank Construction: Not reported
Leak Detection: None

Tank Num: 008
Container Num: PS8
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: None

Tank Num: 009
Container Num: TR1
Year Installed: 1980
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 010
Container Num: TR2
Year Installed: 1980
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 011
Container Num: TR3
Year Installed: 1959
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 012
Container Num: TR4
Year Installed: 1959
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 013
Container Num: TR5
Year Installed: 1959
Tank Capacity: 00001000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Stock Inventor

MGM/UA ENTERTAINMENT CO. (Continued) **U001562841**

Tank Num: 014
Container Num: TR6
Year Installed: 1959
Tank Capacity: 00001000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 015
Container Num: TR7
Year Installed: 1984
Tank Capacity: 00001200
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: 4" inches
Leak Detection: None

---

101 **SONY PICTURES STUDIOS** **CA HIST CORTESE** **S100280943**
10202 WASHINGTON **N/A**
CULVER CITY, CA 90720

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: I-07213

---

101 **M.G.M. LABORATORIES, INC.** **CA HIST UST** **U001562840**
10202 WASHINGTON BLVD **N/A**
CULVER CITY, CA 90230

HIST UST:
Region: STATE
Facility ID: 00000055529
Facility Type: Other
Other Type: MOTION PICTURE LAB.
Total Tanks: 0002
Contact Name: JOHN BAPTISTA
Telephone: 2135585858
Owner Name: M.G.M. LABORATORIES, INC.
Owner Address: 10202 W. WASHINGTON BLVD.
Owner City,St,Zip: CULVER CITY, CA 90230

Tank Num: 001
Container Num: LS1
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: None

Tank Num: 002
Container Num: LS2
Year Installed: Not reported

M.G.M. LABORATORIES, INC. (Continued) **U001562840**

Tank Capacity: 00008000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: None

---

101 **ERICSON EXECUTIVES, INC** **CA FID UST** **S101585908**
10424 VENICE BLVD **CA SWEEPS UST** **N/A**
CULVER CITY, CA 90230

CA FID UST:
Facility ID: 19033066
Regulated By: UTNKI
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 10424 VENICE BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: CULVER CITY 902300000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

SWEEPS UST:
Status: Not reported
Comp Number: 5084
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: 0

101 **EDR US Hist Auto Stat** **1015137465**
10424 VENICE BLVD **N/A**
LOS ANGELES, CA 90185

EDR Historical Auto Stations:
Name: VOLKS GOLF AUTO REPAIR
Year: 2003
Address: 10424 VENICE BLVD

---

101 **VOLKSGOLF AUTO REPAIR** **CA HAZNET** **S113132653**
10424 VENICE BLVD #3-4 **N/A**
LOS ANGELES, CA 90232

HAZNET:
Year: 2012
Gepaid: CAL000283519
Contact: ABDON VERA
Telephone: 3108391767
Mailing Name: Not reported
Mailing Address: 10424 VENICE BLVD #3-4
Mailing City,St,Zip: LOS ANGELES, CA 902320000
Gen County: Los Angeles
TSD EPA ID: AZR000509950
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.304
Facility County: Los Angeles

Year: 2007
Gepaid: CAL000283519
Contact: ABDON VERA
Telephone: 3108391767
Mailing Name: Not reported
Mailing Address: 10424 VENICE BLVD #3-4
Mailing City,St,Zip: LOS ANGELES, CA 90232
Gen County: Not reported
TSD EPA ID: CAD099452708
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.62
Facility County: Los Angeles

---

101 **EDR US Hist Auto Stat** **1015137463**
10424 VENICE BL **N/A**
LOS ANGELES, CA 90086

EDR Historical Auto Stations:
Name: TOUCH OF SWEDEN AUTO REPAIR
Year: 1999
Address: 10424 VENICE BL

101 **RONY'S CAR PROS** **CA HAZNET** **S113106759**
10424 VENICE BLVD **N/A**
CULVER CITY, CA 90232

HAZNET:

Year:	2005
Gepaid:	CAL000209622
Contact:	RACHEL HERRERA - CFO
Telephone:	3103257555
Mailing Name:	Not reported
Mailing Address:	24225 STANHURST AVE
Mailing City,St,Zip:	LOMITA, CA 907170000
Gen County:	Not reported
TSD EPA ID:	CAT080033681
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Disposal, Land Fill
Tons:	0.15
Facility County:	Los Angeles

---

101 **HOLIDAY MOTOR HOMES** **CA HAZNET** **S113034632**
10424 VENICE BLVD **N/A**
CULVER CITY, CA 90232

HAZNET:

Year:	1998
Gepaid:	CAL000033686
Contact:	SHOFFLEBOTHAM BILL
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	10424 VENICE BLVD
Mailing City,St,Zip:	CULVER CITY, CA 902320000
Gen County:	Not reported
TSD EPA ID:	CAD000088252
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Transfer Station
Tons:	.2085
Facility County:	Los Angeles

Year:	1998
Gepaid:	CAL000033686
Contact:	SHOFFLEBOTHAM BILL
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	10424 VENICE BLVD
Mailing City,St,Zip:	CULVER CITY, CA 902320000
Gen County:	Not reported
TSD EPA ID:	CAD000088252
TSD County:	Not reported
Waste Category:	Unspecified oil-containing waste
Disposal Method:	Transfer Station
Tons:	.3150
Facility County:	Los Angeles

Year:	1998
Gepaid:	CAL000033686
Contact:	SHOFFLEBOTHAM BILL
Telephone:	0000000000
Mailing Name:	Not reported

HOLIDAY MOTOR HOMES (Continued) **S113034632**

Mailing Address: 10424 VENICE BLVD
Mailing City,St,Zip: CULVER CITY, CA 902320000
Gen County: Not reported
TSD EPA ID: CAD000088252
TSD County: Not reported
Waste Category: Off-specification, aged or surplus organics
Disposal Method: Transfer Station
Tons: .1251
Facility County: Los Angeles

Year: 1995
Gepaid: CAL000033686
Contact: SHOFFLEBOTHAM BILL
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 10424 VENICE BLVD
Mailing City,St,Zip: CULVER CITY, CA 902320000
Gen County: Not reported
TSD EPA ID: CAD982484933
TSD County: Not reported
Waste Category: Other empty containers 30 gallons or more
Disposal Method: Recycler
Tons: .2500
Facility County: Los Angeles

Year: 1995
Gepaid: CAL000033686
Contact: SHOFFLEBOTHAM BILL
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 10424 VENICE BLVD
Mailing City,St,Zip: CULVER CITY, CA 902320000
Gen County: Not reported
TSD EPA ID: CAD099452708
TSD County: Not reported
Waste Category: Unspecified oil-containing waste
Disposal Method: Recycler
Tons: .6255
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
1 additional CA_HAZNET: record(s) in the EDR Site Report.

---

101 **EDR US Hist Auto Stat** **1015137464**

10424 VENICE BLVD **N/A**
CULVER CITY, CA 90232

EDR Historical Auto Stations:
Name: MR SLICKS OIL & LUBE
Year: 1999
Address: 10424 VENICE BLVD

Name: VOLKSGOLF AUTO REPAIR
Year: 2002
Address: 10424 VENICE BLVD

Name: AMBER MOTORSPORTS
Year: 2003

(Continued) **1015137464**

Address: 10424 VENICE BLVD

Name: VOLKS GOLF AUTO REPAIR
Year: 2010
Address: 10424 VENICE BLVD

Name: PACIFIC AUTOMOTIVE
Year: 2011
Address: 10424 VENICE BLVD

Name: PACIFIC AUTOMOTIVE
Year: 2012
Address: 10424 VENICE BLVD

---

101 **HOLIDAY MOTOR HOMES** **CA HAZNET** **S113034254**
10424 VENICE BLVD **N/A**
CULVER CITY, CA 90232

HAZNET:
Year: 2009
Gepaid: CAL000032868
Contact: INACTIVATED UNDELIVERABLE MAIL
Telephone: --
Mailing Name: Not reported
Mailing Address: 10424 VENICE BLVD
Mailing City,St,Zip: CULVER CITY, CA 902320000
Gen County: Not reported
TSD EPA ID: AZR000501510
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.0625
Facility County: Los Angeles

---

101 **HOLIDAY MOTOR HOMES** **RCRA-SQG** **1000247915**
10424 VENICE BLVD **FINDS** **CAD982401135**
CULVER CITY, CA 90232

RCRA-SQG:
Date form received by agency: 11/30/1989
Facility name: HOLIDAY MOTOR HOMES
Facility address: 10424 VENICE BLVD
CULVER CITY, CA 90232
EPA ID: CAD982401135
Contact: ENVIRONMENTAL MANAGER
Contact address: 10424 VENICE BLVD
CULVER CITY, CA 90232
Contact country: US
Contact telephone: (213) 836-5461
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous

HOLIDAY MOTOR HOMES (Continued) **1000247915**

waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	BILL SHOFFLEBOTHAM
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002804154

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

101 **HOTTIES LUBE & MORE** **CA HAZNET** **S113137822**
10424 VENICE BLVD UNIT 1 **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2002
Gepaid:	CAL000295521
Contact:	PETE WILLIAMSON
Telephone:	3102879800
Mailing Name:	Not reported
Mailing Address:	10424 VENICE BLVD UNIT 1
Mailing City,St,Zip:	LOS ANGELES, CA 90232
Gen County:	Not reported
TSD EPA ID:	AZD980892731
TSD County:	Not reported
Waste Category:	Liquids with pH <= 2
Disposal Method:	Recycler
Tons:	0.16
Facility County:	Los Angeles

Year:	2002
Gepaid:	CAL000295521
Contact:	PETE WILLIAMSON
Telephone:	3102879800
Mailing Name:	Not reported
Mailing Address:	10424 VENICE BLVD UNIT 1
Mailing City,St,Zip:	LOS ANGELES, CA 90232
Gen County:	Not reported
TSD EPA ID:	AZD980892731
TSD County:	Not reported
Waste Category:	Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method:	Recycler
Tons:	0.2
Facility County:	Los Angeles

---

101 **99757** **CA HIST UST** **U001561377**
10407 VENICE BLVD **N/A**
LOS ANGELES, CA 90034

HIST UST:

Region:	STATE
Facility ID:	00000063241
Facility Type:	Gas Station
Other Type:	Not reported
Total Tanks:	0004
Contact Name:	BARCO,ALBERTO
Telephone:	2135590167
Owner Name:	CHEVRON U.S.A. INC.
Owner Address:	575 MARKET
Owner City,St,Zip:	SAN FRANCISCO, CA 94105

Tank Num:	001
Container Num:	1
Year Installed:	1961
Tank Capacity:	00002000
Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Tank Construction:	0000170 unknown
Leak Detection:	Stock Inventor

99757 (Continued) **U001561377**

Tank Num: 002
Container Num: 2
Year Installed: 1961
Tank Capacity: 00006000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: 0000250 unknown
Leak Detection: Stock Inventor

Tank Num: 003
Container Num: 3
Year Installed: 1961
Tank Capacity: 00007500
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: 0000250 unknown
Leak Detection: Stock Inventor

Tank Num: 004
Container Num: 4
Year Installed: 1961
Tank Capacity: 00000550
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: 0000100 unknown
Leak Detection: Stock Inventor

---

101 **711 ELEVEN INC** **CA HAZNET** **S112940855**
10356 VENICE BLVD **N/A**
LOS ANGELES, CA 90232

HAZNET:
Year: 2004
Gepaid: CAC002582817
Contact: RANDY MARTIN-ENVIRONMENTAL MGR
Telephone: 2537967170
Mailing Name: Not reported
Mailing Address: PO Box 711
Mailing City,St,Zip: Dallas, TX 752210711
Gen County: Not reported
TSD EPA ID: AZC950823111
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Not reported
Tons: 2.1
Facility County: Los Angeles

101 **EDR US Hist Auto Stat** **1015461163**
3851 JASMINE AVE **N/A**
CULVER CITY, CA 90232

EDR Historical Auto Stations:

Name:	X JACKS AUTOMOTIVE
Year:	2003
Address:	3851 JASMINE AVE
Name:	X JACKS AUTOMOTIVE
Year:	2004
Address:	3851 JASMINE AVE
Name:	X JACKS AUTOMOTIVE
Year:	2005
Address:	3851 JASMINE AVE
Name:	X JACKS AUTOMOTIVE
Year:	2006
Address:	3851 JASMINE AVE
Name:	X JACKS AUTOMOTIVE
Year:	2007
Address:	3851 JASMINE AVE
Name:	X JACKS AUTOMOTIVE
Year:	2008
Address:	3851 JASMINE AVE
Name:	X JACKS AUTOMOTIVE
Year:	2009
Address:	3851 JASMINE AVE
Name:	XJACKS AUTOMOTIVE
Year:	2010
Address:	3851 JASMINE AVE
Name:	X JACKS AUTOMOTIVE
Year:	2011
Address:	3851 JASMINE AVE
Name:	X JACKS AUTOMOTIVE
Year:	2012
Address:	3851 JASMINE AVE

---

101 **MICHAEL'S DRAPERY INC** **CA EMI** **S106835559**
10335 VENICE BLVD. **N/A**
LOS ANGELES, CA 90034

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	21312
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1

MICHAEL'S DRAPERY INC (Continued) **S106835559**

Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	21312
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	21312
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

101 **MICHAELS DRAPERY INC** **RCRA-SQG 1000239093**
10335 VENICE BLVD **FINDS CAD981965031**
LOS ANGELES, CA 90034

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	MICHAELS DRAPERY INC
Facility address:	10335 VENICE BLVD
	LOS ANGELES, CA 90034
EPA ID:	CAD981965031
Mailing address:	VENICE BLVD
	LOS ANGELES, CA 90034
Contact:	Not reported
Contact address:	Not reported
	Not reported
Contact country:	Not reported
Contact telephone:	Not reported

MICHAELS DRAPERY INC (Continued) **1000239093**

Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: MICHAELS DRAPERY INC
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002757552

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport,

MICHAELS DRAPERY INC (Continued) **1000239093**

and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

101 **EDR US Hist Auto Stat** **1015134209**
10303 VENICE BLVD **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:
Name: LESS & LESS AUTO
Year: 2004
Address: 10303 VENICE BLVD

---

101 **EDR US Hist Auto Stat** **1015134164**
10301 VENICE BLVD **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:
Name: MARIOS BODY SHOP
Year: 1999
Address: 10301 VENICE BLVD

Name: MARIOS BODY SHOP
Year: 2002
Address: 10301 VENICE BLVD

Name: JOSES AUTO UPHOLSTERY SHOP
Year: 2003
Address: 10301 VENICE BLVD

Name: MARIOS BODY SHOP
Year: 2004
Address: 10301 VENICE BLVD

Name: JOSE AUTO UPHOLSTERY & TOPS
Year: 2005
Address: 10301 VENICE BLVD

Name: MARIOS BODY SHOP
Year: 2006
Address: 10301 VENICE BLVD

Name: MARIOS BODY SHOP
Year: 2007
Address: 10301 VENICE BLVD

Name: MARIOS BODY SHOP
Year: 2008
Address: 10301 VENICE BLVD

Name: T & H AUTO BODY
Year: 2011
Address: 10301 VENICE BLVD

Name: T & H AUTO BODY

(Continued) **1015134164**

Year: 2012
Address: 10301 VENICE BLVD

---

101 **MARIO'S BODY SHOP** **CA EMI** **S106835151**
10301 VENICE BLVD. **N/A**
LOS ANGELES, CA 90034

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	9177
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	9177
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

101 **CULVER IMPORTS** **CA HAZNET** **S113029715**
10301 VENICE BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2001
Gepaid:	CAL000022699
Contact:	TADAO UEHARA
Telephone:	3108233694
Mailing Name:	Not reported
Mailing Address:	10301 VENICE BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAT000613893

CULVER IMPORTS (Continued) **S113029715**

TSD County: Not reported
Waste Category: Unspecified organic liquid mixture
Disposal Method: Transfer Station
Tons: 0.12
Facility County: Los Angeles

Year: 1996
Gepaid: CAL000022699
Contact: UEHARA TADAO
Telephone: 3108398384
Mailing Name: Not reported
Mailing Address: 10301 VENICE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: CAD099452708
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: .6046
Facility County: Los Angeles

---

101 **EDR US Hist Cleaners** **1015051369**
3773 MOTOR AVE **N/A**
LOS ANGELES, CA 90034

EDR Historical Cleaners:

Name: MOTOR AVE CLEANERS
Year: 2001
Address: 3773 MOTOR AVE

Name: MOTOR AVE CLEANERS
Year: 2002
Address: 3773 MOTOR AVE

Name: MOTOR AVE CLEANERS
Year: 2003
Address: 3773 MOTOR AVE

Name: MOTOR AVENUE CLEANERS
Year: 2004
Address: 3773 MOTOR AVE

Name: MOTOR AVE CLEANERS
Year: 2005
Address: 3773 MOTOR AVE

Name: MOTOR AVENUE CLEANERS
Year: 2006
Address: 3773 MOTOR AVE

Name: MOTOR AVENUE CLEANERS
Year: 2007
Address: 3773 MOTOR AVE

Name: MOTOR AVE CLEANERS
Year: 2008
Address: 3773 MOTOR AVE

(Continued) **1015051369**

Name: MOTOR AVENUE CLEANERS
Year: 2010
Address: 3773 MOTOR AVE

Name: MOTOR AVE CLEANERS
Year: 2011
Address: 3773 MOTOR AVE

Name: MOTOR AVE CLEANERS
Year: 2012
Address: 3773 MOTOR AVE

---

101 **MOTOR AVE CLEANERS** **RCRA-SQG** **1000594533**
3773 MOTOR AVE **FINDS** **CAD983583667**
LOS ANGELES, CA **CA DRYCLEANERS**
CA HAZNET
CA EMI

RCRA-SQG:
Date form received by agency: 06/04/1991
Facility name: MOTOR AVE CLEANERS
Facility address: 3773 MOTOR AVE
LOS ANGELES, CA 90034
EPA ID: CAD983583667
Mailing address: MOTOR AVE
LOS ANGELES, CA 90034
Contact: HA LEE
Contact address: 3773 MOTOR AVE
LOS ANGELES, CA 90034
Contact country: US
Contact telephone: (213) 838-2454
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: LEE HA SI
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private

MOTOR AVE CLEANERS (Continued) **1000594533**

Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002845360

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

DRYCLEANERS:
EPA Id: CAD983583667
NAICS Code: 81232
NAICS Description: Drycleaning and Laundry Services (except Coin-Operated)
SIC Code: 7211
SIC Description: Power Laundries, Family and Commercial
Create Date: 06/04/1991
Facility Active: No
Inactive Date: 12/22/2011
Facility Addr2: Not reported
Owner Name: SOOKIE K PARK
Owner Address: 18919 BALLINGER ST
Owner Address 2: Not reported
Owner Telephone: 3108382020
Contact Name: SOOKIE K PARK
Contact Address: 3773 MOTOR AVE
Contact Address 2: Not reported
Contact Telephone: 3232407340

HAZNET:

MOTOR AVE CLEANERS (Continued) **1000594533**

Year:	2010
Gepaid:	CAD983583667
Contact:	SOOKIE K PARK
Telephone:	3232407340
Mailing Name:	Not reported
Mailing Address:	3773 MOTOR AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900346403
Gen County:	Not reported
TSD EPA ID:	CAT000613893
TSD County:	Not reported
Waste Category:	Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.225
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAD983583667
Contact:	SOOKIE K PARK
Telephone:	8189985537
Mailing Name:	Not reported
Mailing Address:	3773 MOTOR AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900346403
Gen County:	Not reported
TSD EPA ID:	CAT000613893
TSD County:	Not reported
Waste Category:	Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method:	Not reported
Tons:	0.15
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAD983583667
Contact:	SOOKIE K PARK
Telephone:	8189985537
Mailing Name:	Not reported
Mailing Address:	3773 MOTOR AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900346403
Gen County:	Not reported
TSD EPA ID:	CAT000613893
TSD County:	Not reported
Waste Category:	Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.35
Facility County:	Los Angeles

Year:	2005
Gepaid:	CAD983583667
Contact:	SOOKIE K PARK
Telephone:	8189985537
Mailing Name:	Not reported
Mailing Address:	3773 MOTOR AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900346403
Gen County:	Not reported
TSD EPA ID:	CAT000613893
TSD County:	Not reported

MOTOR AVE CLEANERS (Continued) **1000594533**

Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: Transfer Station
Tons: 0.19
Facility County: Los Angeles

Year: 2004
Gepaid: CAD983583667
Contact: SOOKIE K PARK
Telephone: 8189985537
Mailing Name: Not reported
Mailing Address: 3773 MOTOR AVE
Mailing City,St,Zip: LOS ANGELES, CA 900346403
Gen County: Not reported
TSD EPA ID: IND000646943
TSD County: Not reported
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: Recycler
Tons: 0.04
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
1 additional CA_HAZNET: record(s) in the EDR Site Report.

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	52313
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

101 **GARY PETERSON/GN DEV** **CA FID UST** **S101588123**
10220 VENICE BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90232

CA FID UST:

Facility ID:	19056358
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	10220 VENICE BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 902320000
Contact:	Not reported

GARY PETERSON/GN DEV (Continued) **S101588123**

Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Not reported
Comp Number: 6837
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: 0

---

101 **LIBERTY TIRES** **CA HAZNET** **S113140079**
10231 VENICE BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 2007
Gepaid: CAL000300968
Contact: TOM CUNNINGHAM
Telephone: 3102028624
Mailing Name: Not reported
Mailing Address: 10231 VENICE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900345902
Gen County: Not reported
TSD EPA ID: CAD099452708
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.62
Facility County: Los Angeles

101 **BBQ WEST** **CA EMI** **S106826758**
10200 VENICE BLVD. #105 **N/A**
CULVER CITY, CA 90232

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	74759
Air District Name:	SC
SIC Code:	5812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

101 **US POSTAL SERVICE PALM STATION** **CA HAZNET** **S112915459**
3751 MOTOR AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2001
Gepaid:	CAC002360119
Contact:	AL THOMPSON
Telephone:	3104971798
Mailing Name:	Not reported
Mailing Address:	3751 MOTOR AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Polymeric resin waste
Disposal Method:	Transfer Station
Tons:	0.22
Facility County:	Los Angeles

Year:	2001
Gepaid:	CAC002360119
Contact:	AL THOMPSON
Telephone:	3104971798
Mailing Name:	Not reported
Mailing Address:	3751 MOTOR AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Off-specification, aged or surplus inorganics
Disposal Method:	Transfer Station
Tons:	0
Facility County:	Los Angeles

Year:	2001
Gepaid:	CAC002360119
Contact:	AL THOMPSON

US POSTAL SERVICE PALM STATION (Continued) **S112915459**

Telephone: 3104971798
Mailing Name: Not reported
Mailing Address: 3751 MOTOR AVE
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Polymeric resin waste
Disposal Method: Transfer Station
Tons: 0.12
Facility County: Los Angeles

---

101 **STUDIO CAR WASH** **CA HIST UST** **U001561395**
10150 VENICE BLVD **CA SWEEPS UST** **N/A**
WEST LOS ANGELES, CA 90034

HIST UST:
Region: STATE
Facility ID: 00000017500
Facility Type: Gas Station
Other Type: ICAR WASH
Total Tanks: 0002
Contact Name: Not reported
Telephone: 2138374431
Owner Name: VENICE CAR WASH CORP D.B.A.STU
Owner Address: 10150 VENICE BLVD
Owner City,St,Zip: CULVER CITY, CA 90230

Tank Num: 001
Container Num: 1
Year Installed: 1964
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor, Pressure Test

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: Not reported
Leak Detection: None

SWEEPS UST:
Status: Not reported
Comp Number: 1247
Number: Not reported
Board Of Equalization: 44-011677
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001247-000001

STUDIO CAR WASH (Continued) **U001561395**

Actv Date: Not reported
Capacity: 10000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: 2

Status: Not reported
Comp Number: 1247
Number: Not reported
Board Of Equalization: 44-011677
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001247-000002
Actv Date: Not reported
Capacity: 10000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

---

101 **EDR US Hist Auto Stat** **1015128142**
10150 VENICE BLVD **N/A**
CULVER CITY, CA 90232

EDR Historical Auto Stations:
Name: TEXACO SERVICE STATION DEALERS
Year: 1999
Address: 10150 VENICE BLVD

---

101 **EDR US Hist Auto Stat** **1015459870**
3822 CLARINGTON AVE **N/A**
CULVER CITY, CA 90232

EDR Historical Auto Stations:
Name: OMEGA MOTORSPORTS
Year: 1999
Address: 3822 CLARINGTON AVE

Name: OMEGA MOTORSPORTS
Year: 2001
Address: 3822 CLARINGTON AVE

Name: OMEGA MOTORSPORTS
Year: 2003
Address: 3822 CLARINGTON AVE

Name: OMEGA MOTORSPORTS
Year: 2004
Address: 3822 CLARINGTON AVE

Name: OMEGA MOTOR SPORTS
Year: 2005

(Continued) **1015459870**

Address: 3822 CLARINGTON AVE

Name: OMEGA MOTOR SPORTS
Year: 2006
Address: 3822 CLARINGTON AVE

Name: OMEGA MOTOR SPORTS
Year: 2007
Address: 3822 CLARINGTON AVE

Name: OMEGA MOTOR SPORTS
Year: 2010
Address: 3822 CLARINGTON AVE

Name: OMEGA MOTOR SPORTS
Year: 2011
Address: 3822 CLARINGTON AVE

Name: OMEGA MOTOR SPORTS
Year: 2012
Address: 3822 CLARINGTON AVE

---

101 **OMEGA MOTOR SPORTS** **RCRA-SQG** **1000232440**
3822 CLARINGTON AVE **FINDS** **CAD981160229**
CULVER CITY, CA

RCRA-SQG:
Date form received by agency: 12/02/1993
Facility name: OMEGA MOTOR SPORTS
Facility address: 3822 CLARINGTON AVE
CULVER CITY, CA 90230
EPA ID: CAD981160229
Contact: REX CHALMERS
Contact address: 3822 CLARINGTON AVE
CULVER CITY, CA 90230
Contact country: US
Contact telephone: (213) 836-3160
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: REX CHALMERS
Owner/operator address: 3822 CLARINGTON AVE
CULVER CITY, CA 90232
Owner/operator country: Not reported
Owner/operator telephone: (310) 836-3160
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

OMEGA MOTOR SPORTS (Continued) **1000232440**

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002677933

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

101 **ELLIOT GROSS, MD** **CA HAZNET** **S113072083**
3831 HUGES AVE, STE 509 **N/A**
CULVER CITY, CA 90232

HAZNET:
Year: 1998
Gepaid: CAL000127295
Contact: ELLIOT GROSS MD
Telephone: 3105594833
Mailing Name: Not reported
Mailing Address: 3831 HUGHES AVE STE 509
Mailing City,St,Zip: CULVER CITY, CA 902326861
Gen County: Not reported
TSD EPA ID: CAL000121946
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste

ELLIOT GROSS, MD (Continued) **S113072083**

Disposal Method: Recycler
Tons: .0030
Facility County: Los Angeles

Year: 1995
Gepaid: CAL000127295
Contact: ELLIOT GROSS MD
Telephone: 3105594833
Mailing Name: Not reported
Mailing Address: 3831 HUGHES AVE STE 509
Mailing City,St,Zip: CULVER CITY, CA 902326861
Gen County: Not reported
TSD EPA ID: NVT982509580
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Not reported
Tons: .0030
Facility County: Los Angeles

Year: 1994
Gepaid: CAL000127295
Contact: ELLIOT GROSS MD
Telephone: 3105594833
Mailing Name: Not reported
Mailing Address: 3831 HUGHES AVE STE 509
Mailing City,St,Zip: CULVER CITY, CA 902326861
Gen County: Not reported
TSD EPA ID: CAD981402522
TSD County: Not reported
Waste Category: Metal sludge (Alkaline solution (pH >= 12.5) with metals)
Disposal Method: Recycler
Tons: .0125
Facility County: Los Angeles

---

101 **DARYL HOUSTON MD/JESUS MURO MD** **CA HAZNET** **S113062764**
3831 HUGHES AVE **N/A**
CULVER CITY, CA 90230

HAZNET:
Year: 1998
Gepaid: CAL000110574
Contact: DARYL HOUSTON MD/JESUS MORO MD
Telephone: 3108387381
Mailing Name: Not reported
Mailing Address: 3831 HUGHES AVE STE 707
Mailing City,St,Zip: CULVER CITY, CA 902326841
Gen County: Not reported
TSD EPA ID: CAL000121946
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: .2502
Facility County: Los Angeles

Year: 1997
Gepaid: CAL000110574
Contact: DARYL HOUSTON MD/JESUS MORO MD
Telephone: 3108387381

DARYL HOUSTON MD/JESUS MURO MD (Continued) **S113062764**

Mailing Name: Not reported
Mailing Address: 3831 HUGHES AVE STE 707
Mailing City,St,Zip: CULVER CITY, CA 902326841
Gen County: Not reported
TSD EPA ID: CAL000121946
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: .1584
Facility County: Los Angeles

Year: 1996
Gepaid: CAL000110574
Contact: DARYL HOUSTON MD/JESUS MORO MD
Telephone: 3108387381
Mailing Name: Not reported
Mailing Address: 3831 HUGHES AVE STE 707
Mailing City,St,Zip: CULVER CITY, CA 902326841
Gen County: Not reported
TSD EPA ID: CAD981402522
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: .1584
Facility County: Los Angeles

Year: 1996
Gepaid: CAL000110574
Contact: DARYL HOUSTON MD/JESUS MORO MD
Telephone: 3108387381
Mailing Name: Not reported
Mailing Address: 3831 HUGHES AVE STE 707
Mailing City,St,Zip: CULVER CITY, CA 902326841
Gen County: Not reported
TSD EPA ID: CAL000121946
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: .1876
Facility County: Los Angeles

Year: 1995
Gepaid: CAL000110574
Contact: DARYL HOUSTON MD/JESUS MORO MD
Telephone: 3108387381
Mailing Name: Not reported
Mailing Address: 3831 HUGHES AVE STE 707
Mailing City,St,Zip: CULVER CITY, CA 902326841
Gen County: Not reported
TSD EPA ID: CAD981402522
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: .2668
Facility County: Los Angeles

DARYL HOUSTON MD/JESUS MURO MD (Continued) **S113062764**

Click this hyperlink while viewing on your computer to access
2 additional CA_HAZNET: record(s) in the EDR Site Report.

---

101 **DR JOSEPH PAGE MD** **CA HAZNET** **S113092060**
3831 HUGHES AVE SUITE 704 **N/A**
CULVER CITY, CA 90232

HAZNET:

Year:	1998
Gepaid:	CAL000174882
Contact:	JOSEPH PAGE
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	9033 WILSHIRE BLVD STE 401
Mailing City,St,Zip:	BEVERLY HILLS, CA 902110000
Gen County:	Not reported
TSD EPA ID:	CAL000121946
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	.0030
Facility County:	Los Angeles

---

101 **EDR US Hist Auto Stat** **1015460289**
3831 HUGHES AVE **N/A**
CULVER CITY, CA 90232

EDR Historical Auto Stations:

Name:	BONNEAU AUTO SERVICE
Year:	2003
Address:	3831 HUGHES AVE

---

101 **GEORGE COLOSIMO, MD.** **CA HAZNET** **S112853327**
3831 HUGHES AVE. #608 **N/A**
CULVER CITY, CA 90232

HAZNET:

Year:	1994
Gepaid:	CAC000923976
Contact:	GEORGE COLOSIMO, M.D.
Telephone:	3108375155
Mailing Name:	Not reported
Mailing Address:	3831 HUGHES AVE. #608
Mailing City,St,Zip:	CULVER CITY, CA 902320000
Gen County:	Not reported
TSD EPA ID:	CAD981402522
TSD County:	Not reported
Waste Category:	Metal sludge (Alkaline solution (pH >= 12.5) with metals)
Disposal Method:	Recycler
Tons:	.0125
Facility County:	Los Angeles

101 **UNILAB** **CA HAZNET** **S112936355**
3831 HUGHES AVE STE 503 **N/A**
CULVER CITY, CA 90232

HAZNET:

Year:	2004
Gepaid:	CAC002575654
Contact:	BENO SINGH
Telephone:	8189967300
Mailing Name:	Not reported
Mailing Address:	18408 OXNARD ST
Mailing City,St,Zip:	TARZANA, CA 91356
Gen County:	Not reported
TSD EPA ID:	CAD008364432
TSD County:	Not reported
Waste Category:	Liquids with pH <= 2
Disposal Method:	Transfer Station
Tons:	0.02
Facility County:	Los Angeles

---

101 **JIM'S BODY SHOP** **CA EMI** **S106833488**
3703 S MOTOR AVE **N/A**
LOS ANGELES, CA 90034

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	20970
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

101 **CLASSICS AUTO BODY INC** **CA HAZNET** **S113150562**
3703 S MOTOR AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2012
Gepaid:	CAL000326794
Contact:	MICHAEL KREM
Telephone:	3236558878
Mailing Name:	Not reported
Mailing Address:	8556 W PICO BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900352410
Gen County:	Los Angeles
TSD EPA ID:	CAD008252405
TSD County:	Los Angeles
Waste Category:	Not reported

CLASSICS AUTO BODY INC (Continued) **S113150562**

Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.1251
Facility County: Los Angeles

Year: 2012
Gepaid: CAL000326794
Contact: MICHAEL KREM
Telephone: 3236558878
Mailing Name: Not reported
Mailing Address: 8556 W PICO BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900352410
Gen County: Los Angeles
TSD EPA ID: CAD008252405
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Solvents Recovery
Tons: 0.198
Facility County: Los Angeles

Year: 2011
Gepaid: CAL000326794
Contact: MICHAEL KREM
Telephone: 3236558878
Mailing Name: Not reported
Mailing Address: 8556 W PICO BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900352410
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Solvents Recovery
Tons: 0.09
Facility County: Los Angeles

Year: 2011
Gepaid: CAL000326794
Contact: MICHAEL KREM
Telephone: 3236558878
Mailing Name: Not reported
Mailing Address: 8556 W PICO BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900352410
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues 10 percent or more
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.1251
Facility County: Los Angeles

Year: 2010
Gepaid: CAL000326794
Contact: MICHAEL KREM
Telephone: 3236558878
Mailing Name: Not reported
Mailing Address: 8556 W PICO BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900352410
Gen County: Not reported

CLASSICS AUTO BODY INC (Continued) **S113150562**

TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Solvents Recovery
Tons: 0.0828
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
4 additional CA_HAZNET: record(s) in the EDR Site Report.

---

101 **JIM'S BODY SHOP** **CA EMI** **S106833489**
3703 SO. MOTOR AVE. **N/A**
LOS ANGELES, CA 90034

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	20970
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

101 **JIMS BODY SHOP** **CA HAZNET** **S113037473**
3703 SOUTH MOTOR AVENUE **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2006
Gepaid:	CAL000039649
Contact:	JASON ARIYASU
Telephone:	3105592233
Mailing Name:	Not reported
Mailing Address:	3703 MOTOR AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Recycler
Tons:	0.19
Facility County:	Los Angeles

Year:	2006
Gepaid:	CAL000039649
Contact:	JASON ARIYASU
Telephone:	3105592233

JIMS BODY SHOP (Continued) **S113037473**

Mailing Name: Not reported
Mailing Address: 3703 MOTOR AVE
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Recycler
Tons: 0.19
Facility County: Los Angeles

Year: 2003
Gepaid: CAL000039649
Contact: JASON ARIYASU
Telephone: 3105592233
Mailing Name: Not reported
Mailing Address: 3703 MOTOR AVE
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Recycler
Tons: 0.1
Facility County: Los Angeles

Year: 2003
Gepaid: CAL000039649
Contact: JASON ARIYASU
Telephone: 3105592233
Mailing Name: Not reported
Mailing Address: 3703 MOTOR AVE
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Recycler
Tons: 0.1
Facility County: Los Angeles

Year: 1998
Gepaid: CAL000039649
Contact: ARIYASU JIMMY G
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 3703 MOTOR AVE
Mailing City,St,Zip: LOS ANGELES, CA 900340000
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Paint sludge
Disposal Method: Recycler
Tons: .2293
Facility County: Los Angeles

JIMS BODY SHOP (Continued) **S113037473**

Click this hyperlink while viewing on your computer to access
5 additional CA_HAZNET: record(s) in the EDR Site Report.

---

101 **EDR US Hist Auto Stat** **1015453736**
3703 MOTOR AVE **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:

Name:	JIMS BODY SHOP
Year:	1999
Address:	3703 MOTOR AVE
Name:	JIMS BODY SHOP
Year:	2003
Address:	3703 MOTOR AVE
Name:	JIMS BODY SHOP
Year:	2005
Address:	3703 MOTOR AVE
Name:	JIMS BODY SHOP
Year:	2006
Address:	3703 MOTOR AVE
Name:	CLASSICS AUTO BODY INC
Year:	2010
Address:	3703 MOTOR AVE
Name:	CLASSICS AUTO BODY INC
Year:	2011
Address:	3703 MOTOR AVE
Name:	CLASSICS AUTO BODY INC
Year:	2012
Address:	3703 MOTOR AVE

---

101 **NATALEE THAI CUISINE,J. PHOLKO** **CA EMI** **S106836126**
10036 VENICE BLVD. **N/A**
CULVER CITY, CA 90230

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	74764
Air District Name:	SC
SIC Code:	5812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0

NATALEE THAI CUISINE,J. PHOLKO (Continued) **S106836126**

Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

---

101 **Z & S WEST** **CA FID UST** **S101586859**
10020 VENICE BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90232

CA FID UST:

Facility ID:	19054544
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	10020 W VENICE BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 902320000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

SWEEPS UST:

Status:	Not reported
Comp Number:	6821
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	0

---

101 **GEORGE AGZARIAN MD** **CA HAZNET** **S113062185**
10000 VENICE BLVD **N/A**
CULVER CITY, CA 90232

HAZNET:

Year:	1998
Gepaid:	CAL000107915
Contact:	GEORGE AGZARIAN M D
Telephone:	2138702725
Mailing Name:	Not reported
Mailing Address:	10000 VENICE BLVD
Mailing City,St,Zip:	CULVER CITY, CA 902320000
Gen County:	Not reported

GEORGE AGZARIAN MD (Continued) **S113062185**

TSD EPA ID: UTD069803658
TSD County: Not reported
Waste Category: Metal sludge (Alkaline solution (pH >= 12.5) with metals)
Disposal Method: Recycler
Tons: .0505
Facility County: Los Angeles

Year: 1998
Gepaid: CAL000107915
Contact: GEORGE AGZARIAN M D
Telephone: 2138702725
Mailing Name: Not reported
Mailing Address: 10000 VENICE BLVD
Mailing City,St,Zip: CULVER CITY, CA 902320000
Gen County: Not reported
TSD EPA ID: CAD981402522
TSD County: Not reported
Waste Category: Metal sludge (Alkaline solution (pH >= 12.5) with metals)
Disposal Method: Recycler
Tons: .0834
Facility County: Los Angeles

Year: 1997
Gepaid: CAL000107915
Contact: GEORGE AGZARIAN M D
Telephone: 2138702725
Mailing Name: Not reported
Mailing Address: 10000 VENICE BLVD
Mailing City,St,Zip: CULVER CITY, CA 902320000
Gen County: Not reported
TSD EPA ID: CAD981402522
TSD County: Not reported
Waste Category: Metal sludge (Alkaline solution (pH >= 12.5) with metals)
Disposal Method: Recycler
Tons: .1015
Facility County: Los Angeles

Year: 1996
Gepaid: CAL000107915
Contact: GEORGE AGZARIAN M D
Telephone: 2138702725
Mailing Name: Not reported
Mailing Address: 10000 VENICE BLVD
Mailing City,St,Zip: CULVER CITY, CA 902320000
Gen County: Not reported
TSD EPA ID: CAD981402522
TSD County: Not reported
Waste Category: Metal sludge (Alkaline solution (pH >= 12.5) with metals)
Disposal Method: Recycler
Tons: .2135
Facility County: Los Angeles

Year: 1995
Gepaid: CAL000107915
Contact: GEORGE AGZARIAN M D
Telephone: 2138702725
Mailing Name: Not reported

GEORGE AGZARIAN MD (Continued) **S113062185**

Mailing Address: 10000 VENICE BLVD
Mailing City,St,Zip: CULVER CITY, CA 902320000
Gen County: Not reported
TSD EPA ID: CAD981402522
TSD County: Not reported
Waste Category: Metal sludge (Alkaline solution (pH >= 12.5) with metals)
Disposal Method: Recycler
Tons: .0050
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
4 additional CA_HAZNET: record(s) in the EDR Site Report.

---

101 **CULVER PALMS MEDICAL GROUP** **CA HAZNET** **S113034843**
10001 VENICE BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 1995
Gepaid: CAL000034076
Contact: CULVER PALMS MED GRP
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 10001 VENICE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900346085
Gen County: Not reported
TSD EPA ID: CAD982524613
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: .0145
Facility County: Los Angeles

Year: 1995
Gepaid: CAL000034076
Contact: CULVER PALMS MED GRP
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 10001 VENICE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900346085
Gen County: Not reported
TSD EPA ID: CAD108040858
TSD County: Not reported
Waste Category: Metal sludge (Alkaline solution (pH >= 12.5) with metals)
Disposal Method: Recycler
Tons: .0195
Facility County: Los Angeles

Year: 1994
Gepaid: CAL000034076
Contact: CULVER PALMS MED GRP
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 10001 VENICE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900346085
Gen County: Not reported
TSD EPA ID: CAD982524613
TSD County: Not reported

CULVER PALMS MEDICAL GROUP (Continued) **S113034843**

Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: .0333
Facility County: Los Angeles

Year: 1993
Gepaid: CAL000034076
Contact: CULVER PALMS MED GRP
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 10001 VENICE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900346085
Gen County: Not reported
TSD EPA ID: CAD982524613
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: 4.17000000000
Facility County: Los Angeles

---

101 **CITY OF LOS ANGELES GENERAL SERVICES** **CA HAZNET** **S112939152**
3690 MOTOR AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 2004
Gepaid: CAC002580033
Contact: SHARI KUROKI/MGR ANALYST
Telephone: 2134737748
Mailing Name: Not reported
Mailing Address: 419 S SPRING ST 12TH FL
Mailing City,St,Zip: LOS ANGELES, CA 90013
Gen County: Not reported
TSD EPA ID: CAD009007626
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Disposal, Land Fill
Tons: 5.05
Facility County: Los Angeles

---

101 **TISCH AUNET FINANCIAL** **CA HAZNET** **S112979393**
3815 HUGHES AVE **N/A**
CULVER CITY, CA 90232

HAZNET:
Year: 2009
Gepaid: CAC002644663
Contact: CAROL CHACAMATY
Telephone: 3108414307
Mailing Name: Not reported
Mailing Address: 3815 HUGHES AVE
Mailing City,St,Zip: CULVER CITY, CA 902322715
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Other organic solids

TISCH AUNET FINANCIAL (Continued) **S112979393**

Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.05
Facility County: Los Angeles

Year: 2009
Gepaid: CAC002644663
Contact: CAROL CHACAMATY
Telephone: 3108414307
Mailing Name: Not reported
Mailing Address: 3815 HUGHES AVE
Mailing City,St,Zip: CULVER CITY, CA 902322715
Gen County: Not reported
TSD EPA ID: AZR000501510
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 4.85
Facility County: Los Angeles

---

101 **EDWARD DALE COOPER, D.D.S.** **CA HAZNET** **S113070038**
9918 VENICE BLVD. **N/A**
CULVER CITY, CA 90230

HAZNET:
Year: 2011
Gepaid: CAL000124157
Contact: EDWARD DALE COOPER
Telephone: 3108370034
Mailing Name: Not reported
Mailing Address: 9918 VENICE BLVD
Mailing City,St,Zip: CULVER CITY, CA 902320000
Gen County: Not reported
TSD EPA ID: CAD008364432
TSD County: Not reported
Waste Category: Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.0165
Facility County: Los Angeles

Year: 2011
Gepaid: CAL000124157
Contact: EDWARD DALE COOPER
Telephone: 3108370034
Mailing Name: Not reported
Mailing Address: 9918 VENICE BLVD
Mailing City,St,Zip: CULVER CITY, CA 902320000
Gen County: Not reported
TSD EPA ID: CAD008364432
TSD County: Not reported
Waste Category: Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.0165
Facility County: Los Angeles

Year: 2007
Gepaid: CAL000124157

EDWARD DALE COOPER, D.D.S. (Continued) **S113070038**

Contact:	# ISSUED 2/7/95 EMTERED LATE
Telephone:	3108370034
Mailing Name:	Not reported
Mailing Address:	9918 VENICE BLVD
Mailing City,St,Zip:	CULVER CITY, CA 902320000
Gen County:	Not reported
TSD EPA ID:	CAD008364432
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.01
Facility County:	Los Angeles

Year:	2007
Gepaid:	CAL000124157
Contact:	# ISSUED 2/7/95 EMTERED LATE
Telephone:	3108370034
Mailing Name:	Not reported
Mailing Address:	9918 VENICE BLVD
Mailing City,St,Zip:	CULVER CITY, CA 902320000
Gen County:	Not reported
TSD EPA ID:	CAD008364432
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.01
Facility County:	Los Angeles

---

101 **RAYMOND E O'NEAL DDS** **CA HAZNET** **S113060061**
9914 VENICE BLVD **N/A**
CULVER CITY, CA 90232

HAZNET:

Year:	2008
Gepaid:	CAL000100556
Contact:	ARI NADELMAN
Telephone:	2136287000
Mailing Name:	Not reported
Mailing Address:	9914 VENICE BLVD
Mailing City,St,Zip:	CULVER CITY, CA 902322719
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.034
Facility County:	Los Angeles

Year:	2002
Gepaid:	CAL000100556
Contact:	ARI NADELMAN
Telephone:	2136287000
Mailing Name:	Not reported
Mailing Address:	9914 VENICE BLVD
Mailing City,St,Zip:	CULVER CITY, CA 902322719
Gen County:	Not reported
TSD EPA ID:	CAL000212588
TSD County:	Not reported

RAYMOND E O'NEAL DDS (Continued) **S113060061**

Waste Category: Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method: Not reported
Tons: 0.02
Facility County: Los Angeles

Year: 2000
Gepaid: CAL000100556
Contact: ARI NADELMAN
Telephone: 2136287000
Mailing Name: Not reported
Mailing Address: 9914 VENICE BLVD
Mailing City,St,Zip: CULVER CITY, CA 902322719
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method: Transfer Station
Tons: 0.01
Facility County: Los Angeles

Year: 1998
Gepaid: CAL000100556
Contact: RAYMOND E O'NEAL DDS
Telephone: 3108383090
Mailing Name: Not reported
Mailing Address: 9914 VENICE BLVD
Mailing City,St,Zip: CULVER CITY, CA 902322719
Gen County: Not reported
TSD EPA ID: CAD000088252
TSD County: Not reported
Waste Category: Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method: Transfer Station
Tons: .0083
Facility County: Los Angeles

Year: 1998
Gepaid: CAL000100556
Contact: RAYMOND E O'NEAL DDS
Telephone: 3108383090
Mailing Name: Not reported
Mailing Address: 9914 VENICE BLVD
Mailing City,St,Zip: CULVER CITY, CA 902322719
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Other inorganic solid waste
Disposal Method: Transfer Station
Tons: .0002
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
2 additional CA_HAZNET: record(s) in the EDR Site Report.

101 **EDR US Hist Auto Stat** **1015456946**
3767 CLARINGTON AVE **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:
Name: AAMCO TRANSMISSIONS
Year: 2007
Address: 3767 CLARINGTON AVE

---

101 **EDR US Hist Cleaners** **1015110007**
9909 VENICE BLVD **N/A**
LOS ANGELES, CA 90034

EDR Historical Cleaners:
Name: GOLDEN GLOW CLEANERS
Year: 2001
Address: 9909 VENICE BLVD

Name: GOLDEN GLOW CLEANERS
Year: 2003
Address: 9909 VENICE BLVD

Name: GOLDEN GLOW CLEANERS
Year: 2004
Address: 9909 VENICE BLVD

Name: GOLDEN GLOW CLEANERS
Year: 2005
Address: 9909 VENICE BLVD

Name: GOLDEN GLOW CLEANERS
Year: 2006
Address: 9909 VENICE BLVD

Name: GOLDEN GLOW CLEANERS
Year: 2007
Address: 9909 VENICE BLVD

Name: GOLDEN GLOW CLEANERS
Year: 2008
Address: 9909 VENICE BLVD

Name: GOLDEN GLOW CLEANERS
Year: 2010
Address: 9909 VENICE BLVD

Name: GOLDEN GLOW CLEANERS
Year: 2011
Address: 9909 VENICE BLVD

Name: GOLDEN GLOW CLEANERS
Year: 2012
Address: 9909 VENICE BLVD

101 **BROTMAN MEDICAL CENTER** **CA LUST** **S105796926**
3828 DELMAS TER **CA HIST UST** **N/A**
CULVER CITY, CA 90231 **CA LOS ANGELES CO. HMS**

LUST:

Region:	STATE
Global Id:	T0603784846
Latitude:	34.022982
Longitude:	-118.397126
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	03/23/2005
Lead Agency:	LOS ANGELES COUNTY
Case Worker:	TS
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	Not reported
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Diesel
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603784846
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T0603784846
Contact Type:	Local Agency Caseworker
Contact Name:	TIM SMITH
Organization Name:	LOS ANGELES COUNTY
Address:	900 S. FREMONT AVE.
City:	ALHAMBRA
Email:	tsmith@dpw.lacounty.gov
Phone Number:	Not reported

Regulatory Activities:

Global Id:	T0603784846
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

Global Id:	T0603784846
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery

Global Id:	T0603784846
Action Type:	REMEDIATION
Date:	01/01/1950
Action:	Not reported

BROTMAN MEDICAL CENTER (Continued) **S105796926**

HIST UST:
Region: STATE
Facility ID: 00000004061
Facility Type: Other
Other Type: ACUTE CARE HOSPITAL
Total Tanks: 0003
Contact Name: MICKEY THOMPSON
Telephone: 2138367000
Owner Name: HOSPITAL CORPORATION OF AMERIC
Owner Address: 1 PARK PLAZA
Owner City,St,Zip: NASHVILLE, TN 37203

Tank Num: 001
Container Num: 1
Year Installed: 1972
Tank Capacity: 00003000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00000550
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 003
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00000275
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Stock Inventor

LOS ANGELES CO. HMS:
Region: LA
Facility Id: 021218-030032
Facility Type: Not reported
Facility Status: OPEN
Area: 2M
Permit Number: Not reported
Permit Status: Not reported

101 **BROTMAN MEDICAL CENTER** **CA UST** **U001562866**
3828 DELMAS TER **N/A**
CULVER CITY, CA 90232

UST:
Facility ID: 7225
Latitude: 34.02332
Longitude: -118.39738

---

101 **BROTMAN MEDICAL CENTER** **CA FID UST** **S101587066**
3827 DELMAS TERR **CA SWEEPS UST** **N/A**
CULVER CITY, CA 90230

CA FID UST:
Facility ID: 19054803
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: Not reported
Mail To: Not reported
Mailing Address: 3827 DELMAS TERR
Mailing Address 2: Not reported
Mailing City,St,Zip: CULVER CITY 90230
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Active
Comp Number: 7225
Number: 1
Board Of Equalization: Not reported
Referral Date: 03-12-90
Action Date: 03-12-90
Created Date: 03-12-90
Tank Status: A
Owner Tank Id: 1
Swrcb Tank Id: 19-000-007225-000001
Actv Date: 03-12-90
Capacity: 3000
Tank Use: M.V. FUEL
Stg: P
Content: DIESEL
Number Of Tanks: 3

Status: Active
Comp Number: 7225
Number: 1
Board Of Equalization: Not reported
Referral Date: 03-12-90
Action Date: 03-12-90
Created Date: 03-12-90
Tank Status: A
Owner Tank Id: Not reported

BROTMAN MEDICAL CENTER (Continued) **S101587066**

Swrcb Tank Id:	19-000-007225-000002
Actv Date:	03-12-90
Capacity:	300
Tank Use:	M.V. FUEL
Stg:	P
Content:	DIESEL
Number Of Tanks:	Not reported
Status:	Active
Comp Number:	7225
Number:	1
Board Of Equalization:	Not reported
Referral Date:	03-12-90
Action Date:	03-12-90
Created Date:	03-12-90
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-000-007225-000003
Actv Date:	03-12-90
Capacity:	600
Tank Use:	M.V. FUEL
Stg:	P
Content:	DIESEL
Number Of Tanks:	Not reported

---

101 **WESTERN IMAGING CENTER MED GROUP** **RCRA NonGen / NLR** **1000686424**
9808 VENICE BLVD 2ND FLOOR **FINDS** **CAD983637331**
CULVER CITY, CA

RCRA NonGen / NLR:

Date form received by agency:	06/06/2011
Facility name:	WESTERN IMAGING CENTER MED GROUP
Facility address:	9808 VENICE BLVD 2ND FLOOR CULVER CITY, CA 90230
EPA ID:	CAD983637331
Mailing address:	323 NEW ALBANY RD MOORESTOWN, NJ 08057
Contact:	AMY WRIGHT
Contact address:	323 NEW ALBANY RD MOORESTOWN, NJ 08057
Contact country:	US
Contact telephone:	856-813-3000
Telephone ext.:	230
Contact email:	AWRIGHT@PROPERTYSOLUTIONSINC.COM
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	CALIFORNIA LIMITED PARTNERSHIP
Owner/operator address:	9808 VENICE BLVD 2ND FLOOR CULVER CITY, CA 90230
Owner/operator country:	Not reported
Owner/operator telephone:	(310) 836-4700
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported

WESTERN IMAGING CENTER MED GROUP (Continued) **1000686424**

Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 05/20/1992
Facility name: WESTERN IMAGING CENTER MED GROUP
Classification: Small Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110043666486

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

101 **BROTMAN PHYSICIAN PLAZA** **CA HAZNET** **S112959598**
9808 VENICE BLVD **N/A**
CULVER CITY, CA 90232

HAZNET:
Year: 2007
Gepaid: CAC002613700
Contact: CHRISTINA PACHECO
Telephone: 8188073118
Mailing Name: Not reported
Mailing Address: 9808 VENICE BLVD
Mailing City,St,Zip: CULVER CITY, CA 90232
Gen County: Not reported
TSD EPA ID: NVT330010000
TSD County: Not reported
Waste Category: Unspecified organic liquid mixture
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)

BROTMAN PHYSICIAN PLAZA (Continued) **S112959598**

Tons: 0.03
Facility County: Los Angeles

Year: 2007
Gepaid: CAC002613700
Contact: CHRISTINA PACHECO
Telephone: 8188073118
Mailing Name: Not reported
Mailing Address: 9808 VENICE BLVD
Mailing City,St,Zip: CULVER CITY, CA 90232
Gen County: Not reported
TSD EPA ID: CAD008364432
TSD County: Not reported
Waste Category: Off-specification, aged or surplus inorganics
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.02
Facility County: Los Angeles

---

101 **RITA BRUCES, DDS, INC** **CA HAZNET** **S113798313**
9808 VENICE BLVD STE 506 **N/A**
CULVER CITY, CA 90232

HAZNET:
Year: 2012
Gepaid: CAL000345073
Contact: RITA BRUCE
Telephone: 3102042475
Mailing Name: Not reported
Mailing Address: 9808 VENICE BLVD STE 506
Mailing City,St,Zip: LOS ANGELES, CA 902322732
Gen County: Los Angeles
TSD EPA ID: CAD008364432
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.021
Facility County: Los Angeles

---

101 **DR JOEL A HEIN DDS INC** **CA HAZNET** **S113054767**
9800 VENICE BLVD **N/A**
CULVER CITY, CA 90232

HAZNET:
Year: 1998
Gepaid: CAL000087920
Contact: HEIN JOEL A DR
Telephone: 3108374444
Mailing Name: Not reported
Mailing Address: 9800 VENICE BLVD
Mailing City,St,Zip: CULVER CITY, CA 902322731
Gen County: Not reported
TSD EPA ID: CAL000121946
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste

DR JOEL A HEIN DDS INC (Continued) **S113054767**

Disposal Method: Recycler
Tons: .0499
Facility County: Los Angeles

Year: 1996
Gepaid: CAL000087920
Contact: HEIN JOEL A DR
Telephone: 3108374444
Mailing Name: Not reported
Mailing Address: 9800 VENICE BLVD
Mailing City,St,Zip: CULVER CITY, CA 902322731
Gen County: Not reported
TSD EPA ID: CAD981402522
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: .0375
Facility County: Los Angeles

---

101 **WILLIAM I ROFAEL** **CA FID UST** **S101583573**
9829 VENICE BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90034

CA FID UST:
Facility ID: 19004626
Regulated By: UTNKI
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 9829 VENICE BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900340000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

SWEEPS UST:
Status: Not reported
Comp Number: 4046
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported

WILLIAM I ROFAEL (Continued) **S101583573**

Content: Not reported
Number Of Tanks: 0

---

101 **EDR US Hist Auto Stat** **1015688081**
9801 VENICE BLVD **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:

Name: MEJIA BROTHERS AUTO UPHOLSTERY
Year: 1999
Address: 9801 VENICE BLVD

Name: MEJIA BROTHERS AUTO UPHOLSTERY
Year: 2001
Address: 9801 VENICE BLVD

Name: MEJIA BROTHERS AUTO UPHOLSTERY
Year: 2002
Address: 9801 VENICE BLVD

Name: MEJIA BROTHERS AUTO UPHOLSTERY
Year: 2003
Address: 9801 VENICE BLVD

Name: PACIFIC AUTO
Year: 2004
Address: 9801 VENICE BLVD

Name: MEJIA BROTHERS AUTO UPHOLSTERY
Year: 2005
Address: 9801 VENICE BLVD

Name: MEJIA BROTHERS AUTO UPHOLSTERY
Year: 2006
Address: 9801 VENICE BLVD

Name: MEJIA BROTHERS AUTO UPHOLSTERY
Year: 2007
Address: 9801 VENICE BLVD

Name: MEJIA BROTHERS AUTO UPHOLSTERY
Year: 2008
Address: 9801 VENICE BLVD

Name: MEJIA BROTHERS AUTO UPHOLSTERY
Year: 2009
Address: 9801 VENICE BLVD

Name: MEJIA BROTHERS AUTO UPHOLSTERY
Year: 2010
Address: 9801 VENICE BLVD

Name: MEJIA BROS AUTO UPHOLSTERY
Year: 2012
Address: 9801 VENICE BLVD

101 **FIRST LUTHERAN SCHOOL OF CULVER CITY** **FTTS** **1004444014**
3754 DUNN DR **HIST FTTS** **N/A**
LOS ANGELES, CA **FINDS**

FTTS:

Case Number:	Not reported
Docket Number:	09-90-0063
Complaint Issue Date:	08/17/90
Abatement Amount:	0.0000
Proposed Penalty:	4000.0000
Final Assessment:	0.0000
Final Order Date:	10/26/90
Close Date:	10/26/90
Violations(s):	AHERA LEA, Failure to Submit/Include/Update Management Plan

FTTS INSP:

Inspection Number:	19900116R090526
Region:	09
Inspection Date:	01/16/90
Inspector:	MANCUS
Violation occurred:	Yes
Investigation Type:	AHERA, Enforcement, SEE Conducted
Investigation Reason:	For Cause, Violation
Legislation Code:	TSCA
Facility Function:	User

HIST FTTS:

Case Number:	Not reported
Docket Number:	09-90-0063
Complaint Issue Date:	08/17/1990
Abatement Amount:	0.0000
Proposed Penalty:	4000.0000
Final Assessment:	0.0000
Final Order Date:	10/26/1990
Close Date:	10/26/1990
Violations(s):	AHERA LEA, Failure to Submit/Include/Update Management Plan

HIST FTTS INSP:

Inspection Number:	19900116R090526
Region:	09
Inspection Date:	Not reported
Inspector:	MANCUS
Violation occurred:	Yes
Investigation Type:	AHERA, Enforcement, SEE Conducted
Investigation Reason:	For Cause, Violation
Legislation Code:	TSCA
Facility Function:	User

FINDS:

Registry ID: 110011491144

Environmental Interest/Information System
NCDB (National Compliance Data Base) supports implementation of the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) and the

FIRST LUTHERAN SCHOOL OF CULVER CITY (Continued) **1004444014**

Toxic Substances Control Act (TSCA). The system tracks inspections in regions and states with cooperative agreements, enforcement actions, and settlements.

---

101 **PAUL J BRODY, DPM** **CA HAZNET** **S113087665**
9736 VENICE BLVD **N/A**
CULVER CITY, CA 90232

HAZNET:

Year:	1998
Gepaid:	CAL000163672
Contact:	PAUL J BRODY
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	9736 VENICE BLVD
Mailing City,St,Zip:	CULVER CITY, CA 902320000
Gen County:	Not reported
TSD EPA ID:	CAL000121946
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	.0050
Facility County:	Los Angeles

---

101 **PACIFIC BELL CLCYCA11/H4113** **CA UST** **U003776710**
3847 CARDIFF AVE **CA SWEEPS UST** **N/A**
CULVER CITY, CA 90232 **CA LOS ANGELES CO. HMS**

UST:

Facility ID:	10218
Latitude:	34.02421
Longitude:	-118.39547

SWEEPS UST:

Status:	Active
Comp Number:	10218
Number:	9
Board Of Equalization:	44-008769
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-000-010218-000001
Actv Date:	06-30-89
Capacity:	Not reported
Tank Use:	UNKNOWN
Stg:	W
Content:	Not reported
Number Of Tanks:	1

LOS ANGELES CO. HMS:

Region:	LA
Facility Id:	010333-010218

PACIFIC BELL CLCYCA11/H4113 (Continued) **U003776710**

Facility Type: T0
Facility Status: Permit
Area: 2M
Permit Number: 00001640T
Permit Status: Permit

---

101 **PACIFIC BELL (H4-113)** **CA HIST UST** **U001562843**
3847 CARDIFF AVE **CA EMI** **N/A**
CULVER CITY, CA 90230

HIST UST:
Region: STATE
Facility ID: 00000056133
Facility Type: Other
Other Type: SIC 4800
Total Tanks: 0001
Contact Name: E.J. KOEHLER
Telephone: 4155426758
Owner Name: PACIFIC BELL
Owner Address: 370 THIRD STREET
Owner City,St,Zip: SAN FRANCISCO, CA 94107

Tank Num: 001
Container Num: D-75-10K
Year Installed: 1975
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: None

EMI:
Year: 1987
County Code: 19
Air Basin: SC
Facility ID: 15631
Air District Name: SC
SIC Code: 4922
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

Year: 1990
County Code: 19
Air Basin: SC
Facility ID: 15631
Air District Name: SC
SIC Code: 4813
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported

PACIFIC BELL (H4-113) (Continued) **U001562843**

Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

101 **EDR US Hist Auto Stat** **1015460870**

3847 CARDIFF AVE **N/A**
CULVER CITY, CA 90232

EDR Historical Auto Stations:

Name:	A R MOTOR SPORTS
Year:	2010
Address:	3847 CARDIFF AVE
Name:	A R MOTOR SPORTS
Year:	2011
Address:	3847 CARDIFF AVE
Name:	A R MOTOR SPORTS
Year:	2012
Address:	3847 CARDIFF AVE

---

101 **EDR US Hist Cleaners** **1015052331**

3847 CARDIFF AVE **N/A**
CULVER CITY, CA 90232

EDR Historical Cleaners:

Name:	BEVERLY HILLS CARPET CLEANERS
Year:	2010
Address:	3847 CARDIFF AVE

---

101 **PACIFIC BELL** **RCRA-SQG** **1000250351**
3847 CARDIFF AVE **FINDS** **CAT080023153**
CULVER CITY, CA **CA HIST CORTESE**
CA LUST
CA LOS ANGELES CO. HMS

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	PACIFIC BELL
Facility address:	3847 CARDIFF AVE CULVER CITY, CA 90230
EPA ID:	CAT080023153
Mailing address:	170 N FAIR OAKS RM 104 PASADENA, CA 91103
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	Not reported
Contact email:	Not reported

PACIFIC BELL (Continued) **1000250351**

EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/19/1981
Facility name: PACIFIC BELL
Classification: Large Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110002951244

PACIFIC BELL (Continued) **1000250351**

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	I-10218

LUST:

Region:	STATE
Global Id:	T0603703592
Latitude:	34.0239657
Longitude:	-118.3952717
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	11/19/1992
Lead Agency:	LOS ANGELES COUNTY
Case Worker:	JOA
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	I-10218
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Diesel
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603703592
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T0603703592
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov

PACIFIC BELL (Continued) **1000250351**

Phone Number: 6264583507

Regulatory Activities:
Global Id: T0603703592
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0603703592
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603703592
Action Type: Other
Date: 01/01/1950
Action: Leak Stopped

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: I-10218
Status: Case Closed
Substance: Diesel
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: Not reported
Global ID: T0603703592
W Global ID: Not reported
Staff: UNK
Local Agency: 19000
Cross Street: WASHINGTON BLVD.
Enforcement Type: Not reported
Date Leak Discovered: 7/24/1990
Date Leak First Reported: 8/21/1990
Date Leak Record Entered: 12/3/1990
Date Confirmation Began: Not reported
Date Leak Stopped: 7/24/1990
Date Case Last Changed on Database: 12/4/1990
Date the Case was Closed: 11/19/1992
How Leak Discovered: OM
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: UNK
Operator: KOEHLER, E.J.
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 4599.584757210854591893896 6769
Source of Cleanup Funding: UNK
Preliminary Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: 8/21/1990
Pollution Characterization Began: Not reported
Remediation Plan Submitted: Not reported

PACIFIC BELL (Continued) **1000250351**

Remedial Action Underway: Not reported
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: Not reported
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: PACIFIC BELL
RP Address: 177 COLORADO BLVD., E., #938, PASADENA, CA 91105
Program: LUST
Lat/Long: 34.0241302 / -1
Local Agency Staff: Not reported
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: OLD CASE #120490-03

LOS ANGELES CO. HMS:
Region: LA
Facility Id: 010333-056982
Facility Type: I01
Facility Status: Permit
Area: 2M
Permit Number: 000722254
Permit Status: Permit

---

101 **SO FRESH SO CLEANERS** **CA HAZNET** **S113137730**
9631 VENICE BLVD **N/A**
CULVER CITY, CA 90232

HAZNET:
Year: 2006
Gepaid: CAL000295288
Contact: KYUCHAN SHIN
Telephone: 3108385646
Mailing Name: Not reported
Mailing Address: 9631 VENICE BLVD
Mailing City,St,Zip: CULVER CITY, CA 902322625
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Recycler
Tons: Not reported
Facility County: Los Angeles

Year: 2006
Gepaid: CAL000295288
Contact: KYUCHAN SHIN
Telephone: 3108385646
Mailing Name: Not reported

SO FRESH SO CLEANERS (Continued) **S113137730**

Mailing Address: 9631 VENICE BLVD
Mailing City,St,Zip: CULVER CITY, CA 902322625
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Recycler
Tons: 0.12
Facility County: Los Angeles

Year: 2005
Gepaid: CAL000295288
Contact: KYUCHAN SHIN
Telephone: 3108385646
Mailing Name: Not reported
Mailing Address: 9631 VENICE BLVD
Mailing City,St,Zip: CULVER CITY, CA 902322625
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Not reported
Tons: Not reported
Facility County: Los Angeles

Year: 2005
Gepaid: CAL000295288
Contact: KYUCHAN SHIN
Telephone: 3108385646
Mailing Name: Not reported
Mailing Address: 9631 VENICE BLVD
Mailing City,St,Zip: CULVER CITY, CA 902322625
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Not reported
Tons: 0.12
Facility County: Los Angeles

---

101 **EDR US Hist Cleaners** **1015108862**
9631 VENICE BLVD **N/A**
CULVER CITY, CA 90232

EDR Historical Cleaners:
Name: TIP TOP CLEANERS
Year: 1999
Address: 9631 VENICE BLVD

Name: TIP TOP CLEANERS
Year: 2001
Address: 9631 VENICE BLVD

Name: TIP TOP CLEANERS
Year: 2003
Address: 9631 VENICE BLVD

101 TIP TOP CLEANERS — **RCRA-SQG 1000857206**
9631 VENICE BLVD — **FINDS CA0000072736**
CULVER CITY, CA — **CA DRYCLEANERS**
CA EMI

RCRA-SQG:

Date form received by agency:	12/06/1993
Facility name:	TIP TOP CLEANERS
Facility address:	9631 VENICE BLVD CULVER CITY, CA 90230
EPA ID:	CA0000072736
Contact:	TAE JUN HA
Contact address:	9631 VENICE BLVD CULVER CITY, CA 90230
Contact country:	US
Contact telephone:	(213) 838-5646
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	TAE JUN HA
Owner/operator address:	9631 VENICE BLVD CULVER CITY, CA 90230
Owner/operator country:	Not reported
Owner/operator telephone:	(213) 838-5646
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002612548

TIP TOP CLEANERS (Continued) **1000857206**

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

DRYCLEANERS:

EPA Id:	CAL000295288
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	06/16/2005
Facility Active:	No
Inactive Date:	08/30/2006
Facility Addr2:	Not reported
Owner Name:	EUNCHEE SHIN
Owner Address:	9631 VENICE BLVD
Owner Address 2:	Not reported
Owner Telephone:	3108385646
Contact Name:	KYUCHAN SHIN
Contact Address:	9631 VENICE BLVD
Contact Address 2:	Not reported
Contact Telephone:	3108385646

EPA Id:	CAL000311233
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	09/01/2006
Facility Active:	Yes
Inactive Date:	Not reported
Facility Addr2:	Not reported
Owner Name:	JAE EOK OH
Owner Address:	9631 VENICE BLVD
Owner Address 2:	Not reported
Owner Telephone:	3108385646
Contact Name:	JAE EOK OH
Contact Address:	9631 VENICE BLVD
Contact Address 2:	Not reported
Contact Telephone:	3108385646

EPA Id:	CAL000012908
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	11/14/1989
Facility Active:	No
Inactive Date:	06/30/2002
Facility Addr2:	Not reported
Owner Name:	TAE JUN HA & KENNETH HA
Owner Address:	1044 NEWBY ST

TIP TOP CLEANERS (Continued) **1000857206**

Owner Address 2: Not reported
Owner Telephone: 0000000000
Contact Name: TAE JUN HA CLEANER
Contact Address: 9631 VENICE BLVD
Contact Address 2: Not reported
Contact Telephone: 3108385646

EMI:
Year: 1987
County Code: 19
Air Basin: SC
Facility ID: 5782
Air District Name: SC
SIC Code: 7216
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

---

101 **SO FRESH SO CLEANERS** **CA HAZNET** **S113144295**
9631 VENICE BLVD **N/A**
CULVER CITY, CA 90232

HAZNET:
Year: 2008
Gepaid: CAL000311233
Contact: JAE EOK OH
Telephone: 3108385646
Mailing Name: Not reported
Mailing Address: 9631 VENICE BLVD
Mailing City,St,Zip: CULVER CITY, CA 902322625
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method: Solvents Recovery
Tons: 0.275
Facility County: Los Angeles

Year: 2008
Gepaid: CAL000311233
Contact: JAE EOK OH
Telephone: 3108385646
Mailing Name: Not reported
Mailing Address: 9631 VENICE BLVD
Mailing City,St,Zip: CULVER CITY, CA 902322625
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method: Solvents Recovery

SO FRESH SO CLEANERS (Continued) **S113144295**

Tons: 0.275
Facility County: Los Angeles

Year: 2007
Gepaid: CAL000311233
Contact: JAE EOK OH
Telephone: 3108385646
Mailing Name: Not reported
Mailing Address: 9631 VENICE BLVD
Mailing City,St,Zip: CULVER CITY, CA 902322625
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Solvents Recovery
Tons: Not reported
Facility County: Los Angeles

Year: 2007
Gepaid: CAL000311233
Contact: JAE EOK OH
Telephone: 3108385646
Mailing Name: Not reported
Mailing Address: 9631 VENICE BLVD
Mailing City,St,Zip: CULVER CITY, CA 902322625
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Solvents Recovery
Tons: Not reported
Facility County: Los Angeles

Year: 2007
Gepaid: CAL000311233
Contact: JAE EOK OH
Telephone: 3108385646
Mailing Name: Not reported
Mailing Address: 9631 VENICE BLVD
Mailing City,St,Zip: CULVER CITY, CA 902322625
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method: Solvents Recovery
Tons: 0.95
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
11 additional CA_HAZNET: record(s) in the EDR Site Report.

101 **TIP TOP CLEANERS** **CA HAZNET** **S113025966**
9631 VENICE BLVD **N/A**
CULVER CITY, CA 90230

HAZNET:

Year:	2005
Gepaid:	CAL000012908
Contact:	TAE JUN HA CLEANER
Telephone:	3108385646
Mailing Name:	Not reported
Mailing Address:	9631 VENICE BLVD
Mailing City,St,Zip:	CULVER CITY, CA 902322625
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	Not reported
Tons:	Not reported
Facility County:	Los Angeles

Year:	2005
Gepaid:	CAL000012908
Contact:	TAE JUN HA CLEANER
Telephone:	3108385646
Mailing Name:	Not reported
Mailing Address:	9631 VENICE BLVD
Mailing City,St,Zip:	CULVER CITY, CA 902322625
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method:	Invalid Code
Tons:	0.12
Facility County:	Los Angeles

Year:	2005
Gepaid:	CAL000012908
Contact:	TAE JUN HA CLEANER
Telephone:	3108385646
Mailing Name:	Not reported
Mailing Address:	9631 VENICE BLVD
Mailing City,St,Zip:	CULVER CITY, CA 902322625
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method:	Not reported
Tons:	Not reported
Facility County:	Los Angeles

Year:	2005
Gepaid:	CAL000012908
Contact:	TAE JUN HA CLEANER
Telephone:	3108385646
Mailing Name:	Not reported
Mailing Address:	9631 VENICE BLVD
Mailing City,St,Zip:	CULVER CITY, CA 902322625

TIP TOP CLEANERS (Continued) **S113025966**

Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Not reported
Tons: Not reported
Facility County: Los Angeles

Year: 2004
Gepaid: CAL000012908
Contact: TAE JUN HA CLEANER
Telephone: 3108385646
Mailing Name: Not reported
Mailing Address: 9631 VENICE BLVD
Mailing City,St,Zip: CULVER CITY, CA 902322625
Gen County: Not reported
TSD EPA ID: CAT000613893
TSD County: Not reported
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: Transfer Station
Tons: 0.15
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
15 additional CA_HAZNET: record(s) in the EDR Site Report.

---

101 **VIOLA JACKSON** **CA FID UST** **S101583897**
9620 VENICE BLVD **CA SWEEPS UST** **N/A**
CULVER CITY, CA 90230

CA FID UST:
Facility ID: 19007160
Regulated By: UTNKI
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 9620 VENICE BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: CULVER CITY 902300000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

SWEEPS UST:
Status: Not reported
Comp Number: 5085
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported

VIOLA JACKSON (Continued) **S101583897**

Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	0

---

101 **ROB'S ROAST BEEF, GILL LEE & M** **CA EMI** **S106838360**
9609 VENICE BL **N/A**
CULVER CITY, CA 90230

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	73101
Air District Name:	SC
SIC Code:	5812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

101 **EDR US Hist Cleaners** **1015108734**
9607 VENICE BLVD **N/A**
CULVER CITY, CA 90232

EDR Historical Cleaners:

Name:	COIN LAUNDRY ON VENICE
Year:	1999
Address:	9607 VENICE BLVD
Name:	FRIENDLY COIN OPERATED LNDRY
Year:	2002
Address:	9607 VENICE BLVD
Name:	VENICE COIN LAUNDRY
Year:	2003
Address:	9607 VENICE BLVD
Name:	VENICE COIN LAUNDRY
Year:	2004
Address:	9607 VENICE BLVD
Name:	VENICE COIN LAUNDRY
Year:	2005
Address:	9607 VENICE BLVD

(Continued) **1015108734**

Name: TIFFANYS COIN LAUNDRY
Year: 2006
Address: 9607 VENICE BLVD

Name: VENICE COIN LAUNDRY
Year: 2006
Address: 9607 VENICE BLVD

Name: VENICE COIN LAUNDRY
Year: 2007
Address: 9607 VENICE BLVD

Name: TIFFANYS COIN LAUNDRY
Year: 2007
Address: 9607 VENICE BLVD

Name: TIFFANYS COIN LAUNDRY
Year: 2008
Address: 9607 VENICE BLVD

Name: ZZMC VENICE COIN LAUNDRY
Year: 2008
Address: 9607 VENICE BLVD

Name: TIFFANYS COIN LAUNDRY
Year: 2009
Address: 9607 VENICE BLVD

Name: ZZMC VENICE COIN LAUNDRY
Year: 2009
Address: 9607 VENICE BLVD

Name: TIFFANYS COIN LAUNDRY
Year: 2010
Address: 9607 VENICE BLVD

Name: TIFFANYS COIN LAUNDRY
Year: 2011
Address: 9607 VENICE BLVD

Name: TIFFANYS COIN LAUNDRY
Year: 2012
Address: 9607 VENICE BLVD

---

101 **KABAB BISTRO** **CA LOS ANGELES CO. HMS** **S110590539**
3835 MAIN ST **N/A**
CULVER CITY, CA

LOS ANGELES CO. HMS:
Region: LA
Facility Id: 033018-054630
Facility Type: I01
Facility Status: Permit
Area: 2M
Permit Number: 000667725
Permit Status: Permit

101 **ROBERT J BARBER** **CA HAZNET** **S112971454**
3833 MAIN ST **N/A**
CULVER CITY, CA 90232

HAZNET:

Year:	2008
Gepaid:	CAC002632245
Contact:	ROBERT J BARBER
Telephone:	3103837549
Mailing Name:	Not reported
Mailing Address:	1336 VOORHEES AVE
Mailing City,St,Zip:	MANHATTAN BEACH, CA 902666924
Gen County:	Not reported
TSD EPA ID:	AZC950823111
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	12
Facility County:	Los Angeles

Year:	2008
Gepaid:	CAC002632245
Contact:	ROBERT J BARBER
Telephone:	3103837549
Mailing Name:	Not reported
Mailing Address:	1336 VOORHEES AVE
Mailing City,St,Zip:	MANHATTAN BEACH, CA 902666924
Gen County:	Not reported
TSD EPA ID:	CAD009007626
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	1.6
Facility County:	Los Angeles

---

101 **LIBRA GROUP INC** **CA LOS ANGELES CO. HMS** **S109930162**
3833 MAIN ST **N/A**
CULVER CITY, CA

LOS ANGELES CO. HMS:

Region:	LA
Facility Id:	032784-053297
Facility Type:	I01
Facility Status:	Permit
Area:	2M
Permit Number:	000644264
Permit Status:	Permit

101 **CLIFF BENJAMIN** **CA HAZNET** **S112933043**
3830 MAIN ST **N/A**
CULVER CITY, CA 90232

HAZNET:

Year:	2003
Gepaid:	CAC002570507
Contact:	NORMA NAVA
Telephone:	5627777807
Mailing Name:	Not reported
Mailing Address:	3830 MAIN ST
Mailing City,St,Zip:	CULVER CITY, CA 90232
Gen County:	Not reported
TSD EPA ID:	CAD009007626
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Disposal, Land Fill
Tons:	2.69
Facility County:	Los Angeles

---

101 **LUNCH** **CA LOS ANGELES CO. HMS** **S109691005**
3829 MAIN ST **N/A**
CULVER CITY, CA

LOS ANGELES CO. HMS:

Region:	LA
Facility Id:	032710-053006
Facility Type:	I01
Facility Status:	Permit
Area:	2M
Permit Number:	000648602
Permit Status:	Permit

---

101 **UNIFIED WESTERN GROCERS** **CA HAZNET** **S112912045**
9434 VENICE BLVD **N/A**
CULVER CITY, CA 90232

HAZNET:

Year:	2000
Gepaid:	CAC002320713
Contact:	STEVE STEIN/ MGR EH&S X4858
Telephone:	3232645200
Mailing Name:	Not reported
Mailing Address:	5200 SHEILA AVE
Mailing City,St,Zip:	COMMERCE, CA 900400000
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Off-specification, aged or surplus organics
Disposal Method:	Transfer Station
Tons:	0.04
Facility County:	Los Angeles

101 **LA ROCCO'S PIZZERIA** **CA LOS ANGELES CO. HMS** **S108936451**
3819 MAIN ST **N/A**
CULVER CITY, CA

LOS ANGELES CO. HMS:
Region: LA
Facility Id: 031888-050287
Facility Type: I01
Facility Status: Permit
Area: 2M
Permit Number: 000573477
Permit Status: Permit

---

101 **EDR US Hist Cleaners** **1015051844**
3809 MAIN ST **N/A**
CULVER CITY, CA 90232

EDR Historical Cleaners:
Name: JOHNNYS TAILOR & DRY CLEANERS
Year: 2003
Address: 3809 MAIN ST

---

101 **EDR US Hist Auto Stat** **1015456575**
3755 WATSEKA AVE **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:
Name: MECHANIC HARVEY AAL
Year: 2004
Address: 3755 WATSEKA AVE

---

101 **PIP 70 PRINTING INC** **CA HAZNET** **S113075327**
9401 VENICE BLVD **N/A**
CULVER CITY, CA 90232

HAZNET:
Year: 2004
Gepaid: CAL000138009
Contact: SHEILA BENJAMIN-MGR
Telephone: 3108376151
Mailing Name: Not reported
Mailing Address: 9401 VENICE BLVD
Mailing City,St,Zip: CULVER CITY, CA 902322623
Gen County: Not reported
TSD EPA ID: CAD981402522
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: 0.56
Facility County: Los Angeles

Year: 2001
Gepaid: CAL000138009
Contact: SHEILA BENJAMIN-MGR
Telephone: 3108376151
Mailing Name: Not reported
Mailing Address: 9401 VENICE BLVD

PIP 70 PRINTING INC (Continued) **S113075327**

Mailing City,St,Zip: CULVER CITY, CA 902322623
Gen County: Not reported
TSD EPA ID: CAD093459485
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: 0.06
Facility County: Los Angeles

Year: 2000
Gepaid: CAL000138009
Contact: SHEILA BENJAMIN-MGR
Telephone: 3108376151
Mailing Name: Not reported
Mailing Address: 9401 VENICE BLVD
Mailing City,St,Zip: CULVER CITY, CA 902322623
Gen County: Not reported
TSD EPA ID: CAT000613976
TSD County: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Transfer Station
Tons: 0.06
Facility County: Los Angeles

---

101 **ISKCON INTERNATIONAL GUR** **FINDS** **1004444521**
3745 WATSEKA AVE **N/A**
LOS ANGELES, CA

FINDS:

Registry ID: 110011786889

Environmental Interest/Information System
NCDB (National Compliance Data Base) supports implementation of the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) and the Toxic Substances Control Act (TSCA). The system tracks inspections in regions and states with cooperative agreements, enforcement actions, and settlements.

---

101 **HISTOLOGY SERVICE GROUP INC** **CA HAZNET** **S112860302**
9327 VENICE BLVD **N/A**
CULVER CITY, CA 90232

HAZNET:
Year: 1996
Gepaid: CAC001017352
Contact: HISTOLOGY SERVICE GROUP INC
Telephone: 3108392329
Mailing Name: Not reported
Mailing Address: 9327 VENICE BLVD
Mailing City,St,Zip: CULVER CITY, CA 902322621
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)

HISTOLOGY SERVICE GROUP INC (Continued) **S112860302**

Disposal Method: Recycler
Tons: 2.5228
Facility County: Los Angeles

Year: 1995
Gepaid: CAC001017352
Contact: HISTOLOGY SERVICE GROUP INC
Telephone: 3108392329
Mailing Name: Not reported
Mailing Address: 9327 VENICE BLVD
Mailing City,St,Zip: CULVER CITY, CA 902322621
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method: Recycler
Tons: 3.4401
Facility County: Los Angeles

---

101 **HISTOLOGY SERVICE GRP INC** **CA HAZNET** **S113079588**
9323 VENICE BLVD **N/A**
CULVER CITY, CA 90232

HAZNET:
Year: 2000
Gepaid: CAL000144896
Contact: GARLAND WILSON
Telephone: 3108392329
Mailing Name: Not reported
Mailing Address: 10736 JEFFERSON BLVD #518
Mailing City,St,Zip: CULVER CITY, CA 902300000
Gen County: Not reported
TSD EPA ID: CAT080022148
TSD County: Not reported
Waste Category: Laboratory waste chemicals
Disposal Method: Transfer Station
Tons: 0.01
Facility County: Los Angeles

Year: 2000
Gepaid: CAL000144896
Contact: GARLAND WILSON
Telephone: 3108392329
Mailing Name: Not reported
Mailing Address: 10736 JEFFERSON BLVD #518
Mailing City,St,Zip: CULVER CITY, CA 902300000
Gen County: Not reported
TSD EPA ID: CAT080022148
TSD County: Not reported
Waste Category: Empty containers less than 30 gallons
Disposal Method: Transfer Station
Tons: 0.06
Facility County: Los Angeles

Year: 2000
Gepaid: CAL000144896
Contact: GARLAND WILSON
Telephone: 3108392329

HISTOLOGY SERVICE GRP INC (Continued) **S113079588**

Mailing Name: Not reported
Mailing Address: 10736 JEFFERSON BLVD #518
Mailing City,St,Zip: CULVER CITY, CA 902300000
Gen County: Not reported
TSD EPA ID: CAT080022148
TSD County: Not reported
Waste Category: Off-specification, aged or surplus organics
Disposal Method: Transfer Station
Tons: 0.41
Facility County: Los Angeles

Year: 2000
Gepaid: CAL000144896
Contact: GARLAND WILSON
Telephone: 3108392329
Mailing Name: Not reported
Mailing Address: 10736 JEFFERSON BLVD #518
Mailing City,St,Zip: CULVER CITY, CA 902300000
Gen County: Not reported
TSD EPA ID: CAT080022148
TSD County: Not reported
Waste Category: Other inorganic solid waste
Disposal Method: Transfer Station
Tons: 0.12
Facility County: Los Angeles

Year: 2000
Gepaid: CAL000144896
Contact: GARLAND WILSON
Telephone: 3108392329
Mailing Name: Not reported
Mailing Address: 10736 JEFFERSON BLVD #518
Mailing City,St,Zip: CULVER CITY, CA 902300000
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Laboratory waste chemicals
Disposal Method: Recycler
Tons: 0.68
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
10 additional CA_HAZNET: record(s) in the EDR Site Report.

---

101 **1X HISTOLOGY SERVICE GROUP INC** **CA HAZNET** **S112857731**
9323 VENICE BLVD **N/A**
CULVER CITY, CA 90232

HAZNET:
Year: 1994
Gepaid: CAC000975952
Contact: HISTOLOGY SERVICE GROUP INC
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: Not reported
Mailing City,St,Zip: CULVER CITY, CA 902320000
Gen County: Not reported
TSD EPA ID: CAD008302903

1X HISTOLOGY SERVICE GROUP INC (Continued) **S112857731**

TSD County:	Not reported
Waste Category:	Off-specification, aged or surplus organics
Disposal Method:	Recycler
Tons:	.4170
Facility County:	Los Angeles

---

101 **MANUEL'S BODY SHOP** **CA EMI** **1000424620**
9301 VENICE BLVD **N/A**
CULVER CITY, CA 90230

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	6799
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	6799
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2006
County Code:	19
Air Basin:	SC
Facility ID:	6799
Air District Name:	SC
SIC Code:	7532
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1.357424840570907986
Reactive Organic Gases Tons/Yr:	1.341
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0

MANUEL'S BODY SHOP (Continued) **1000424620**

SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	.101
Part. Matter 10 Micrometers & Smllr Tons/Yr:	.09696
Year:	2007
County Code:	19
Air Basin:	SC
Facility ID:	6799
Air District Name:	SC
SIC Code:	7532
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1.357424840570907986
Reactive Organic Gases Tons/Yr:	1.341
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	.101
Part. Matter 10 Micrometers & Smllr Tons/Yr:	.09696

---

101 **EDR US Hist Auto Stat** **1015678255**

9301 VENICE BLVD **N/A**
CULVER CITY, CA 90232

EDR Historical Auto Stations:

Name:	MANUELS BODY SHOP
Year:	1999
Address:	9301 VENICE BLVD
Name:	MANUELS BODY SHOP
Year:	2005
Address:	9301 VENICE BLVD
Name:	MANUELS BODY SHOP
Year:	2006
Address:	9301 VENICE BLVD
Name:	MANUELS BODY SHOP
Year:	2007
Address:	9301 VENICE BLVD
Name:	MANUELS BODY SHOP
Year:	2008
Address:	9301 VENICE BLVD
Name:	MANUELS BODY SHOP
Year:	2009
Address:	9301 VENICE BLVD
Name:	MANUELS BODY SHOP
Year:	2011
Address:	9301 VENICE BLVD
Name:	MANUELS BODY SHOP
Year:	2012
Address:	9301 VENICE BLVD

101 **MANUEL'S BODY SHOP INC** **CA HAZNET** **S113001470**
9301 VENICE BLVD **N/A**
CULVER CITY, CA 90232

HAZNET:

Year:	2012
Gepaid:	CAD066689688
Contact:	MIREYA ROBLEDO, OFFICE ADMIN'R
Telephone:	3108363701
Mailing Name:	Not reported
Mailing Address:	FREDDY ROBLEDO 9301 VENICE BLVD
Mailing City,St,Zip:	CULVER CITY, CA 902320000
Gen County:	Los Angeles
TSD EPA ID:	CAT000613893
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.3275
Facility County:	Los Angeles

Year:	2012
Gepaid:	CAD066689688
Contact:	MIREYA ROBLEDO, OFFICE ADMIN'R
Telephone:	3108363701
Mailing Name:	Not reported
Mailing Address:	FREDDY ROBLEDO 9301 VENICE BLVD
Mailing City,St,Zip:	CULVER CITY, CA 902320000
Gen County:	Los Angeles
TSD EPA ID:	CAT000613893
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.3275
Facility County:	Los Angeles

Year:	2011
Gepaid:	CAD066689688
Contact:	MIREYA ROBLEDO, OFFICE ADMIN'R
Telephone:	3108363701
Mailing Name:	Not reported
Mailing Address:	FREDDY ROBLEDO 9301 VENICE BLVD
Mailing City,St,Zip:	CULVER CITY, CA 902320000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Oil/water separation sludge
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	4.17
Facility County:	Los Angeles

Year:	2011
Gepaid:	CAD066689688
Contact:	MIREYA ROBLEDO, OFFICE ADMIN'R
Telephone:	3108363701
Mailing Name:	Not reported
Mailing Address:	FREDDY ROBLEDO 9301 VENICE BLVD

MANUEL'S BODY SHOP INC (Continued) **S113001470**

Mailing City,St,Zip:	CULVER CITY, CA 902320000
Gen County:	Not reported
TSD EPA ID:	TXD077603371
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.1
Facility County:	Los Angeles

Year:	2011
Gepaid:	CAD066689688
Contact:	MIREYA ROBLEDO, OFFICE ADMIN'R
Telephone:	3108363701
Mailing Name:	Not reported
Mailing Address:	FREDDY ROBLEDO 9301 VENICE BLVD
Mailing City,St,Zip:	CULVER CITY, CA 902320000
Gen County:	Not reported
TSD EPA ID:	TXD077603371
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.1
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
75 additional CA_HAZNET: record(s) in the EDR Site Report.

---

101 **3735 BAGLEY PARTNERS LP** **CA HAZNET** **S112973040**
3735 BAGLEY AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2008
Gepaid:	CAC002634755
Contact:	TAMI TAMINICH
Telephone:	3103063504
Mailing Name:	Not reported
Mailing Address:	2999 OVERLAND AVE STE 130
Mailing City,St,Zip:	LOS ANGELES, CA 90064
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Oil/water separation sludge
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.06255
Facility County:	Los Angeles

101 **TIMBUCKTOO CO** **CA EMI** **S106841118**
3779 DURANGO AV **N/A**
LOS ANGELES, CA 90034

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	40270
Air District Name:	SC
SIC Code:	3079
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

101 **IMPULSE DESIGNS INC** **CA EMI** **S106832945**
3770 DURANGO AV **N/A**
LOS ANGELES, CA 90034

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	40976
Air District Name:	SC
SIC Code:	2511
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	8
Reactive Organic Gases Tons/Yr:	7
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

101 **EATS INC** **RCRA-SQG** **1000985140**
3745 DURENGO AVE **FINDS** **CAR000002519**
LOS ANGELES, CA **CA HAZNET**

RCRA-SQG:

Date form received by agency:	05/03/1995
Facility name:	EATS INC
Facility address:	3745 DURENGO AVE LOS ANGELES, CA 90034
EPA ID:	CAR000002519
Mailing address:	W ADAMS BLVD LOS ANGELES, CA 90016
Contact:	MARK BEHN
Contact address:	5111 W ADAMS BLVD

EATS INC (Continued) **1000985140**

LOS ANGELES, CA 90016
Contact country: US
Contact telephone: (213) 930-1420
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: INCORPORATED
Owner/operator address: 3745 DURENGO
3745 DURENGO AVE, CA 90016
Owner/operator country: Not reported
Owner/operator telephone: (213) 930-1420
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002905866

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:

EATS INC (Continued) **1000985140**

Year:	1995
Gepaid:	CAR000002519
Contact:	INCORPORATED
Telephone:	2139301420
Mailing Name:	Not reported
Mailing Address:	5111 W ADAMS BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900160000
Gen County:	Not reported
TSD EPA ID:	CAT080022148
TSD County:	Not reported
Waste Category:	Off-specification, aged or surplus organics
Disposal Method:	Transfer Station
Tons:	.0040
Facility County:	Los Angeles

Year:	1995
Gepaid:	CAR000002519
Contact:	INCORPORATED
Telephone:	2139301420
Mailing Name:	Not reported
Mailing Address:	5111 W ADAMS BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900160000
Gen County:	Not reported
TSD EPA ID:	CAT080022148
TSD County:	Not reported
Waste Category:	Paint sludge
Disposal Method:	Transfer Station
Tons:	.2293
Facility County:	Los Angeles

---

101 **RESCO SELF STORAGE** **CA SLIC** **S106483997**
3743-3781 SOUTH DURANAGO AVE **N/A**
LOS ANGELES, CA

SLIC:

Region:	STATE
Facility Status:	**Completed - Case Closed**
Status Date:	02/09/2000
Global Id:	SL2047R1682
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.027219
Longitude:	-118.394191
Case Type:	Cleanup Program Site
Case Worker:	JW
Local Agency:	Not reported
RB Case Number:	0890
File Location:	Not reported
Potential Media Affected:	Not reported
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

101 **RESCO SELF STORAGE** **CA SLIC** **S104404800**
3743-3781 DURANGO **N/A**
LOS ANGELES, CA 90035

SLIC REG 4:
Region: 4
Facility Status: No further action required
SLIC: 0890
Substance: VOCs, TPH
Staff: JW

---

101 **EDR US Hist Auto Stat** **1015454796**
3719 S CANFIELD AVE **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:
Name: MOTORWORKS
Year: 2004
Address: 3719 S CANFIELD AVE

Name: MOTOR WORKS
Year: 2005
Address: 3719 S CANFIELD AVE

Name: MOTOR WORKS
Year: 2007
Address: 3719 S CANFIELD AVE

---

101 **BRADFORD INVESTMENTS INC** **CA HAZNET** **S112876671**
9143 EXPOSITION DRIVE **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 1997
Gepaid: CAC001237224
Contact: CORPORATION
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 15 CORPORATE PLAZA #130
Mailing City,St,Zip: NEWPORT BEACH, CA 926600000
Gen County: Not reported
TSD EPA ID: CAD000088252
TSD County: Not reported
Waste Category: Contaminated soil from site clean-up
Disposal Method: Transfer Station
Tons: .6000
Facility County: Los Angeles

Year: 1996
Gepaid: CAC001237224
Contact: CORPORATION
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 15 CORPORATE PLAZA #130
Mailing City,St,Zip: NEWPORT BEACH, CA 926600000
Gen County: Not reported
TSD EPA ID: NVT330010000
TSD County: Not reported

BRADFORD INVESTMENTS INC (Continued) **S112876671**

Waste Category: Contaminated soil from site clean-up
Disposal Method: Not reported
Tons: 1978.0000
Facility County: Los Angeles

---

101 **G L X ENVIRONMENTAL SERVICES** **CA FID UST** **S101584208**
9143 EXPOSITION DR **N/A**
LOS ANGELES, CA 90746

CA FID UST:
Facility ID: 19009502
Regulated By: UTNKI
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 9143 EXPOSITION DR
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 907460000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

---

101 **G L X ENVIRONMENTAL SERVICES** **CA SWEEPS UST** **S106926508**
9143 EXPOSITION BLVD **LA Co. Site Mitigation** **N/A**
LOS ANGELES, CA 90746

SWEEPS UST:
Status: Not reported
Comp Number: 7423
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: Not reported

LA Co. Site Mitigation:
Facility ID: Not reported
Site ID: SD0010416
Jurisdiction: State
Case ID: RO0000399
Abated: No

G L X ENVIRONMENTAL SERVICES (Continued) **S106926508**

Assigned To: Not reported
Entered Date: 05/11/2004

---

101 **RESEARCH DEVELOPMENT** **RCRA-SQG** **1000200225**
9200 EXPOSITION BLVD **FINDS** **CAD008373573**
LOS ANGELES, CA

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: RESEARCH DEVELOPMENT
Facility address: 9200 EXPOSITION BLVD
LOS ANGELES, CA 90034
EPA ID: CAD008373573
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No

RESEARCH DEVELOPMENT (Continued) **1000200225**

Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 07/03/1980
Facility name: RESEARCH DEVELOPMENT
Classification: Large Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110002633561

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

101 **LUIS WATKINS CUSTOM WROUGHT IRON LLC** **CA HAZNET** **S113468428**
9200 EXPOSITION BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:
Year: 2010
Gepaid: CAL000358579
Contact: JULIAN WATKINS
Telephone: 3107025655
Mailing Name: Not reported
Mailing Address: 3737 S DURANGO AVE
Mailing City,St,Zip: LOS ANGELES, CA 900343314
Gen County: Not reported
TSD EPA ID: NVT330010000
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.225
Facility County: Los Angeles

101 **RESEARCH DEVELOPMENT MANUFACTURE, INC.** **CA HAZNET** **S112999411**
9200 EXPOSITION BLVD **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2005
Gepaid:	CAD008373573
Contact:	IRWIN IRV COHEN
Telephone:	8183450230
Mailing Name:	Not reported
Mailing Address:	9200 EXPOSITION BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAT080033681
TSD County:	Not reported
Waste Category:	Unspecified oil-containing waste
Disposal Method:	Not reported
Tons:	4.17
Facility County:	Los Angeles

Year:	1993
Gepaid:	CAD008373573
Contact:	E G ROURKE
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	9200 EXPOSITION BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method:	Not reported
Tons:	0.22509999999
Facility County:	Los Angeles

Year:	1993
Gepaid:	CAD008373573
Contact:	E G ROURKE
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	9200 EXPOSITION BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900340000
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method:	Recycler
Tons:	0.22509999999
Facility County:	Los Angeles

102 **IMAGE EXPERTS 1 HOUR FOTO** **RCRA-SQG** **1000818220**
11207 NATIONAL BLVD **FINDS** **CAD983635830**
LOS ANGELES, CA 90064

RCRA-SQG:

Date form received by agency:	04/07/1992
Facility name:	IMAGE EXPERTS 1 HOUR FOTO
Facility address:	11207 NATIONAL BLVD LOS ANGELES, CA 90064
EPA ID:	CAD983635830
Contact:	JANE AWNI
Contact address:	11207 NATIONAL BLVD W LOS ANGELES, CA 90064
Contact country:	US
Contact telephone:	(213) 473-1202
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	ZAID AWNI
Owner/operator address:	7095 HOLLYWOOD BLVD LOS ANGELES, CA 90028
Owner/operator country:	Not reported
Owner/operator telephone:	(213) 874-0624
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110006483340

Environmental Interest/Information System

IMAGE EXPERTS 1 HOUR FOTO (Continued) **1000818220**

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

102 **CVS PHARMACY NO 8847** **RCRA-LQG** **1015753066**
3010 S SEPULVEDA BLVD **CAR000233973**
LOS ANGELES, CA 90034

RCRA-LQG:

Date form received by agency:	01/03/2013
Facility name:	CVS PHARMACY NO 8847
Facility address:	3010 S SEPULVEDA BLVD LOS ANGELES, CA 90034
EPA ID:	CAR000233973
Mailing address:	ONE CVS DR WOONSOCKET, RI 02895
Contact:	WENDY L BRANT
Contact address:	ONE CVS DR WOONSOCKET, RI 02895
Contact country:	US
Contact telephone:	401-765-1500
Contact email:	WENDY.BRANT@CVSCAREMARK.COM
EPA Region:	09
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	GARFIELD BEACH CVS LLC
Owner/operator address:	Not reported Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	06/02/2006
Owner/Op end date:	Not reported
Owner/operator name:	AUERBACH REALTY GROUP LLC
Owner/operator address:	1800 AVE OF THE STARS STE 1400 ATTN RICK TAVAREZ LOS ANGELES, CA 90067
Owner/operator country:	US
Owner/operator telephone:	310-472-7106

CVS PHARMACY NO 8847 (Continued) **1015753066**

Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 03/15/1972
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Hazardous Waste Summary:
Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

Waste code: P001
Waste name: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

Waste code: P042
Waste name: 1,2-BENZENEDIOL, 4-[1-HYDROXY-2-(METHYLAMINO)ETHYL]-, (R)-

Waste code: P075
Waste name: NICOTINE, & SALTS

Waste code: P081
Waste name: NITROGLYCERINE (R)

Violation Status: No violations found

102 **TEXACO USA (FORMER)** **CA HIST CORTESE** **S102523311**
11205 NATIONAL **CA LUST** **N/A**
LOS ANGELES, CA 90064

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900660070

LUST:
Region: STATE
Global Id: T0603701206
Latitude: 34.027425
Longitude: -118.429304
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 01/22/1998
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: RV
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900660070
LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Other Solvent or Non-Petroleum Hydrocarbon
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603701206
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

Regulatory Activities:
Global Id: T0603701206
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603701206
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900660070
Status: Case Closed

TEXACO USA (FORMER) (Continued) **S102523311**

Substance:	Hydrocarbons	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603701206	
W Global ID:	Not reported	
Staff:	RV	
Local Agency:	19050	
Cross Street:	SEPULVEDA BLVD	
Enforcement Type:	Not reported	
Date Leak Discovered:	11/24/1987	
Date Leak First Reported:		3/13/1997
Date Leak Record Entered:	3/26/1997	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		3/13/1997
Date the Case was Closed:		1/22/1998
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Not reported	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		4256.81118240503543927953946 18
Source of Cleanup Funding:		Not reported
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	TEXACO REFINING & MARKETING	
RP Address:	10 UNIVERSAL CITY PLAZA, UNIVERSAL CITY CA 91608	
Program:	LUST	
Lat/Long:	34.0273186 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	1A1	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	LETTER SENT 1/22/98	

102 **CLOVER AVENUE ELEMENTARY SCHOOL** **RCRA-LQG** **1014950425**
11020 CLOVER AVE **CAD982043838**
LOS ANGELES, CA 90034

RCRA-LQG:

Date form received by agency:	02/15/2012
Facility name:	CLOVER AVENUE ELEMENTARY SCHOOL
Facility address:	11020 CLOVER AVE LOS ANGELES, CA 90034
EPA ID:	CAD982043838
Mailing address:	S. BEAUDRY AVE LOS ANGELES, CA 90017
Contact:	SOE AUNG
Contact address:	S. BEAUDRY AVE LOS ANGELES, CA 90017
Contact country:	Not reported
Contact telephone:	(213) 241-3904
Contact email:	SOE.AUNG@LAUSD.NET
EPA Region:	09
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Owner/operator address:	S. BEAUDRY AVE LOS ANGELES, CA 90017
Owner/operator country:	Not reported
Owner/operator telephone:	(213) 241-3199
Legal status:	District
Owner/Operator Type:	Owner
Owner/Op start date:	06/17/1988
Owner/Op end date:	Not reported

Owner/operator name:	CLOVER AVENUE ELEMENTARY SCHOOL
Owner/operator address:	CLOVER AVE LOS ANGELES, CA 90034
Owner/operator country:	Not reported
Owner/operator telephone:	Not reported
Legal status:	District
Owner/Operator Type:	Operator
Owner/Op start date:	06/17/1988
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No

CLOVER AVENUE ELEMENTARY SCHOOL (Continued) **1014950425**

Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Hazardous Waste Summary:

Waste code:	181
Waste name:	181
Waste code:	D008
Waste name:	LEAD

Biennial Reports:

Last Biennial Reporting Year: 2013

Annual Waste Handled:

Waste code:	D008
Waste name:	LEAD
Amount (Lbs):	15800

Violation Status: No violations found

---

102 **TEXACO SVC STA** **RCRA-SQG** **1000144841**
11205 NATIONAL BLVD **FINDS** **CAD981435878**
LOS ANGELES, CA **CA HIST UST**

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	TEXACO SVC STA
Facility address:	11205 NATIONAL BLVD LOS ANGELES, CA 90064
EPA ID:	CAD981435878
Mailing address:	10 UNIVERSAL CITY PLAZA UNIVERSAL CITY, CA 91608
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

TEXACO SVC STA (Continued) **1000144841**

Owner/Operator Summary:
Owner/operator name: TEXACO REF MKTG INC
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 09/03/1986
Facility name: TEXACO SVC STA
Classification: Large Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110002704618

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

TEXACO SVC STA (Continued) **1000144841**

HIST UST:
Region: STATE
Facility ID: 00000017378
Facility Type: Gas Station
Other Type: Not reported
Total Tanks: 0006
Contact Name: RUDOLPH CANTON
Telephone: 8002313102
Owner Name: TEXACO USA
Owner Address: PO BOX 3756 3350 WILSHIRE BL
Owner City,St,Zip: LOS ANGELES, CA 90010

Tank Num: 001
Container Num: 1
Year Installed: 1964
Tank Capacity: 00000550
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Tank Construction: Not reported
Leak Detection: None

Tank Num: 002
Container Num: 2
Year Installed: 1964
Tank Capacity: 00004000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: Not reported
Leak Detection: Stock Inventor, 10

Tank Num: 003
Container Num: 3
Year Installed: 1964
Tank Capacity: 00004000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor, 10

Tank Num: 004
Container Num: 4
Year Installed: 1964
Tank Capacity: 00004000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: Stock Inventor, 10

Tank Num: 005
Container Num: 5
Year Installed: 1964
Tank Capacity: 00004000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: Stock Inventor, 10

TEXACO SVC STA (Continued) **1000144841**

Tank Num: 006
Container Num: 6
Year Installed: 1964
Tank Capacity: 00004000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor, 10

---

102 **TEXACO STATION** **CA FID UST** **S101585223**
11205 NATIONAL BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90064

CA FID UST:
Facility ID: 19021264
Regulated By: UTNKI
Regulated ID: 00017378
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 8002313102
Mail To: Not reported
Mailing Address: P O BOX 3756 3350 WI BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900640000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

SWEEPS UST:
Status: Not reported
Comp Number: 1194
Number: Not reported
Board Of Equalization: 44-000217
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001194-000001
Actv Date: Not reported
Capacity: 550
Tank Use: OIL
Stg: WASTE
Content: WASTE OIL
Number Of Tanks: 6

Status: Not reported
Comp Number: 1194
Number: Not reported
Board Of Equalization: 44-000217
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported

TEXACO STATION (Continued) **S101585223**

Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001194-000002
Actv Date: Not reported
Capacity: 4000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 1194
Number: Not reported
Board Of Equalization: 44-000217
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001194-000003
Actv Date: Not reported
Capacity: 4000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 1194
Number: Not reported
Board Of Equalization: 44-000217
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001194-000004
Actv Date: Not reported
Capacity: 4000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 1194
Number: Not reported
Board Of Equalization: 44-000217
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001194-000005
Actv Date: Not reported
Capacity: 4000
Tank Use: M.V. FUEL

TEXACO STATION (Continued) **S101585223**

Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 1194
Number: Not reported
Board Of Equalization: 44-000217
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001194-000006
Actv Date: Not reported
Capacity: 4000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

---

102 **RUDY'S TEXACO** **CA HIST UST** **U001562424**
1120K NATIONAL BLVD **N/A**
LOS ANGELES, CA 90064

HIST UST:
Region: STATE
Facility ID: 00000055355
Facility Type: Gas Station
Other Type: Not reported
Total Tanks: 0006
Contact Name: RUDY CANTON
Telephone: 2134783124
Owner Name: RUDOLPH G. CANTON
Owner Address: 11205 NATIONAL BLVD
Owner City,St,Zip: LOS ANGELES, CA 90064

Tank Num: 001
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: None

Tank Num: 002
Container Num: 4
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: None

Tank Num: 003
Container Num: 1
Year Installed: Not reported

RUDY'S TEXACO (Continued) **U001562424**

Tank Capacity: 00000000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: None

Tank Num: 004
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: None

Tank Num: 005
Container Num: 5
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: None

Tank Num: 006
Container Num: 6
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: None

---

102 **WEST LOS ANGELES MEDICAL GP** **RCRA-SQG 1000392919**
2990 SEPULVEDA BLVD **FINDS CAD981457435**
LOS ANGELES, CA

RCRA-SQG:
Date form received by agency: 04/02/1986
Facility name: WEST LOS ANGELES MEDICAL GP
Facility address: 2990 SEPULVEDA BLVD
LOS ANGELES, CA 90064
EPA ID: CAD981457435
Contact: ENVIRONMENTAL MANAGER
Contact address: 2990 SEPULVEDA BLVD
LOS ANGELES, CA 90064
Contact country: US
Contact telephone: (213) 208-0862
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

WEST LOS ANGELES MEDICAL GP (Continued) **1000392919**

Owner/Operator Summary:

Owner/operator name:	HAWTHORNE COMMUNITY
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002713993

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

102 WEST DALE CLEANERS — **RCRA-SQG** — **1000396772**
2961 S SEPULVEDA BLVD — **FINDS** — **CAD981429319**
LOS ANGELES, CA — **CA EMI**

RCRA-SQG:

Date form received by agency:	11/07/1991
Facility name:	WEST DALE CLEANERS
Facility address:	2961 S SEPULVEDA BLVD LOS ANGELES, CA 90064
EPA ID:	CAD981429319
Mailing address:	2961 S. SEPULVEDA BLVD LOS ANGELES, CA 90064
Contact:	WU JENNIFFER
Contact address:	2961 S SEPULVEDA BLVD LOS ANGELES, CA 90064
Contact country:	US
Contact telephone:	(213) 479-0550
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported
Owner/operator name:	JENNIFFER WU
Owner/operator address:	2961 S SEPULVEDA BLVD LOS ANGELES, CA 90064
Owner/operator country:	Not reported
Owner/operator telephone:	(213) 479-0550
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No

WEST DALE CLEANERS (Continued) **1000396772**

User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002702380

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	45037
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	78156
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

102 **CREST CLEANERS** **RCRA-SQG** **1000593516**
11137 NATIONAL BVD **FINDS** **CAD982446627**
LOS ANGELES, CA **CA HAZNET**

RCRA-SQG:
Date form received by agency: 04/05/1991
Facility name: CREST CLEANERS
Facility address: 11137 NATIONAL BVD
LOS ANGELES, CA 90064
EPA ID: CAD982446627
Contact: ENVIRONMENTAL MANAGER
Contact address: 11137 NATIONAL BVD
W LOS ANGELES, CA 90068
Contact country: US
Contact telephone: (213) 477-7137
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: ARTUR TERZIYAN
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No

CREST CLEANERS (Continued) **1000593516**

Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110006478908

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:

Year: 2003
Gepaid: CAD982446627
Contact: ARTUR TEZZIYAN
Telephone: 3104777137
Mailing Name: Not reported
Mailing Address: 11137 NATIONAL BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900644036
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Not reported
Tons: Not reported
Facility County: Los Angeles

Year: 2003
Gepaid: CAD982446627
Contact: ARTUR TEZZIYAN
Telephone: 3104777137
Mailing Name: Not reported
Mailing Address: 11137 NATIONAL BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900644036
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Transfer Station
Tons: 0.23
Facility County: Los Angeles

Year: 2003
Gepaid: CAD982446627
Contact: ARTUR TEZZIYAN
Telephone: 3104777137
Mailing Name: Not reported

CREST CLEANERS (Continued) **1000593516**

Mailing Address: 11137 NATIONAL BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900644036
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Recycler
Tons: 0.18
Facility County: Los Angeles

Year: 2002
Gepaid: CAD982446627
Contact: ARTUR TEZZIYAN
Telephone: 3104777137
Mailing Name: Not reported
Mailing Address: 11137 NATIONAL BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900644036
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Unspecified organic liquid mixture
Disposal Method: Not reported
Tons: Not reported
Facility County: Los Angeles

Year: 2002
Gepaid: CAD982446627
Contact: ARTUR TEZZIYAN
Telephone: 3104777137
Mailing Name: Not reported
Mailing Address: 11137 NATIONAL BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900644036
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Recycler
Tons: 0.35
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
17 additional CA_HAZNET: record(s) in the EDR Site Report.

---

102 **EDR US Hist Cleaners** **1014975931**

11137 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Cleaners:
Name: CREST CLEANERS
Year: 1999
Address: 11137 NATIONAL BLVD

Name: CREST CLEANERS
Year: 2001
Address: 11137 NATIONAL BLVD

(Continued) **1014975931**

Name: CREST CLEANERS
Year: 2002
Address: 11137 NATIONAL BLVD

Name: CREST CLEANERS
Year: 2003
Address: 11137 NATIONAL BLVD

---

102 **EDR US Hist Cleaners** **1015036344**
2955 S SEPULVEDA BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Cleaners:

Name: WONG CHUNG LAUNDRY
Year: 1999
Address: 2955 S SEPULVEDA BLVD

Name: WONG CHUNG LAUNDRY
Year: 2002
Address: 2955 S SEPULVEDA BLVD

Name: WONG CHUNG LAUNDRY
Year: 2003
Address: 2955 S SEPULVEDA BLVD

Name: WONG CHUNG LAUNDRY
Year: 2004
Address: 2955 S SEPULVEDA BLVD

---

102 **LADWP - DS-145** **RCRA-SQG** **1008194808**
11131 W. NATIONAL BLVD **CAR000161257**
LOS ANGELES, CA 90064

RCRA-SQG:

Date form received by agency: 02/28/2006
Facility name: LADWP - DS-145
Facility address: 11131 W. NATIONAL BLVD
LOS ANGELES, CA 90064
EPA ID: CAR000161257
Mailing address: 111 NORTH HOPE STREET
ROOM 1050
LOS ANGELES, CA 90012
Contact: MARK J SEDLACEK
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: (213) 367-0403
Contact email: MARK.SEDLACEK@LADWP.COM
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

LADWP - DS-145 (Continued) **1008194808**

Owner/Operator Summary:

Owner/operator name:	LOS ANGELES DEPT OF WATER AND POWER
Owner/operator address:	111 NORTH HOPE STREET, RM1050
	LOS ANGELES, CA 90012
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Municipal
Owner/Operator Type:	Owner
Owner/Op start date:	01/01/2004
Owner/Op end date:	Not reported

Owner/operator name:	LOS ANGELES DEPT OF WATER AND POWER
Owner/operator address:	Not reported
	Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Municipal
Owner/Operator Type:	Operator
Owner/Op start date:	01/01/2004
Owner/Op end date:	Not reported

Owner/operator name:	LA DEPT OF WATER AND POWER
Owner/operator address:	Not reported
	Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Municipal
Owner/Operator Type:	Owner
Owner/Op start date:	02/28/2003
Owner/Op end date:	Not reported

Owner/operator name:	LA DEPT OF WATER AND POWER
Owner/operator address:	Not reported
	Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Municipal
Owner/Operator Type:	Operator
Owner/Op start date:	02/28/2003
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No

LADWP - DS-145 (Continued) **1008194808**

Used oil transporter: No

Historical Generators:
Date form received by agency: 02/28/2006
Facility name: LADWP - DS-145
Classification: Large Quantity Generator

Date form received by agency: 03/11/2005
Facility name: LADWP - DS-145
Site name: LA DEPT OF WATER AND POWER DS 145
Classification: Small Quantity Generator

Hazardous Waste Summary:
Waste code: D039
Waste name: TETRACHLOROETHYLENE

Waste code: 352
Waste name: 352

Waste code: D039
Waste name: TETRACHLOROETHYLENE

Violation Status: No violations found

---

102 **EDR US Hist Cleaners** **1015036323**
2953 S SEPULVEDA BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Cleaners:
Name: BELLO CLEANERS
Year: 2005
Address: 2953 S SEPULVEDA BLVD

Name: BELLO CLEANERS
Year: 2006
Address: 2953 S SEPULVEDA BLVD

Name: BELLO CLEANERS
Year: 2007
Address: 2953 S SEPULVEDA BLVD

Name: BELLO CLEANERS
Year: 2008
Address: 2953 S SEPULVEDA BLVD

---

102 **EDR US Hist Auto Stat** **1015394931**
2931 S SEPULVEDA BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:
Name: RICHARDS MOBIL MECHANICS
Year: 2003
Address: 2931 S SEPULVEDA BLVD

Name: LA WEST AUTO
Year: 2005

(Continued) **1015394931**

Address: 2931 S SEPULVEDA BLVD

Name: L A WEST AUTO
Year: 2007
Address: 2931 S SEPULVEDA BLVD

Name: L A WEST AUTO
Year: 2008
Address: 2931 S SEPULVEDA BLVD

Name: MOBILE MECHANICS
Year: 2009
Address: 2931 S SEPULVEDA BLVD

---

103 **SANTA MONICA CITY LANDFILL II** **CA WMUDS/SWAT** **S103441339**
STEWART & EXPOSITION **N/A**
SANTA MONICA, CA

WMUDS/SWAT:

Edit Date:	19951019
Complexity:	Not reported
Primary Waste:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Base Meridian:	Not reported
NPID:	Not reported
Tonnage:	0
Regional Board ID:	Not reported
Municipal Solid Waste:	False
Superorder:	False
Open To Public:	False
Waste List:	False
Agency Type:	Not reported
Agency Name:	CITY OF SANTA MONICA
Agency Department:	Not reported
Agency Address:	Not reported
Agency City,St,Zip:	Not reported
Agency Contact:	Not reported
Agency Telephone:	Not reported
Land Owner Name:	Not reported
Land Owner Address:	Not reported
Land Owner City,St,Zip:	CA
Land Owner Contact:	Not reported
Land Owner Phone:	Not reported
Region:	4
Facility Type:	Not reported
Facility Description:	Not reported
Facility Telephone:	Not reported
SWAT Facility Name:	Not reported
Primary SIC:	Not reported
Secondary SIC:	Not reported
Comments:	Not reported
Last Facility Editors:	EDWEDWEDW
Waste Discharge System:	False
Solid Waste Assessment Test Program:	True
Toxic Pits Cleanup Act Program:	False
Resource Conservation Recovery Act:	False

SANTA MONICA CITY LANDFILL II (Continued) **S103441339**

Department of Defence:	False
Solid Waste Assessment Test Program:	CITY OF SANTA MONICA
Threat to Water Quality:	Not reported
Sub Chapter 15:	False
Regional Board Project Officer:	R_N
Number of WMUDS at Facility:	1
Section Range:	Not reported
RCRA Facility:	Not reported
Waste Discharge Requirements:	Not reported
Self-Monitoring Rept. Frequency:	Not reported
Waste Discharge System ID:	4 190066NUR
Solid Waste Information ID:	Not reported

---

103 **BOEING CO.** **CA SLIC** **S104404806**
2801 EXPOSITION **N/A**
SANTA MONICA, CA 90404

SLIC REG 4:

Region:	4
Facility Status:	Site Assessment
SLIC:	0130C
Substance:	VOCs
Staff:	John Geroch

---

104 **HAYDEN PROP #2** **CERC-NFRAP** **1000855948**
3593 HAYDEN AVE. **CA0000189050**
CULVER CITY, CA 90230

CERC-NFRAP:

Site ID:	0904997
Federal Facility:	Not a Federal Facility
NPL Status:	Not on the NPL
Non NPL Status:	NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Contact Details:

Contact Sequence ID:	13052452.00000
Person ID:	9271184.00000
Contact Sequence ID:	13286342.00000
Person ID:	13003854.00000
Contact Sequence ID:	13291937.00000
Person ID:	13003858.00000
Contact Sequence ID:	13297795.00000
Person ID:	13004003.00000

CERCLIS-NFRAP Assessment History:

Action:	DISCOVERY
Date Started:	/ /
Date Completed:	03/29/94
Priority Level:	Not reported
Action:	PRELIMINARY ASSESSMENT
Date Started:	/ /

HAYDEN PROP #2 (Continued) **1000855948**

Date Completed: 09/17/01
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

Action: ARCHIVE SITE
Date Started: / /
Date Completed: 09/20/01
Priority Level: Not reported

---

104 **THE MICA CORPORATION/HERCULES** **CA LUST** **S101296037**
3583 HAYDEN AVE **N/A**
CULVER CITY, CA 90230

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	902300034	
Status:	Case Closed	
Substance:	Solvents	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Excavate and Treat
Global ID:	T0603701248	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19000	
Cross Street:	NATIONAL BLVD	
Enforcement Type:	Not reported	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		7/22/1986
Date Leak Record Entered:	12/31/1986	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		12/28/1994
Date the Case was Closed:		12/28/1994
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	Structure Failure	
Leak Source:	Piping	
Operator:	ALBINUS, DAVID	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		2981.42168633386513215391319 65
Source of Cleanup Funding:		Piping
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		4/6/1988
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Yes
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	

THE MICA CORPORATION/HERCULES (Continued) **S101296037**

Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	THE MICA CORPORATION
RP Address:	8536 NATIONAL BLVD, CULVER CITY, CA 90231
Program:	LUST
Lat/Long:	34.0247134 / -1
Local Agency Staff:	Not reported
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	12/01/95 SOIL CLEANUP COMPLETE.

---

104 **THE MICA CORPORATION/HERCULES** **CA HIST CORTESE** **S103952601**
3583 HAYDEN AVE **CA LUST** **N/A**
CULVER CITY, CA 90230

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	902300034

LUST:

Region:	STATE
Global Id:	T0603701248
Latitude:	34.02439
Longitude:	-118.382031
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	12/28/1994
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	YR
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	902300034
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	* Solvents
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603701248
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T0603701248
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY

THE MICA CORPORATION/HERCULES (Continued) **S103952601**

Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

Regulatory Activities:
Global Id: T0603701248
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

---

104 GEORGE SCHLATTER PROD. **CA LUST** **U002286993**
8476 STELLER DR **CA LOS ANGELES CO. HMS** **N/A**
CULVER CITY, CA 90232 **CA ENF**

LUST:
Region: STATE
Global Id: T0603704176
Latitude: 34.02435
Longitude: -118.379621
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 12/06/2004
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: MSH
Local Agency: LOS ANGELES COUNTY
RB Case Number: I-14478
LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603704176
Contact Type: Local Agency Caseworker
Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

Regulatory Activities:
Global Id: T0603704176
Action Type: RESPONSE
Date: 08/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603704176
Action Type: RESPONSE
Date: 07/14/2003
Action: Monitoring Report - Quarterly

GEORGE SCHLATTER PROD. (Continued) **U002286993**

Global Id: T0603704176
Action Type: RESPONSE
Date: 08/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603704176
Action Type: ENFORCEMENT
Date: 11/28/2000
Action: Staff Letter

Global Id: T0603704176
Action Type: ENFORCEMENT
Date: 07/16/2004
Action: Staff Letter

Global Id: T0603704176
Action Type: ENFORCEMENT
Date: 11/05/2004
Action: Notification - Preclosure

Global Id: T0603704176
Action Type: ENFORCEMENT
Date: 12/03/2004
Action: Site Visit / Inspection / Sampling

Global Id: T0603704176
Action Type: ENFORCEMENT
Date: 12/06/2004
Action: Closure/No Further Action Letter

Global Id: T0603704176
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0603704176
Action Type: ENFORCEMENT
Date: 01/20/2004
Action: Staff Letter

Global Id: T0603704176
Action Type: ENFORCEMENT
Date: 07/01/2002
Action: Staff Letter

Global Id: T0603704176
Action Type: RESPONSE
Date: 04/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603704176
Action Type: RESPONSE
Date: 07/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603704176
Action Type: RESPONSE

GEORGE SCHLATTER PROD. (Continued) **U002286993**

Date: 04/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603704176
Action Type: RESPONSE
Date: 07/31/2002
Action: Other Report / Document

Global Id: T0603704176
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603704176
Action Type: RESPONSE
Date: 07/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603704176
Action Type: RESPONSE
Date: 10/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603704176
Action Type: RESPONSE
Date: 11/30/2002
Action: Monitoring Report - Quarterly

Global Id: T0603704176
Action Type: ENFORCEMENT
Date: 07/09/2002
Action: Staff Letter

Global Id: T0603704176
Action Type: ENFORCEMENT
Date: 03/07/2003
Action: 13267 Requirement

Global Id: T0603704176
Action Type: RESPONSE
Date: 04/30/2004
Action: Soil and Water Investigation Workplan

Global Id: T0603704176
Action Type: RESPONSE
Date: 01/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603704176
Action Type: RESPONSE
Date: 04/30/2003
Action: Soil and Water Investigation Report

Global Id: T0603704176
Action Type: RESPONSE
Date: 04/30/2004
Action: Soil and Water Investigation Report

GEORGE SCHLATTER PROD. (Continued) **U002286993**

Global Id: T0603704176
Action Type: RESPONSE
Date: 07/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603704176
Action Type: ENFORCEMENT
Date: 06/30/2003
Action: Staff Letter

LOS ANGELES CO. HMS:
Region: LA
Facility Id: 014001-014478
Facility Type: Not reported
Facility Status: Removed
Area: 2M
Permit Number: Not reported
Permit Status: Not reported

Region: LA
Facility Id: 014001-I14478
Facility Type: I01
Facility Status: Permit
Area: 2M
Permit Number: 000135742
Permit Status: Permit

ENF:
Region: 4
Facility Id: 227038
Agency Name: GEORGE SCHLATTER PROD.
Place Type: Facility
Place Subtype: Not reported
Facility Type: Not reported
Agency Type: Privately-Owned Business
Of Agencies: 1
Place Latitude: 34.0247790
Place Longitude: -118.37998
SIC Code 1: Not reported
SIC Desc 1: Not reported
SIC Code 2: Not reported
SIC Desc 2: Not reported
SIC Code 3: Not reported
SIC Desc 3: Not reported
NAICS Code 1: Not reported
NAICS Desc 1: Not reported
NAICS Code 2: Not reported
NAICS Desc 2: Not reported
NAICS Code 3: Not reported
NAICS Desc 3: Not reported
Of Places: 1
Source Of Facility: Reg Meas
Design Flow: Not reported
Threat To Water Quality: Not reported
Complexity: Not reported

GEORGE SCHLATTER PROD. (Continued) **U002286993**

Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	TANKS
# Of Programs:	1
WDID:	I-14478
Reg Measure Id:	167759
Reg Measure Type:	Unregulated
Region:	4
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Never Active
Status Date:	02/20/2013
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	228192
Region:	4
Order / Resolution Number:	NOV
Enforcement Action Type:	Notice of Violation
Effective Date:	11/28/2000
Adoption/Issuance Date:	Not reported
Achieve Date:	12/12/2000
Termination Date:	11/28/2000
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	Enforcement - I-14478
Description:	Notice of Violation sent 11/28/00 for overdue groundwater monitoring report.
Program:	TANKS
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0

GEORGE SCHLATTER PROD. (Continued) **U002286993**

Total $ Paid/Completed Amount: 0

---

104 **SUNNY DISTRIBUTING** **CA LUST** **S102430727**
8476 STELLER DR **CA SWEEPS UST** **N/A**
CULVER CITY, CA

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	I-14478	
Status:	Remediation Plan	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603704176	
W Global ID:	Not reported	
Staff:	MSH	
Local Agency:	19000	
Cross Street:	HAYDEN AVE.	
Enforcement Type:	SEL	
Date Leak Discovered:	9/22/1989	
Date Leak First Reported:		2/2/1990
Date Leak Record Entered:	9/25/1989	
Date Confirmation Began:	2/2/1990	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		7/26/2002
Date the Case was Closed:		Not reported
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Tank	
Operator:	SCHLATTER,GEORGE	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		2727.437345705987855640077157
Source of Cleanup Funding:		Tank
Preliminary Site Assessment Workplan Submitted:		2/2/1990
Preliminary Site Assessment Began:		11/1/1994
Pollution Characterization Began:		4/1/1995
Remediation Plan Submitted:		1/20/2004
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		2/2/1990
Enforcement Action Date:		11/28/2000
Historical Max MTBE Date:		1/10/1998
Hist Max MTBE Conc in Groundwater:		360
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	NATHAN GOLDEN	
RP Address:	9350 WILSHIRE BLVD., STE. #200	
Program:	LUST	
Lat/Long:	34.0245494 / -1	

SUNNY DISTRIBUTING (Continued) **S102430727**

Local Agency Staff: Not reported
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: QUARTERLY GW MONITORING RPT ; 4/26/99 QTR GW MON RPT MARCH 1999; 11/19/99 RPT OF GW MON FOR SEPT.; 8/17/00 GW MON RPT; 11/24/00 3RD QTR GW MON RPT 2000

SWEEPS UST:
Status: Active
Comp Number: 14478
Number: 9
Board Of Equalization: Not reported
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: Not reported

---

104 **E V ROBERTS** **CA WDS** **U002289315**
8500 STELLER DR **CA LUST** **N/A**
CULVER CITY, CA 90232 **CA CHMIRS**
CA LOS ANGELES CO. HMS

CA WDS:
Facility ID: 4 19I009058
Facility Type: Other - Does not fall into the category of Municipal/Domestic, Industrial, Agricultural or Solid Waste (Class I, II or III)
Facility Status: Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number: CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion: 4
Facility Telephone: Not reported
Facility Contact: Not reported
Agency Name: E V ROBERTS
Agency Address: Not reported
Agency City,St,Zip: 0
Agency Contact: Not reported
Agency Telephone: Not reported
Agency Type: Not reported
SIC Code: 0
SIC Code 2: Not reported
Primary Waste: Not reported
Primary Waste Type: Not reported
Secondary Waste: Not reported
Secondary Waste Type: Not reported
Design Flow: 0

E V ROBERTS (Continued) **U002289315**

Baseline Flow:	0
Reclamation:	Not reported
POTW:	Not reported
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity:	Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

LUST:

Region:	STATE
Global Id:	T0603704483
Latitude:	34.0246054
Longitude:	-118.3796885
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	07/22/1996
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	YR
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	I-21860
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Aviation
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603704483
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T0603704483
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Regulatory Activities:

Global Id:	T0603704483

E V ROBERTS (Continued) **U002289315**

Action Type: Other
Date: 01/01/1950
Action: Leak Reported

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	I-21860	
Status:	Case Closed	
Substance:	1	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603704483	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19000	
Cross Street:	Not reported	
Enforcement Type:	Not reported	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		9/26/1994
Date Leak Record Entered:	11/3/1995	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		9/26/1994
Date the Case was Closed:		7/22/1996
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Not reported	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		2779.999454522952793295860760 1
Source of Cleanup Funding:		Not reported
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	E V ROBERTS & ASSOCIATES, INC	
RP Address:	1900 AVENUE OF THE STARTS, STE 2000, LA CA 90067-4590	
Program:	LUST	
Lat/Long:	34.0246054 / -1	

E V ROBERTS (Continued) **U002289315**

Local Agency Staff:	Not reported
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	Not reported

CHMIRS:

OES Incident Number:	99-0381	
OES notification:	01/26/1999	
OES Date:	Not reported	
OES Time:	Not reported	
Incident Date:	Not reported	
Date Completed:	**Not reported**	
Property Use:	Not reported	
Agency Id Number:	Not reported	
Agency Incident Number:	Not reported	
Time Notified:	Not reported	
Time Completed:	Not reported	
Surrounding Area:	Not reported	
Estimated Temperature:	Not reported	
Property Management:	Not reported	
Special Studies 1:	Not reported	
Special Studies 2:	Not reported	
Special Studies 3:	Not reported	
Special Studies 4:	Not reported	
Special Studies 5:	Not reported	
Special Studies 6:	Not reported	
More Than Two Substances Involved?:		Not reported
Resp Agncy Personel # Of Decontaminated:		Not reported
Responding Agency Personel # Of Injuries:		Not reported
Responding Agency Personel # Of Fatalities:		Not reported
Others Number Of Decontaminated:		Not reported
Others Number Of Injuries:		Not reported
Others Number Of Fatalities:		Not reported
Vehicle Make/year:	Not reported	
Vehicle License Number:	Not reported	
Vehicle State:	Not reported	
Vehicle Id Number:	Not reported	
CA/DOT/PUC/ICC Number:	Not reported	
Company Name:	Not reported	
Reporting Officer Name/ID:	Not reported	
Report Date:	Not reported	
Comments:	Not reported	
Facility Telephone:	Not reported	
Waterway Involved:	No	
Waterway:	Not reported	
Spill Site:	Not reported	
Cleanup By:	Reporting Party	
Containment:	Not reported	
What Happened:	Not reported	
Type:	Not reported	
Measure:	Not reported	
Other:	Not reported	
Date/Time:	Not reported	
Year:	1999	

E V ROBERTS (Continued) **U002289315**

Agency:	EV Roberts
Incident Date:	1/26/199912:00:00 AM
Admin Agency:	Not reported
Amount:	Not reported
Contained:	Yes
Site Type:	Industrial Plant
E Date:	Not reported
Substance:	Tri Ethalye Tetra Amin
Quantity Released:	Not reported
BBLS:	0
Cups:	0
CUFT:	0
Gallons:	0
Grams:	0
Pounds:	0
Liters:	0
Ounces:	0
Pints:	1
Quarts:	0
Sheen:	0
Tons:	0
Unknown:	0
Evacuations:	0
Number of Injuries:	1
Number of Fatalities:	0
Description:	Unknown how substance spilled, a lady slipped and fell while walking, currently at hospital being evaluated

LOS ANGELES CO. HMS:

Region:	LA
Facility Id:	016495-021860
Facility Type:	T1
Facility Status:	Permit
Area:	2M
Permit Number:	000099579
Permit Status:	Removed

Region:	LA
Facility Id:	016495-047475
Facility Type:	SS6
Facility Status:	Closed
Area:	2M
Permit Number:	CGI009058
Permit Status:	Closed

---

104 **E V ROBERTS & ASSOCIATES** **CA HIST CORTESE** **S103674278**
8500 STELLAR **N/A**
CULVER CITY, CA 90232

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	I-21860

104 **FREDERICK SMITH PROPERTY** **CA SLIC** **S104404838**
3545&3555 HAYDEN **N/A**
CULVER CITY, CA 90232

SLIC REG 4:
Region: 4
Facility Status: No further action required
SLIC: 0487
Substance: TPH/V
Staff: JW

---

104 **CA HIST CORTESE** **S103437919**
3540 HAYDEN **CA LUST** **N/A**
CULVER CITY, CA 90230 **CA SLIC**
CA CHMIRS

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: R-07169

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: R-07169
Status: Case Closed
Substance: TCE
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Not reported
Global ID: T0603704757
W Global ID: Not reported
Staff: SLC
Local Agency: 19000
Cross Street: HAYDEN ST
Enforcement Type: Not reported
Date Leak Discovered: 5/2/1995
Date Leak First Reported: 12/12/1995
Date Leak Record Entered: 12/26/1995
Date Confirmation Began: 5/19/1995
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 7/31/1997
Date the Case was Closed: 4/1/1997
How Leak Discovered: OM
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: UNK
Operator: HERCULES INC
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 2733.1152910399809940347500828
Source of Cleanup Funding: UNK
Preliminary Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: Not reported
Pollution Characterization Began: Not reported
Remediation Plan Submitted: Not reported

(Continued) **S103437919**

Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	HERCULES INCORPORATED
RP Address:	HERCULES PLAZA, 1313 MARKET ST N, WILMINGTON DE 19894-0001
Program:	SLIC
Lat/Long:	34.0257323 / -1
Local Agency Staff:	Not reported
Beneficial Use:	Not reported
Priority:	LOP/LOW - MINOR OR NO POTENTIAL WATER RESOURCE IMPACT
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	GRNDWTR TCE @930PPB/ DCE TOTAL @242PPB, SLIC #587

SLIC:

Region:	STATE
Facility Status:	**Completed - Case Closed**
Status Date:	04/01/1997
Global Id:	T0603704757
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.0270234
Longitude:	-118.380756
Case Type:	Cleanup Program Site
Case Worker:	SLC
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	R-07169
File Location:	Not reported
Potential Media Affected:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Trichloroethylene (TCE)
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

CHMIRS:

OES Incident Number:	5357
OES notification:	Not reported
OES Date:	11/23/1994
OES Time:	09:10:17 AM
Incident Date:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported

(Continued) **S103437919**

Estimated Temperature:	Not reported
Property Management:	Not reported
Special Studies 1:	Not reported
Special Studies 2:	Not reported
Special Studies 3:	Not reported
Special Studies 4:	Not reported
Special Studies 5:	Not reported
Special Studies 6:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA/DOT/PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Comments:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	YES
Waterway:	Not reported
Spill Site:	Not reported
Cleanup By:	co hlth will direct
Containment:	Not reported
What Happened:	Not reported
Type:	OTHER
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	1994
Agency:	culver city fd
Incident Date:	0900
Admin Agency:	Not reported
Amount:	1x 55 gal drum
Contained:	NO
Site Type:	Not reported
E Date:	Not reported
Substance:	unknown solid (apparently contaminated soil)
Quantity Released:	Not reported
BBLS:	Not reported
Cups:	Not reported
CUFT:	Not reported
Gallons:	Not reported
Grams:	Not reported
Pounds:	Not reported
Liters:	Not reported
Ounces:	Not reported
Pints:	Not reported
Quarts:	Not reported
Sheen:	Not reported
Tons:	Not reported

(Continued) **S103437919**

Unknown: Not reported
Evacuations: NO
Number of Injuries: NO
Number of Fatalities: NO
Description: illegally abandoned

---

104 **MICA CORP (AKA NATIONAL PROP)** **CERC-NFRAP** **1015732939**
3530 HAYDEN AVE. **RCRA-SQG** **CAT080010077**
CULVER CITY, CA 90230 **CA HAZNET**

CERC-NFRAP:
Site ID: 0905016
Federal Facility: Not a Federal Facility
NPL Status: Not on the NPL
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Contact Details:
Contact Sequence ID: 13053083.00000
Person ID: 9271184.00000

Contact Sequence ID: 13288300.00000
Person ID: 13003854.00000

Contact Sequence ID: 13293895.00000
Person ID: 13003858.00000

Contact Sequence ID: 13299753.00000
Person ID: 13004003.00000

CERCLIS-NFRAP Site Alias Name(s):
Alias Name: NATIONAL PROP
Alias Address: Not reported
CA

CERCLIS-NFRAP Assessment History:
Action: DISCOVERY
Date Started: / /
Date Completed: 03/29/94
Priority Level: Not reported

Action: ARCHIVE SITE
Date Started: / /
Date Completed: 09/20/99
Priority Level: Not reported

Action: PRELIMINARY ASSESSMENT
Date Started: 02/23/99
Date Completed: 09/20/99
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: MICA CORP THE
Facility address: 3530 HAYDEN AVE
CULVER CITY, CA 90230
EPA ID: CAT080010077

MICA CORP (AKA NATIONAL PROP) (Continued) **1015732939**

Mailing address:	10900 WASHINGTON BLVD CULVER CITY, CA 90230
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	A P GOLDMAN
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Historical Generators:

Date form received by agency:	04/12/1990

MICA CORP (AKA NATIONAL PROP) (Continued) **1015732939**

Facility name: MICA CORP THE
Site name: HERCULES INC
Classification: Large Quantity Generator

Date form received by agency: 07/31/1980
Facility name: MICA CORP THE
Classification: Large Quantity Generator

Violation Status: No violations found

HAZNET:

Year: 1997
Gepaid: CAT080010077
Contact: A P GOLDMAN
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 8536 NATIONAL BLVD
Mailing City,St,Zip: CULVER CITY, CA 902300000
Gen County: Not reported
TSD EPA ID: CAD097030993
TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Recycler
Tons: 51.7080
Facility County: Los Angeles

Year: 1995
Gepaid: CAT080010077
Contact: A P GOLDMAN
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 8536 NATIONAL BLVD
Mailing City,St,Zip: CULVER CITY, CA 902300000
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Treatment, Tank
Tons: 8.2357
Facility County: Los Angeles

Year: 1995
Gepaid: CAT080010077
Contact: A P GOLDMAN
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 8536 NATIONAL BLVD
Mailing City,St,Zip: CULVER CITY, CA 902300000
Gen County: Not reported
TSD EPA ID: CAD000088252
TSD County: Not reported
Waste Category: Contaminated soil from site clean-up
Disposal Method: Transfer Station
Tons: .3000
Facility County: Los Angeles

Year: 1993
Gepaid: CAT080010077

MICA CORP (AKA NATIONAL PROP) (Continued) **1015732939**

Contact:	A P GOLDMAN
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	8536 NATIONAL BLVD
Mailing City,St,Zip:	CULVER CITY, CA 902300000
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Not reported
Disposal Method:	Not reported
Tons:	0
Facility County:	Los Angeles

Year:	1993
Gepaid:	CAT080010077
Contact:	A P GOLDMAN
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	8536 NATIONAL BLVD
Mailing City,St,Zip:	CULVER CITY, CA 902300000
Gen County:	Not reported
TSD EPA ID:	UTD991301748
TSD County:	Not reported
Waste Category:	Not reported
Disposal Method:	Not reported
Tons:	15.1704000000
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
2 additional CA_HAZNET: record(s) in the EDR Site Report.

---

104 **HERCULES PLANT 3** **CA SLIC** **S106483752**
3520 HAYDEN AVE **N/A**
CULVER CITY, CA

SLIC:

Region:	STATE
Facility Status:	**Completed - Case Closed**
Status Date:	06/01/1997
Global Id:	SL184541437
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.027056
Longitude:	-118.379813
Case Type:	Cleanup Program Site
Case Worker:	RC
Local Agency:	Not reported
RB Case Number:	0587
File Location:	Not reported
Potential Media Affected:	Not reported
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

104 **CAROL PRICE PROPERTY** **CA SLIC** **S102858620**
3521 SCHAEFER ST **N/A**
CULVER CITY, CA 90232

SLIC:

Region:	STATE
Facility Status:	**Completed - Case Closed**
Status Date:	05/27/2000
Global Id:	SLT43594592
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.027192
Longitude:	-118.381305
Case Type:	Cleanup Program Site
Case Worker:	LM
Local Agency:	Not reported
RB Case Number:	0702B
File Location:	Not reported
Potential Media Affected:	Not reported
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

SLIC REG 4:

Region:	4
Facility Status:	No further action required
SLIC:	0702B
Substance:	VOCs
Staff:	Wendy Liu

---

104 **CAROL PRICE PROPERTY** **CA SLIC** **S102858621**
3521 HELMS AVENUE **N/A**
CULVER CITY, CA

SLIC:

Region:	STATE
Facility Status:	**Completed - Case Closed**
Status Date:	06/01/2000
Global Id:	SLT4L7021857
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.027296
Longitude:	-118.382309
Case Type:	Cleanup Program Site
Case Worker:	LM
Local Agency:	Not reported
RB Case Number:	0702A
File Location:	Not reported
Potential Media Affected:	Not reported
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

SLIC REG 4:

Region:	4
Facility Status:	No further action required
SLIC:	0702A

CAROL PRICE PROPERTY (Continued) **S102858621**

Substance: TPH
Staff: Wendy Liu

---

104 **CYTEC/ CULVER CITY COMPOSITES** **RCRA-SQG** **1000365756**
3512 HELMS AVE **CAD086513710**
CULVER CITY, CA 90232

RCRA-SQG:
Date form received by agency: 03/08/2002
Facility name: CYTEC/ CULVER CITY COMPOSITES
Facility address: 3512 HELMS AVE
CULVER CITY, CA 902322467
EPA ID: CAD086513710
Mailing address: 1440 N. KRAEMER BLVD
ANAHEIM, CA 92806
Contact: ANTHONY J PEPE
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: (714) 630-9400
Telephone ext.: 4352
Contact email: Not reported
EPA Region: 09
Land type: Private
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 03/08/2002
Facility name: CYTEC/ CULVER CITY COMPOSITES
Classification: Large Quantity Generator

Date form received by agency: 10/12/2000
Facility name: CYTEC/ CULVER CITY COMPOSITES
Site name: CYTEC FIBERITE INC. AKA CULVER CITY COMP
Classification: Large Quantity Generator

CYTEC/ CULVER CITY COMPOSITES (Continued) **1000365756**

Date form received by agency: 04/15/1999
Facility name: CYTEC/ CULVER CITY COMPOSITES
Site name: CULVER CITY COMPOSITES CORP.
Classification: Large Quantity Generator

Date form received by agency: 11/24/1998
Facility name: CYTEC/ CULVER CITY COMPOSITES
Site name: CYTEC FIBERLITE INC CA DIVISION
Classification: Large Quantity Generator

Date form received by agency: 09/01/1996
Facility name: CYTEC/ CULVER CITY COMPOSITES
Site name: CYTEC FIBERLITE INC CA DIVISION
Classification: Large Quantity Generator

Date form received by agency: 07/06/1996
Facility name: CYTEC/ CULVER CITY COMPOSITES
Site name: STRUCTURAL POLYMER SYSTEMS INC.
Classification: Large Quantity Generator

Date form received by agency: 03/30/1994
Facility name: CYTEC/ CULVER CITY COMPOSITES
Site name: STRUCTURAL POLYMER SYSTEMS INC.
Classification: Large Quantity Generator

Date form received by agency: 05/07/1992
Facility name: CYTEC/ CULVER CITY COMPOSITES
Site name: STRUCTURAL POLYMER SYSTEMS, INC.
Classification: Large Quantity Generator

Facility Has Received Notices of Violations:
Regulation violated: Not reported
Area of violation: Generators - General
Date violation determined: 02/05/1985
Date achieved compliance: 03/15/1985
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 02/05/1985
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Evaluation Action Summary:
Evaluation date: 01/23/1986
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 01/23/1986
Evaluation: NON-FINANCIAL RECORD REVIEW
Area of violation: Not reported
Date achieved compliance: Not reported

CYTEC/ CULVER CITY COMPOSITES (Continued) **1000365756**

Evaluation lead agency: State

Evaluation date: 03/20/1985
Evaluation: COMPLIANCE SCHEDULE EVALUATION
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 02/05/1985
Evaluation: NON-FINANCIAL RECORD REVIEW
Area of violation: Generators - General
Date achieved compliance: 03/15/1985
Evaluation lead agency: State

---

104 **FREDRICK SMITH** **CA HIST CORTESE** **U002281559**
8520 NATIONAL **CA LUST** **N/A**
CULVER CITY, CA 90232 **CA LOS ANGELES CO. HMS**

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: I-08414

LUST:
Region: STATE
Global Id: T0603703328
Latitude: 34.026762
Longitude: -118.379273
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 05/06/1993
Lead Agency: LOS ANGELES COUNTY
Case Worker: JOA
Local Agency: LOS ANGELES COUNTY
RB Case Number: I-08414
LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603703328
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

Global Id: T0603703328
Contact Type: Local Agency Caseworker
Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE

FREDRICK SMITH (Continued) **U002281559**

City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

Regulatory Activities:
Global Id: T0603703328
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0603703328
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603703328
Action Type: Other
Date: 01/01/1950
Action: Leak Stopped

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: I-08414
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: Not reported
Global ID: T0603703328
W Global ID: Not reported
Staff: UNK
Local Agency: 19000
Cross Street: HAYDEN AVE.
Enforcement Type: Not reported
Date Leak Discovered: 7/12/1990
Date Leak First Reported: 8/2/1990
Date Leak Record Entered: 10/19/1990
Date Confirmation Began: Not reported
Date Leak Stopped: 7/12/1990
Date Case Last Changed on Database: 5/6/1993
Date the Case was Closed: 5/6/1993
How Leak Discovered: Tank Closure
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: UNK
Operator: SMITH, FREDRICK
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 2022.985782612978587548379 0179
Source of Cleanup Funding: UNK
Preliminary Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: 8/2/1990

FREDRICK SMITH (Continued) **U002281559**

Pollution Characterization Began:	Not reported
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	FREDRICK SMITH
RP Address:	8520 W. NATIONAL BLVD., CULVER CITY, CA 90232
Program:	LUST
Lat/Long:	34.0266933 / -1
Local Agency Staff:	Not reported
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	Not reported

LOS ANGELES CO. HMS:

Region:	LA
Facility Id:	007935-008414
Facility Type:	Not reported
Facility Status:	Removed
Area:	2M
Permit Number:	Not reported
Permit Status:	Not reported

---

104 **HERCULES INC./MICA CORP** **CA WMUDS/SWAT** **1000182105**
8536 NATIONAL BLVD **CA HIST CORTESE** **N/A**
CULVER CITY, CA 90232 **LA Co. Site Mitigation**

WMUDS/SWAT:

Edit Date:	Not reported
Complexity:	Not reported
Primary Waste:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Base Meridian:	Not reported
NPID:	Not reported
Tonnage:	0
Regional Board ID:	Not reported
Municipal Solid Waste:	False
Superorder:	False
Open To Public:	False
Waste List:	False
Agency Type:	Not reported
Agency Name:	Not reported
Agency Department:	Not reported
Agency Address:	Not reported

HERCULES INC./MICA CORP (Continued) **1000182105**

Agency City,St,Zip:	Not reported
Agency Contact:	Not reported
Agency Telephone:	Not reported
Land Owner Name:	Not reported
Land Owner Address:	Not reported
Land Owner City,St,Zip:	CA
Land Owner Contact:	Not reported
Land Owner Phone:	Not reported
Region:	2
Facility Type:	Not reported
Facility Description:	Not reported
Facility Telephone:	Not reported
SWAT Facility Name:	Not reported
Primary SIC:	Not reported
Secondary SIC:	Not reported
Comments:	Not reported
Last Facility Editors:	Not reported
Waste Discharge System:	False
Solid Waste Assessment Test Program:	True
Toxic Pits Cleanup Act Program:	False
Resource Conservation Recovery Act:	False
Department of Defence:	False
Solid Waste Assessment Test Program:	Not reported
Threat to Water Quality:	Not reported
Sub Chapter 15:	False
Regional Board Project Officer:	UN1
Number of WMUDS at Facility:	1
Section Range:	Not reported
RCRA Facility:	Not reported
Waste Discharge Requirements:	Not reported
Self-Monitoring Rept. Frequency:	Not reported
Waste Discharge System ID:	2 070009NUR
Solid Waste Information ID:	Not reported

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	3055

LA Co. Site Mitigation:

Facility ID:	Not reported
Site ID:	SD0011478
Jurisdiction:	County
Case ID:	RO0000893
Abated:	Yes
Assigned To:	Richard Clark
Entered Date:	05/11/2004

104 **CULVER CITY COMPOSITES CORP** **CA HIST CORTESE** **1001480569**
3512 HELMS AVE **CA SLIC** **N/A**
CULVER CITY, CA 90232

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	R-21546

SLIC:

Region:	STATE
Facility Status:	**Completed - Case Closed**
Status Date:	11/29/2005
Global Id:	SL204CY2383
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.027296
Longitude:	-118.382309
Case Type:	Cleanup Program Site
Case Worker:	COR
Local Agency:	Not reported
RB Case Number:	0770
File Location:	Not reported
Potential Media Affected:	Not reported
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Region:	STATE
Facility Status:	**Completed - Case Closed**
Status Date:	11/29/2005
Global Id:	T0603705333
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.0268767
Longitude:	-118.3832912
Case Type:	Cleanup Program Site
Case Worker:	SLC
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	R-21546
File Location:	Not reported
Potential Media Affected:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	* Solvents
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

---

104 **CULVER CITY COMPOSITES CORP** **CA LUST** **1002850817**
3512 HELMS AVE **CA UST** **N/A**
CULVER CITY, CA 90232 **CA LOS ANGELES CO. HMS**

LUST REG 4:

Region:	4
Regional Board:	04
County:	Los Angeles
Facility Id:	R-21546
Status:	Pollution Characterization

CULVER CITY COMPOSITES CORP (Continued) **1002850817**

Substance:	Solvents	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603705333	
W Global ID:	Not reported	
Staff:	SLC	
Local Agency:	19000	
Cross Street:	NATIONAL BLVD	
Enforcement Type:	Not reported	
Date Leak Discovered:	10/21/1988	
Date Leak First Reported:		2/7/1989
Date Leak Record Entered:	Not reported	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		7/28/1999
Date the Case was Closed:		Not reported
How Leak Discovered:	Subsurface Monitoring	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		2321.04385475792556729543685 69
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		2/14/1989
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	CULVER CITY COMPOSTIES CORP.	
RP Address:	6915 RODEO ROAD, LOS ANGELES, CA 90016	
Program:	SLIC	
Lat/Long:	34.0269663 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	TCE 3.5 UG/L. 1,2-DCE 3.5 UG/L. 04/01/97 - UST SUMMARY REPORT AND CLOSURE RATIONALE 01/12/98 2ND QTR GW MON RPT 04/14/98 1ST QTR 1998 GW MON RPT	

CULVER CITY COMPOSITES CORP (Continued) **1002850817**

UST:
Facility ID: 23763
Latitude: 34.02659
Longitude: -118.38337

LOS ANGELES CO. HMS:
Region: LA
Facility Id: 006921-024122
Facility Type: I01
Facility Status: Closed
Area: 2M
Permit Number: 000225644
Permit Status: Closed

Region: LA
Facility Id: 006921-023763
Facility Type: T0
Facility Status: Closed
Area: 2M
Permit Number: 000179716
Permit Status: Closed

---

104 **CULVER CITY COMPOSITES** **CA SLIC** **1005988525**
3512 HELMS **N/A**
CULVER CITY, CA 90232

SLIC REG 4:
Region: 4
Facility Status: Post Remediation Monitoring
SLIC: 0770
Substance: VOCs
Staff: CO

---

104 **FERRO CORP/WESTERN BACKIN** **CA FID UST** **S101582940**
3512 HELMS AVE **CA SWEEPS UST** **N/A**
CULVER CITY, CA **CA EMI**

CA FID UST:
Facility ID: 19001920
Regulated By: UTNKA
Regulated ID: 00017611
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 8180000000
Mail To: Not reported
Mailing Address: BOX
Mailing Address 2: Not reported
Mailing City,St,Zip: CULVER CITY
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

FERRO CORP/WESTERN BACKIN (Continued) **S101582940**

SWEEPS UST:

Status:	Active
Comp Number:	7154
Number:	9
Board Of Equalization:	44-008184
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-000-007154-000001
Actv Date:	06-30-89
Capacity:	Not reported
Tank Use:	UNKNOWN
Stg:	W
Content:	Not reported
Number Of Tanks:	3

Status:	Active
Comp Number:	7154
Number:	9
Board Of Equalization:	44-008184
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-000-007154-000002
Actv Date:	06-30-89
Capacity:	Not reported
Tank Use:	UNKNOWN
Stg:	W
Content:	Not reported
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	7154
Number:	9
Board Of Equalization:	44-008184
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-000-007154-000003
Actv Date:	06-30-89
Capacity:	Not reported
Tank Use:	UNKNOWN
Stg:	W
Content:	Not reported
Number Of Tanks:	Not reported

EMI:

Year:	1995
County Code:	19
Air Basin:	SC

FERRO CORP/WESTERN BACKIN (Continued) **S101582940**

Facility ID:	87908
Air District Name:	SC
SIC Code:	2295
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	18
Reactive Organic Gases Tons/Yr:	13
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	3
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

104 **FERRO CORPORATION/COMPOSITES D** **CA HIST UST** **1000365752**
3512 HELMS AVE # 20 **N/A**
CULVER CITY, CA 90232

HIST UST:

Region:	STATE
Facility ID:	00000017611
Facility Type:	Other
Other Type:	RESIN COATED FABRICS
Total Tanks:	0003
Contact Name:	RICHARD STUART/PLANT MANAGER
Telephone:	2138707873
Owner Name:	SYBEL HELLER TRUST
Owner Address:	6150 BUCKINGHAM PARKWAY, NO. 2
Owner City,St,Zip:	CULVER CITY, CA 90232

Tank Num:	001
Container Num:	T-1
Year Installed:	1958
Tank Capacity:	00005000
Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Tank Construction:	3 gauge
Leak Detection:	Stock Inventor

Tank Num:	002
Container Num:	T-2
Year Installed:	1958
Tank Capacity:	00005000
Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Tank Construction:	3 gauge
Leak Detection:	Stock Inventor

Tank Num:	003
Container Num:	T-3
Year Installed:	1953
Tank Capacity:	00007500
Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Tank Construction:	3 gauge
Leak Detection:	Stock Inventor

104 **ANGELUS SHOE POLISH CO**
8640 NATIONAL BLVD
CULVER CITY, CA 90232

CA WDS **1000205517**
CA LUST **N/A**
CA UST
CA HIST UST
CA SWEEPS UST
CA LOS ANGELES CO. HMS

CA WDS:

Facility ID:	4 19I014044
Facility Type:	Not reported
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion:	4
Facility Telephone:	Not reported
Facility Contact:	Not reported
Agency Name:	ANGELUS SHOE POLISH CO INC
Agency Address:	Not reported
Agency City,St,Zip:	0
Agency Contact:	Not reported
Agency Telephone:	Not reported
Agency Type:	Not reported
SIC Code:	0
SIC Code 2:	Not reported
Primary Waste:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0
Baseline Flow:	0
Reclamation:	Not reported
POTW:	Not reported
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity:	Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

LUST:

Region:	STATE
Global Id:	T0603759162
Latitude:	34.027067
Longitude:	-118.383531
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	12/15/2003
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	DMB
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	R-07221
LOC Case Number:	009078-007221

ANGELUS SHOE POLISH CO (Continued) **1000205517**

File Location: Regional Board
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Trichloroethylene (TCE)
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603759162
Contact Type: Local Agency Caseworker
Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

Global Id: T0603759162
Contact Type: Regional Board Caseworker
Contact Name: DAVID M. BJOSTAD
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4th Street, Suite 200
City: Los Angeles
Email: dbjostad@waterboards.ca.gov
Phone Number: Not reported

Regulatory Activities:
Global Id: T0603759162
Action Type: RESPONSE
Date: 05/31/2002
Action: Other Report / Document

Global Id: T0603759162
Action Type: REMEDIATION
Date: 01/01/1950
Action: Other (Use Description Field)

Global Id: T0603759162
Action Type: ENFORCEMENT
Date: 12/15/2003
Action: Closure/No Further Action Letter

Global Id: T0603759162
Action Type: RESPONSE
Date: 03/14/2003
Action: Soil and Water Investigation Report

Global Id: T0603759162
Action Type: RESPONSE
Date: 04/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603759162
Action Type: RESPONSE
Date: 03/15/2004
Action: Unknown

ANGELUS SHOE POLISH CO (Continued) **1000205517**

Global Id: T0603759162
Action Type: RESPONSE
Date: 07/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603759162
Action Type: RESPONSE
Date: 07/15/2003
Action: Soil and Water Investigation Report

Global Id: T0603759162
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603759162
Action Type: RESPONSE
Date: 12/02/2002
Action: Soil and Water Investigation Workplan

Global Id: T0603759162
Action Type: ENFORCEMENT
Date: 12/10/2003
Action: Site Visit / Inspection / Sampling

Global Id: T0603759162
Action Type: ENFORCEMENT
Date: 08/27/2002
Action: Staff Letter

Global Id: T0603759162
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0603759162
Action Type: ENFORCEMENT
Date: 10/16/2002
Action: Staff Letter

Global Id: T0603759162
Action Type: ENFORCEMENT
Date: 12/10/2002
Action: Staff Letter

Global Id: T0603759162
Action Type: ENFORCEMENT
Date: 02/28/2003
Action: 13267 Requirement

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: R-07221
Status: Case Closed

ANGELUS SHOE POLISH CO (Continued) **1000205517**

Substance:	TCE	
Substance Quantity:	Not reported	
Local Case No:	009078-007221	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603759162	
W Global ID:	Not reported	
Staff:	TCS	
Local Agency:	19000	
Cross Street:	SCHAEFFER ST	
Enforcement Type:	CLOS	
Date Leak Discovered:	6/7/2001	
Date Leak First Reported:		3/28/2002
Date Leak Record Entered:	Not reported	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		3/26/2002
Date the Case was Closed:		12/15/2003
How Leak Discovered:	Subsurface Monitoring	
How Leak Stopped:	Close Tank	
Cause of Leak:	UNK	
Leak Source:	Tank	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		2280.3251151667505685008073818
Source of Cleanup Funding:		Tank
Preliminary Site Assessment Workplan Submitted:		6/6/2001
Preliminary Site Assessment Began:		9/18/2001
Pollution Characterization Began:		10/15/2002
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		2/18/2003
Hist Max MTBE Conc in Groundwater:		13
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	=	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	MR. PAUL ANGELOS	
RP Address:	8640 NATIONAL BLVD.	
Program:	LUST	
Lat/Long:	34.027077 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	Not reported	

UST:

Facility ID:	7221
Latitude:	34.02732

ANGELUS SHOE POLISH CO (Continued) **1000205517**

Longitude: -118.38358

HIST UST:
Region: STATE
Facility ID: 00000029272
Facility Type: Other
Other Type: MANUFACTURING
Total Tanks: 0003
Contact Name: PAUL G. ANGELOS
Telephone: 2138363314
Owner Name: ANGELUS SHOE POLISH COMPANY IN
Owner Address: 8640 NATIONAL BLVD.
Owner City,St,Zip: CULVER CITY, CA 90230

Tank Num: 001
Container Num: 1
Year Installed: 1947
Tank Capacity: 00006500
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: Pressure Test

Tank Num: 002
Container Num: 2
Year Installed: 1947
Tank Capacity: 00003000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: Pressure Test

Tank Num: 003
Container Num: 3
Year Installed: 1947
Tank Capacity: 00002000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: Pressure Test

SWEEPS UST:
Status: Active
Comp Number: 14209
Number: 9
Board Of Equalization: 44-010375
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-000-014209-000001
Actv Date: 06-30-89
Capacity: Not reported
Tank Use: UNKNOWN
Stg: W

ANGELUS SHOE POLISH CO (Continued) **1000205517**

Content: Not reported
Number Of Tanks: 3

Status: Active
Comp Number: 14209
Number: 9
Board Of Equalization: 44-010375
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-000-014209-000002
Actv Date: 06-30-89
Capacity: Not reported
Tank Use: UNKNOWN
Stg: W
Content: Not reported
Number Of Tanks: Not reported

Status: Active
Comp Number: 14209
Number: 9
Board Of Equalization: 44-010375
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-000-014209-000003
Actv Date: 06-30-89
Capacity: Not reported
Tank Use: UNKNOWN
Stg: W
Content: Not reported
Number Of Tanks: Not reported

LOS ANGELES CO. HMS:
Region: LA
Facility Id: 009078-007221
Facility Type: T0
Facility Status: Removed
Area: 2M
Permit Number: 00005570T
Permit Status: Removed

Region: LA
Facility Id: 009078-I07221
Facility Type: I01
Facility Status: Removed
Area: 2M
Permit Number: 000413419
Permit Status: Removed

Region: LA
Facility Id: 009078-047473
Facility Type: SS6

ANGELUS SHOE POLISH CO (Continued) **1000205517**

Facility Status: Closed
Area: 2M
Permit Number: CGI014044
Permit Status: Closed

---

104 **CRYSTAL CLEAN ENT INC** **RCRA-SQG** **1007879220**
8640 NATIONAL BLVD **CA HAZNET** **CAR000158006**
CULVER CITY, CA 90232

RCRA-SQG:
Date form received by agency: 11/04/2004
Facility name: CRYSTAL CLEAN ENT INC
Facility address: 8640 NATIONAL BLVD
CULVER CITY, CA 90232
EPA ID: CAR000158006
Mailing address: 520 WASHINGTON BLVD
STE 374
MARINA DEL REY, CA 90292
Contact: ANDREW M CORT
Contact address: 520 WASHINGTON BLVD STE 374
MARINA DEL REY, CA 90292
Contact country: US
Contact telephone: 310-415-8887
Contact email: 800-511-4809
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: ANDREW CORT
Owner/operator address: Not reported
Not reported
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 04/10/2000
Owner/Op end date: Not reported

Owner/operator name: PAUL ANGELUS
Owner/operator address: Not reported
Not reported
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 09/11/1992
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No

CRYSTAL CLEAN ENT INC (Continued) **1007879220**

Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Hazardous Waste Summary:

Waste code: D001

Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Violation Status: No violations found

HAZNET:

Year:	2006
Gepaid:	CAR000158006
Contact:	ANDREW M CORT
Telephone:	3104158887
Mailing Name:	Not reported
Mailing Address:	520 WASHINGTON BLVD STE 374
Mailing City,St,Zip:	MARINA DEL REY, CA 902920000
Gen County:	Not reported
TSD EPA ID:	CAD980884183
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Transfer Station
Tons:	0.2
Facility County:	Los Angeles

Year:	2006
Gepaid:	CAR000158006
Contact:	ANDREW M CORT
Telephone:	3104158887
Mailing Name:	Not reported
Mailing Address:	520 WASHINGTON BLVD STE 374
Mailing City,St,Zip:	MARINA DEL REY, CA 902920000
Gen County:	Not reported
TSD EPA ID:	CAD980884183
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Transfer Station
Tons:	0.62
Facility County:	Los Angeles

Year: 2006

CRYSTAL CLEAN ENT INC (Continued) **1007879220**

Gepaid:	CAR000158006
Contact:	ANDREW M CORT
Telephone:	3104158887
Mailing Name:	Not reported
Mailing Address:	520 WASHINGTON BLVD STE 374
Mailing City,St,Zip:	MARINA DEL REY, CA 902920000
Gen County:	Not reported
TSD EPA ID:	CAD980884183
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Transfer Station
Tons:	0.2
Facility County:	Los Angeles

Year:	2006
Gepaid:	CAR000158006
Contact:	ANDREW M CORT
Telephone:	3104158887
Mailing Name:	Not reported
Mailing Address:	520 WASHINGTON BLVD STE 374
Mailing City,St,Zip:	MARINA DEL REY, CA 902920000
Gen County:	Not reported
TSD EPA ID:	CAD980884183
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Transfer Station
Tons:	0.11
Facility County:	Los Angeles

Year:	2006
Gepaid:	CAR000158006
Contact:	ANDREW M CORT
Telephone:	3104158887
Mailing Name:	Not reported
Mailing Address:	520 WASHINGTON BLVD STE 374
Mailing City,St,Zip:	MARINA DEL REY, CA 902920000
Gen County:	Not reported
TSD EPA ID:	CAD980884183
TSD County:	Not reported
Waste Category:	Latex waste
Disposal Method:	Transfer Station
Tons:	0.2
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
7 additional CA_HAZNET: record(s) in the EDR Site Report.

---

105 **SPRAYLAT CORP CA** **RCRA-SQG** **1000161182**
3465 S LA CIENAGA BLVD **TRIS** **90016SPRYL3465S**
LOS ANGELES, CA 90016 **CA WDS**
CA NPDES
LA Co. Site Mitigation
CA EMI
CA ENVIROSTOR

RCRA-SQG:
Date form received by agency: 03/11/2004
Facility name: SPRAYLAT CORPORATION

SPRAYLAT CORP CA (Continued) **1000161182**

Facility address:	3465 S LA CIENAGA BLVD LOS ANGELES, CA 90016
EPA ID:	CAD981576911
Contact:	TAMMY HARRISON
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	(310) 559-2335
Contact email:	HARRISONT@SPRAYLAT.COM
EPA Region:	09
Land type:	Private
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	SPRAYLAT CORP
Owner/operator address:	3465 S LA CIENAGA BLVD LOS ANGELES, CA 90016
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	10/01/1976
Owner/Op end date:	Not reported

Owner/operator name:	SPRAYLAT CORP
Owner/operator address:	Not reported Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	01/01/1973
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

SPRAYLAT CORP CA (Continued) **1000161182**

Historical Generators:
Date form received by agency: 02/21/2002
Facility name: SPRAYLAT CORPORATION
Classification: Large Quantity Generator

Date form received by agency: 10/12/2000
Facility name: SPRAYLAT CORPORATION
Classification: Large Quantity Generator

Date form received by agency: 04/15/1999
Facility name: SPRAYLAT CORPORATION
Site name: SPRAYLAT CORP
Classification: Large Quantity Generator

Date form received by agency: 10/20/1986
Facility name: SPRAYLAT CORPORATION
Classification: Small Quantity Generator

Hazardous Waste Summary:
Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D035
Waste name: METHYL ETHYL KETONE

Waste code: F005
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Violation Status: No violations found

Evaluation Action Summary:
Evaluation date: 07/02/2003
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State Contractor/Grantee

TRIS:

Click this hyperlink while viewing on your computer to access
1 additional US_TRIS: record(s) in the EDR Site Report.

CA WDS:
Facility ID: 4 19I004033
Facility Type: Other - Does not fall into the category of Municipal/Domestic,

SPRAYLAT CORP CA (Continued) **1000161182**

	Industrial, Agricultural or Solid Waste (Class I, II or III)
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion:	4
Facility Telephone:	Not reported
Facility Contact:	Not reported
Agency Name:	SPRAYLAT CORP
Agency Address:	Not reported
Agency City,St,Zip:	0
Agency Contact:	Not reported
Agency Telephone:	Not reported
Agency Type:	Private
SIC Code:	2851
SIC Code 2:	Not reported
Primary Waste:	Stormwater Runoff
Primary Waste Type:	Designated/Influent or Solid Wastes that pose a significant threat to water quality because of their high concentrations (E.G., BOD, Hardness, TRF, Chloride). 'Manageable' hazardous wastes (E.G., inorganic salts and heavy metals) are included in this category.
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0
Baseline Flow:	0
Reclamation:	No reclamation requirements associated with this facility.
POTW:	The facility is not a POTW.
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity:	Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

NPDES:

Npdes Number:	CAS000001
Facility Status:	Active
Agency Id:	0
Region:	4
Regulatory Measure Id:	189282
Order No:	97-03-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19I004033
Program Type:	Industrial
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	04/03/1992
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Spraylat
Discharge Address:	3465 S La Cienega Blvd

SPRAYLAT CORP CA (Continued) **1000161182**

Discharge City: Los Angeles
Discharge State: California
Discharge Zip: 90016

LA Co. Site Mitigation:
Facility ID: Not reported
Site ID: SD0000472
Jurisdiction: State
Case ID: RO0001472
Abated: No
Assigned To: Not reported
Entered Date: 10/13/2011

EMI:
Year: 2006
County Code: 19
Air Basin: SC
Facility ID: 18396
Air District Name: SC
SIC Code: 2851
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 3.653177640996278270
Reactive Organic Gases Tons/Yr: 2.366
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

Year: 2007
County Code: 19
Air Basin: SC
Facility ID: 18396
Air District Name: SC
SIC Code: 2851
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 3.653177640996278270
Reactive Organic Gases Tons/Yr: 2.366
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

Year: 2008
County Code: 19
Air Basin: SC
Facility ID: 18396
Air District Name: SC
SIC Code: 2851
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported

SPRAYLAT CORP CA (Continued) **1000161182**

Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	6.048223920690353274
Reactive Organic Gases Tons/Yr:	5.97257858
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	.08539344
Part. Matter 10 Micrometers & Smllr Tons/Yr:	.077159646

Year:	2009
County Code:	19
Air Basin:	SC
Facility ID:	18396
Air District Name:	SC
SIC Code:	2851
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4.5090643030671096
Reactive Organic Gases Tons/Yr:	4.4527115300000002
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	6.4960030000000002E-2
Part. Matter 10 Micrometers & Smllr Tons/Yr:	5.8698627000000003E-2

Year:	2010
County Code:	19
Air Basin:	SC
Facility ID:	18396
Air District Name:	SC
SIC Code:	2851
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	7.04998583864763
Reactive Organic Gases Tons/Yr:	6.9612124
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0.11322003
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0.102309627

ENVIROSTOR:

Site Type:	Tiered Permit
Site Type Detailed:	Tiered Permit
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Not reported
Division Branch:	Cleanup Chatsworth
Facility ID:	71002879
Site Code:	Not reported
Assembly:	50
Senate:	26

SPRAYLAT CORP CA (Continued) **1000161182**

Special Program: Not reported
Status: Refer: Other Agency
Status Date: Not reported
Restricted Use: NO
Site Mgmt. Req.: NONE SPECIFIED
Funding: Not reported
Latitude: 34.08193
Longitude: -118.3765
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED, NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAD981576911
Alias Type: EPA Identification Number
Alias Name: 110000473309
Alias Type: EPA (FRS #)
Alias Name: 71002879
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 06/07/2013
Comments: Notification received from LA County Fire

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

---

105 **OLYMPIC PLASTICS (FORMER)** **CA SLIC** **S105911434**
5800 JEFFERSON **N/A**
LOS ANGELES, CA 90016

SLIC REG 4:
Region: 4
Facility Status: No further action required
SLIC: 0580
Substance: VOCs
Staff: Not reported

105 **STATES BATTERIES INC** **CERC-NFRAP** **1003878971**
5735 W JEFFERSON BLVD **CAD981438724**
LOS ANGELES, CA 90016

CERC-NFRAP:
Site ID: 0902443
Federal Facility: Not a Federal Facility
NPL Status: Not on the NPL
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Contact Details:
Contact Sequence ID: 13053327.00000
Person ID: 9271184.00000

Contact Sequence ID: 13285940.00000
Person ID: 13003854.00000

Contact Sequence ID: 13291535.00000
Person ID: 13003858.00000

Contact Sequence ID: 13297393.00000
Person ID: 13004003.00000

CERCLIS-NFRAP Site Alias Name(s):
Alias Name: LEO PLUMBING CO (MID- 1950'S)
Alias Address: Not reported
CA

Alias Name: RICK'S AUTO (CKA)
Alias Address: Not reported
CA

CERCLIS-NFRAP Assessment History:
Action: PRELIMINARY ASSESSMENT
Date Started: 09/01/86
Date Completed: 03/01/87
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

Action: ARCHIVE SITE
Date Started: / /
Date Completed: 03/01/87
Priority Level: Not reported

Action: DISCOVERY
Date Started: / /
Date Completed: 09/01/86
Priority Level: Not reported

---

105 **OLYMPIC PLASTICS** **CA SLIC** **S106483751**
5800 WEST JEFFERSON BLVD **N/A**
LOS ANGELES, CA

SLIC:
Region: STATE
Facility Status: **Completed - Case Closed**
Status Date: 12/01/1998
Global Id: SL184521435
Lead Agency: LOS ANGELES RWQCB (REGION 4)

OLYMPIC PLASTICS (Continued) **S106483751**

Lead Agency Case Number:	Not reported
Latitude:	34.0248853553245
Longitude:	-118.376183509827
Case Type:	Cleanup Program Site
Case Worker:	TA
Local Agency:	Not reported
RB Case Number:	0580
File Location:	Not reported
Potential Media Affected:	Not reported
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

---

105 **LA CIENEGA INDUSTRIAL PARK** **CA VCP** **S102564446**
3339-3361 LA CIENEGA PLACE **CA ENVIROSTOR** **N/A**
LOS ANGELES, CA 90016

VCP:

Facility ID:	19390047
Site Type:	Voluntary Cleanup
Site Type Detail:	Voluntary Cleanup
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	0.1
National Priorities List:	NO
Cleanup Oversight Agencies:	DTSC
Lead Agency:	DTSC
Lead Agency Description:	* DTSC
Project Manager:	Not reported
Supervisor:	* Harlan Jeche
Division Branch:	Cleanup Chatsworth
Site Code:	300641
Assembly:	54
Senate:	30
Special Programs Code:	Voluntary Cleanup Program
Status:	No Further Action
Status Date:	02/17/1997
Restricted Use:	NO
Funding:	Responsible Party
Lat/Long:	34.02701 / -118.3758
APN:	NONE SPECIFIED
Past Use:	MANUFACTURING - METAL
Potential COC:	10003, 30013, 30153
Confirmed COC:	NONE SPECIFIED
Potential Description:	SOIL, SV
Alias Name:	HOUSEHOLD FINANCE CORP. III
Alias Type:	Alternate Name
Alias Name:	LA CIENEGA INDUSTRIAL PARK
Alias Type:	Alternate Name
Alias Name:	110033607443
Alias Type:	EPA (FRS #)
Alias Name:	300641
Alias Type:	Project Code (Site Code)
Alias Name:	19390047
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE

LA CIENEGA INDUSTRIAL PARK (Continued) **S102564446**

Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 02/17/1997
Comments: DTSC and Household Finance Corp. signed a Voluntary Cleanup Agreement for a Preliminary Endangerment Assessment for the site. Household Finance is owner of the property by foreclosure.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 12/26/1997
Comments: The Phase I and II Site Assessments detected volatile organic compounds (VOCs) such as perchloroethylene (PCE), trichloro- ethene (TCE), and metals such as total chromium, nickel and lead. Additoinal sampling was conducted, and soils contami- nated with higher concentrations of contaminants were excavated and transported for off-site disposal.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

ENVIROSTOR:
Site Type: Voluntary Cleanup
Site Type Detailed: Voluntary Cleanup
Acres: 0.1
NPL: NO
Regulatory Agencies: DTSC
Lead Agency: DTSC
Program Manager: Not reported
Supervisor: * Harlan Jeche
Division Branch: Cleanup Chatsworth
Facility ID: 19390047
Site Code: 300641
Assembly: 54
Senate: 30
Special Program: Voluntary Cleanup Program
Status: No Further Action
Status Date: 02/17/1997
Restricted Use: NO
Site Mgmt. Req.: NONE SPECIFIED
Funding: Responsible Party
Latitude: 34.02701
Longitude: -118.3758
APN: NONE SPECIFIED
Past Use: MANUFACTURING - METAL
Potential COC: * HALOGENATED SOLVENTS, Lead, Chromium VI
Confirmed COC: * HALOGENATED SOLVENTS, Lead, Chromium VI, NONE SPECIFIED
Potential Description: SOIL, SV
Alias Name: HOUSEHOLD FINANCE CORP. III
Alias Type: Alternate Name

LA CIENEGA INDUSTRIAL PARK (Continued) **S102564446**

Alias Name: LA CIENEGA INDUSTRIAL PARK
Alias Type: Alternate Name
Alias Name: 110033607443
Alias Type: EPA (FRS #)
Alias Name: 300641
Alias Type: Project Code (Site Code)
Alias Name: 19390047
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 02/17/1997
Comments: DTSC and Household Finance Corp. signed a Voluntary Cleanup Agreement for a Preliminary Endangerment Assessment for the site. Household Finance is owner of the property by foreclosure.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 12/26/1997
Comments: The Phase I and II Site Assessments detected volatile organic compounds (VOCs) such as perchloroethylene (PCE), trichloro- ethene (TCE), and metals such as total chromium, nickel and lead. Additoinal sampling was conducted, and soils contami- nated with higher concentrations of contaminants were excavated and transported for off-site disposal.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

---

106 **ERICK & SONS TRANSP INC** **RCRA NonGen / NLR** **1000172519**
2313 32ND ST **FINDS** **CAD067771899**
SANTA MONICA, CA 90405

RCRA NonGen / NLR:
Date form received by agency: 06/10/1983
Facility name: ERICK & SONS TRANSP INC
Facility address: 2313 32ND ST
SANTA MONICA, CA 90405
EPA ID: CAD067771899
Mailing address: 32ND ST
SANTA MONICA, CA 90405
Contact: ENVIRONMENTAL MANAGER
Contact address: 2313 32ND ST
SANTA MONICA, CA 90405
Contact country: US
Contact telephone: (415) 555-1212
Contact email: Not reported
EPA Region: 09

ERICK & SONS TRANSP INC (Continued) **1000172519**

Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: ERICKSON BRENDA & ROBERT
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: Yes
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002655494

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

106 **PETER FOREIGN AUTO SERVICE INC** **CA LUST** **U001564018**
3007 PICO BLVD **CA HIST UST** **N/A**
SANTA MONICA, CA 90405

LUST:

Region:	STATE
Global Id:	T0603793191
Latitude:	34.02572
Longitude:	-118.45819
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	06/21/2013
Lead Agency:	SANTA MONICA, CITY OF
Case Worker:	MH
Local Agency:	SANTA MONICA, CITY OF
RB Case Number:	Not reported
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Other Petroleum, Benzene, MTBE / TBA / Other Fuel Oxygenates
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603793191
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T0603793191
Contact Type:	Local Agency Caseworker
Contact Name:	MONICA HANLEY
Organization Name:	SANTA MONICA, CITY OF
Address:	333 Olympic Drive - 2nd Floor
City:	SANTA MONICA
Email:	monica.hanley@smgov.net
Phone Number:	Not reported

Regulatory Activities:

Global Id:	T0603793191
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

Global Id:	T0603793191
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery

HIST UST:

Region:	STATE
Facility ID:	00000017170
Facility Type:	Other

PETER FOREIGN AUTO SERVICE INC (Continued) **U001564018**

Other Type:	GARAGE
Total Tanks:	0001
Contact Name:	Not reported
Telephone:	2138291337
Owner Name:	PETER'S FOREIGN AUTO SERV INC
Owner Address:	3007 PICO GL
Owner City,St,Zip:	SANTA MONICA, CA 90405
Tank Num:	001
Container Num:	1
Year Installed:	Not reported
Tank Capacity:	00000500
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Tank Construction:	Not reported
Leak Detection:	None

---

106 **WESSEN BUICK DEALER (FORM** **CA HIST CORTESE** **S105024675**
3101 PICO **N/A**
LOS ANGELES, CA 90005

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900190034

---

106 **DSJ PRINTING** **RCRA-SQG** **1000128424**
3103 PICO BLVD **FINDS** **CAD982523300**
SANTA MONICA, CA

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	DSJ PRINTING
Facility address:	3103 PICO BLVD SANTA MONICA, CA 90405
EPA ID:	CAD982523300
Mailing address:	PICO BLVD SANTA MONICA, CA 90405
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	MIKE AND JEFF VAUGHAN
Owner/operator address:	NOT REQUIRED

DSJ PRINTING (Continued) **1000128424**

NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002841694

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

106 | **EDR US Hist Auto Stat** | **1015414469** | **N/A**

3111 PICO BLVD
SANTA MONICA, CA 90405

EDR Historical Auto Stations:
Name: SAFE GAS SERVICES
Year: 2002
Address: 3111 PICO BLVD

---

106 **MODERN CLEANERS** | **EDR US Hist Cleaners** | **1009144552** | **N/A**

3238 PICO BLVD
SANTA MONICA, CA

EDR Historical Cleaners:
Name: SHAWHART C C
Year: 1948
Type: CLOTHES PRESSERS AND CLEANERS

Name: SHAWHART C C
Year: 1948
Type: CLOTHES PRESSERS AND CLEANERS

Name: MODERN CLEANERS
Year: 1954
Type: CLEANERS AND DYERS

Name: MODERN CLEANERS
Year: 1954
Type: CLEANERS AND DYERS

---

106 **BROADWAY CLEANERS** | **RCRA-SQG** | **1000216501**
3308 PICO BLVD | **FINDS** | **CAD981994247**
SANTA MONICA, CA

RCRA-SQG:
Date form received by agency: 07/11/1995
Facility name: BROADWAY CLEANERS
Facility address: 3308 PICO BLVD
SANTA MONICA, CA 90405
EPA ID: CAD981994247
Contact: BAWANIA SHEHNAZ
Contact address: 3308 PICO BLVD
SANTA MONICA, CA 90405
Contact country: US
Contact telephone: (310) 392-4078
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999

BROADWAY CLEANERS (Continued) **1000216501**

Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: BAWANIA SHEHNAZ
Owner/operator address: 3308 PICO BLVD
SANTA MONICA, CA 90405
Owner/operator country: Not reported
Owner/operator telephone: (310) 392-4078
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110015954378

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

106 **MODERN CLEANERS** **RCRA NonGen / NLR** **1000708817**
3308 PICO BLVD **FINDS** **CAD983612938**
SANTA MONICA, CA 90405 **CA HAZNET**
CA EMI

RCRA NonGen / NLR:

Date form received by agency:	11/11/1991
Facility name:	MODERN CLEANERS
Facility address:	3308 PICO BLVD SANTA MONICA, CA 90405
EPA ID:	CAD983612938
Mailing address:	PICO BLVD SANTA MONICA, CA 90405
Contact:	A YI YOUNG
Contact address:	3308 PICO BLVD SANTA MONICA, CA 90405
Contact country:	US
Contact telephone:	(213) 450-1337
Contact email:	Not reported
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	YOUNG K YI
Owner/operator address:	3308 PICO BLVD SANTA MONICA, CA 90405
Owner/operator country:	Not reported
Owner/operator telephone:	(213) 450-1337
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110009549015

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource

MODERN CLEANERS (Continued) **1000708817**

Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:

Year:	1995
Gepaid:	CAD983612938
Contact:	YOUNG K YI
Telephone:	2134501337
Mailing Name:	Not reported
Mailing Address:	3308 PICO BLVD
Mailing City,St,Zip:	SANTA MONICA, CA 904050000
Gen County:	Not reported
TSD EPA ID:	CAD981397417
TSD County:	Not reported
Waste Category:	Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method:	Recycler
Tons:	.2107
Facility County:	Los Angeles

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	57420
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	57420
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0

MODERN CLEANERS (Continued) **1000708817**

Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

---

106 **EDR US Hist Auto Stat** **1015431502**
3317 PICO BLVD **N/A**
SANTA MONICA, CA 90405

EDR Historical Auto Stations:

Name: MORGANS AUTO SERVICE
Year: 1999
Address: 3317 PICO BLVD

Name: MORGANS AUTO SERVICE
Year: 2001
Address: 3317 PICO BLVD

Name: MORGAN AUTO SERVICE
Year: 2002
Address: 3317 PICO BLVD

Name: MORGANS AUTO SERVICE
Year: 2003
Address: 3317 PICO BLVD

Name: MORGAN AUTO SERVICE
Year: 2005
Address: 3317 PICO BLVD

Name: AC DELCO MORGANS AUTO SERVICE
Year: 2006
Address: 3317 PICO BLVD

Name: MORGANS AUTO SVC
Year: 2010
Address: 3317 PICO BLVD

Name: MORGAN AUTO SERVICE
Year: 2011
Address: 3317 PICO BLVD

Name: MORGAN AUTO SERVICE
Year: 2012
Address: 3317 PICO BLVD

---

106 **MARVIN & STEPHENS** **EDR US Hist Auto Stat** **1009018347**
3429 PICO BLVD **N/A**
SANTA MONICA, CA

EDR Historical Auto Stations:

Name: MARVIN & STEPHENS
Year: 1928
Type: GASOLINE AND OIL SERVICE STATIONS

Name: MARVIN & STEPHENS
Year: 1933
Type: GASOLINE AND OIL SERVICE STATIONS

MARVIN & STEPHENS (Continued) **1009018347**

Name: MARVIN & STEPHENS
Year: 1933
Type: GASOLINE AND OIL SERVICE STATIONS

Name: GUNTHER CARL
Year: 1940
Type: GASOLINE AND OIL SERVICE STATIONS

Name: GUNTHER CARL
Year: 1940
Type: GASOLINE AND OIL SERVICE STATIONS

---

106 **PEAK D V** **EDR US Hist Auto Stat** **1009021711**
3449 PICO BLVD **N/A**
SANTA MONICA, CA

EDR Historical Auto Stations:

Name: PEAK D V
Year: 1948
Type: GASOLINE AND OIL SERVICE STATIONS

Name: PEAK D V
Year: 1948
Type: GASOLINE AND OIL SERVICE STATIONS

Name: GUNTHERS ASSOCIATED SERVICE
Year: 1954
Type: GASOLINE STATIONS

---

107 **REPLANET LLC** **CA SWRCY** **S107138144**
11361 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90064

SWRCY:

Reg Id:	156754
Cert Id:	RC156754.001
Mailing Address:	150 Klug Cir
Mailing City:	Corona
Mailing State:	CA
Mailing Zip Code:	92880
Website:	http://www.replanetusa.com
Phone Number:	(951) 520-1700
Grand Father:	N
Rural:	N
Operation Begin Date:	05/01/2012
Aluminium:	Y
Glass:	Y
Plastic:	Y
Bimetal:	Y
Agency:	N/A
Monday Hours Of Operation:	CLOSED
Tuesday Hours Of Operation:	9:00 am - 4:30 pm; Closed 1:00 pm - 1:30 pm
Wednesday Hours Of Operation:	9:00 am - 4:30 pm; Closed 1:00 pm - 1:30 pm
Thursday Hours Of Operation:	9:00 am - 4:30 pm; Closed 1:00 pm - 1:30 pm
Friday Hours Of Operation:	9:00 am - 4:30 pm; Closed 1:00 pm - 1:30 pm
Saturday Hours Of Operation:	9:00 am - 4:30 pm; Closed 1:00 pm - 1:30 pm

REPLANET LLC (Continued) **S107138144**

Sunday Hours Of Operation: CLOSED
Cert Status: Operational
Organization ID: 151891
Organization Name: rePLANET LLC
Agency Reg ID: N/A
Operation End Date: Not reported

---

107 **RITE AID 5456** **RCRA-CESQG 1000904960**
11321 NATIONAL BLVD **FINDS CA0000228379**
LOS ANGELES, CA

RCRA-CESQG:
Date form received by agency: 08/20/2010
Facility name: RITE AID 5456
Facility address: 11321 NATIONAL BLVD
LOS ANGELES, CA 90064
EPA ID: CA0000228379
Mailing address: 30 HUNTER LN
CAMP HILL, PA 17011
Contact: STEPHANIE CAIATI
Contact address: 30 HUNTER LN
CAMP HILL, PA 17011
Contact country: US
Contact telephone: 717-730-8225
Contact email: SSCAIATI@RITEAID.COM
EPA Region: 09
Classification: Conditionally Exempt Small Quantity Generator
Description: Handler: generates 100 kg or less of hazardous waste per calendar month, and accumulates 1000 kg or less of hazardous waste at any time; or generates 1 kg or less of acutely hazardous waste per calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste

Owner/Operator Summary:
Owner/operator name: RITE AID CORP
Owner/operator address: 30 HUNTER LN
CAMP HILL, PA 17011
Owner/operator country: US
Owner/operator telephone: 717-730-8225
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 09/01/1962
Owner/Op end date: Not reported

Owner/operator name: RITE AID CORP
Owner/operator address: 30 HUNTER LN
CAMP HILL, PA 17011
Owner/operator country: US

RITE AID 5456 (Continued) **1000904960**

Owner/operator telephone: 717-730-8225
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 09/01/1962
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 07/25/1997
Facility name: RITE AID 5456
Site name: RITE AID NO 5456
Classification: Small Quantity Generator

Hazardous Waste Summary:
Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

Waste code: D005
Waste name: BARIUM

Waste code: D006
Waste name: CADMIUM

Waste code: D007
Waste name: CHROMIUM

RITE AID 5456 (Continued) **1000904960**

Waste code: D008
Waste name: LEAD

Waste code: D016
Waste name: 2,4-D

Waste code: D035
Waste name: METHYL ETHYL KETONE

Waste code: U002
Waste name: ACETONE (I)

Waste code: U080
Waste name: METHANE, DICHLORO-

Waste code: U160
Waste name: 2-BUTANONE, PEROXIDE (R,T)

Violation Status: No violations found

FINDS:

Registry ID: 110042271136

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

107 **TOSCO CORPORATION #30639** **CA UST** **U003949147**
11280 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90064

UST:
Facility ID: 23730
Latitude: 34.02643
Longitude: -118.43094

---

107 **EDR US Hist Auto Stat** **1015162803**
11280 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Auto Stations:
Name: UNION 76 DEALERS SERVICE STATIONS
Year: 1999
Address: 11280 NATIONAL BLVD

Name: LARRYS UNION 76 SERVICE
Year: 2001
Address: 11280 NATIONAL BLVD

Name: LARRYS UNION 76 SERVICE CTR
Year: 2003

(Continued) **1015162803**

Address: 11280 NATIONAL BLVD

Name: LARRYS UNION 76 SERVICE CTR
Year: 2004
Address: 11280 NATIONAL BLVD

---

107 **76 PRODUCTS STATION #4357** **CA LUST** **S102439959**
11280 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90066

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900660061M	
Status:	Post remedial action monitoring	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Specific tank leak that has contaminated a specific well used for drinking water	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603701205	
W Global ID:	Not reported	
Staff:	JH	
Local Agency:	19050	
Cross Street:	Not reported	
Enforcement Type:	DLSEL	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		11/20/1994
Date Leak Record Entered:	10/31/1997	
Date Confirmation Began:	6/19/1997	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		Not reported
Date the Case was Closed:		Not reported
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		4198.98848480302362989539817 74
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		6/19/1997
Preliminary Site Assessment Began:		7/25/1997
Pollution Characterization Began:		8/15/2000
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		10/15/2003
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		1/1/1965
Hist Max MTBE Conc in Groundwater:		47
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Yes
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	

76 PRODUCTS STATION #4357 (Continued) **S102439959**

Responsible Party:	LIZ SEWELL
RP Address:	3525 HYLAND AVE.
Program:	LUST
Lat/Long:	34.0265676 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	10/12/00 QTR MON RPT SEPT. 2000; 1/15/01 ADD'L SITE ASSESSMENT VE TEST, & QTRLY GW MON & SAMPLING RPT; 2/15/01 MTBE POLLUTION INVESTIGATION; 4/13/01 GW MON RPT MARCH 2001
Region:	4
Regional Board:	04
County:	Los Angeles
Facility Id:	900660061
Status:	Case Closed
Substance:	Gasoline
Substance Quantity:	Not reported
Local Case No:	Not reported
Case Type:	Soil
Abatement Method Used at the Site:	Not reported
Global ID:	T0603701204
W Global ID:	Not reported
Staff:	UNK
Local Agency:	19050
Cross Street:	Not reported
Enforcement Type:	Not reported
Date Leak Discovered:	9/21/1992
Date Leak First Reported:	11/20/1992
Date Leak Record Entered:	2/18/1993
Date Confirmation Began:	Not reported
Date Leak Stopped:	Not reported
Date Case Last Changed on Database:	7/30/1997
Date the Case was Closed:	5/13/1997
How Leak Discovered:	Tank Closure
How Leak Stopped:	Not reported
Cause of Leak:	Not reported
Leak Source:	Not reported
Operator:	OLD CASE #026032
Water System:	Not reported
Well Name:	Not reported
Approx. Dist To Production Well (ft):	4198.98848480302362989539817 74
Source of Cleanup Funding:	Not reported
Preliminary Site Assessment Workplan Submitted:	Not reported
Preliminary Site Assessment Began:	Not reported
Pollution Characterization Began:	11/20/1992
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	4/14/2003
Hist Max MTBE Conc in Groundwater:	0
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported

76 PRODUCTS STATION #4357 (Continued) **S102439959**

GW Qualifier:	ND
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	TOSCO
RP Address:	P.O. BOX 25376, SANTA ANA, CA 92799-5376
Program:	LUST
Lat/Long:	34.0265676 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	OLD CASE #026032; 07/24/97 - WORK PLAN FOR MTBE INVESTIGATION; 07/30/97 - SITE QTRLY RPT 1997

---

107 **76 PRODUCTS STATION #4357** **CA HIST CORTESE** **S103065741**
11280 NATIONAL **N/A**
CULVER CITY, CA

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900660061

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900660061M

---

107 **SERVICE STATION 4357** **CA LUST** **1000166885**
11280 NATIONAL BLVD **CA HIST UST** **N/A**
LOS ANGELES, CA 90064

LUST:

Region:	STATE
Global Id:	T0603701204
Latitude:	34.02615
Longitude:	-118.43073
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	05/13/1997
Lead Agency:	LOS ANGELES, CITY OF
Case Worker:	TP
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900660061
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

SERVICE STATION 4357 (Continued) **1000166885**

Contact:

Global Id:	T0603701204
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Global Id:	T0603701204
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Regulatory Activities:

Global Id:	T0603701204
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

Global Id:	T0603701204
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery

Region:	STATE
Global Id:	T0603701205
Latitude:	34.02615
Longitude:	-118.43073
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	02/07/2005
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	JH
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900660061M
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Well used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603701205
Contact Type:	Regional Board Caseworker
Contact Name:	JAY HUANG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 WEST 4TH STREET, SUITE 200
City:	LOS ANGELES

SERVICE STATION 4357 (Continued) **1000166885**

Email: jhuang@waterboards.ca.gov
Phone Number: 2135766711

Global Id: T0603701205
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

Regulatory Activities:

Global Id: T0603701205
Action Type: RESPONSE
Date: 04/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603701205
Action Type: ENFORCEMENT
Date: 02/07/2005
Action: Closure/No Further Action Letter

Global Id: T0603701205
Action Type: REMEDIATION
Date: 01/01/1950
Action: Soil Vapor Extraction (SVE)

Global Id: T0603701205
Action Type: RESPONSE
Date: 07/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603701205
Action Type: RESPONSE
Date: 01/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603701205
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603701205
Action Type: RESPONSE
Date: 07/23/2003
Action: Corrective Action Plan / Remedial Action Plan

Global Id: T0603701205
Action Type: RESPONSE
Date: 06/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603701205
Action Type: ENFORCEMENT
Date: 01/01/2002
Action: 13267 Requirement

SERVICE STATION 4357 (Continued) **1000166885**

Global Id: T0603701205
Action Type: ENFORCEMENT
Date: 07/23/2002
Action: 13267 Requirement

Global Id: T0603701205
Action Type: RESPONSE
Date: 01/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603701205
Action Type: ENFORCEMENT
Date: 09/16/2003
Action: Staff Letter

Global Id: T0603701205
Action Type: ENFORCEMENT
Date: 09/08/2004
Action: Site Visit / Inspection / Sampling

Global Id: T0603701205
Action Type: ENFORCEMENT
Date: 01/18/2005
Action: Notification - Preclosure

Global Id: T0603701205
Action Type: RESPONSE
Date: 01/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603701205
Action Type: RESPONSE
Date: 07/11/2003
Action: Interim Remedial Action Plan

HIST UST:
Region: STATE
Facility ID: 00000017687
Facility Type: Gas Station
Other Type: Not reported
Total Tanks: 0004
Contact Name: LARRY FULTON
Telephone: 2134782197
Owner Name: UNION OIL COMPANY OF CALIFORNI
Owner Address: 3701 WILSHIRE BOULEVARD-SUITE
Owner City,St,Zip: LOS ANGELES, CA 90010

Tank Num: 001
Container Num: 4357-1
Year Installed: 1971
Tank Capacity: 00009940
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor, Pressure Test, 10

SERVICE STATION 4357 (Continued) **1000166885**

Tank Num: 002
Container Num: 4357-2
Year Installed: 1971
Tank Capacity: 00009940
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: Not reported
Leak Detection: Stock Inventor, Pressure Test, 10

Tank Num: 003
Container Num: 4357-3
Year Installed: 1981
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Stock Inventor, Pressure Test, 10

Tank Num: 004
Container Num: 4357-4
Year Installed: 1971
Tank Capacity: 00000550
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Tank Construction: Not reported
Leak Detection: Stock Inventor, Pressure Test, 10

---

107 **UNION OIL SERVICE STATION LEAS** **CA HIST UST** **U001562433**
11280 NATIONAL BLVD **N/A**
LOS ANGELES, CA 90064

HIST UST:
Region: STATE
Facility ID: 00000056161
Facility Type: Gas Station
Other Type: Not reported
Total Tanks: 0001
Contact Name: LARRY FULTON
Telephone: 2134782197
Owner Name: UNION OIL COMPANY OF CALIFORNI
Owner Address: 3701 WILSHIRE BOULEVARD-SUITE
Owner City,St,Zip: LOS ANGELES, CA 90010

Tank Num: 001
Container Num: 4357-00
Year Installed: Not reported
Tank Capacity: 00000180
Tank Used for: WASTE
Type of Fuel: 06
Tank Construction: Not reported
Leak Detection: None

107 **LARRY'S UNOCAL SERVICE CENTER** **CA FID UST** **S101583098**
11280 NATIONAL BLVD **CA SWEEPS UST** **N/A**
LOS ANGELES, CA 90064

CA FID UST:

Facility ID:	19002620
Regulated By:	UTNKA
Regulated ID:	00017687
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2134785783
Mail To:	Not reported
Mailing Address:	3701 WILSHIRE BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900640000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

SWEEPS UST:

Status:	Not reported
Comp Number:	1325
Number:	Not reported
Board Of Equalization:	44-011729
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-001325-000001
Actv Date:	Not reported
Capacity:	9940
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	4

Status:	Not reported
Comp Number:	1325
Number:	Not reported
Board Of Equalization:	44-011729
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-001325-000002
Actv Date:	Not reported
Capacity:	9940
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Status:	Not reported

LARRY'S UNOCAL SERVICE CENTER (Continued) **S101583098**

Comp Number: 1325
Number: Not reported
Board Of Equalization: 44-011729
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001325-000003
Actv Date: Not reported
Capacity: 10000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: DIESEL
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 1325
Number: Not reported
Board Of Equalization: 44-011729
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001325-000004
Actv Date: Not reported
Capacity: 550
Tank Use: OIL
Stg: WASTE
Content: WASTE OIL
Number Of Tanks: Not reported

Status: Active
Comp Number: 1325
Number: 9
Board Of Equalization: 44-011729
Referral Date: 10-06-92
Action Date: 03-16-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: 1325
Swrcb Tank Id: 19-050-001325-000005
Actv Date: 01-29-93
Capacity: 12000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: 3

Status: Active
Comp Number: 1325
Number: 9
Board Of Equalization: 44-011729
Referral Date: 10-06-92
Action Date: 03-16-94
Created Date: 02-29-88

LARRY'S UNOCAL SERVICE CENTER (Continued) **S101583098**

Tank Status:	A
Owner Tank Id:	1325
Swrcb Tank Id:	19-050-001325-000006
Actv Date:	01-29-93
Capacity:	12000
Tank Use:	M.V. FUEL
Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported
Status:	Active
Comp Number:	1325
Number:	9
Board Of Equalization:	44-011729
Referral Date:	10-06-92
Action Date:	03-16-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	1325
Swrcb Tank Id:	19-050-001325-000007
Actv Date:	01-29-93
Capacity:	520
Tank Use:	OIL
Stg:	W
Content:	WASTE OIL
Number Of Tanks:	Not reported

---

107 **EDR US Hist Cleaners** **1015035749**

2916 SAWTELLE BLVD **N/A**
LOS ANGELES, CA 90064

EDR Historical Cleaners:

Name:	LIBERTY CLEANERS
Year:	2001
Address:	2916 SAWTELLE BLVD
Name:	LIBERTY CLEANERS
Year:	2002
Address:	2916 SAWTELLE BLVD
Name:	LIBERTY CLEANERS
Year:	2003
Address:	2916 SAWTELLE BLVD
Name:	LIBERTY CLEANERS
Year:	2004
Address:	2916 SAWTELLE BLVD
Name:	LIBERTY CLEANERS
Year:	2005
Address:	2916 SAWTELLE BLVD
Name:	LIBERTY CLEANERS
Year:	2006
Address:	2916 SAWTELLE BLVD
Name:	LIBERTY CLEANERS
Year:	2007

(Continued) **1015035749**

Address: 2916 SAWTELLE BLVD

Name: LIBERTY CLEANERS
Year: 2008
Address: 2916 SAWTELLE BLVD

Name: LIBERTY CLEANERS
Year: 2010
Address: 2916 SAWTELLE BLVD

Name: LIBERTY CLEANERS
Year: 2012
Address: 2916 SAWTELLE BLVD

---

108 **EDR US Hist Cleaners** **1014971307**

10510 WOODBINE ST **N/A**
LOS ANGELES, CA 90034

EDR Historical Cleaners:
Name: UNIVERSAL CARPET CLEANING
Year: 2002
Address: 10510 WOODBINE ST

---

109 **EXTRA SPACE** **CA SLIC** **S108741820**
1707 CLOVERFIELD BLVD. **CA VCP** **N/A**
SANTA MONICA, CA 90404 **CA ENVIROSTOR**

SLIC:

Region:	STATE
Facility Status:	**Open - Site Assessment**
Status Date:	09/27/2004
Global Id:	SL0603767271
Lead Agency:	DEPARTMENT OF TOXIC SUBSTANCES CONTROL
Lead Agency Case Number:	60000517
Latitude:	34.026951
Longitude:	-118.471221
Case Type:	Cleanup Program Site
Case Worker:	Not reported
Local Agency:	Not reported
RB Case Number:	1160
File Location:	Not reported
Potential Media Affected:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Trichloroethylene (TCE)
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

VCP:

Facility ID:	60000517
Site Type:	Voluntary Cleanup
Site Type Detail:	Voluntary Cleanup
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	1.8
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP

EXTRA SPACE (Continued) **S108741820**

Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Robert Krug
Supervisor:	Philip Chandler
Division Branch:	Cleanup Chatsworth
Site Code:	301310
Assembly:	50
Senate:	26
Special Programs Code:	CLRRA Liability Immunity (AB 389)
Status:	Certified O&M - Land Use Restrictions Only
Status Date:	01/24/2013
Restricted Use:	YES
Funding:	Responsible Party
Lat/Long:	34.02700 / -118.4710
APN:	4268014013
Past Use:	AEROSPACE MANUFACTURING/MAINTENANCE, FUEL - VEHICLE STORAGE/ REFUELING, HAZARDOUS WASTE STORAGE - TANKS/CONTAINERS
Potential COC:	40001, 30005, 30013, 30022, 30024, 30025, 3002502, 30027, 30028, 30103, 30104, 30105, 30116, 30136, 30192, 30193, 30272, 30550, 30564, 30565, 30593
Confirmed COC:	40001-NO,30550,30564,30565,30022,30024,30025,30027,30028,30103,30104, 30105-NO,30116,30136,30192,30193,30272-NO,30005,30013,3002502,30593
Potential Description:	IA, OTH, SOIL, SV
Alias Name:	4268014013
Alias Type:	APN
Alias Name:	110033617209
Alias Type:	EPA (FRS #)
Alias Name:	301310
Alias Type:	Project Code (Site Code)
Alias Name:	60000517
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	California Land Reuse and Revitalization Agreement
Completed Date:	11/21/2006
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	CEQA - Notice of Exemption
Completed Date:	06/18/2008
Comments:	NOE signed and sent to CEQA group.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Land Use Restriction
Completed Date:	01/24/2013
Comments:	LUC signed, use ok for commercial, industrial, multi-use, condo/apt on 2nd floor, park land
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Certification
Completed Date:	01/24/2013
Comments:	Not reported
Completed Area Name:	PROJECT WIDE

EXTRA SPACE (Continued) **S108741820**

Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 03/19/2007
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 03/19/2007
Comments: DTSC AAI comment letter and memo mailed out to Extra Space on March 19, 2007

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 03/19/2007
Comments: DTSC mailed out AAI comment letter and memo to Extra Space on March 19, 2007.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Tank Removal Report
Completed Date: 03/19/2007
Comments: DTSC mailed out AAI comment letter and memo to Extra Space on March 19, 2007.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 08/10/2007
Comments: SVE Pilot Test is conditional approved pending incorporation of DTSC comments into the SVE Pilot Test.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 09/18/2007
Comments: SVE Pilot Test Installed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Pilot/Treatability Study Report
Completed Date: 04/08/2008
Comments: DTSC commented on lacking information, these will be addressed in the Response Plan.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: AB 389 Response Plan
Completed Date: 07/10/2008
Comments: Response Plan approved without changes.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 10/16/2008
Comments: Installation and extra sampling completed.

EXTRA SPACE (Continued) **S108741820**

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Soil Vapor Extraction Monitoring Report
Completed Date:	10/14/2008
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Monitoring Report
Completed Date:	11/03/2008
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Monitoring Report
Completed Date:	02/17/2009
Comments:	No comments

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Monitoring Report
Completed Date:	08/18/2009
Comments:	Comments sent to RP to modify testing/reporting methods.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Monitoring Report
Completed Date:	12/01/2009
Comments:	No comments sent, comments will be made on the Dec 1, 2009 Soil Gas Survey Sampling Report that summarizes the SVE.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Monitoring Report
Completed Date:	12/01/2009
Comments:	Document was reviewed, comments will be made on the Dec 1, 2009 Soil Gas Survey Sampling Report that summarizes the SVE.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Monitoring Report
Completed Date:	04/05/2010
Comments:	Comments sent.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Monitoring Report
Completed Date:	07/27/2010
Comments:	Reviewed with no comments.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Monitoring Report
Completed Date:	12/08/2010
Comments:	Eng comments will be consolidated with the 3rd quarter report.

Completed Area Name:	PROJECT WIDE

EXTRA SPACE (Continued) **S108741820**

Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 06/08/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 04/27/2012
Comments: Groundwater sampling of all wells and soil confirmation samples are still needed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 04/27/2012
Comments: Emailed approval of a draft workplan. Asked them to submit a cleaned up version for the file.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 11/13/2012
Comments: Consists of other documents.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

ENVIROSTOR:
Site Type: Voluntary Cleanup
Site Type Detailed: Voluntary Cleanup
Acres: 1.8
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Robert Krug
Supervisor: Philip Chandler
Division Branch: Cleanup Chatsworth
Facility ID: 60000517
Site Code: 301310
Assembly: 50
Senate: 26
Special Program: CLRRA Liability Immunity (AB 389)
Status: Certified O&M - Land Use Restrictions Only
Status Date: 01/24/2013
Restricted Use: YES
Site Mgmt. Req.: NONE SPECIFIED
Funding: Responsible Party
Latitude: 34.02700
Longitude: -118.4710

EXTRA SPACE (Continued) **S108741820**

APN: 4268014013
Past Use: AEROSPACE MANUFACTURING/MAINTENANCE, FUEL - VEHICLE STORAGE/ REFUELING, HAZARDOUS WASTE STORAGE - TANKS/CONTAINERS
Potential COC: Asbestos Containing Materials (ACM, Total Chromium (1:6 ratio Cr VI:Cr III, Lead, Tetrachloroethylene (PCE, TPH-diesel, TPH-gas, TPH-MOTOR OIL, Trichloroethylene (TCE, Vinyl chloride, n-Butylbenzene, sec-Butylbenzene, tert-Butylbenzene, Carbon tetrachloride, Chloroform, 1,1-Dichloroethane, 1,2-Dichloroethane (EDC, Ethylbenzene, Toluene, 1,1,2-Trichloroethane, Trichlorofluoromethane, Xylenes
Confirmed COC: Asbestos Containing Materials (ACM, Total Chromium (1:6 ratio Cr VI:Cr III, Lead, Tetrachloroethylene (PCE, TPH-diesel, TPH-gas, TPH-MOTOR OIL, Trichloroethylene (TCE, Vinyl chloride, n-Butylbenzene, sec-Butylbenzene, tert-Butylbenzene, Carbon tetrachloride, Chloroform, 1,1-Dichloroethane, 1,2-Dichloroethane (EDC, Ethylbenzene, Toluene, 1,1,2-Trichloroethane, Trichlorofluoromethane, Xylenes, 40001-NO, Toluene, 1,1,2-Trichloroethane, Trichlorofluoromethane, Tetrachloroethylene (PCE, TPH-diesel, TPH-gas, Trichloroethylene (TCE, Vinyl chloride, n-Butylbenzene, sec-Butylbenzene, 30105-NO, Carbon tetrachloride, Chloroform, 1,1-Dichloroethane, 1,2-Dichloroethane (EDC, 30272-NO, Total Chromium (1:6 ratio Cr VI:Cr III, Lead, TPH-MOTOR OIL, Xylenes
Potential Description: IA, OTH, SOIL, SV
Alias Name: 4268014013
Alias Type: APN
Alias Name: 110033617209
Alias Type: EPA (FRS #)
Alias Name: 301310
Alias Type: Project Code (Site Code)
Alias Name: 60000517
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: California Land Reuse and Revitalization Agreement
Completed Date: 11/21/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Notice of Exemption
Completed Date: 06/18/2008
Comments: NOE signed and sent to CEQA group.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction
Completed Date: 01/24/2013
Comments: LUC signed, use ok for commercial, industrial, multi-use, condo/apt on 2nd floor, park land

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 01/24/2013
Comments: Not reported

EXTRA SPACE (Continued) **S108741820**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 03/19/2007
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 03/19/2007
Comments: DTSC AAI comment letter and memo mailed out to Extra Space on March 19, 2007

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 03/19/2007
Comments: DTSC mailed out AAI comment letter and memo to Extra Space on March 19, 2007.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Tank Removal Report
Completed Date: 03/19/2007
Comments: DTSC mailed out AAI comment letter and memo to Extra Space on March 19, 2007.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 08/10/2007
Comments: SVE Pilot Test is conditional approved pending incorporation of DTSC comments into the SVE Pilot Test.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 09/18/2007
Comments: SVE Pilot Test Installed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Pilot/Treatability Study Report
Completed Date: 04/08/2008
Comments: DTSC commented on lacking information, these will be addressed in the Response Plan.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: AB 389 Response Plan
Completed Date: 07/10/2008
Comments: Response Plan approved without changes.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 10/16/2008

EXTRA SPACE (Continued) **S108741820**

Comments:	Installation and extra sampling completed.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Soil Vapor Extraction Monitoring Report
Completed Date:	10/14/2008
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Monitoring Report
Completed Date:	11/03/2008
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Monitoring Report
Completed Date:	02/17/2009
Comments:	No comments
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Monitoring Report
Completed Date:	08/18/2009
Comments:	Comments sent to RP to modify testing/reporting methods.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Monitoring Report
Completed Date:	12/01/2009
Comments:	No comments sent, comments will be made on the Dec 1, 2009 Soil Gas Survey Sampling Report that summarizes the SVE.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Monitoring Report
Completed Date:	12/01/2009
Comments:	Document was reviewed, comments will be made on the Dec 1, 2009 Soil Gas Survey Sampling Report that summarizes the SVE.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Monitoring Report
Completed Date:	04/05/2010
Comments:	Comments sent.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Monitoring Report
Completed Date:	07/27/2010
Comments:	Reviewed with no comments.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Monitoring Report
Completed Date:	12/08/2010
Comments:	Eng comments will be consolidated with the 3rd quarter report.

EXTRA SPACE (Continued) **S108741820**

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Operations and Maintenance Report
Completed Date:	06/08/2011
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Monitoring Report
Completed Date:	04/27/2012
Comments:	Groundwater sampling of all wells and soil confirmation samples are still needed.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Other Report
Completed Date:	04/27/2012
Comments:	Emailed approval of a draft workplan. Asked them to submit a cleaned up version for the file.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Completion Report
Completed Date:	11/13/2012
Comments:	Consists of other documents.

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

---

110 **PETROLEUM SECURITIES COMPANY** **CA UIC** **S111614015**
N/A

LOS ANGELES (County), CA

UIC:

API Number:	03705765
Confidential Well:	N
Well Number:	1
Lease Name:	Palm Crest
Well Located On A BLW Lease:	N
Field Name:	Any Field
Area Name:	Any Area
Section:	2
Township:	02S
Range:	15W
Base And Meridian; Part Of The PLSS:	SB
Elevation:	Not reported
Location Desc:	Not reported
Latitude:	34.02674
Longitude:	-118.4171
GIS Source Code:	hud
Comments:	Not reported

111 **SANTA MONICA HOUSING PROJECT** **CA ENVIROSTOR** **S107737279**
N/A

SANTA MAONICA, CA

ENVIROSTOR:

Site Type:	Military Evaluation
Site Type Detailed:	FUDS
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Douglas Bautista
Division Branch:	Cleanup Cypress
Facility ID:	80001138
Site Code:	Not reported
Assembly:	50
Senate:	26
Special Program:	Not reported
Status:	Inactive - Needs Evaluation
Status Date:	07/01/2005
Restricted Use:	NO
Site Mgmt. Req.:	NONE SPECIFIED
Funding:	DERA
Latitude:	34.02666
Longitude:	-118.4666
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED, NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	Santa Monica Housing Project
Alias Type:	Alternate Name
Alias Name:	CA99799FA46700
Alias Type:	Federal Facility ID
Alias Name:	J09CA7440
Alias Type:	INPR
Alias Name:	80001138
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	Not reported
Completed Sub Area Name:	Not reported
Completed Document Type:	Not reported
Completed Date:	Not reported
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

112 **APARTMENT HOUSE** **RCRA-SQG** **1008194637**
10121 TABOR ST **CAL000234431**
LOS ANGELES, CA 90034

RCRA-SQG:

Date form received by agency:	01/28/2004
Facility name:	APARTMENT HOUSE
Facility address:	10121 TABOR ST LOS ANGELES, CA 90034
EPA ID:	CAL000234431
Mailing address:	PO BOX 66488 LOS ANGELES, CA 90066
Contact:	DENNIS R MOREHEAD
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	(310) 306-2056
Telephone ext.:	116
Contact email:	DMOREHEAD@COVAD.NET
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	HMH ASSOCIATES, INC
Owner/operator address:	Not reported Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	04/21/2000
Owner/Op end date:	Not reported

Owner/operator name:	HORLICK PROPERTIES, LTD
Owner/operator address:	PO BOX 66488 LOS ANGELES, CA 90066
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	04/21/1994
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No

APARTMENT HOUSE (Continued) **1008194637**

Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/28/2004
Facility name: APARTMENT HOUSE
Classification: Large Quantity Generator

Hazardous Waste Summary:
Waste code: D008
Waste name: LEAD

Violation Status: No violations found

---

112 **APARTMENT HOUSE** **RCRA-SQG** **1008194636**
10121 TABOR ST. **CAL000234421**
LOS ANGELES, CA 90034

RCRA-SQG:
Date form received by agency: 01/28/2004
Facility name: APARTMENT HOUSE
Facility address: 10121 TABOR ST.
LOS ANGELES, CA 90034
EPA ID: CAL000234421
Mailing address: P.O. BOX 66488
LOS ANGELES, CA 90066
Contact: DENNIS R MOREHEAD
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: (310) 306-2056
Telephone ext.: 116
Contact email: DMOREHEAD@COVAD.NET
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: HORLICK PROPERTIES, LIMITED
Owner/operator address: P. O. BOX 66488
LOS ANGELES, CA 90066
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 04/21/1994
Owner/Op end date: Not reported

Owner/operator name: HMH ASCIATES, INC.

APARTMENT HOUSE (Continued) **1008194636**

Owner/operator address: Not reported
Not reported
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 04/21/2000
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/28/2004
Facility name: APARTMENT HOUSE
Classification: Large Quantity Generator

Hazardous Waste Summary:
Waste code: D008
Waste name: LEAD

Violation Status: No violations found

---

112 **APARTMENT HOUSE** **FINDS** **1008231765**
10121 TABOR ST **N/A**
LOS ANGELES, CA

FINDS:

Registry ID: 110021011171

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZARDOUS WASTE BIENNIAL REPORTER

112 **HORLICK PROPERTIES LTD** **CA HAZNET** **S113115864**
10121 TABOR ST **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2004
Gepaid:	CAL000234421
Contact:	D MOREHEAD/GEN. PARTNER/PRES
Telephone:	3103062056
Mailing Name:	Not reported
Mailing Address:	PO BOX 66488
Mailing City,St,Zip:	LOS ANGELES, CA 900660000
Gen County:	Not reported
TSD EPA ID:	CAD008364432
TSD County:	Not reported
Waste Category:	Other inorganic solid waste
Disposal Method:	Transfer Station
Tons:	1
Facility County:	Los Angeles

Year:	2003
Gepaid:	CAL000234421
Contact:	D MOREHEAD/GEN. PARTNER/PRES
Telephone:	3103062056
Mailing Name:	Not reported
Mailing Address:	PO BOX 66488
Mailing City,St,Zip:	LOS ANGELES, CA 900660000
Gen County:	Not reported
TSD EPA ID:	CAD008364432
TSD County:	Not reported
Waste Category:	Other inorganic solid waste
Disposal Method:	Transfer Station
Tons:	7.85
Facility County:	Los Angeles

Year:	2002
Gepaid:	CAL000234421
Contact:	D MOREHEAD/GEN. PARTNER/PRES
Telephone:	3103062056
Mailing Name:	Not reported
Mailing Address:	PO BOX 66488
Mailing City,St,Zip:	LOS ANGELES, CA 900660000
Gen County:	Not reported
TSD EPA ID:	CAD008364432
TSD County:	Not reported
Waste Category:	Other inorganic solid waste
Disposal Method:	Transfer Station
Tons:	0.26
Facility County:	Los Angeles

112 **HMH ASSOCIATES INC** **CA HAZNET** **S112918977**
10121 TABOR ST **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2002
Gepaid:	CAC002450711
Contact:	RYAN MOREHEAD
Telephone:	3103062056
Mailing Name:	Not reported
Mailing Address:	PO BOX 66488
Mailing City,St,Zip:	LOS ANGELES, CA 900660000
Gen County:	Not reported
TSD EPA ID:	CAD008364432
TSD County:	Not reported
Waste Category:	Other inorganic solid waste
Disposal Method:	Transfer Station
Tons:	0.3
Facility County:	Los Angeles

Year:	2001
Gepaid:	CAC002450711
Contact:	RYAN MOREHEAD
Telephone:	3103062056
Mailing Name:	Not reported
Mailing Address:	PO BOX 66488
Mailing City,St,Zip:	LOS ANGELES, CA 900660000
Gen County:	Not reported
TSD EPA ID:	CAD008364432
TSD County:	Not reported
Waste Category:	Other inorganic solid waste
Disposal Method:	Transfer Station
Tons:	0.6
Facility County:	Los Angeles

---

113 **CA CDL** **S107533339**
3664 HUGHES ST **N/A**
CULVER CITY, CA 90230

CDL:

Facility ID:	199907163
Lab Type:	Illegal Drug Lab (L) - location where an illegal drug lab was operated or drug lab equipment and/or materials were stored.

---

114 **ROSEWOOD APARTMENT LLC** **CA HAZNET** **S112966978**
10760 ROSE AVE **N/A**
LOS ANGELES, CA 90034

HAZNET:

Year:	2008
Gepaid:	CAC002625316
Contact:	MARY REED
Telephone:	3102044248
Mailing Name:	Not reported
Mailing Address:	10760 ROSE AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900344449
Gen County:	Not reported
TSD EPA ID:	CAT080013352

ROSEWOOD APARTMENT LLC (Continued) **S112966978**

TSD County: Not reported
Waste Category: Oil/water separation sludge
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 1.251
Facility County: Los Angeles

---

115 **DYNAMIC V I P CLEANERS** **RCRA-SQG** **1001217667**
3128 S SEPULVEDA BLVD **FINDS** **CAR000039644**
LOS ANGELES, CA **CA DRYCLEANERS**

RCRA-SQG:
Date form received by agency: 05/07/1998
Facility name: DYNAMIC V I P CLEANERS
Facility address: 3128 S SEPULVEDA BLVD
LOS ANGELES, CA 90034
EPA ID: CAR000039644
Contact: YITSHAK ASHKENAZI
Contact address: 3128 S SEPULVEDA BLVD
LOS ANGELES, CA 90034
Contact country: US
Contact telephone: (310) 477-0828
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: DYNAMIC V I P CLEANERS
Owner/operator address: 3128 S SEPULVEDA BLVD
LOS ANGELES, CA 90034
Owner/operator country: Not reported
Owner/operator telephone: (310) 477-0828
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No

DYNAMIC V I P CLEANERS (Continued) **1001217667**

Used oil transporter: No

Hazardous Waste Summary:
Waste code: D000
Waste name: Not Defined

Waste code: D039
Waste name: TETRACHLOROETHYLENE

Waste code: F002
Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2-TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE LISTED IN F001, F004, OR F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Violation Status: No violations found

FINDS:

Registry ID: 110002922320

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

DRYCLEANERS:
EPA Id: CAL000368815
NAICS Code: 81232
NAICS Description: Drycleaning and Laundry Services (except Coin-Operated)
SIC Code: 7211
SIC Description: Power Laundries, Family and Commercial
Create Date: 11/01/2011
Facility Active: Yes
Inactive Date: Not reported
Facility Addr2: Not reported
Owner Name: TANG PHAM
Owner Address: 3128 S SEPULVEDA BLVD
Owner Address 2: Not reported
Owner Telephone: 6199729735
Contact Name: TANG PHAM
Contact Address: 39654 VIA GALLETAS
Contact Address 2: Not reported
Contact Telephone: 6199729735

EPA Id: CAR000039644
NAICS Code: 81232
NAICS Description: Drycleaning and Laundry Services (except Coin-Operated)

DYNAMIC V I P CLEANERS (Continued) **1001217667**

SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	04/28/1999
Facility Active:	No
Inactive Date:	06/30/2003
Facility Addr2:	Not reported
Owner Name:	AVI ASHKENAZI
Owner Address:	3128 S SEPULVEDA BLVD
Owner Address 2:	Not reported
Owner Telephone:	3104770828
Contact Name:	AVI ASHKENAZI/OWNER
Contact Address:	3128 S SEPULVEDA BLVD
Contact Address 2:	Not reported
Contact Telephone:	3104770828
EPA Id:	CAL000285577
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	08/13/2004
Facility Active:	No
Inactive Date:	06/30/2008
Facility Addr2:	Not reported
Owner Name:	VIP CLEANERS INC
Owner Address:	3128 S SEPULVEDA BLVD
Owner Address 2:	Not reported
Owner Telephone:	3104770828
Contact Name:	NATHAN FARAHMAND
Contact Address:	3128 S SEPULVEDA BLVD
Contact Address 2:	Not reported
Contact Telephone:	3104770828

---

115 **EDR US Hist Cleaners** **1015040975**

3128 S SEPULVEDA BLVD **N/A**
LOS ANGELES, CA 90034

EDR Historical Cleaners:

Name:	VIP CLEANERS
Year:	2001
Address:	3128 S SEPULVEDA BLVD
Name:	V I P CLEANERS
Year:	2005
Address:	3128 S SEPULVEDA BLVD
Name:	VIP CLEANERS AVI ASHKENAZ
Year:	2005
Address:	3128 S SEPULVEDA BLVD
Name:	VIP CLEANERS
Year:	2008
Address:	3128 S SEPULVEDA BLVD
Name:	VIP CLEANERS
Year:	2010
Address:	3128 S SEPULVEDA BLVD

(Continued) **1015040975**

Name: VIP CLEANERS
Year: 2011
Address: 3128 S SEPULVEDA BLVD

Name: VIP CLEANERS
Year: 2012
Address: 3128 S SEPULVEDA BLVD

---

116 **LAUSD - PALMS MIDDLE SCHOOL** **RCRA-LQG** **1014386624**
10860 WOODBINE STREET **CAD982044091**
LOS ANGELES, CA 90034

RCRA-LQG:
Date form received by agency: 06/22/2010
Facility name: LAUSD - PALMS MIDDLE SCHOOL
Facility address: 10860 WOODBINE STREET
LOS ANGELES, CA 90034
EPA ID: CAD982044091
Mailing address: S. BEAUDRY AVE, 27TH
LOS ANGELES, CA 90017
Contact: SOE AUNG
Contact address: S. BEAUDRY AVE, 27TH
LOS ANGELES, CA 90017
Contact country: Not reported
Contact telephone: (213) 241-3199
Contact email: SOE.AUNG@LAUSD.NET
EPA Region: 09
Classification: Large Quantity Generator
Description: Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:
Owner/operator name: LOS ANGELES UNIFIED SCHOOL
Owner/operator address: S. BEAUDRY AVE, 27TH
LOS ANGELES, CA 90017
Owner/operator country: Not reported
Owner/operator telephone: (213) 241-3199
Legal status: State
Owner/Operator Type: Owner
Owner/Op start date: 06/17/1988
Owner/Op end date: Not reported

Owner/operator name: LAUSD - PALMS MIDDLE SCHOOL
Owner/operator address: Not reported
Not reported
Owner/operator country: Not reported
Owner/operator telephone: Not reported

LAUSD - PALMS MIDDLE SCHOOL (Continued) **1014386624**

Legal status: State
Owner/Operator Type: Operator
Owner/Op start date: 06/17/1988
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Hazardous Waste Summary:
Waste code: 181
Waste name: 181

Waste code: D008
Waste name: LEAD

Violation Status: No violations found

---

116 **EDR US Hist Cleaners** **1014973199**

10825 ROSE AVE **N/A**
LOS ANGELES, CA 90034

EDR Historical Cleaners:
Name: WESTDALE LAUNDRY
Year: 2007
Address: 10825 ROSE AVE

---

117 **EDR US Hist Cleaners** **1015030302**

2610 S BUNDY DR **N/A**
LOS ANGELES, CA 90064

EDR Historical Cleaners:
Name: LAUNDRY TIME
Year: 2008
Address: 2610 S BUNDY DR

118 **LAIRD INTL STUDIOS** **CA SWEEPS UST** **U002281029**
9336 W WASHINGTON BLVD **CA LOS ANGELES CO. HMS** **N/A**
CULVER CITY, CA

SWEEPS UST:

Status:	Active
Comp Number:	7209
Number:	9
Board Of Equalization:	Not reported
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

LOS ANGELES CO. HMS:

Region:	LA
Facility Id:	006971-007209
Facility Type:	Not reported
Facility Status:	Removed
Area:	2M
Permit Number:	Not reported
Permit Status:	Not reported

---

118 **THE CULVER STUDIOS** **RCRA-LQG** **1000430728**
9336 WEST WASHINGTON BLVD. **FINDS** **CAD039063565**
CULVER CITY, CA 90232

RCRA-LQG:

Date form received by agency:	04/08/2004
Facility name:	THE CULVER STUDIOS
Facility address:	9336 WEST WASHINGTON BLVD. CULVER CITY, CA 90232
EPA ID:	CAD039063565
Mailing address:	10202 WEST WASHINGTON BLVD. CULVER CITY, CA 90232
Contact:	JON A CORCORAN
Contact address:	10202 W WASHINGTON BLVD CULVER CITY, CA 90232
Contact country:	US
Contact telephone:	(310) 244-4510
Contact email:	Not reported
EPA Region:	09
Land type:	Private
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1

THE CULVER STUDIOS (Continued) **1000430728**

kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:
- Owner/operator name: SONY PICTURES PROPERTIES INC
- Owner/operator address: 10202 W WASHINGTON BLVD
  CULVER CITY, CA 90232
- Owner/operator country: Not reported
- Owner/operator telephone: (310) 244-4000
- Legal status: Private
- Owner/Operator Type: Owner
- Owner/Op start date: 01/01/0001
- Owner/Op end date: Not reported

Handler Activities Summary:
- U.S. importer of hazardous waste: No
- Mixed waste (haz. and radioactive): No
- Recycler of hazardous waste: No
- Transporter of hazardous waste: No
- Treater, storer or disposer of HW: No
- Underground injection activity: No
- On-site burner exemption: No
- Furnace exemption: No
- Used oil fuel burner: No
- Used oil processor: No
- User oil refiner: No
- Used oil fuel marketer to burner: No
- Used oil Specification marketer: No
- Used oil transfer facility: No
- Used oil transporter: No

Universal Waste Summary:
- Waste type: Batteries
  Accumulated waste on-site: No
  Generated waste on-site: Yes
- Waste type: Lamps
  Accumulated waste on-site: No
  Generated waste on-site: Yes
- Waste type: Thermostats
  Accumulated waste on-site: No
  Generated waste on-site: Yes
- Waste type: Batteries
  Accumulated waste on-site: Unknown
  Generated waste on-site: Yes
- Waste type: Lamps
  Accumulated waste on-site: Unknown
  Generated waste on-site: Yes
- Waste type: Thermostats

THE CULVER STUDIOS (Continued) **1000430728**

Accumulated waste on-site: Unknown
Generated waste on-site: Yes

Historical Generators:

Date form received by agency: 02/26/2004
Facility name: THE CULVER STUDIOS
Classification: Large Quantity Generator

Date form received by agency: 02/28/2002
Facility name: THE CULVER STUDIOS
Classification: Large Quantity Generator

Date form received by agency: 10/12/2000
Facility name: THE CULVER STUDIOS
Site name: CULVER STUDIOS
Classification: Large Quantity Generator

Date form received by agency: 03/04/1999
Facility name: THE CULVER STUDIOS
Classification: Large Quantity Generator

Date form received by agency: 12/02/1997
Facility name: THE CULVER STUDIOS
Site name: CULVER STUDIOS THE
Classification: Large Quantity Generator

Date form received by agency: 12/02/1997
Facility name: THE CULVER STUDIOS
Site name: CULVER STUDIOS THE
Classification: Large Quantity Generator

Date form received by agency: 12/02/1997
Facility name: THE CULVER STUDIOS
Site name: CULVER STUDIOS THE
Classification: Large Quantity Generator

Date form received by agency: 09/01/1996
Facility name: THE CULVER STUDIOS
Site name: CULVER STUDIOS THE
Classification: Large Quantity Generator

Date form received by agency: 03/06/1996
Facility name: THE CULVER STUDIOS
Classification: Large Quantity Generator

Date form received by agency: 03/16/1994
Facility name: THE CULVER STUDIOS
Site name: CULVER STUDIOS THE
Classification: Large Quantity Generator

Date form received by agency: 01/28/1992
Facility name: THE CULVER STUDIOS
Classification: Large Quantity Generator

Date form received by agency: 06/01/1983
Facility name: THE CULVER STUDIOS
Site name: CULVER STUDIOS THE

THE CULVER STUDIOS (Continued) **1000430728**

Classification: Large Quantity Generator

Date form received by agency: 06/01/1983
Facility name: THE CULVER STUDIOS
Site name: CULVER STUDIOS THE
Classification: Large Quantity Generator

Hazardous Waste Summary:
Waste code: 133
Waste name: 133

Waste code: 181
Waste name: 181

Waste code: 214
Waste name: 214

Waste code: 331
Waste name: 331

Waste code: 352
Waste name: 352

Waste code: 551
Waste name: 551

Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

Waste code: D008
Waste name: LEAD

Waste code: F003
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NON-HALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS, AND, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT

THE CULVER STUDIOS (Continued) **1000430728**

MIXTURES.

Waste code: F005
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Waste code: 133
Waste name: 133

Waste code: 181
Waste name: 181

Waste code: 214
Waste name: 214

Waste code: 331
Waste name: 331

Waste code: 352
Waste name: 352

Waste code: 551
Waste name: 551

Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

Waste code: D008
Waste name: LEAD

Waste code: F003
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NON-HALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NON-HALOGENATED

THE CULVER STUDIOS (Continued) **1000430728**

SOLVENTS, AND, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Waste code: F005
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Violation Status: No violations found

Evaluation Action Summary:
Evaluation date: 09/22/2006
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: Local

FINDS:

Registry ID: 110032745965

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZARDOUS WASTE BIENNIAL REPORTER

---

119 **WILLOWS II COMMUNITY SCHOOL** **CA SCH** **S101744278**
8490 WARNER DRIVE **CA SLIC** **N/A**
CULVER CITY, CA 90232 **CA ENVIROSTOR**

SCH:

Facility ID: 60000842
Site Type: School Cleanup
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 1.95
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Rafat Abbasi
Supervisor: Manny Alonzo
Division Branch: Cleanup Cypress
Site Code: 304565
Assembly: 54

WILLOWS II COMMUNITY SCHOOL (Continued) **S101744278**

Senate:	30
Special Program Status:	Voluntary Cleanup Program
Status:	Certified
Status Date:	09/12/2012
Restricted Use:	NO
Funding:	Responsible Party
Latitude:	34.02264
Longitude:	-118.3806
APN:	NONE SPECIFIED
Past Use:	MANUFACTURING - OTHER
Potential COC:	Tetrachloroethylene (PCE, TPH-diesel, TPH-gas, TPH-MOTOR OIL, Trichloroethylene (TCE, Vinyl chloride, 1,2-Dichloroethylene (cis, 1,2-Dichloroethylene (trans
Confirmed COC:	NONE SPECIFIED
Potential Description:	OTH, SOIL, SV
Alias Name:	Willows Community School
Alias Type:	Alternate Name
Alias Name:	304565
Alias Type:	Project Code (Site Code)
Alias Name:	60000842
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	CEQA - Notice of Exemption
Completed Date:	08/04/2008
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Reimbursement Agreement
Completed Date:	09/23/2009
Comments:	Reimbursment Agreement fully executed.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Reimbursement Agreement
Completed Date:	07/22/2008
Comments:	A Reimbursement Agreement with The Willows Community School was fully executed.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Reimbursement Agreement
Completed Date:	08/19/2010
Comments:	Amendment fully executed.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Reimbursement Agreement
Completed Date:	09/26/2011
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Annual Oversight Cost Estimate
Completed Date:	12/07/2010

WILLOWS II COMMUNITY SCHOOL (Continued) **S101744278**

Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight/Voluntary Cleanup Agreement
Completed Date: 08/23/2010
Comments: Completed; extenion was needed for oversight of operations and maintenance activities

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 10/23/2011
Comments: completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 09/12/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 09/13/2012
Comments: Closeout Memo and Site Code Deactivation.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 06/17/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 08/25/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 07/01/2008
Comments: Fact sheet completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Plan
Completed Date: 09/30/2009
Comments: done

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Design - Preliminary/Intermediate
Completed Date: 01/12/2009
Comments: DTSC concurs with the design.

WILLOWS II COMMUNITY SCHOOL (Continued) **S101744278**

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Operations and Maintenance Report
Completed Date:	04/15/2010
Comments:	completed

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Operations and Maintenance Report
Completed Date:	04/30/2010
Comments:	completed

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Operations and Maintenance Report
Completed Date:	07/30/2010
Comments:	completed

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Operations and Maintenance Report
Completed Date:	10/30/2010
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Operations and Maintenance Report
Completed Date:	01/10/2011
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Remedial Action Completion Report
Completed Date:	04/11/2012
Comments:	completed

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SLIC:

Region:	STATE
Facility Status:	**Completed - Case Closed**
Status Date:	02/01/1997
Global Id:	SL204821688
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.023111
Longitude:	-118.37744
Case Type:	Cleanup Program Site
Case Worker:	Not reported

WILLOWS II COMMUNITY SCHOOL (Continued) **S101744278**

Local Agency:	Not reported
RB Case Number:	0480
File Location:	Not reported
Potential Media Affected:	Not reported
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

SLIC REG 4:

Region:	4
Facility Status:	No further action required
SLIC:	0480
Substance:	VOCs
Staff:	Ana Velos

ENVIROSTOR:

Site Type:	School Cleanup
Site Type Detailed:	School
Acres:	1.95
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Rafat Abbasi
Supervisor:	Manny Alonzo
Division Branch:	Cleanup Cypress
Facility ID:	60000842
Site Code:	304565
Assembly:	54
Senate:	30
Special Program:	Voluntary Cleanup Program
Status:	Certified
Status Date:	09/12/2012
Restricted Use:	NO
Site Mgmt. Req.:	NONE SPECIFIED
Funding:	Responsible Party
Latitude:	34.02264
Longitude:	-118.3806
APN:	NONE SPECIFIED
Past Use:	MANUFACTURING - OTHER
Potential COC:	Tetrachloroethylene (PCE, TPH-diesel, TPH-gas, TPH-MOTOR OIL, Trichloroethylene (TCE, Vinyl chloride, 1,2-Dichloroethylene (cis, 1,2-Dichloroethylene (trans
Confirmed COC:	Tetrachloroethylene (PCE, TPH-diesel, TPH-gas, TPH-MOTOR OIL, Trichloroethylene (TCE, Vinyl chloride, 1,2-Dichloroethylene (cis, 1,2-Dichloroethylene (trans, NONE SPECIFIED
Potential Description:	OTH, SOIL, SV
Alias Name:	Willows Community School
Alias Type:	Alternate Name
Alias Name:	304565
Alias Type:	Project Code (Site Code)
Alias Name:	60000842
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported

WILLOWS II COMMUNITY SCHOOL (Continued) **S101744278**

Completed Document Type: CEQA - Notice of Exemption
Completed Date: 08/04/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Reimbursement Agreement
Completed Date: 09/23/2009
Comments: Reimbursment Agreement fully executed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Reimbursement Agreement
Completed Date: 07/22/2008
Comments: A Reimbursement Agreement with The Willows Community School was fully executed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Reimbursement Agreement
Completed Date: 08/19/2010
Comments: Amendment fully executed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Reimbursement Agreement
Completed Date: 09/26/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 12/07/2010
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight/Voluntary Cleanup Agreement
Completed Date: 08/23/2010
Comments: Completed; extenion was needed for oversight of operations and maintenance activities

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 10/23/2011
Comments: completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 09/12/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo

WILLOWS II COMMUNITY SCHOOL (Continued) **S101744278**

Completed Date: 09/13/2012
Comments: Closeout Memo and Site Code Deactivation.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 06/17/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 08/25/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 07/01/2008
Comments: Fact sheet completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Plan
Completed Date: 09/30/2009
Comments: done

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Design - Preliminary/Intermediate
Completed Date: 01/12/2009
Comments: DTSC concurs with the design.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 04/15/2010
Comments: completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 04/30/2010
Comments: completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 07/30/2010
Comments: completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 10/30/2010
Comments: Not reported

WILLOWS II COMMUNITY SCHOOL (Continued) **S101744278**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 01/10/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Completion Report
Completed Date: 04/11/2012
Comments: completed

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

---

120 **OCEAN PARK CLEANERS** **RCRA-SQG** **1000150668**
3435 OCEAN PARK BLVD **FINDS** **CAD981649569**
SANTA MONICA, CA

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: OCEAN PARK CLEANERS
Facility address: 3435 OCEAN PARK BLVD
SANTA MONICA, CA 90405
EPA ID: CAD981649569
Mailing address: OCEAN PARK BLVD
SANTA MONICA, CA 90405
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: JADDA DAVID
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported

OCEAN PARK CLEANERS (Continued) **1000150668**

Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002736978

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

---

121 **CULVER CITY FIRE STATION #1** **CA UST** **U003939432**
9600 CULVER BLVD **N/A**
CULVER CITY, CA 90232

UST:
Facility ID: 10164
Latitude: 34.02279
Longitude: -118.39512

121 **CITY OF CULVER CITY FIRE STA 1** **CA LUST** **S102061564**
9600 W CULVER BLVD **N/A**
CULVER CITY, CA 90232

LUST:

Region:	STATE
Global Id:	T10000000542
Latitude:	34.0102938
Longitude:	-118.4054768
Case Type:	LUST Cleanup Site
Status:	Open - Site Assessment
Status Date:	02/20/2007
Lead Agency:	SWRCB
Case Worker:	MC
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	Not reported
LOC Case Number:	TT010282-010164
File Location:	Not reported
Potential Media Affect:	Not reported
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T10000000542
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T10000000542
Contact Type:	Regional Board Caseworker
Contact Name:	MATTHEW COHEN
Organization Name:	SWRCB
Address:	1001 I Street
City:	SACRAMENTO
Email:	mcohen@waterboards.ca.gov
Phone Number:	9163415751

Global Id:	T10000000542
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

122 **EDR US Hist Cleaners** **1015040511**
3110 FEDERAL AVE **N/A**
LOS ANGELES, CA 90066

EDR Historical Cleaners:

Name:	BILL MAY CLEANING
Year:	2002
Address:	3110 FEDERAL AVE

Name:	BILL MAY CLEANING
Year:	2006
Address:	3110 FEDERAL AVE

Name:	BILL MAY CLEANING
Year:	2007
Address:	3110 FEDERAL AVE

---

123 **FLANIGAN FARMS** **CA HIST UST** **U001564007**
3313 OCEAN PARK BLVD **N/A**
SANTA MONICA, CA 90405

HIST UST:

Region:	STATE
Facility ID:	00000047451
Facility Type:	Other
Other Type:	FOOD DISTRIBUTOR
Total Tanks:	0001
Contact Name:	OWEN A. FLANIGAN
Telephone:	2138368437
Owner Name:	FLANIGAN FARMS, INC.
Owner Address:	3313 OCEANPARK BLVD.
Owner City,St,Zip:	SANTA MONICA, CA 90405

Tank Num:	001
Container Num:	1
Year Installed:	1979
Tank Capacity:	00004000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Tank Construction:	Not reported
Leak Detection:	Stock Inventor

---

123 **WEST COAST LIGHTING** **CA HIST CORTESE** **S101584455**
3317 OCEAN PARK BLVD **CA LUST** **N/A**
SANTA MONICA, CA 90405 **CA FID UST**
CA SWEEPS UST

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	904050189

LUST:

Region:	STATE
Global Id:	T0603701438
Latitude:	34.022259
Longitude:	-118.45055

WEST COAST LIGHTING (Continued) **S101584455**

Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	06/30/1992
Lead Agency:	SANTA MONICA, CITY OF
Case Worker:	UNK
Local Agency:	Not reported
RB Case Number:	904050189
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603701438
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Regulatory Activities:

Global Id:	T0603701438
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

Global Id:	T0603701438
Action Type:	Other
Date:	01/01/1950
Action:	Leak Stopped

Global Id:	T0603701438
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery

LUST REG 4:

Region:	4
Regional Board:	04
County:	Los Angeles
Facility Id:	904050189
Status:	Case Closed
Substance:	Gasoline
Substance Quantity:	Not reported
Local Case No:	Not reported
Case Type:	Soil
Abatement Method Used at the Site:	Not reported
Global ID:	T0603701438
W Global ID:	Not reported
Staff:	UNK
Local Agency:	19033

WEST COAST LIGHTING (Continued) **S101584455**

Cross Street:	33RD ST	
Enforcement Type:	Not reported	
Date Leak Discovered:	3/28/1990	
Date Leak First Reported:		6/30/1992
Date Leak Record Entered:	8/12/1992	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	3/28/1990	
Date Case Last Changed on Database:		8/24/1992
Date the Case was Closed:		6/30/1992
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	SIMON, SAM	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		1900.87730611678198556272250 82
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	BLANK RP	
RP Address:	Not reported	
Program:	LUST	
Lat/Long:	34.0218284 / -1	
Local Agency Staff:	UNK	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	Not reported	

CA FID UST:

Facility ID:	19011574
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2138702912
Mail To:	Not reported
Mailing Address:	3317 OCEAN PARK BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	SANTA MONICA 90405
Contact:	Not reported

WEST COAST LIGHTING (Continued) **S101584455**

Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Active
Comp Number: 21
Number: 1
Board Of Equalization: 44-010512
Referral Date: 01-12-90
Action Date: 01-12-90
Created Date: 01-12-90
Tank Status: A
Owner Tank Id: 21
Swrcb Tank Id: 19-033-000021-000001
Actv Date: 01-12-90
Capacity: 1000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: 2

Status: Active
Comp Number: 21
Number: 1
Board Of Equalization: 44-010512
Referral Date: 01-12-90
Action Date: 01-12-90
Created Date: 01-12-90
Tank Status: A
Owner Tank Id: 021-02
Swrcb Tank Id: 19-033-000021-000002
Actv Date: 01-12-90
Capacity: 1000
Tank Use: M.V. FUEL
Stg: P
Content: LEADED
Number Of Tanks: Not reported

---

123 **COOLEY L S** **EDR US Hist Auto Stat** **1009019035**
3330 OCEAN PARK BLVD **N/A**
SANTA MONICA, CA

EDR Historical Auto Stations:
Name: COOLEY L S
Year: 1936
Type: GASOLINE AND OIL SERVICE STATIONS

Name: COOLEY L S
Year: 1936
Type: GASOLINE AND OIL SERVICE STATIONS

123 **KNAPP G S** **EDR US Hist Auto Stat** **1009052000**
3332 OCEAN PARK BLVD **N/A**
SANTA MONICA, CA

EDR Historical Auto Stations:
Name: KNAPP G S
Year: 1940
Type: GASOLINE AND OIL SERVICE STATIONS

---

124 **EDR US Hist Auto Stat** **1015473437**
4032 LINCOLN AVE **N/A**
CULVER CITY, CA 90232

EDR Historical Auto Stations:
Name: INVISIBLE ENGINE FILMS
Year: 2005
Address: 4032 LINCOLN AVE

---

124 **CA LUST** **S103281990**
4040 DUQUESNE AVE **CA CDL** **N/A**
CULVER CITY, CA 90232

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	R-10163	
Status:	Case Closed	
Substance:	1	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603704912	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19000	
Cross Street:	Not reported	
Enforcement Type:	Not reported	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		2/17/1998
Date Leak Record Entered:	2/26/1998	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		7/8/1998
Date the Case was Closed:		2/17/1998
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Not reported	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		3966.994941199117657650910812 7
Source of Cleanup Funding:		Not reported
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported

(Continued) **S103281990**

Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	CULVER CITY FIRE STATION #2
RP Address:	9770 CULVER BLVD., CULVER CITY, CA 90232-0507
Program:	LUST
Lat/Long:	34.0206773 / -1
Local Agency Staff:	Not reported
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	05/28/98 ADDENDUM TO WP FOR SUBSURFACE SOIL & GW INVESTIGATI

CDL:

Facility ID:	200104111
Lab Type:	Illegal Drug Lab (L) - location where an illegal drug lab was operated or drug lab equipment and/or materials were stored.

---

124 **CULVER CITY FIRE STATION #2** **CA HIST CORTESE** **S103956875**
4040 DUQUESNE AVE **CA LUST** **N/A**
CULVER CITY, CA 90232

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	R-10163

LUST:

Region:	STATE
Global Id:	T0603704912
Latitude:	34.0200226
Longitude:	-118.3943126
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	02/17/1998
Lead Agency:	LOS ANGELES COUNTY
Case Worker:	JOA
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	R-10163
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Aviation
Site History:	Not reported

CULVER CITY FIRE STATION #2 (Continued) **S103956875**

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603704912
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T0603704912
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Regulatory Activities:

Global Id:	T0603704912
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

---

124 **CULVER CITY POLICE DEPARTMENT** **CA HIST UST** **U001562824**
4040 DUQUESNE AVE **CA CHMIRS** **N/A**
CULVER CITY, CA 90230

HIST UST:

Region:	STATE
Facility ID:	00000005320
Facility Type:	Gas Station
Other Type:	Not reported
Total Tanks:	0001
Contact Name:	Not reported
Telephone:	2138371221
Owner Name:	CITY OF CULVER CITY
Owner Address:	9770 CULVER BLVD.
Owner City,St,Zip:	CULVER CITY, CA 90230

Tank Num:	001
Container Num:	P1
Year Installed:	Not reported
Tank Capacity:	00015376
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Tank Construction:	Not reported
Leak Detection:	Stock Inventor

CHMIRS:

OES Incident Number:	3007
OES notification:	Not reported

CULVER CITY POLICE DEPARTMENT (Continued) **U001562824**

OES Date:	7/7/1994	
OES Time:	09:37:14 AM	
Incident Date:	Not reported	
Date Completed:	**Not reported**	
Property Use:	Not reported	
Agency Id Number:	Not reported	
Agency Incident Number:	Not reported	
Time Notified:	Not reported	
Time Completed:	Not reported	
Surrounding Area:	Not reported	
Estimated Temperature:	Not reported	
Property Management:	Not reported	
Special Studies 1:	Not reported	
Special Studies 2:	Not reported	
Special Studies 3:	Not reported	
Special Studies 4:	Not reported	
Special Studies 5:	Not reported	
Special Studies 6:	Not reported	
More Than Two Substances Involved?:		Not reported
Resp Agncy Personel # Of Decontaminated:		Not reported
Responding Agency Personel # Of Injuries:		Not reported
Responding Agency Personel # Of Fatalities:		Not reported
Others Number Of Decontaminated:		Not reported
Others Number Of Injuries:		Not reported
Others Number Of Fatalities:		Not reported
Vehicle Make/year:	Not reported	
Vehicle License Number:	Not reported	
Vehicle State:	Not reported	
Vehicle Id Number:	Not reported	
CA/DOT/PUC/ICC Number:	Not reported	
Company Name:	Not reported	
Reporting Officer Name/ID:	Not reported	
Report Date:	Not reported	
Comments:	Not reported	
Facility Telephone:	Not reported	
Waterway Involved:	YES	
Waterway:	storm drain	
Spill Site:	Not reported	
Cleanup By:	fire dept.	
Containment:	Not reported	
What Happened:	Not reported	
Type:	PETROLEUM	
Measure:	Not reported	
Other:	Not reported	
Date/Time:	Not reported	
Year:	1994	
Agency:	coast guard	
Incident Date:	7/7/94 0900	
Admin Agency:	Not reported	
Amount:	30 gallons	
Contained:	YES	
Site Type:	OTHER	
E Date:	Not reported	
Substance:	gasoline	
Quantity Released:	Not reported	
BBLS:	Not reported	
Cups:	Not reported	

CULVER CITY POLICE DEPARTMENT (Continued) **U001562824**

CUFT:	Not reported
Gallons:	Not reported
Grams:	Not reported
Pounds:	Not reported
Liters:	Not reported
Ounces:	Not reported
Pints:	Not reported
Quarts:	Not reported
Sheen:	Not reported
Tons:	Not reported
Unknown:	Not reported
Evacuations:	NO
Number of Injuries:	NO
Number of Fatalities:	NO
Description:	tank truck filling underground tank overflowed.

---

124 **CULVER CITY POLICE DEPT** **CA UST** **U003776698**
4040 DUQUESNE AVE **CA SWEEPS UST** **N/A**
CULVER CITY, CA 90232

UST:

Facility ID:	10163
Latitude:	34.0207
Longitude:	-118.39553

SWEEPS UST:

Status:	Active
Comp Number:	10163
Number:	9
Board Of Equalization:	44-008734
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-000-010163-000001
Actv Date:	06-30-89
Capacity:	Not reported
Tank Use:	UNKNOWN
Stg:	W
Content:	Not reported
Number Of Tanks:	1

---

124 **CULVER CITY FIRE STATION #1** **CA HIST UST** **U001562821**
9760 CULVER BLVD **CA SWEEPS UST** **N/A**
CULVER CITY, CA 90230

HIST UST:

Region:	STATE
Facility ID:	00000005326
Facility Type:	Other
Other Type:	FIRE STATION
Total Tanks:	0001
Contact Name:	FIRE CHIEF GEORGE SWEENY
Telephone:	2132025800
Owner Name:	CITY OF CULVER CITY

CULVER CITY FIRE STATION #1 (Continued) **U001562821**

Owner Address: 9770 CULVER BOULEVARD
Owner City,St,Zip: CULVER CITY, CA 90230

Tank Num: 001
Container Num: STA19760
Year Installed: Not reported
Tank Capacity: 00001000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor

SWEEPS UST:
Status: Active
Comp Number: 13632
Number: 9
Board Of Equalization: 44-010205
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-000-013632-000001
Actv Date: 06-30-89
Capacity: Not reported
Tank Use: UNKNOWN
Stg: W
Content: Not reported
Number Of Tanks: 1

---

125 **FILMLAND DEVELOPMENT INC** **CA SWEEPS UST** **S102061710**
10000 W WASHINGTON BLVD **CA LOS ANGELES CO. HMS** **N/A**
CULVER CITY, CA

SWEEPS UST:
Status: Active
Comp Number: 10171
Number: 9
Board Of Equalization: 44-008740
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-000-010171-000001
Actv Date: 06-30-89
Capacity: Not reported
Tank Use: UNKNOWN
Stg: W
Content: Not reported
Number Of Tanks: 1

LOS ANGELES CO. HMS:
Region: LA
Facility Id: 010289-010171
Facility Type: T0
Facility Status: Closed

FILMLAND DEVELOPMENT INC (Continued) **S102061710**

Area: 2M
Permit Number: 00001606T
Permit Status: Closed

Region: LA
Facility Id: 010289-040438
Facility Type: T0
Facility Status: Permit
Area: 2M
Permit Number: 000478613
Permit Status: Permit

---

125 **JOEL CHEVROLET** **CA HIST UST** **U001562836**
10101 WASHINGTON BLVD **N/A**
CULVER CITY, CA 90230

HIST UST:
Region: STATE
Facility ID: 00000041534
Facility Type: Other
Other Type: Not reported
Total Tanks: 0007
Contact Name: Not reported
Telephone: 2135594600
Owner Name: JOEL CHEVROLET
Owner Address: 10101 WASHINGTON
Owner City,St,Zip: CULVER CITY, CA 90230

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00000500
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Tank Construction: Not reported
Leak Detection: None

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00000500
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Tank Construction: Not reported
Leak Detection: None

Tank Num: 003
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: None

Tank Num: 004
Container Num: 4
Year Installed: Not reported

JOEL CHEVROLET (Continued) **U001562836**

Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: None

Tank Num: 005
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: None

Tank Num: 006
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00007800
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: None

Tank Num: 007
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: Stock Inventor

---

125 **FILMLAND DEVELOPMENT INC** **CA UST** **U003776700**
10000 WASHINGTON BLVD **N/A**
CULVER CITY, CA 90232

UST:
Facility ID: 10171
Latitude: 34.02116
Longitude: -118.39832

---

126 **MERIT MANUFACTURING CO** **LA Co. Site Mitigation** **S100196664**
4222 VAN BUREN PL **CA ENVIROSTOR** **N/A**
CULVER CITY, CA 90232

LA Co. Site Mitigation:
Facility ID: Not reported
Site ID: SD0010757
Jurisdiction: County
Case ID: RO0001003
Abated: Yes
Assigned To: Not reported
Entered Date: 05/11/2004

MERIT MANUFACTURING CO (Continued) **S100196664**

ENVIROSTOR:

Site Type:	Historical
Site Type Detailed:	* Historical
Acres:	0
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	* Mmonroy
Division Branch:	Cleanup Chatsworth
Facility ID:	19281078
Site Code:	Not reported
Assembly:	54
Senate:	30
Special Program:	* CERC2
Status:	No Further Action
Status Date:	02/26/1988
Restricted Use:	NO
Site Mgmt. Req.:	NONE SPECIFIED
Funding:	Not reported
Latitude:	34.02011
Longitude:	-118.3873
APN:	4204004036
Past Use:	MANUFACTURING - CHEMICALS
Potential COC:	NONE SPECIFIED, No Contaminants found
Confirmed COC:	NONE SPECIFIED, No Contaminants found, 31000-NO
Potential Description:	NMA
Alias Name:	4204004036
Alias Type:	APN
Alias Name:	19281078
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	* Discovery
Completed Date:	01/06/1983
Comments:	FACILITY IDENTIFIED L.A. CHAM OF COMM BUS DIR 1971 MFG DETERGENTS, CLEANING COMPOUNDS
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Screening
Completed Date:	10/25/1994
Comments:	Database verification project confirms NFA for DTSC.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Assessment Report
Completed Date:	02/26/1988
Comments:	PRELIM ASSESS DONE NO DOCUMENTATION FOUND INDICATING ONSITE CONTAMINATION
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Screening
Completed Date:	02/01/1988

MERIT MANUFACTURING CO (Continued) **S100196664**

Comments: SITE SCREENING DONE PAL RECOMMENDED BASED ON LACK OF INFO.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 11/20/1986
Comments: SITE SCREENING DONE PA RATIONALE: ADDITIONAL INFO NEEDED.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

---

126 MERIT MFG CO **CERC-NFRAP** **1003878033**
4222 VAN BUREN PLACE **CAD982360042**
CULVER CITY, CA 90224

CERC-NFRAP:
Site ID: 0900435
Federal Facility: Not a Federal Facility
NPL Status: Not on the NPL
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Contact Details:
Contact Sequence ID: 13050490.00000
Person ID: 9271184.00000

Contact Sequence ID: 13286872.00000
Person ID: 13003854.00000

Contact Sequence ID: 13292467.00000
Person ID: 13003858.00000

Contact Sequence ID: 13298325.00000
Person ID: 13004003.00000

CERCLIS-NFRAP Assessment History:
Action: DISCOVERY
Date Started: / /
Date Completed: 01/01/88
Priority Level: Not reported

Action: ARCHIVE SITE
Date Started: / /
Date Completed: 12/13/88
Priority Level: Not reported

Action: PRELIMINARY ASSESSMENT
Date Started: / /
Date Completed: 12/13/88
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

127 **TEXACO #0103** **CA HIST CORTESE** **S104574224**
3010 BUNDY **N/A**
LOS ANGELES, CA

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900660107

---

127 **TEXACO SVC STA** **RCRA-SQG** **1000144840**
3010 BUNDY **FINDS** **CAD981435811**
LOS ANGELES, CA **CA LUST**
CA HIST UST

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: TEXACO SVC STA
Facility address: 3010 BUNDY
LOS ANGELES, CA 90066
EPA ID: CAD981435811
Mailing address: 10 UNIVERSAL CITY PLAZA
UNIVERSAL CITY, CA 91608
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: TEXACO REF MKTG INC
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

TEXACO SVC STA (Continued) **1000144840**

Handler Activities Summary:
- U.S. importer of hazardous waste: No
- Mixed waste (haz. and radioactive): No
- Recycler of hazardous waste: No
- Transporter of hazardous waste: No
- Treater, storer or disposer of HW: No
- Underground injection activity: No
- On-site burner exemption: No
- Furnace exemption: No
- Used oil fuel burner: No
- Used oil processor: No
- User oil refiner: No
- Used oil fuel marketer to burner: No
- Used oil Specification marketer: No
- Used oil transfer facility: No
- Used oil transporter: No

Historical Generators:
- Date form received by agency: 09/03/1986
- Facility name: TEXACO SVC STA
- Classification: Large Quantity Generator

- Violation Status: No violations found

FINDS:

- Registry ID: 110002704574

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

LUST REG 4:
- Region: 4
- Regional Board: 04
- County: Los Angeles
- Facility Id: 900660107
- Status: Case Closed
- Substance: Gasoline
- Substance Quantity: Not reported
- Local Case No: Not reported
- Case Type: Soil
- Abatement Method Used at the Site: Not reported
- Global ID: T0603701208
- W Global ID: Not reported
- Staff: UNK
- Local Agency: 19050
- Cross Street: NATIONAL
- Enforcement Type: Not reported
- Date Leak Discovered: 2/9/1994
- Date Leak First Reported: 2/9/1994

TEXACO SVC STA (Continued) **1000144840**

Date Leak Record Entered: 3/10/1994
Date Confirmation Began: Not reported
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 1/23/1995
Date the Case was Closed: 1/23/1995
How Leak Discovered: OM
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: UNK
Operator: OLD CASENO WAS 121494-07
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 1886.4309302164261991967075531
Source of Cleanup Funding: UNK
Preliminary Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: Not reported
Pollution Characterization Began: Not reported
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: Not reported
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: No
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: UNKNOWN
RP Address: 10 UNIVERSAL CITY PLAZA, P.O. BOX 7812
Program: LUST
Lat/Long: 34.0194576 / -1
Local Agency Staff: PEJ
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: Not reported

HIST UST:
Region: STATE
Facility ID: 00000017381
Facility Type: Gas Station
Other Type: Not reported
Total Tanks: 0004
Contact Name: GEORGE A. ADAMIAN
Telephone: 2133975687
Owner Name: TEXACO U.S.A.
Owner Address: P.O.BOX 3756-3350 WILSHIRE BLV
Owner City,St,Zip: LOS ANGELES, CA 90010

Tank Num: 001
Container Num: 1
Year Installed: 1971
Tank Capacity: 00000550

TEXACO SVC STA (Continued) **1000144840**

Tank Used for: WASTE
Type of Fuel: WASTE OIL
Tank Construction: Not reported
Leak Detection: None

Tank Num: 002
Container Num: 2
Year Installed: 1971
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor, 10

Tank Num: 003
Container Num: 3
Year Installed: 1971
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: Stock Inventor, 10

Tank Num: 004
Container Num: 4
Year Installed: 1971
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: Not reported
Leak Detection: Stock Inventor, 10

---

127 **SHELL** **CA LUST** **S111711266**
3010 BUNDY DR. S. **N/A**
LOS ANGELES, CA 90066

LUST:

Region:	STATE
Global Id:	T0603701208
Latitude:	34.0194576
Longitude:	-118.4447412
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	01/23/1995
Lead Agency:	LOS ANGELES, CITY OF
Case Worker:	EL
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900660107
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603701208

SHELL (Continued) **S111711266**

Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Global Id:	T0603701208
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Regulatory Activities:

Global Id:	T0603701208
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

Global Id:	T0603701208
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery

Region:	STATE
Global Id:	T0603734442
Latitude:	34.01921
Longitude:	-118.444808
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	05/04/2009
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	JH
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900660107A
LOC Case Number:	0030302
File Location:	Regional Board
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603734442
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

SHELL (Continued) **S111711266**

Global Id: T0603734442
Contact Type: Regional Board Caseworker
Contact Name: JAY HUANG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 WEST 4TH STREET, SUITE 200
City: LOS ANGELES
Email: jhuang@waterboards.ca.gov
Phone Number: 2135766711

Regulatory Activities:

Global Id: T0603734442
Action Type: RESPONSE
Date: 01/29/2009
Action: Soil and Water Investigation Report

Global Id: T0603734442
Action Type: RESPONSE
Date: 01/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603734442
Action Type: RESPONSE
Date: 04/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603734442
Action Type: REMEDIATION
Date: 01/01/1950
Action: Other (Use Description Field)

Global Id: T0603734442
Action Type: ENFORCEMENT
Date: 02/20/2004
Action: Staff Letter

Global Id: T0603734442
Action Type: ENFORCEMENT
Date: 05/04/2009
Action: Closure/No Further Action Letter

Global Id: T0603734442
Action Type: RESPONSE
Date: 01/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603734442
Action Type: RESPONSE
Date: 04/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603734442
Action Type: RESPONSE
Date: 01/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603734442
Action Type: RESPONSE

SHELL (Continued) **S111711266**

Date: 01/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603734442
Action Type: RESPONSE
Date: 07/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603734442
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603734442
Action Type: ENFORCEMENT
Date: 06/29/2007
Action: Staff Letter

Global Id: T0603734442
Action Type: ENFORCEMENT
Date: 04/20/2009
Action: Notification - Preclosure

Global Id: T0603734442
Action Type: RESPONSE
Date: 04/15/2004
Action: Other Report / Document

Global Id: T0603734442
Action Type: RESPONSE
Date: 04/15/2004
Action: Soil and Water Investigation Workplan

Global Id: T0603734442
Action Type: RESPONSE
Date: 07/15/2004
Action: Soil and Water Investigation Report

Global Id: T0603734442
Action Type: RESPONSE
Date: 07/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603734442
Action Type: RESPONSE
Date: 04/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603734442
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603734442
Action Type: RESPONSE
Date: 10/15/2005
Action: Monitoring Report - Quarterly

SHELL (Continued) **S111711266**

Global Id: T0603734442
Action Type: RESPONSE
Date: 01/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603734442
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0603734442
Action Type: RESPONSE
Date: 10/15/2007
Action: Soil and Water Investigation Report

Global Id: T0603734442
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603734442
Action Type: RESPONSE
Date: 07/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603734442
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603734442
Action Type: ENFORCEMENT
Date: 04/20/2007
Action: Notification - Preclosure

Global Id: T0603734442
Action Type: ENFORCEMENT
Date: 04/26/2004
Action: Staff Letter

Global Id: T0603734442
Action Type: RESPONSE
Date: 05/23/2007
Action: Request for Closure

Global Id: T0603734442
Action Type: RESPONSE
Date: 07/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603734442
Action Type: RESPONSE
Date: 10/15/2006
Action: Monitoring Report - Quarterly

127 **SHELL** **CA LUST** **S106164652**
3010 BUNDY DR. S. **N/A**
LOS ANGELES, CA 90066

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900660107A	
Status:	Pollution Characterization	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	0030302	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603734442	
W Global ID:	Not reported	
Staff:	JH	
Local Agency:	19050	
Cross Street:	NATIONAL BLVD.	
Enforcement Type:	SEL	
Date Leak Discovered:	4/17/2002	
Date Leak First Reported:		9/18/2002
Date Leak Record Entered:	Not reported	
Date Confirmation Began:	9/18/2002	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		Not reported
Date the Case was Closed:		Not reported
How Leak Discovered:	OM	
How Leak Stopped:	Other Means	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		Not reported
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		2/20/2004
Pollution Characterization Began:		3/31/2004
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	DEBORAH PRYOR	
RP Address:	2255 N. ONTARIO ST.	
Program:	LUST	
Lat/Long:	0 / 0	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	

SHELL (Continued) **S106164652**

Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: Not reported

---

127 **76 STATION #5562** **CA LUST** **S106116226**
2876 BUNDY **N/A**
LOS ANGELES, CA 90064

LUST:
Region: STATE
Global Id: T0603795141
Latitude: 34.02033
Longitude: -118.444669
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 10/27/2004
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: JH
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900640325
LOC Case Number: 3221-10401
File Location: Regional Board
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603795141
Contact Type: Local Agency Caseworker
Contact Name: TBD
Organization Name: LOS ANGELES, CITY OF
Address: 200 N. MAIN ST. RM. 970
City: LOS ANGELES
Email: Not reported
Phone Number: 2134826528

Global Id: T0603795141
Contact Type: Regional Board Caseworker
Contact Name: JAY HUANG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 WEST 4TH STREET, SUITE 200
City: LOS ANGELES
Email: jhuang@waterboards.ca.gov
Phone Number: 2135766711

Regulatory Activities:
Global Id: T0603795141
Action Type: RESPONSE
Date: 02/02/2004
Action: Other Report / Document

Global Id: T0603795141
Action Type: ENFORCEMENT
Date: 12/22/2003
Action: Staff Letter

76 STATION #5562 (Continued) **S106116226**

Global Id: T0603795141
Action Type: RESPONSE
Date: 05/15/2004
Action: Soil and Water Investigation Report

Global Id: T0603795141
Action Type: RESPONSE
Date: 02/02/2004
Action: Soil and Water Investigation Workplan

Global Id: T0603795141
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603795141
Action Type: Other
Date: 01/01/1950
Action: Leak Stopped

Global Id: T0603795141
Action Type: RESPONSE
Date: 01/15/2005
Action: Unknown

Global Id: T0603795141
Action Type: ENFORCEMENT
Date: 10/07/2004
Action: Notification - Preclosure

Global Id: T0603795141
Action Type: REMEDIATION
Date: 01/01/1950
Action: Excavation

Global Id: T0603795141
Action Type: REMEDIATION
Date: 01/01/1950
Action: Soil Vapor Extraction (SVE)

Global Id: T0603795141
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0603795141
Action Type: ENFORCEMENT
Date: 02/18/2004
Action: Staff Letter

Global Id: T0603795141
Action Type: ENFORCEMENT
Date: 10/27/2004
Action: Closure/No Further Action Letter

76 STATION #5562 (Continued) **S106116226**

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900640325	
Status:	Pollution Characterization	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	3221-10401	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603795141	
W Global ID:	Not reported	
Staff:	JH	
Local Agency:	19050	
Cross Street:	NATIONAL	
Enforcement Type:	SEL	
Date Leak Discovered:	9/17/2003	
Date Leak First Reported:		10/28/2003
Date Leak Record Entered:	Not reported	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	9/17/2003	
Date Case Last Changed on Database:		Not reported
Date the Case was Closed:		Not reported
How Leak Discovered:	SAS	
How Leak Stopped:	Other Means	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		Not reported
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		9/17/2003
Pollution Characterization Began:		2/6/2004
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	SHARI LONDON	
RP Address:	P.O. BOX 25376	
Program:	LUST	
Lat/Long:	0 / 0	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	

76 STATION #5562 (Continued) **S106116226**

Assigned Name: Not reported
Summary: Not reported

---

128 **UNOCAL** **CA HIST CORTESE** **S101585401**
3470 S SEPULVEDA BLVD **CA LUST** **N/A**
LOS ANGELES, CA 90034 **CA FID UST**
CA SWEEPS UST

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900340161

LUST:
Region: STATE
Global Id: T0603700866
Latitude: 34.0198619
Longitude: -118.4226016
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 07/06/2005
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: JH
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900340161
LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Well used for drinking water supply
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603700866
Contact Type: Regional Board Caseworker
Contact Name: JAY HUANG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 WEST 4TH STREET, SUITE 200
City: LOS ANGELES
Email: jhuang@waterboards.ca.gov
Phone Number: 2135766711

Global Id: T0603700866
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

Regulatory Activities:
Global Id: T0603700866
Action Type: RESPONSE
Date: 01/15/2005

UNOCAL (Continued) **S101585401**

Action: Monitoring Report - Quarterly

Global Id: T0603700866
Action Type: RESPONSE
Date: 01/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700866
Action Type: RESPONSE
Date: 01/20/2005
Action: Soil and Water Investigation Workplan

Global Id: T0603700866
Action Type: RESPONSE
Date: 10/28/2004
Action: CAP/RAP - Final Remediation / Design Plan

Global Id: T0603700866
Action Type: ENFORCEMENT
Date: 06/10/2005
Action: Site Visit / Inspection / Sampling

Global Id: T0603700866
Action Type: ENFORCEMENT
Date: 07/06/2005
Action: Closure/No Further Action Letter

Global Id: T0603700866
Action Type: RESPONSE
Date: 06/28/2002
Action: Well Installation Report

Global Id: T0603700866
Action Type: RESPONSE
Date: 11/01/2002
Action: CAP/RAP - Final Remediation / Design Plan

Global Id: T0603700866
Action Type: RESPONSE
Date: 04/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700866
Action Type: RESPONSE
Date: 01/15/2005
Action: Final Remedial Action Report / Corrective Action Report

Global Id: T0603700866
Action Type: REMEDIATION
Date: 01/01/1950
Action: Soil Vapor Extraction (SVE)

Global Id: T0603700866
Action Type: RESPONSE
Date: 01/15/2003
Action: Monitoring Report - Quarterly

UNOCAL (Continued) **S101585401**

Global Id: T0603700866
Action Type: RESPONSE
Date: 10/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603700866
Action Type: RESPONSE
Date: 01/27/2003
Action: Soil and Water Investigation Workplan

Global Id: T0603700866
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603700866
Action Type: RESPONSE
Date: 04/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700866
Action Type: RESPONSE
Date: 07/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700866
Action Type: RESPONSE
Date: 10/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700866
Action Type: RESPONSE
Date: 06/15/2003
Action: Soil and Water Investigation Report

Global Id: T0603700866
Action Type: RESPONSE
Date: 07/05/2005
Action: Other Report / Document

Global Id: T0603700866
Action Type: RESPONSE
Date: 06/01/2005
Action: Soil and Water Investigation Report

Global Id: T0603700866
Action Type: RESPONSE
Date: 10/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700866
Action Type: ENFORCEMENT
Date: 11/10/2004
Action: Staff Letter

Global Id: T0603700866
Action Type: ENFORCEMENT

UNOCAL (Continued) **S101585401**

Date: 04/23/2002
Action: Site Visit / Inspection / Sampling

Global Id: T0603700866
Action Type: ENFORCEMENT
Date: 04/10/2003
Action: Staff Letter

Global Id: T0603700866
Action Type: ENFORCEMENT
Date: 01/01/2002
Action: 13267 Requirement

Global Id: T0603700866
Action Type: ENFORCEMENT
Date: 03/29/2005
Action: Staff Letter

Global Id: T0603700866
Action Type: ENFORCEMENT
Date: 06/20/2005
Action: Notification - Preclosure

Global Id: T0603700866
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0603700866
Action Type: RESPONSE
Date: 07/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700866
Action Type: RESPONSE
Date: 04/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700866
Action Type: ENFORCEMENT
Date: 09/25/2002
Action: 13267 Requirement

Global Id: T0603700866
Action Type: ENFORCEMENT
Date: 03/05/2003
Action: Staff Letter

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900340161
Status: Pollution Characterization
Substance: Gasoline
Substance Quantity: Not reported

UNOCAL (Continued) **S101585401**

Local Case No:	Not reported
Case Type:	Specific tank leak that has contaminated a specific well used for drinking water
Abatement Method Used at the Site:	VE
Global ID:	T0603700866
W Global ID:	Not reported
Staff:	JH
Local Agency:	19050
Cross Street:	PALMS BLVD
Enforcement Type:	LET
Date Leak Discovered:	2/1/1987
Date Leak First Reported:	7/8/1997
Date Leak Record Entered:	7/8/1997
Date Confirmation Began:	Not reported
Date Leak Stopped:	Not reported
Date Case Last Changed on Database:	8/9/2002
Date the Case was Closed:	Not reported
How Leak Discovered:	Tank Closure
How Leak Stopped:	Not reported
Cause of Leak:	UNK
Leak Source:	UNK
Operator:	Not reported
Water System:	Not reported
Well Name:	Not reported
Approx. Dist To Production Well (ft):	1547.203676544200586639020334 2
Source of Cleanup Funding:	UNK
Preliminary Site Assessment Workplan Submitted:	6/19/1997
Preliminary Site Assessment Began:	7/25/1997
Pollution Characterization Began:	1/27/2003
Remediation Plan Submitted:	1/24/2003
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	1/13/2003
Hist Max MTBE Conc in Groundwater:	67
Hist Max MTBE Conc in Soil:	11
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	=
Soil Qualifier:	=
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	ROBERT KING
RP Address:	P.O. BOX 7600
Program:	LUST
Lat/Long:	34.0198619 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	7/15/00 2ND QTR GW MON RPT 2000; 10/15/00 3RD QTR GW MON RPT 2000; 1/15/01 4TH QTR GW MON RPT 2000; 4/15/01 QTRLY MON RPT & SAMPLING JAN - MARCH 2001

CA FID UST:

Facility ID:	19023188
Regulated By:	UTNKA

UNOCAL (Continued) **S101585401**

Regulated ID: 00029425
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2133982993
Mail To: Not reported
Mailing Address: 3470 S SEPULVEDA BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900340000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Active
Comp Number: 1780
Number: 9
Board Of Equalization: 44-001057
Referral Date: 01-22-93
Action Date: 03-24-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001780-000001
Actv Date: 04-20-88
Capacity: 4000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: 4

Status: Active
Comp Number: 1780
Number: 9
Board Of Equalization: 44-001057
Referral Date: 01-22-93
Action Date: 03-24-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001780-000002
Actv Date: 04-20-88
Capacity: 6000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 1780
Number: 9
Board Of Equalization: 44-001057
Referral Date: 01-22-93
Action Date: 03-24-94

UNOCAL (Continued) **S101585401**

Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-001780-000003
Actv Date:	04-20-88
Capacity:	4000
Tank Use:	M.V. FUEL
Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	1780
Number:	9
Board Of Equalization:	44-001057
Referral Date:	01-22-93
Action Date:	03-24-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-001780-000004
Actv Date:	04-20-88
Capacity:	280
Tank Use:	OIL
Stg:	W
Content:	WASTE OIL
Number Of Tanks:	Not reported

---

129 **MCDONELL DOUGLAS AIRCRAFT** **CERCLIS 1000893608**
3000 OCEAN PARK BLVD. **FINDS CAD982394215**
SANTA MONICA, CA 90404

CERCLIS:

Site ID:	0905111
EPA ID:	CAD982394215
Facility County:	LOS ANGELES
Short Name:	MCDONELL DOUGLAS AIRCRAFT
Congressional District:	27
IFMS ID:	Not reported
SMSA Number:	4480
USGC Hydro Unit:	18070104
Federal Facility:	Not a Federal Facility
DMNSN Number:	0.00000
Site Orphan Flag:	N
RCRA ID:	Not reported
USGS Quadrangle:	Not reported
Site Init By Prog:	Not reported
NFRAP Flag:	Not reported
Parent ID:	Not reported
RST Code:	Not reported
EPA Region:	09
Classification:	Not reported
Site Settings Code:	Not reported
NPL Status:	Not on the NPL
DMNSN Unit Code:	Not reported
RBRAC Code:	Not reported
RResp Fed Agency Code:	Not reported
Non NPL Status:	Other Cleanup Activity: State-Lead Cleanup

MCDONELL DOUGLAS AIRCRAFT (Continued) **1000893608**

Non NPL Status Date: 05/01/07
Site Fips Code: 06037
CC Concurrence Date: / /
CC Concurrence FY: Not reported
Alias EPA ID: Not reported
Site FUDS Flag: Not reported

CERCLIS Site Contact Name(s):
Contact ID: 9271184.00000
Contact Name: Not reported
Contact Tel: Not reported
Contact Title: Site Assessment Manager (SAM)
Contact Email: Not reported

Contact ID: 13003854.00000
Contact Name: Not reported
Contact Tel: Not reported
Contact Title: Site Assessment Manager (SAM)
Contact Email: Not reported

Contact ID: 13003858.00000
Contact Name: Not reported
Contact Tel: Not reported
Contact Title: Site Assessment Manager (SAM)
Contact Email: Not reported

Contact ID: 13004003.00000
Contact Name: Not reported
Contact Tel: Not reported
Contact Title: Site Assessment Manager (SAM)
Contact Email: Not reported

Alias Comments: Not reported
Site Description: Adnan Siddiqui (213) 576-6812 asiddiqui@waterboards.ca.gov - REGION 4 SITE 4/07 LIST

CERCLIS Assessment History:

Action Code: 001
Action: DISCOVERY
Date Started: / /
Date Completed: 07/29/94
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

Action Code: 001
Action: PRELIMINARY ASSESSMENT
Date Started: / /
Date Completed: 10/01/96
Priority Level: Higher priority for further assessment
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed

MCDONELL DOUGLAS AIRCRAFT (Continued) **1000893608**

Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

FINDS:

Registry ID: 110009329404

Environmental Interest/Information System
CERCLIS (Comprehensive Environmental Response, Compensation, and Liability Information System) is the Superfund database that is used to support management in all phases of the Superfund program. The system contains information on all aspects of hazardous waste sites, including an inventory of sites, planned and actual site activities, and financial information.

---

129 **BOEING CO.** **CA SLIC** **S104404895**
3000 OCEAN PARK BLVD **N/A**
SANTA MONICA, CA 90405

SLIC:

Region:	STATE
Facility Status:	**Open - Assessment & Interim Remedial Action**
Status Date:	03/08/2011
Global Id:	SLT4307472
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.01899
Longitude:	-118.453473
Case Type:	Cleanup Program Site
Case Worker:	JG
Local Agency:	Not reported
RB Case Number:	0130B
File Location:	Regional Board
Potential Media Affected:	Indoor Air, Aquifer used for drinking water supply, Soil, Soil Vapor
Potential Contaminants of Concern:	Trichloroethylene (TCE)
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

SLIC REG 4:

Region:	4
Facility Status:	Site Assessment
SLIC:	0130B
Substance:	VOCs
Staff:	John Geroch

130 **GOODYEAR TIRE & RUBBER** **CA LUST** **S102061855**
10704 VENICE BLVD **N/A**
CULVER CITY, CA 90232

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	R-07167	
Status:	Case Closed	
Substance:	1	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603704756	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19000	
Cross Street:	OVERLAND DR	
Enforcement Type:	Not reported	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		4/25/1996
Date Leak Record Entered:	5/2/1996	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		4/25/1996
Date the Case was Closed:		4/25/1996
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Not reported	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		2970.335585786504280575306 1365
Source of Cleanup Funding:		Not reported
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	GOODYEAR TIRE & RUBBER	
RP Address:	4091 RIVERSIDE DR, SUITE 110, CHINO CA 91710-6501	
Program:	LUST	
Lat/Long:	34.0183912 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	

GOODYEAR TIRE & RUBBER (Continued) **S102061855**

Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: MTBE INVESTIGATION

---

130 **GOODYEAR TIRE & RUBBER** **CA HIST CORTESE** **S100944479**
10704 VENICE **CA LUST** **N/A**
CULVER CITY, CA 90230

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: R-07167

LUST:
Region: STATE
Global Id: T0603704756
Latitude: 34.01822
Longitude: -118.406982
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 04/25/1996
Lead Agency: LOS ANGELES COUNTY
Case Worker: JOA
Local Agency: LOS ANGELES COUNTY
RB Case Number: R-07167
LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Aviation
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603704756
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

Global Id: T0603704756
Contact Type: Local Agency Caseworker
Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

Regulatory Activities:
Global Id: T0603704756
Action Type: Other

GOODYEAR TIRE & RUBBER (Continued) **S100944479**

Date: 01/01/1950
Action: Leak Reported

---

130 **WINALL (ARCO)** **CA HIST UST** **U001562869**
10646 VENICE BLVD **N/A**
CULVER CITY, CA 90232

HIST UST:
Region: STATE
Facility ID: 00000007941
Facility Type: Gas Station
Other Type: Not reported
Total Tanks: 0018
Contact Name: Not reported
Telephone: 2134278847
Owner Name: WINALL OIL COMPANY
Owner Address: 3978 CHERRY AVENUE
Owner City,St,Zip: LONG BEACH, CA 90807

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00012000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00012000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 003
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00012000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 004
Container Num: 4
Year Installed: Not reported
Tank Capacity: 00012000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 005
Container Num: 5

WINALL (ARCO) (Continued) **U001562869**

Year Installed: Not reported
Tank Capacity: 00012000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 006
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00020000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 007
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00020000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 008
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00020000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 009
Container Num: 4
Year Installed: Not reported
Tank Capacity: 00020000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 010
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00001000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 011
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00020000
Tank Used for: PRODUCT

WINALL (ARCO) (Continued) **U001562869**

Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 012
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00020000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 013
Container Num: 4
Year Installed: Not reported
Tank Capacity: 00020000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 014
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00020000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 015
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 016
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 017
Container Num: 4
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor

WINALL (ARCO) (Continued) **U001562869**

Tank Num: 018
Container Num: 5
Year Installed: Not reported
Tank Capacity: 00020000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor

---

130 **WINALL #18** **CA UST** **U003943023**
10646 VENICE BLVD **N/A**
CULVER CITY, CA 90232

UST:
Facility ID: 23904
Latitude: 34.01892
Longitude: -118.40635

---

130 **WINALL ARCO STATION** **CA SWEEPS UST** **S106176860**
10646 VENICE BLVD **N/A**
CULVER CITY, CA 90232

SWEEPS UST:
Status: Active
Comp Number: 922
Number: 9
Board Of Equalization: 44-011482
Referral Date: 01-20-93
Action Date: 03-15-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000922-000001
Actv Date: 04-20-88
Capacity: 12000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: 18

Status: Active
Comp Number: 922
Number: 9
Board Of Equalization: 44-011482
Referral Date: 01-20-93
Action Date: 03-15-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000922-000002
Actv Date: 04-20-88
Capacity: 12000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

WINALL ARCO STATION (Continued) **S106176860**

Status: Active
Comp Number: 922
Number: 9
Board Of Equalization: 44-011482
Referral Date: 01-20-93
Action Date: 03-15-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000922-000003
Actv Date: 04-20-88
Capacity: 12000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 922
Number: 9
Board Of Equalization: 44-011482
Referral Date: 01-20-93
Action Date: 03-15-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000922-000004
Actv Date: 04-20-88
Capacity: 12000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 922
Number: 9
Board Of Equalization: 44-011482
Referral Date: 01-20-93
Action Date: 03-15-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000922-000005
Actv Date: 04-20-88
Capacity: 12000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 922
Number: 9
Board Of Equalization: 44-011482
Referral Date: 01-20-93
Action Date: 03-15-94

WINALL ARCO STATION (Continued) **S106176860**

Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000922-000006
Actv Date: 04-20-88
Capacity: 20000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 922
Number: 9
Board Of Equalization: 44-011482
Referral Date: 01-20-93
Action Date: 03-15-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000922-000007
Actv Date: 04-20-88
Capacity: 20000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 922
Number: 9
Board Of Equalization: 44-011482
Referral Date: 01-20-93
Action Date: 03-15-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000922-000008
Actv Date: 04-20-88
Capacity: 20000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 922
Number: 9
Board Of Equalization: 44-011482
Referral Date: 01-20-93
Action Date: 03-15-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000922-000009
Actv Date: 04-20-88
Capacity: 20000

WINALL ARCO STATION (Continued) **S106176860**

Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 922
Number: 9
Board Of Equalization: 44-011482
Referral Date: 01-20-93
Action Date: 03-15-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000922-000010
Actv Date: 04-20-88
Capacity: 1000
Tank Use: M.V. FUEL
Stg: P
Content: DIESEL
Number Of Tanks: Not reported

Status: Active
Comp Number: 922
Number: 9
Board Of Equalization: 44-011482
Referral Date: 01-20-93
Action Date: 03-15-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000922-000011
Actv Date: 04-20-88
Capacity: 20000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 922
Number: 9
Board Of Equalization: 44-011482
Referral Date: 01-20-93
Action Date: 03-15-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000922-000012
Actv Date: 04-20-88
Capacity: 20000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active

WINALL ARCO STATION (Continued) **S106176860**

Comp Number: 922
Number: 9
Board Of Equalization: 44-011482
Referral Date: 01-20-93
Action Date: 03-15-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000922-000013
Actv Date: 04-20-88
Capacity: 20000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 922
Number: 9
Board Of Equalization: 44-011482
Referral Date: 01-20-93
Action Date: 03-15-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000922-000014
Actv Date: 04-20-88
Capacity: 20000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 922
Number: 9
Board Of Equalization: 44-011482
Referral Date: 01-20-93
Action Date: 03-15-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000922-000015
Actv Date: 04-20-88
Capacity: 10000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 922
Number: 9
Board Of Equalization: 44-011482
Referral Date: 01-20-93
Action Date: 03-15-94
Created Date: 02-29-88

WINALL ARCO STATION (Continued) **S106176860**

Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000922-000016
Actv Date: 04-20-88
Capacity: 10000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 922
Number: 9
Board Of Equalization: 44-011482
Referral Date: 01-20-93
Action Date: 03-15-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000922-000017
Actv Date: 04-20-88
Capacity: 10000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 922
Number: 9
Board Of Equalization: 44-011482
Referral Date: 01-20-93
Action Date: 03-15-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000922-000018
Actv Date: 04-20-88
Capacity: 20000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

---

130 **WINALL OIL CO #0018** **CA FID UST** **S101587183**
10646 VENICE BLVD **N/A**
LOS ANGELES, CA

CA FID UST:
Facility ID: 19055040
Regulated By: UTNKA
Regulated ID: 00007941
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 8180000000
Mail To: Not reported
Mailing Address: 1338 E 029TH ST
Mailing Address 2: Not reported

WINALL OIL CO #0018 (Continued) **S101587183**

Mailing City,St,Zip: LOS ANGELES
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

---

130 **WINALL OIL CO #0018** **CA HIST CORTESE** **S103066090**
10646 VENICE BLVD **CA LUST** **N/A**
LOS ANGELES, CA **CA SWEEPS UST**
CA ENF

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 902320043

LUST:
Region: STATE
Global Id: T0603701260
Latitude: 34.018546
Longitude: -118.406475
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 04/17/2008
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: JH
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 902320043
LOC Case Number: Not reported
File Location: Regional Board
Potential Media Affect: Well used for drinking water supply
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603701260
Contact Type: Regional Board Caseworker
Contact Name: JAY HUANG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 WEST 4TH STREET, SUITE 200
City: LOS ANGELES
Email: jhuang@waterboards.ca.gov
Phone Number: 2135766711

Global Id: T0603701260
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

WINALL OIL CO #0018 (Continued) **S103066090**

Regulatory Activities:

Global Id:	T0603701260
Action Type:	RESPONSE
Date:	04/15/2006
Action:	Monitoring Report - Quarterly
Global Id:	T0603701260
Action Type:	RESPONSE
Date:	01/15/2006
Action:	Remedial Progress Report
Global Id:	T0603701260
Action Type:	RESPONSE
Date:	07/15/2005
Action:	Remedial Progress Report
Global Id:	T0603701260
Action Type:	RESPONSE
Date:	04/15/2005
Action:	Monitoring Report - Quarterly
Global Id:	T0603701260
Action Type:	RESPONSE
Date:	07/17/2003
Action:	Remedial Progress Report
Global Id:	T0603701260
Action Type:	RESPONSE
Date:	01/15/2005
Action:	Monitoring Report - Quarterly
Global Id:	T0603701260
Action Type:	RESPONSE
Date:	01/15/2004
Action:	Monitoring Report - Quarterly
Global Id:	T0603701260
Action Type:	RESPONSE
Date:	04/15/2008
Action:	Monitoring Report - Quarterly
Global Id:	T0603701260
Action Type:	RESPONSE
Date:	04/15/2007
Action:	Monitoring Report - Quarterly
Global Id:	T0603701260
Action Type:	RESPONSE
Date:	10/15/2003
Action:	Monitoring Report - Quarterly
Global Id:	T0603701260
Action Type:	RESPONSE
Date:	01/15/2004
Action:	Remedial Progress Report
Global Id:	T0603701260

WINALL OIL CO #0018 (Continued) **S103066090**

Action Type: RESPONSE
Date: 06/01/2004
Action: Soil and Water Investigation Report

Global Id: T0603701260
Action Type: ENFORCEMENT
Date: 02/04/2004
Action: Staff Letter

Global Id: T0603701260
Action Type: ENFORCEMENT
Date: 04/01/2008
Action: Notification - Preclosure

Global Id: T0603701260
Action Type: ENFORCEMENT
Date: 02/15/2008
Action: Staff Letter

Global Id: T0603701260
Action Type: RESPONSE
Date: 04/15/2004
Action: Remedial Progress Report

Global Id: T0603701260
Action Type: RESPONSE
Date: 08/15/2002
Action: Remedial Progress Report

Global Id: T0603701260
Action Type: RESPONSE
Date: 10/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603701260
Action Type: RESPONSE
Date: 11/15/2007
Action: Remedial Progress Report

Global Id: T0603701260
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603701260
Action Type: RESPONSE
Date: 01/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603701260
Action Type: RESPONSE
Date: 10/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603701260
Action Type: ENFORCEMENT
Date: 04/17/2008

WINALL OIL CO #0018 (Continued) **S103066090**

Action: Closure/No Further Action Letter

Global Id: T0603701260
Action Type: RESPONSE
Date: 07/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603701260
Action Type: RESPONSE
Date: 10/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603701260
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603701260
Action Type: RESPONSE
Date: 01/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603701260
Action Type: RESPONSE
Date: 12/15/2003
Action: Soil and Water Investigation Workplan

Global Id: T0603701260
Action Type: RESPONSE
Date: 10/15/2003
Action: Remedial Progress Report

Global Id: T0603701260
Action Type: RESPONSE
Date: 06/02/2006
Action: Well Installation Report

Global Id: T0603701260
Action Type: RESPONSE
Date: 10/15/2005
Action: Remedial Progress Report

Global Id: T0603701260
Action Type: RESPONSE
Date: 04/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603701260
Action Type: ENFORCEMENT
Date: 04/10/2003
Action: Staff Letter

Global Id: T0603701260
Action Type: REMEDIATION
Date: 01/01/1950
Action: Soil Vapor Extraction (SVE)

WINALL OIL CO #0018 (Continued) **S103066090**

Global Id: T0603701260
Action Type: ENFORCEMENT
Date: 02/06/2007
Action: Site Visit / Inspection / Sampling

Global Id: T0603701260
Action Type: ENFORCEMENT
Date: 04/17/2007
Action: Site Visit / Inspection / Sampling

Global Id: T0603701260
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0603701260
Action Type: ENFORCEMENT
Date: 10/27/2003
Action: Staff Letter

Global Id: T0603701260
Action Type: ENFORCEMENT
Date: 04/09/2002
Action: 13267 Requirement

Global Id: T0603701260
Action Type: ENFORCEMENT
Date: 06/14/2006
Action: Site Visit / Inspection / Sampling

Global Id: T0603701260
Action Type: RESPONSE
Date: 07/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603701260
Action Type: ENFORCEMENT
Date: 08/27/2007
Action: Staff Letter

Global Id: T0603701260
Action Type: RESPONSE
Date: 07/15/2004
Action: Remedial Progress Report

Global Id: T0603701260
Action Type: RESPONSE
Date: 05/01/2008
Action: Soil and Water Investigation Report

Global Id: T0603701260
Action Type: RESPONSE
Date: 01/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603701260
Action Type: RESPONSE

WINALL OIL CO #0018 (Continued) **S103066090**

Date: 02/11/2008
Action: Soil and Water Investigation Workplan

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	902320043	
Status:	Remedial action (cleanup) Underway	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Specific tank leak that has contaminated a specific well used for drinking water	
Abatement Method Used at the Site:		SVE
Global ID:	T0603701260	
W Global ID:	Not reported	
Staff:	JH	
Local Agency:	19050	
Cross Street:	OVERLAND AVE	
Enforcement Type:	DLSEL	
Date Leak Discovered:	4/1/1994	
Date Leak First Reported:		4/1/1994
Date Leak Record Entered:	9/23/1996	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		7/15/2002
Date the Case was Closed:		Not reported
How Leak Discovered:	Subsurface Monitoring	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Not reported	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		3213.975067147001791079762960 7
Source of Cleanup Funding:		Not reported
Preliminary Site Assessment Workplan Submitted:		8/30/1996
Preliminary Site Assessment Began:		7/25/1997
Pollution Characterization Began:		12/18/2003
Remediation Plan Submitted:		9/28/1999
Remedial Action Underway:		7/14/2004
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		1/9/2001
Historical Max MTBE Date:		9/27/2000
Hist Max MTBE Conc in Groundwater:		2000
Hist Max MTBE Conc in Soil:		67000
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	ALLEN GIMENEZ	
RP Address:	1338 E. 029TH ST.	
Program:	LUST	
Lat/Long:	34.0188182 / -1	
Local Agency Staff:	PEJ	

WINALL OIL CO #0018 (Continued) **S103066090**

Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: CHARNOCK PRP #12 ; 7/7/00 2ND QTR GW MON RPT 2000; 8/4/00 SOIL VE REPORT; 11/15/00 3RD QTR GW MON RPT 2000; 1/25/01 4TH QTR GW MON RPT; 4/15/01 1ST QTR GW MON RPT 2001

SWEEPS UST:
Status: Active
Comp Number: 12108
Number: 9
Board Of Equalization: 44-009625
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-000-012108-000001
Actv Date: 06-30-89
Capacity: Not reported
Tank Use: UNKNOWN
Stg: W
Content: Not reported
Number Of Tanks: 5

Status: Active
Comp Number: 12108
Number: 9
Board Of Equalization: 44-009625
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-000-012108-000002
Actv Date: 06-30-89
Capacity: Not reported
Tank Use: UNKNOWN
Stg: W
Content: Not reported
Number Of Tanks: Not reported

Status: Active
Comp Number: 12108
Number: 9
Board Of Equalization: 44-009625
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-000-012108-000003
Actv Date: 06-30-89
Capacity: Not reported
Tank Use: UNKNOWN

WINALL OIL CO #0018 (Continued) **S103066090**

Stg: W
Content: Not reported
Number Of Tanks: Not reported

Status: Active
Comp Number: 12108
Number: 9
Board Of Equalization: 44-009625
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-000-012108-000004
Actv Date: 06-30-89
Capacity: Not reported
Tank Use: UNKNOWN
Stg: W
Content: Not reported
Number Of Tanks: Not reported

Status: Active
Comp Number: 12108
Number: 9
Board Of Equalization: 44-009625
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-000-012108-000005
Actv Date: 06-30-89
Capacity: Not reported
Tank Use: UNKNOWN
Stg: W
Content: Not reported
Number Of Tanks: Not reported

ENF:
Region: 4
Facility Id: 272736
Agency Name: WINALL OIL COMPANY
Place Type: Facility
Place Subtype: Not reported
Facility Type: Not reported
Agency Type: Privately-Owned Business
Of Agencies: 1
Place Latitude: 34.0189359
Place Longitude: -118.40636
SIC Code 1: Not reported
SIC Desc 1: Not reported
SIC Code 2: Not reported
SIC Desc 2: Not reported
SIC Code 3: Not reported
SIC Desc 3: Not reported
NAICS Code 1: Not reported
NAICS Desc 1: Not reported

WINALL OIL CO #0018 (Continued) **S103066090**

NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	TANKS
# Of Programs:	1
WDID:	902320043
Reg Measure Id:	168882
Reg Measure Type:	Unregulated
Region:	4
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Never Active
Status Date:	02/20/2013
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	230266
Region:	4
Order / Resolution Number:	UNKNOWN
Enforcement Action Type:	13267 Letter
Effective Date:	07/07/2000
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	Not reported
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	Enforcement - 902320043
Description:	13267 Letter sent 7/7/00 for incomplete 1Q00 groundwater monitoring report.

WINALL OIL CO #0018 (Continued) **S103066090**

Program:	TANKS
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0
Region:	4
Facility Id:	272736
Agency Name:	WINALL OIL COMPANY
Place Type:	Facility
Place Subtype:	Not reported
Facility Type:	Not reported
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	34.0189359
Place Longitude:	-118.40636
SIC Code 1:	Not reported
SIC Desc 1:	Not reported
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	TANKS
# Of Programs:	1
WDID:	902320043
Reg Measure Id:	168882
Reg Measure Type:	Unregulated
Region:	4
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported

WINALL OIL CO #0018 (Continued) **S103066090**

Status:	Never Active
Status Date:	02/20/2013
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	235497
Region:	4
Order / Resolution Number:	NOV
Enforcement Action Type:	Notice of Violation
Effective Date:	04/12/2001
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	04/12/2001
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	Enforcement - 902320043
Description:	Notice of Violation sent 4/12/01 for overdue technical report.
Program:	TANKS
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0

---

130 **EDR US Hist Auto Stat** **1015142504**
10602 VENICE BLVD **N/A**
CULVER CITY, CA 90232

EDR Historical Auto Stations:

Name:	PAREDES AUTO REPAIR & TOWING SERVICE
Year:	2011
Address:	10602 VENICE BLVD
Name:	PAREDES AUTO REPAIR & TOWING SERVICE
Year:	2012
Address:	10602 VENICE BLVD

130 WEST LA IMPORTED CARS INC. — **RCRA-SQG, FINDS, CA FID UST, CA SWEEPS UST, CA EMI** — **1000392609 / CAD982410011**
10603 VENICE BLVD
LOS ANGELES, CA

RCRA-SQG:

Date form received by agency:	03/10/1988
Facility name:	WEST LA IMPORTED CARS INC.
Facility address:	10603 VENICE BLVD LOS ANGELES, CA 90034
EPA ID:	CAD982410011
Contact:	ENVIRONMENTAL MANAGER
Contact address:	10603 VENICE BLVD LOS ANGELES, CA 90034
Contact country:	US
Contact telephone:	(213) 475-0501
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	ANDRE GREGOIRE
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No

WEST LA IMPORTED CARS INC. (Continued) **1000392609**

User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002806633

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

CA FID UST:
Facility ID: 19033158
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2134750501
Mail To: Not reported
Mailing Address: 10424 VENICE BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900340000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Active
Comp Number: 4420
Number: 1
Board Of Equalization: Not reported
Referral Date: 04-14-93
Action Date: 04-14-93
Created Date: 02-29-88
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: Not reported

WEST LA IMPORTED CARS INC. (Continued) **1000392609**

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	54823
Air District Name:	SC
SIC Code:	9999
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	54823
Air District Name:	SC
SIC Code:	7538
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

---

130 **EDR US Hist Auto Stat** **1015142523**

10603 VENICE BLVD **N/A**
LOS ANGELES, CA 90034

EDR Historical Auto Stations:

Name:	THE BRAKE MASTER
Year:	1999
Address:	10603 VENICE BLVD

Name:	A & A BRAKE ENTERPRISE INC
Year:	2001
Address:	10603 VENICE BLVD

Name:	BRAKE CTR
Year:	2002
Address:	10603 VENICE BLVD

Name:	BRAKE CENTERS
Year:	2003
Address:	10603 VENICE BLVD

Name:	BRAKE CENTERS INC

(Continued) **1015142523**

Year: 2011
Address: 10603 VENICE BLVD

Name: BRAKE CENTERS INC
Year: 2012
Address: 10603 VENICE BLVD

---

131 **VALERO SERVICE STATION** **CA LUST** **S107619820**
10332 CULVER BLVD. W. **N/A**
CULVER CITY, CA 90230

LUST:
Region: STATE
Global Id: T0603751983
Latitude: 34.016641
Longitude: -118.399776
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 09/28/2012
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: JH
Local Agency: LOS ANGELES COUNTY
RB Case Number: R-26256
LOC Case Number: L473029
File Location: Regional Board
Potential Media Affect: Well used for drinking water supply
Potential Contaminants of Concern: Gasoline, Diesel, MTBE / TBA / Other Fuel Oxygenates
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603751983
Contact Type: Local Agency Caseworker
Contact Name: TIM SMITH
Organization Name: LOS ANGELES COUNTY
Address: 900 S. FREMONT AVE.
City: ALHAMBRA
Email: tsmith@dpw.lacounty.gov
Phone Number: Not reported

Global Id: T0603751983
Contact Type: Regional Board Caseworker
Contact Name: JAY HUANG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 WEST 4TH STREET, SUITE 200
City: LOS ANGELES
Email: jhuang@waterboards.ca.gov
Phone Number: 2135766711

Regulatory Activities:
Global Id: T0603751983
Action Type: RESPONSE
Date: 04/27/2009
Action: Soil and Water Investigation Workplan

Global Id: T0603751983
Action Type: RESPONSE

VALERO SERVICE STATION (Continued) **S107619820**

Date: 01/31/2007
Action: Well Installation Report

Global Id: T0603751983
Action Type: RESPONSE
Date: 07/12/2006
Action: Soil and Water Investigation Workplan

Global Id: T0603751983
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603751983
Action Type: RESPONSE
Date: 07/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603751983
Action Type: RESPONSE
Date: 07/15/2009
Action: Conceptual Site Model

Global Id: T0603751983
Action Type: RESPONSE
Date: 03/06/2007
Action: Soil and Water Investigation Workplan

Global Id: T0603751983
Action Type: RESPONSE
Date: 08/07/2007
Action: Soil and Water Investigation Report

Global Id: T0603751983
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T0603751983
Action Type: ENFORCEMENT
Date: 09/28/2012
Action: Closure/No Further Action Letter

Global Id: T0603751983
Action Type: RESPONSE
Date: 07/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0603751983
Action Type: RESPONSE
Date: 04/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603751983
Action Type: ENFORCEMENT
Date: 09/11/2012
Action: Notification - Preclosure

VALERO SERVICE STATION (Continued) **S107619820**

Global Id: T0603751983
Action Type: RESPONSE
Date: 01/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603751983
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603751983
Action Type: RESPONSE
Date: 05/15/2006
Action: Other Report / Document

Global Id: T0603751983
Action Type: ENFORCEMENT
Date: 09/28/2012
Action: Closure/No Further Action Letter

Global Id: T0603751983
Action Type: RESPONSE
Date: 01/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603751983
Action Type: RESPONSE
Date: 07/13/2009
Action: Other Report / Document

Global Id: T0603751983
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603751983
Action Type: RESPONSE
Date: 10/15/2011
Action: Monitoring Report - Quarterly

Global Id: T0603751983
Action Type: RESPONSE
Date: 09/28/2010
Action: Well Destruction Report

Global Id: T0603751983
Action Type: RESPONSE
Date: 10/13/2010
Action: Well Installation Report

Global Id: T0603751983
Action Type: RESPONSE
Date: 10/11/2010
Action: Remedial Progress Report

Global Id: T0603751983
Action Type: Other

VALERO SERVICE STATION (Continued) **S107619820**

Date: 01/01/1950
Action: Leak Discovery

Global Id: T0603751983
Action Type: RESPONSE
Date: 01/15/2012
Action: Monitoring Report - Quarterly

Global Id: T0603751983
Action Type: RESPONSE
Date: 01/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603751983
Action Type: ENFORCEMENT
Date: 03/15/2006
Action: Staff Letter

Global Id: T0603751983
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603751983
Action Type: RESPONSE
Date: 01/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603751983
Action Type: RESPONSE
Date: 10/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0603751983
Action Type: RESPONSE
Date: 07/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603751983
Action Type: RESPONSE
Date: 11/19/2012
Action: Well Destruction Report

Global Id: T0603751983
Action Type: RESPONSE
Date: 10/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603751983
Action Type: RESPONSE
Date: 04/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603751983
Action Type: RESPONSE
Date: 07/15/2010
Action: Monitoring Report - Semi-Annually

VALERO SERVICE STATION (Continued) **S107619820**

Global Id: T0603751983
Action Type: RESPONSE
Date: 04/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603751983
Action Type: RESPONSE
Date: 04/15/2010
Action: Monitoring Report - Semi-Annually

---

132 **CLOVER MIL AIRFIELD** **CA ENVIROSTOR** **S107736140**
N/A

SANTA MONICA, CA

ENVIROSTOR:
Site Type: Military Evaluation
Site Type Detailed: FUDS
Acres: Not reported
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Douglas Bautista
Division Branch: Cleanup Cypress
Facility ID: 80000009
Site Code: Not reported
Assembly: 50
Senate: 26
Special Program: Not reported
Status: Inactive - Needs Evaluation
Status Date: 07/01/2005
Restricted Use: NO
Site Mgmt. Req.: NONE SPECIFIED
Funding: DERA
Latitude: 34.01666
Longitude: -118.4555
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED, NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CA99799F522800
Alias Type: Federal Facility ID
Alias Name: J09CA0007
Alias Type: INPR
Alias Name: 80000009
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Inventory Project Report (INPR)
Completed Date: 08/22/1993
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported

CLOVER MIL AIRFIELD (Continued) **S107736140**

Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

---

133 **HOWARD RYAN** **CA SWEEPS UST** **S106927409**
10705 WASHINGTON BLVD **N/A**
CULVER CITY, CA 91402

SWEEPS UST:

Status:	Active
Comp Number:	14173
Number:	9
Board Of Equalization:	Not reported
Referral Date:	07-01-92
Action Date:	07-01-92
Created Date:	06-30-89
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	Not reported
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

---

134 **LEAR ASTRONICS CORP** **LA Co. Site Mitigation** **S104573807**
3400 AIRPORT AV **CA EMI** **N/A**
SANTA MONICA, CA 90405 **CA ENVIROSTOR**

LA Co. Site Mitigation:

Facility ID:	Not reported
Site ID:	SD0000479
Jurisdiction:	County
Case ID:	RO0001479
Abated:	No
Assigned To:	Richard Clark
Entered Date:	10/13/2011

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	60246
Air District Name:	SC
SIC Code:	3812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	16
Reactive Organic Gases Tons/Yr:	4
Carbon Monoxide Emissions Tons/Yr:	5

LEAR ASTRONICS CORP (Continued) **S104573807**

NOX - Oxides of Nitrogen Tons/Yr:	19
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers & Smllr Tons/Yr:	1
Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	60246
Air District Name:	SC
SIC Code:	3812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	12
Reactive Organic Gases Tons/Yr:	6
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	1996
County Code:	19
Air Basin:	SC
Facility ID:	60246
Air District Name:	SC
SIC Code:	3812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	60246
Air District Name:	SC
SIC Code:	3679
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	1998

LEAR ASTRONICS CORP (Continued) **S104573807**

County Code:	19
Air Basin:	SC
Facility ID:	60246
Air District Name:	SC
SIC Code:	3679
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1999
County Code:	19
Air Basin:	SC
Facility ID:	60246
Air District Name:	SC
SIC Code:	3679
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	60246
Air District Name:	SC
SIC Code:	3679
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2001
County Code:	19
Air Basin:	SC
Facility ID:	60246
Air District Name:	SC
SIC Code:	3679
Air District Name:	SOUTH COAST AQMD

LEAR ASTRONICS CORP (Continued) **S104573807**

Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

ENVIROSTOR:

Site Type:	Tiered Permit
Site Type Detailed:	Tiered Permit
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Not reported
Division Branch:	Cleanup Chatsworth
Facility ID:	71002172
Site Code:	Not reported
Assembly:	50
Senate:	26
Special Program:	Not reported
Status:	Refer: Other Agency
Status Date:	Not reported
Restricted Use:	NO
Site Mgmt. Req.:	NONE SPECIFIED
Funding:	Not reported
Latitude:	34.01648
Longitude:	-118.4450
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED, NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	CAD008285736
Alias Type:	EPA Identification Number
Alias Name:	110009528485
Alias Type:	EPA (FRS #)
Alias Name:	71002172
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	Not reported
Completed Sub Area Name:	Not reported
Completed Document Type:	Not reported
Completed Date:	Not reported
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported

LEAR ASTRONICS CORP (Continued) **S104573807**

Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

---

135 **MGM DUMP** **CA SWF/LF** **S102360820**
4001 OVERLAND AVE. **N/A**
CULVER CITY, CA

SWF/LF (SWIS):
Region: STATE
Facility ID: 19-AA-5557
Lat/Long: 34.0163700 / -118.4025
Owner Name: Goldrich, Kest & Assoc.
Owner Telephone: 9372990
Owner Address: Not reported
Owner Address2: 425 S. Fairfax Ave
Owner City,St,Zip: Los Angeles, CA 900036
Operational Status: Closed
Operator: Not reported
Operator Phone: Not reported
Operator Address: Not reported
Operator Address2: Not reported
Operator City,St,Zip: Not reported
Permit Date: Not reported
Permit Status: Not reported
Permitted Acreage: 0
Activity: Solid Waste Disposal Site
Regulation Status: Unpermitted
Landuse Name: Not reported
GIS Source: Map
Category: Disposal
Unit Number: 01
Inspection Frequency: Annual
Accepted Waste: Not reported
Closure Date: Not reported
Closure Type: Not reported
Disposal Acreage: 0
SWIS Num: 19-AA-5557
Waste Discharge Requirement Num: Not reported
Program Type: Not reported
Permitted Throughput with Units: Not reported
Actual Throughput with Units: Not reported
Permitted Capacity with Units: Not reported
Remaining Capacity: Not reported
Remaining Capacity with Units: Not reported

LOS ANGELES CO. LF:
Site ID: 2196
Alt. Address: Not reported
Site Contact: Not reported
Site Contact Phone: Not reported
Site Email: Not reported
Site Website: Not reported
Site Type: Unknown
Site SWIS Number: 19-AA-5557
Operator Name: MGM Grand Movie Studio
Operator Address: Not reported

MGM DUMP (Continued) **S102360820**

Operator City/State/Zip:	Not reported
Operator Contact:	Not reported
Operator Telephone:	Not reported
Operator Email:	Not reported
Owner Name:	Multiple Owners (See Notes)
Owner Address:	Not reported
Owner City/State/Zip:	Not reported
Owner Contact:	Not reported
Owner Telephone:	Not reported
Owner Email:	Not reported
Beginning Operation Date:	Not reported
Disposal Area(Acre):	1977
Local Enforcement Agency:	Not reported
Maximun Depth Fill(Ft):	23
Permitted Capacity:	Not reported
Present Use:	Commercial; Residential
Remaining Capacity(Million):	Not reported
Status:	Closed
Waste Accepted:	Commercial
Hours of Operation:	Not reported
Area:	Not reported

---

135 **LORIMAR STUDIOS** **CA FID UST** **S101586480**
3970 OVERLAND AVE **CA SWEEPS UST** **N/A**
CULVER CITY, CA 90232

CA FID UST:

Facility ID:	19051704
Regulated By:	UTNKA
Regulated ID:	CAD044053
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	Not reported
Mail To:	Not reported
Mailing Address:	10202 W WASHINGTON BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	CULVER CITY 90232
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

SWEEPS UST:

Status:	Not reported
Comp Number:	7213
Number:	Not reported
Board Of Equalization:	44-008188
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-000-007213-000003
Actv Date:	Not reported

LORIMAR STUDIOS (Continued) **S101586480**

Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	DIESEL
Number Of Tanks:	4

Status:	Not reported
Comp Number:	7213
Number:	Not reported
Board Of Equalization:	44-008188
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-000-007213-000004
Actv Date:	Not reported
Capacity:	10000
Tank Use:	UNKNOWN
Stg:	PRODUCT
Content:	Not reported
Number Of Tanks:	Not reported

Status:	Not reported
Comp Number:	7213
Number:	Not reported
Board Of Equalization:	44-008188
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-000-007213-000007
Actv Date:	Not reported
Capacity:	2000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	LEADED
Number Of Tanks:	Not reported

Status:	Not reported
Comp Number:	7213
Number:	Not reported
Board Of Equalization:	44-008188
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-000-007213-000008
Actv Date:	Not reported
Capacity:	2000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	LEADED
Number Of Tanks:	Not reported

LORIMAR STUDIOS (Continued) **S101586480**

Status:	Active
Comp Number:	7213
Number:	9
Board Of Equalization:	44-008188
Referral Date:	10-04-90
Action Date:	10-04-90
Created Date:	06-30-89
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-000-007213-000001
Actv Date:	06-30-89
Capacity:	Not reported
Tank Use:	UNKNOWN
Stg:	W
Content:	Not reported
Number Of Tanks:	4

Status:	Active
Comp Number:	7213
Number:	9
Board Of Equalization:	44-008188
Referral Date:	10-04-90
Action Date:	10-04-90
Created Date:	06-30-89
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-000-007213-000002
Actv Date:	06-30-89
Capacity:	Not reported
Tank Use:	UNKNOWN
Stg:	W
Content:	Not reported
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	7213
Number:	9
Board Of Equalization:	44-008188
Referral Date:	10-04-90
Action Date:	10-04-90
Created Date:	06-30-89
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-000-007213-000005
Actv Date:	06-30-89
Capacity:	Not reported
Tank Use:	UNKNOWN
Stg:	W
Content:	Not reported
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	7213
Number:	9
Board Of Equalization:	44-008188
Referral Date:	10-04-90
Action Date:	10-04-90

LORIMAR STUDIOS (Continued) **S101586480**

Created Date:	06-30-89
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-000-007213-000006
Actv Date:	06-30-89
Capacity:	Not reported
Tank Use:	UNKNOWN
Stg:	W
Content:	Not reported
Number Of Tanks:	Not reported

---

136 **SANTA MONICA MUNICIPAL AIRPORT** **CA HIST UST** **U001564020**
3200 AIRPORT AVE **CA CHMIRS** **N/A**
SANTA MONICA, CA 90405 **CA ENVIROSTOR**

HIST UST:

Region:	STATE
Facility ID:	00000065867
Facility Type:	Other
Other Type:	AIRPORT FUEL STATION
Total Tanks:	0004
Contact Name:	AL VELEZ
Telephone:	2133907606
Owner Name:	CITY OF SANTA MONICA
Owner Address:	1685 MAIN STREET
Owner City,St,Zip:	SANTA MONICA, CA 90401
Tank Num:	001
Container Num:	100LL 2
Year Installed:	1980
Tank Capacity:	00012000
Tank Used for:	PRODUCT
Type of Fuel:	06
Tank Construction:	Not reported
Leak Detection:	Pressure Test
Tank Num:	002
Container Num:	80 AG3
Year Installed:	Not reported
Tank Capacity:	00012000
Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Tank Construction:	Not reported
Leak Detection:	Pressure Test
Tank Num:	003
Container Num:	4
Year Installed:	Not reported
Tank Capacity:	00000550
Tank Used for:	PRODUCT
Type of Fuel:	06
Tank Construction:	Not reported
Leak Detection:	None
Tank Num:	004
Container Num:	JET A 1
Year Installed:	1980
Tank Capacity:	00012000

SANTA MONICA MUNICIPAL AIRPORT (Continued) **U001564020**

Tank Used for: PRODUCT
Type of Fuel: 06
Tank Construction: Not reported
Leak Detection: Pressure Test

CHMIRS:
OES Incident Number: 97-4826
OES notification: 12/05/1997
OES Date: Not reported
OES Time: Not reported
Incident Date: Not reported
Date Completed: Not reported
Property Use: Not reported
Agency Id Number: Not reported
Agency Incident Number: Not reported
Time Notified: Not reported
Time Completed: Not reported
Surrounding Area: Not reported
Estimated Temperature: Not reported
Property Management: Not reported
Special Studies 1: Not reported
Special Studies 2: Not reported
Special Studies 3: Not reported
Special Studies 4: Not reported
Special Studies 5: Not reported
Special Studies 6: Not reported
More Than Two Substances Involved?: Not reported
Resp Agncy Personel # Of Decontaminated: Not reported
Responding Agency Personel # Of Injuries: Not reported
Responding Agency Personel # Of Fatalities: Not reported
Others Number Of Decontaminated: Not reported
Others Number Of Injuries: Not reported
Others Number Of Fatalities: Not reported
Vehicle Make/year: Not reported
Vehicle License Number: Not reported
Vehicle State: Not reported
Vehicle Id Number: Not reported
CA/DOT/PUC/ICC Number: Not reported
Company Name: Not reported
Reporting Officer Name/ID: Not reported
Report Date: Not reported
Comments: Not reported
Facility Telephone: Not reported
Waterway Involved: No
Waterway: Not reported
Spill Site: Not reported
Cleanup By: Not possible
Containment: Not reported
What Happened: Not reported
Type: Not reported
Measure: Not reported
Other: Not reported
Date/Time: Not reported
Year: 1997
Agency: Santa Monica FD
Incident Date: 12/5/199712:00:00 AM
Admin Agency: City of Santa Monica

SANTA MONICA MUNICIPAL AIRPORT (Continued) **U001564020**

Amount:	Not reported
Contained:	No
Site Type:	Other
E Date:	Not reported
Substance:	Aluminium phosphine
Quantity Released:	Not reported
BBLS:	0
Cups:	0
CUFT:	100
Gallons:	0.000000
Grams:	0
Pounds:	0
Liters:	0
Ounces:	0
Pints:	0
Quarts:	0
Sheen:	0
Tons:	0
Unknown:	0
Evacuations:	20
Number of Injuries:	0
Number of Fatalities:	0
Description:	Gopher pellets got soaked in the rain and released the gas around an office building. 20 people were evacuated from the office building, unk name.

ENVIROSTOR:

Site Type:	Military Evaluation
Site Type Detailed:	FUDS
Acres:	392
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Douglas Bautista
Division Branch:	Cleanup Cypress
Facility ID:	80000473
Site Code:	Not reported
Assembly:	50
Senate:	26
Special Program:	Not reported
Status:	Inactive - Needs Evaluation
Status Date:	07/01/2005
Restricted Use:	NO
Site Mgmt. Req.:	NONE SPECIFIED
Funding:	DERA
Latitude:	34.01666
Longitude:	-118.4555
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	Explosives (UXO, MEC
Confirmed COC:	Explosives (UXO, MEC, NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	CA99799F562300
Alias Type:	Federal Facility ID
Alias Name:	J09CA0621
Alias Type:	INPR

SANTA MONICA MUNICIPAL AIRPORT (Continued) **U001564020**

Alias Name: 80000473
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

---

137 **PAC AERO ENGINEERING** **LA Co. Site Mitigation** **S103651061**
3021 AIRPORT AVE **CA EMI** **N/A**
SANTA MONICA, CA 90405 **CA ENVIROSTOR**

LA Co. Site Mitigation:
Facility ID: Not reported
Site ID: SD0011109
Jurisdiction: State
Case ID: RO0001045
Abated: No
Assigned To: Not reported
Entered Date: 05/11/2004

EMI:
Year: 1987
County Code: 19
Air Basin: SC
Facility ID: 54875
Air District Name: SC
SIC Code: 7538
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 2
Reactive Organic Gases Tons/Yr: 1
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

ENVIROSTOR:
Site Type: Historical
Site Type Detailed: * Historical
Acres: 0
NPL: NO
Regulatory Agencies: NONE SPECIFIED

PAC AERO ENGINEERING (Continued) **S103651061**

Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	* Mmonroy
Division Branch:	Cleanup Chatsworth
Facility ID:	19760009
Site Code:	Not reported
Assembly:	50
Senate:	26
Special Program:	* RCRA 3012 - Past Haz Waste Disp Inven Site
Status:	No Further Action
Status Date:	04/01/1984
Restricted Use:	NO
Site Mgmt. Req.:	NONE SPECIFIED
Funding:	Not reported
Latitude:	34.01444
Longitude:	-118.4486
APN:	NONE SPECIFIED
Past Use:	AIRCRAFT MAINTENANCE
Potential COC:	TPH-diesel, TPH-gas
Confirmed COC:	TPH-diesel, TPH-gas, 30024-NO, 30025-NO
Potential Description:	OTH, SOIL
Alias Name:	PACIFIC AIRMOTIVE
Alias Type:	Alternate Name
Alias Name:	PUREX
Alias Type:	Alternate Name
Alias Name:	SANTA MONICA AIR CENTER - OFFICE BLDG
Alias Type:	Alternate Name
Alias Name:	SINGLAR LEAR
Alias Type:	Alternate Name
Alias Name:	CAD980636328
Alias Type:	EPA Identification Number
Alias Name:	19760009
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	* Discovery
Completed Date:	09/28/1983
Comments:	FACILITY IDENTIFIED ID FROM ERRIS
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Screening
Completed Date:	10/25/1994
Comments:	Database verification project confirms NFA for DTSC.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Assessment Report
Completed Date:	04/01/1984
Comments:	FAC TYPE: T/C W/J.LEE,CITY,213-458-8224 3/15/84 - SEWER & DISP SOLVENT. T/C W/ D.WORTH,PAC,213-390-9071,4/3/84 - BBLS (OIL STORAGE)& SOLD TO RECYCLRS SOURCE ACT: CLEANING AIRCRAFT PARTS. CURRENTLY, ASPHALTED & NO WASTE ARE PRESENT BY CURRENT OPER. SUBMIT TO EPA PRELIM ASSESS DONE RCRA 3012
Future Area Name:	Not reported

PAC AERO ENGINEERING (Continued) **S103651061**

Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

---

138 **TOSCO/UNOCAL #30466** **CA HIST CORTESE** **S100859736**
10638 W CULVER BLVD **CA LUST** **N/A**
CULVER CITY, CA **CA LOS ANGELES CO. HMS**

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	I-07101

LUST:

Region:	STATE
Global Id:	T0603703279
Latitude:	34.0141464
Longitude:	-118.402075
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	01/12/2010
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	DMB
Local Agency:	LOS ANGELES COUNTY
RB Case Number:	I-07101
LOC Case Number:	Not reported
File Location:	Regional Board
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603703279
Contact Type:	Regional Board Caseworker
Contact Name:	DAVID M. BJOSTAD
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4th Street, Suite 200
City:	Los Angeles
Email:	dbjostad@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T0603703279
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

TOSCO/UNOCAL #30466 (Continued) **S100859736**

Regulatory Activities:

Global Id: T0603703279
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603703279
Action Type: RESPONSE
Date: 04/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603703279
Action Type: RESPONSE
Date: 07/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603703279
Action Type: RESPONSE
Date: 10/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603703279
Action Type: RESPONSE
Date: 10/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603703279
Action Type: RESPONSE
Date: 01/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603703279
Action Type: RESPONSE
Date: 08/31/2004
Action: Soil and Water Investigation Report

Global Id: T0603703279
Action Type: RESPONSE
Date: 04/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603703279
Action Type: RESPONSE
Date: 01/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603703279
Action Type: ENFORCEMENT
Date: 02/08/2002
Action: Staff Letter

Global Id: T0603703279
Action Type: ENFORCEMENT
Date: 01/12/2010
Action: Closure/No Further Action Letter

Global Id: T0603703279

TOSCO/UNOCAL #30466 (Continued) **S100859736**

Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0603703279
Action Type: RESPONSE
Date: 01/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603703279
Action Type: RESPONSE
Date: 07/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603703279
Action Type: RESPONSE
Date: 04/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603703279
Action Type: RESPONSE
Date: 01/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603703279
Action Type: REMEDIATION
Date: 01/01/1950
Action: Excavation

Global Id: T0603703279
Action Type: ENFORCEMENT
Date: 03/07/2003
Action: Staff Letter

Global Id: T0603703279
Action Type: RESPONSE
Date: 02/03/2009
Action: Request for Closure

Global Id: T0603703279
Action Type: RESPONSE
Date: 01/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603703279
Action Type: RESPONSE
Date: 07/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0603703279
Action Type: RESPONSE
Date: 04/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603703279
Action Type: RESPONSE
Date: 07/15/2002

TOSCO/UNOCAL #30466 (Continued) **S100859736**

Action: Monitoring Report - Quarterly

Global Id: T0603703279
Action Type: RESPONSE
Date: 05/08/2002
Action: Soil and Water Investigation Report

Global Id: T0603703279
Action Type: RESPONSE
Date: 07/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603703279
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603703279
Action Type: RESPONSE
Date: 10/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603703279
Action Type: RESPONSE
Date: 07/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603703279
Action Type: Other
Date: 01/01/1950
Action: Leak Stopped

Global Id: T0603703279
Action Type: RESPONSE
Date: 10/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603703279
Action Type: RESPONSE
Date: 04/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603703279
Action Type: RESPONSE
Date: 04/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603703279
Action Type: RESPONSE
Date: 01/15/2003
Action: Soil and Water Investigation Workplan

Global Id: T0603703279
Action Type: REMEDIATION
Date: 01/01/1950
Action: Excavation

TOSCO/UNOCAL #30466 (Continued) **S100859736**

Global Id: T0603703279
Action Type: RESPONSE
Date: 11/13/2006
Action: Soil and Water Investigation Report

Global Id: T0603703279
Action Type: RESPONSE
Date: 01/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603703279
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603703279
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603703279
Action Type: RESPONSE
Date: 07/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603703279
Action Type: ENFORCEMENT
Date: 12/21/2009
Action: Notification - Preclosure

Global Id: T0603703279
Action Type: RESPONSE
Date: 06/09/2003
Action: Soil and Water Investigation Report

Global Id: T0603703279
Action Type: RESPONSE
Date: 07/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603703279
Action Type: RESPONSE
Date: 04/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603703279
Action Type: RESPONSE
Date: 10/15/2006
Action: Monitoring Report - Quarterly

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: I-07101
Status: Pollution Characterization

TOSCO/UNOCAL #30466 (Continued) **S100859736**

Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603703279	
W Global ID:	Not reported	
Staff:	TCS	
Local Agency:	19000	
Cross Street:	OVERLAND AVE	
Enforcement Type:	SEL	
Date Leak Discovered:	3/22/1990	
Date Leak First Reported:		9/26/1991
Date Leak Record Entered:	12/19/1991	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	3/22/1990	
Date Case Last Changed on Database:		9/3/2002
Date the Case was Closed:		Not reported
How Leak Discovered:	OM	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	JORGE, MARCIAL C.	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		4502.938572491286229186103172 9
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		2/22/1989
Preliminary Site Assessment Began:		3/22/1989
Pollution Characterization Began:		2/20/2003
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		6/29/1998
Enforcement Action Date:		1/1/1965
Historical Max MTBE Date:		12/23/2002
Hist Max MTBE Conc in Groundwater:		10000
Hist Max MTBE Conc in Soil:		2400
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	=	
Soil Qualifier:	=	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	ELIZABETH SEWELL	
RP Address:	3525 HYLAND AVE.	
Program:	LUST	
Lat/Long:	34.0141464 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	5/1/00 1ST QTR GW MON RPT 2000; 7/15/00 2ND QTR GW MON RPT 2000; 10/18/00 3RD QTR GW MON RPT 2000; 1/15/01 4TH QTR GW MON RPT 2000	

LOS ANGELES CO. HMS:
Region: LA

TOSCO/UNOCAL #30466 (Continued) **S100859736**

Facility Id: 006869-024654
Facility Type: T0
Facility Status: Closed
Area: 2M
Permit Number: 000190106
Permit Status: Closed

---

139 **OHMEGA TECHNOLOGIES INC** **RCRA-SQG 1000202352**
4031 ELENDA ST **FINDS CAD981397391**
CULVER CITY, CA **CA WDS**
CA NPDES
LA Co. Site Mitigation
CA LOS ANGELES CO. HMS
CA HAZNET
CA ENVIROSTOR

RCRA-SQG:
Date form received by agency: 04/21/1986
Facility name: OHMEGA TECHNOLOGIES INC
Facility address: 4031 ELENDA ST
CULVER CITY, CA 90232
EPA ID: CAD981397391
Contact: ENVIRONMENTAL MANAGER
Contact address: 4031 ELENDA ST
CULVER CITY, CA 90232
Contact country: US
Contact telephone: (213) 559-4400
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: ALAN D LEVE
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

OHMEGA TECHNOLOGIES INC (Continued) **1000202352**

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002693504

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

CA WDS:

Facility ID:	4 19I009533
Facility Type:	Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water pumping.
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion:	4
Facility Telephone:	3105594400
Facility Contact:	DANIEL BRANDLER
Agency Name:	OHMEGA TECHNOLOGIES INC
Agency Address:	4031 Elenda St
Agency City,St,Zip:	Culver City 902323799
Agency Contact:	DANIEL BRANDLER
Agency Telephone:	3105594400

OHMEGA TECHNOLOGIES INC (Continued) **1000202352**

Agency Type:	Private
SIC Code:	0
SIC Code 2:	Not reported
Primary Waste:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0
Baseline Flow:	0
Reclamation:	Not reported
POTW:	Not reported
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity:	Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

NPDES:

Npdes Number:	CAS000001
Facility Status:	Active
Agency Id:	0
Region:	4
Regulatory Measure Id:	189823
Order No:	97-03-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19I009533
Program Type:	Industrial
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	12/02/1992
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Omega Tech Inc
Discharge Address:	4031 Elenda St
Discharge City:	Culver City
Discharge State:	California
Discharge Zip:	90232

LA Co. Site Mitigation:

Facility ID:	FA0009754
Site ID:	SD0010754
Jurisdiction:	County
Case ID:	RO0010754
Abated:	Yes
Assigned To:	PK
Entered Date:	05/11/2004

LOS ANGELES CO. HMS:

Region:	LA

OHMEGA TECHNOLOGIES INC (Continued) **1000202352**

Facility Id: 006929-047481
Facility Type: SS6
Facility Status: Closed
Area: 2M
Permit Number: CGI009533
Permit Status: Closed

Region: LA
Facility Id: 006929-I07164
Facility Type: I01
Facility Status: Permit
Area: 2M
Permit Number: 00010641C
Permit Status: Closed

HAZNET:
Year: 2012
Gepaid: CAD981397391
Contact: DANIEL BRANDLER-TECH MGR
Telephone: 3105594400
Mailing Name: Not reported
Mailing Address: 4031 ELENDA ST
Mailing City,St,Zip: CULVER CITY, CA 902323723
Gen County: Los Angeles
TSD EPA ID: CAD981696420
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 1.668
Facility County: Los Angeles

Year: 2012
Gepaid: CAD981397391
Contact: DANIEL BRANDLER-TECH MGR
Telephone: 3105594400
Mailing Name: Not reported
Mailing Address: 4031 ELENDA ST
Mailing City,St,Zip: CULVER CITY, CA 902323723
Gen County: Los Angeles
TSD EPA ID: NVT330010000
TSD County: 99
Waste Category: Not reported
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.22935
Facility County: Los Angeles

Year: 2012
Gepaid: CAD981397391
Contact: DANIEL BRANDLER-TECH MGR
Telephone: 3105594400
Mailing Name: Not reported
Mailing Address: 4031 ELENDA ST
Mailing City,St,Zip: CULVER CITY, CA 902323723
Gen County: Los Angeles
TSD EPA ID: NVT330010000

OHMEGA TECHNOLOGIES INC (Continued) **1000202352**

TSD County: 99
Waste Category: Not reported
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.9174
Facility County: Los Angeles

Year: 2012
Gepaid: CAD981397391
Contact: DANIEL BRANDLER-TECH MGR
Telephone: 3105594400
Mailing Name: Not reported
Mailing Address: 4031 ELENDA ST
Mailing City,St,Zip: CULVER CITY, CA 902323723
Gen County: Los Angeles
TSD EPA ID: NVT330010000
TSD County: 99
Waste Category: Not reported
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.1
Facility County: Los Angeles

Year: 2012
Gepaid: CAD981397391
Contact: DANIEL BRANDLER-TECH MGR
Telephone: 3105594400
Mailing Name: Not reported
Mailing Address: 4031 ELENDA ST
Mailing City,St,Zip: CULVER CITY, CA 902323723
Gen County: Los Angeles
TSD EPA ID: NVT330010000
TSD County: 99
Waste Category: Not reported
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.6
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
112 additional CA_HAZNET: record(s) in the EDR Site Report.

ENVIROSTOR:
Site Type: Tiered Permit
Site Type Detailed: Tiered Permit
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Not reported
Division Branch: Cleanup Chatsworth
Facility ID: 71002813
Site Code: Not reported
Assembly: 54
Senate: 30
Special Program: Not reported

OHMEGA TECHNOLOGIES INC (Continued) **1000202352**

Status: Refer: Other Agency
Status Date: Not reported
Restricted Use: NO
Site Mgmt. Req.: NONE SPECIFIED
Funding: Not reported
Latitude: 34.01252
Longitude: -118.4087
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED, NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAD981397391
Alias Type: EPA Identification Number
Alias Name: 110002693504
Alias Type: EPA (FRS #)
Alias Name: 71002813
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Site Type: Historical
Site Type Detailed: * Historical
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Referred - Not Assigned
Division Branch: Cleanup Chatsworth
Facility ID: 19300124
Site Code: Not reported
Assembly: 54
Senate: 30
Special Program: * Site Char & Assess Grant (CERCLA 104)
Status: Refer: Other Agency
Status Date: 08/31/1995
Restricted Use: NO
Site Mgmt. Req.: NONE SPECIFIED
Funding: Not reported
Latitude: 34.01252
Longitude: -118.4087
APN: 4208024017

OHMEGA TECHNOLOGIES INC (Continued) **1000202352**

Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED, NONE SPECIFIED, * UNSPECIFIED ACID SOLUTION, * UNSPECIFIED SOLVENT MIXTURES, * POLYMERIC RESIN WASTE, * UNSPECIFIED ORGANIC LIQUID MIXTURE
Confirmed COC: NONE SPECIFIED, NONE SPECIFIED, * UNSPECIFIED ACID SOLUTION, * UNSPECIFIED SOLVENT MIXTURES, * POLYMERIC RESIN WASTE, * UNSPECIFIED ORGANIC LIQUID MIXTURE, NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: OHMEGA TECHNOLOGIES, INC
Alias Type: Alternate Name
Alias Name: 4208024017
Alias Type: APN
Alias Name: 19300124
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 01/26/1983
Comments: FACILITY IDENTIFIED LA CHAM OF COMM BUS DIR 1971 PLASTIC LAMINATION

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

---

140 **SANTA MONICA USAR CNTR** **CA ENVIROSTOR** **S107737281**
N/A

SANTA MONICA, CA

ENVIROSTOR:
Site Type: Military Evaluation
Site Type Detailed: FUDS
Acres: Not reported
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Douglas Bautista
Division Branch: Cleanup Cypress
Facility ID: 80000549
Site Code: Not reported
Assembly: 50
Senate: 26
Special Program: Not reported
Status: Inactive - Needs Evaluation
Status Date: 07/01/2005
Restricted Use: NO
Site Mgmt. Req.: NONE SPECIFIED
Funding: DERA
Latitude: 34.0125
Longitude: -118.4513

SANTA MONICA USAR CNTR (Continued) **S107737281**

APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED, NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CA99799F599200
Alias Type: Federal Facility ID
Alias Name: J09CA1104
Alias Type: INPR
Alias Name: 80000549
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

---

141 **WESTWAY DEVELOPMENT PROPERTY** **CA DEED** **S106827681**
10100 JEFFERSON BLVD **CA VCP** **N/A**
CULVER CITY, CA 90232 **CA EMI**
CA ENVIROSTOR

DEED:
Area: PROJECT WIDE
Sub Area: Not reported
Site Type: VOLUNTARY CLEANUP
Status: CERTIFIED O&M - LAND USE RESTRICTIONS ONLY
Deed Date(s): 10/08/2004

Area: PROJECT WIDE
Sub Area: Not reported
Site Type: VOLUNTARY CLEANUP
Status: CERTIFIED O&M - LAND USE RESTRICTIONS ONLY
Deed Date(s): 02/01/2002

VCP:
Facility ID: 19130110
Site Type: Voluntary Cleanup
Site Type Detail: Voluntary Cleanup
Site Mgmt. Req.: NONE SPECIFIED
Acres: 12
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Jessy Fierro

WESTWAY DEVELOPMENT PROPERTY (Continued) **S106827681**

Supervisor:	Juli Propes
Division Branch:	Cleanup Chatsworth
Site Code:	300991
Assembly:	54
Senate:	30
Special Programs Code:	Voluntary Cleanup Program
Status:	Certified O&M - Land Use Restrictions Only
Status Date:	10/08/2004
Restricted Use:	YES
Funding:	Responsible Party
Lat/Long:	34.01158 / -118.3896
APN:	4296-001-011, 4296001274
Past Use:	MANUFACTURING - PETROLEUM
Potential COC:	30015, 30022, 30024, 30025, 30027
Confirmed COC:	30015,30022,30024,30025,30027
Potential Description:	NMA
Alias Name:	HUNTER PROPERTY INVESTMENTS, LLC
Alias Type:	Alternate Name
Alias Name:	WESTWAY DEVELOPMENT COMPANY
Alias Type:	Alternate Name
Alias Name:	WESTWAY DEVELOPMENT PROPERTY
Alias Type:	Alternate Name
Alias Name:	4296-001-011
Alias Type:	APN
Alias Name:	4296001274
Alias Type:	APN
Alias Name:	110033620071
Alias Type:	EPA (FRS #)
Alias Name:	300991
Alias Type:	Project Code (Site Code)
Alias Name:	19130110
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Amendment - Order/Agreement
Completed Date:	05/11/2004
Comments:	The VCA for the Westway Development Site has been amended to include additional sampling and risk assessment to determine whether the site can be developed for residential use.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Land Use Restriction
Completed Date:	02/01/2002
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Voluntary Cleanup Agreement
Completed Date:	12/21/2000
Comments:	DTSC entered into a Voluntary Cleanup Agreement (Docket Number HSA-A 00/01-159) with Westway Development Company to provide oversight for a Preliminary Endangerment Assessment.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported

WESTWAY DEVELOPMENT PROPERTY (Continued) **S106827681**

Completed Document Type: Land Use Restriction
Completed Date: 10/08/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 03/21/2007
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 07/02/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 06/27/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 02/04/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 10/26/2004
Comments: After additional sampling and risk screening were performed, DTSC approved the Supplemental Report and determined that, except for the methane abatement system, No Further Action is required for the Site soil.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

EMI:
Year: 1987
County Code: 19
Air Basin: SC
Facility ID: 23310
Air District Name: SC
SIC Code: 1311
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported

WESTWAY DEVELOPMENT PROPERTY (Continued) **S106827681**

Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	23310
Air District Name:	SC
SIC Code:	1311
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

ENVIROSTOR:

Site Type:	Voluntary Cleanup
Site Type Detailed:	Voluntary Cleanup
Acres:	12
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Jessy Fierro
Supervisor:	Juli Propes
Division Branch:	Cleanup Chatsworth
Facility ID:	19130110
Site Code:	300991
Assembly:	54
Senate:	30
Special Program:	Voluntary Cleanup Program
Status:	Certified O&M - Land Use Restrictions Only
Status Date:	10/08/2004
Restricted Use:	YES
Site Mgmt. Req.:	NONE SPECIFIED
Funding:	Responsible Party
Latitude:	34.01158
Longitude:	-118.3896
APN:	4296-001-011, 4296001274
Past Use:	MANUFACTURING - PETROLEUM
Potential COC:	Methane, Tetrachloroethylene (PCE, TPH-diesel, TPH-gas, Trichloroethylene (TCE
Confirmed COC:	Methane, Tetrachloroethylene (PCE, TPH-diesel, TPH-gas, Trichloroethylene (TCE, Methane, Tetrachloroethylene (PCE, TPH-diesel, TPH-gas, Trichloroethylene (TCE
Potential Description:	NMA
Alias Name:	HUNTER PROPERTY INVESTMENTS, LLC
Alias Type:	Alternate Name

WESTWAY DEVELOPMENT PROPERTY (Continued) **S106827681**

Alias Name: WESTWAY DEVELOPMENT COMPANY
Alias Type: Alternate Name
Alias Name: WESTWAY DEVELOPMENT PROPERTY
Alias Type: Alternate Name
Alias Name: 4296-001-011
Alias Type: APN
Alias Name: 4296001274
Alias Type: APN
Alias Name: 110033620071
Alias Type: EPA (FRS #)
Alias Name: 300991
Alias Type: Project Code (Site Code)
Alias Name: 19130110
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Amendment - Order/Agreement
Completed Date: 05/11/2004
Comments: The VCA for the Westway Development Site has been amended to include additional sampling and risk assessment to determine whether the site can be developed for residential use.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction
Completed Date: 02/01/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 12/21/2000
Comments: DTSC entered into a Voluntary Cleanup Agreement (Docket Number HSA-A 00/01-159) with Westway Development Company to provide oversight for a Preliminary Endangerment Assessment.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction
Completed Date: 10/08/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 03/21/2007
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 07/02/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

WESTWAY DEVELOPMENT PROPERTY (Continued) **S106827681**

Completed Document Type:	Land Use Restriction - Site Inspection/Visit
Completed Date:	06/27/2011
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	02/04/2002
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Supplemental Site Investigation Report
Completed Date:	10/26/2004
Comments:	After additional sampling and risk screening were performed, DTSC approved the Supplemental Report and determined that, except for the methane abatement system, No Further Action is required for the Site soil.
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

Count: 68 records

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
BALDWIN HILLS	S106485559	INGLEWOOD OIL FIELD (FORMER)	FAIRFAX AVE	90008	CA SLIC
BALDWIN HILLS	S105911421	INGLEWOOD OIL FIELD (FORMER)	FAIRFAX	90008	CA SLIC
COUNTY	1014467791	ABC PRODUCTIONS	2020 AVENUE OF THE STARS	90067	RCRA-CESQG
CULVER CITY	1000339306	MCDONNELL DOUGLAS HELICOPTER	6775 CENTILLA AVE	90230	CA HIST UST, NY MANIFEST, CA Notify 65
CULVER CITY	1015732715	HUGHES HELICOPTERS INC	CENTINELA AVE & TEALE ST	90230	CERC-NFRAP, RCRA NonGen / NLR
CULVER CITY	S106386915	CULVER CITY FAIRFAX/ADAM CLEANUP	FAIRFAX	90232	CA SLIC
CULVER CITY	U001562860	VICKERS LEASE, INGLEWOOD OILFI	INGLEWOOD OILFIELD	90230	CA HIST UST
CULVER CITY	1000381700	SUNSHINE CLEANERS	2600 ROBERTSON AVE	90230	RCRA-SQG, FINDS
CULVER CITY	U001562816	CASTROS AUTOMOTIVE	47515 S. SEPULVEDA BLVD.	90230	CA HIST UST
CULVER CITY	S105024712	CULVER CITY AUTO BODY	10223 WASHINGTON BLVD	90232	CA HIST CORTESE
CULVER CITY	S106923153	BEACON DRY CLEANER	8695 WASHINGTON BLVD	90232	CA SWEEPS UST
CULVER CITY	S101296063	TED EVANS	13365 WASHINGTON BLVD W	90230	CA HIST CORTESE, CA LUST
ESCONDIDO	U001562820	CRASON RANCH	1 1/2 MILES E. OF OLD HWY. 395	90230	CA HIST UST
LOS ANGELES	S109422338	SOUTHERN CALIFORNIA DISPOSAL	186TH STREET AND VERMONT AVE		CA SWF/LF
LOS ANGELES	1000880790	PRC/BIG MUDDY CD-UNION OIL OF CALIFORNIA	1201 W 5TH ST		RCRA NonGen / NLR
LOS ANGELES	1005441104	CALTRANS 07 4 A 1704	L A 676		RCRA-SQG, FINDS
LOS ANGELES	1012233168	ADAMS AND LABREA	ADAMS		US BROWNFIELDS, FINDS
LOS ANGELES	S111075905	FLUOR CORPORATION DISPOSAL SITE	2500 S ATLANTIC AVE		CA SWF/LF
LOS ANGELES	S109734524	TELEDYNE MT VERNON DIE CASTING	1906 AVENUE OF THE AMERICAS		CT MANIFEST
LOS ANGELES	U003780335	TEXACO STATION	115 S BARRINGTON		CA UST
LOS ANGELES	1012233659	BEVERLY/VIRGIL SUB AREA	BEVERLY		US BROWNFIELDS, FINDS
LOS ANGELES	S103441549	SLOVONIAN PICNIC AREA	627 BUDLONG AVENUE		CA WMUDS/SWAT
LOS ANGELES	U001562480	CHARNOCK GASOLINE STORAGE RESE	1167 CHARNOCK ROAD	90066	CA HIST UST
LOS ANGELES	S101629311	TECTRON INC	3615 LA CIENEGA PL	90016	CA FID UST, CA SWEEPS UST
LOS ANGELES	U001560682	TECTRON, INC.	3615 LA CIENEGA PLACE	90016	CA HIST UST
LOS ANGELES	S111076113	STANDARD OIL CO. LANDFILL	4301 LA CIENEGA BLVD	90056	CA SWF/LF
LOS ANGELES	1000984925	HOME SAVINGS OF AMERICA	4609 4663 COLISEUM ST	90016	RCRA NonGen / NLR, FINDS, CA HAZNET
LOS ANGELES	S111075979	LEDGER #2	10403 GLENOAKS BLVD		CA SWF/LF
LOS ANGELES	1000308528	DEANCO INC	VA HOSP WILSHIRE & SAWTELLE	90025	RCRA NonGen / NLR, FINDS
LOS ANGELES	1008402428	SOUTHERN CALIFORNIA GAS CO -WESTRN TERM	INTERSECTION OF MISSISSIPPI	90025	RCRA-SQG
LOS ANGELES	S105024637	SEBRING ENTERPRISES, INC.	51011 JEFFERSON		CA HIST CORTESE
LOS ANGELES	S105024634	RUART BEARING COMPANY	45251 JEFFERSON	90016	CA HIST CORTESE
LOS ANGELES	S105024635	D HAUPTMAN CO	48561 JEFFERSON	90016	CA HIST CORTESE
LOS ANGELES	S105024636	UNOCAL #2015	51001 JEFFERSON	90016	CA HIST CORTESE
LOS ANGELES	S106934349	WEST JEFFERSON BUILD MATERIALS	50001 W JEFFERSON BLVD	90016	CA SWEEPS UST
LOS ANGELES	1008194726	SHELL CALIFORNIA PIPELINE COMPANY	MILTON	90066	RCRA-LQG
LOS ANGELES	1000442611	RITZ CLEANERS	104333 NATIONAL BLVD	90034	RCRA-SQG, FINDS, CA HAZNET
LOS ANGELES	S107138235	TOMRA PACIFIC INC/VONS #100	9860 NATIONAL BLVD	90034	CA SWRCY
LOS ANGELES	S101586978	UNK	18111 W OLYMPIC BLVD	90064	CA FID UST, CA SWEEPS UST
LOS ANGELES	S101582787	C & P AUTO REPAIR	3411 W OLYMPIC BLVD	90019	CA FID UST, CA SWEEPS UST
LOS ANGELES	1000287995	SHELL OIL CO/WCD PIPELINES	ORANGE PIPELINES CORD		RCRA-SQG, FINDS

Count: 68 records

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
LOS ANGELES	A100345446		9996 W PICO BLVD	90035	CA AST
LOS ANGELES	1001226960	MV VIKING SERENADE	PIER 91 & 92ND PORT OF LOS ANGELES		RCRA-SQG, FINDS
LOS ANGELES	S109422348	PENMAR GOLF COURSE	1233 ROSE AVE.		CA SWF/LF
LOS ANGELES	S109422337	S.F. & BRAZIL	SAN FERNANDO AND BRAZIL		CA SWF/LF
LOS ANGELES	1014948746	CROWN COACH SITE	2425 SANTA FE AVENUE AND WASHINGTON BLVD E		US BROWNFIELDS
LOS ANGELES	S101585852	UNK	10777 SANTA MONICA BLVD	90025	CA FID UST, CA SWEEPS UST
LOS ANGELES	S102441168	WEST L.A. SHELL	11574 SANTA MONICA BLVD	90025	CA LUST
LOS ANGELES	S105693815	TOSCO - 76 STATION #1715	10389 SANTA MONICA BLVD	90025	CA LUST
LOS ANGELES	S105691983	76 PRODUCTS STATION #5210	11954 SANTA MONICA BLVD	90025	CA LUST
LOS ANGELES	S110735135	PALMDALE TRANSIT VILLAGE	N SIDE OF AVENUE Q AT 4TH ST E		CA NPDES
LOS ANGELES	S111076009	MISSION CANYON #1-3	2501 N SUPULVEDA BLVD	90049	CA SWF/LF
LOS ANGELES	1000418186	LA TOYON CANYON PARK PROJECT	TOYON CANYON GRIFFETH PARK		RCRA-SQG, FINDS
LOS ANGELES	S106932528	STANDARD STATION	12403 VENICE BLVD	90066	CA SWEEPS UST
LOS ANGELES	S106922481	AL BARCO	10407 VENICE BLVD	90034	CA SWEEPS UST
LOS ANGELES	S101297295	TOSCO - 76 STATION #6201	4176 VENICE BLVD	90019	CA LUST
LOS ANGELES	S103281753	LA DPW WESTERN DISTRICT-H.Q.	5898 VENICE BLVD	90019	CA LUST
LOS ANGELES	S103891186	CHEVRON #9-7748 (FORMER)	11800 WILSHIRE BLVD	90025	CA LUST
LOS ANGELES COUNTY	M300006076	BP PLC	CARSON REFINERY		US MINES
LOS ANGELES COUNTY	M300006078	CONOCOPHILLIPS CO	LOS ANGELES REFINERY		US MINES
LOS ANGELES COUNTY	M300003105	SLS & N, INC.	PECK ROAD GRAVEL PIT		US MINES
LOS ANGELES COUNTY	M300006081	SHELL OIL PRODUCTS US	SHELL LOS ANGELES REFINERY		US MINES
SANTA MONICA	1003879968	HIGHLAND ENG. CO.	1942 BERKELEY AVE	90404	CERC-NFRAP
SANTA MONICA	U001563928	SAME AS ABOVE	2329 DELAWARE AVE	90404	CA HIST UST
SANTA MONICA	1003880048	DUMPSITE #1	INT DEWEY & WALGROVE AVE	90405	CERC-NFRAP
SANTA MONICA	S111842230	SPAZIER SOAP CHEMICAL	2400 NEBRASKA AVE	90404	CA ENVIROSTOR
SANTA MONICA	S111842234	SPC ELECTRONIC RESEARCH	2500 NEBRASKA AVE	90404	CA ENVIROSTOR
WESTWOOD	S102439523	UCLA CO-GENERATION FACILITY	601 WESTWOOD BLVD	90024	CA HIST CORTESE, CA LUST

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

FEDERAL RECORDS

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 04/26/2013
Date Data Arrived at EDR: 05/09/2013
Date Made Active in Reports: 07/10/2013
Number of Days to Update: 62

Source: EPA
Telephone: N/A
Last EDR Contact: 07/12/2013
Next Scheduled EDR Contact: 10/21/2013
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 3
Telephone 215-814-5418

EPA Region 4
Telephone 404-562-8033

EPA Region 5
Telephone 312-886-6686

EPA Region 10
Telephone 206-553-8665

EPA Region 6
Telephone: 214-655-6659

EPA Region 7
Telephone: 913-551-7247

EPA Region 8
Telephone: 303-312-6774

EPA Region 9
Telephone: 415-947-4246

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 04/26/2013
Date Data Arrived at EDR: 05/09/2013
Date Made Active in Reports: 07/10/2013
Number of Days to Update: 62

Source: EPA
Telephone: N/A
Last EDR Contact: 07/12/2013
Next Scheduled EDR Contact: 10/21/2013
Data Release Frequency: Quarterly

DELISTED NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 04/26/2013
Date Data Arrived at EDR: 05/09/2013
Date Made Active in Reports: 07/10/2013
Number of Days to Update: 62

Source: EPA
Telephone: N/A
Last EDR Contact: 07/12/2013
Next Scheduled EDR Contact: 10/21/2013
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System

CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 04/26/2013
Date Data Arrived at EDR: 05/29/2013
Date Made Active in Reports: 08/09/2013
Number of Days to Update: 72

Source: EPA
Telephone: 703-412-9810
Last EDR Contact: 09/27/2013
Next Scheduled EDR Contact: 12/09/2013
Data Release Frequency: Quarterly

CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned

Archived sites are sites that have been removed and archived from the inventory of CERCLIS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

Date of Government Version: 04/26/2013
Date Data Arrived at EDR: 05/29/2013
Date Made Active in Reports: 08/09/2013
Number of Days to Update: 72

Source: EPA
Telephone: 703-412-9810
Last EDR Contact: 09/27/2013
Next Scheduled EDR Contact: 12/09/2013
Data Release Frequency: Quarterly

LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 02/06/2013
Date Data Arrived at EDR: 04/25/2013
Date Made Active in Reports: 05/10/2013
Number of Days to Update: 15

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 07/24/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: Varies

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 07/11/2013
Date Data Arrived at EDR: 08/08/2013
Date Made Active in Reports: 09/13/2013
Number of Days to Update: 36

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 08/08/2013
Next Scheduled EDR Contact: 10/14/2013
Data Release Frequency: Quarterly

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 07/11/2013
Date Data Arrived at EDR: 08/08/2013
Date Made Active in Reports: 09/13/2013
Number of Days to Update: 36

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 08/08/2013
Next Scheduled EDR Contact: 10/14/2013
Data Release Frequency: Quarterly

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 07/11/2013
Date Data Arrived at EDR: 08/08/2013
Date Made Active in Reports: 09/13/2013
Number of Days to Update: 36

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 08/08/2013
Next Scheduled EDR Contact: 10/14/2013
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 07/11/2013
Date Data Arrived at EDR: 08/08/2013
Date Made Active in Reports: 09/13/2013
Number of Days to Update: 36

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 08/08/2013
Next Scheduled EDR Contact: 10/14/2013
Data Release Frequency: Quarterly

RCRA-CESQG: RCRA - Conditionally Exempt Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 07/11/2013
Date Data Arrived at EDR: 08/08/2013
Date Made Active in Reports: 09/13/2013
Number of Days to Update: 36

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 08/08/2013
Next Scheduled EDR Contact: 10/14/2013
Data Release Frequency: Varies

RCRA NonGen / NLR: RCRA - Non Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 07/11/2013
Date Data Arrived at EDR: 08/08/2013
Date Made Active in Reports: 09/13/2013
Number of Days to Update: 36

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 08/08/2013
Next Scheduled EDR Contact: 10/14/2013
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 03/14/2013
Date Data Arrived at EDR: 03/29/2013
Date Made Active in Reports: 05/10/2013
Number of Days to Update: 42

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 09/10/2013
Next Scheduled EDR Contact: 12/23/2013
Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 03/14/2013
Date Data Arrived at EDR: 03/29/2013
Date Made Active in Reports: 05/10/2013
Number of Days to Update: 42

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 09/10/2013
Next Scheduled EDR Contact: 12/23/2013
Data Release Frequency: Varies

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 01/17/2013
Date Made Active in Reports: 02/15/2013
Number of Days to Update: 29

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 07/01/2013
Next Scheduled EDR Contact: 10/14/2013
Data Release Frequency: Annually

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 02/27/2013
Number of Days to Update: 55

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 07/01/2013
Next Scheduled EDR Contact: 10/14/2013
Data Release Frequency: Annually

DOT OPS: Incident and Accident Data

Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 07/31/2012
Date Data Arrived at EDR: 08/07/2012
Date Made Active in Reports: 09/18/2012
Number of Days to Update: 42

Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 08/05/2013
Next Scheduled EDR Contact: 11/18/2013
Data Release Frequency: Varies

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 03/04/2013
Date Data Arrived at EDR: 03/12/2013
Date Made Active in Reports: 05/10/2013
Number of Days to Update: 59

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 09/04/2013
Next Scheduled EDR Contact: 12/16/2013
Data Release Frequency: Quarterly

US BROWNFIELDS: A Listing of Brownfields Sites

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 06/24/2013
Date Data Arrived at EDR: 06/25/2013
Date Made Active in Reports: 08/09/2013
Number of Days to Update: 45

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 09/24/2013
Next Scheduled EDR Contact: 01/08/2014
Data Release Frequency: Semi-Annually

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 11/10/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 62

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 07/19/2013
Next Scheduled EDR Contact: 10/28/2013
Data Release Frequency: Semi-Annually

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 12/31/2011
Date Data Arrived at EDR: 02/26/2013
Date Made Active in Reports: 03/13/2013
Number of Days to Update: 15

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 09/10/2013
Next Scheduled EDR Contact: 12/23/2013
Data Release Frequency: Varies

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 12/09/2005
Date Data Arrived at EDR: 12/11/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 31

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 08/15/2013
Next Scheduled EDR Contact: 09/02/2013
Data Release Frequency: Varies

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 12/31/2011
Date Data Arrived at EDR: 01/15/2013
Date Made Active in Reports: 03/13/2013
Number of Days to Update: 57

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 09/30/2013
Next Scheduled EDR Contact: 01/13/2014
Data Release Frequency: Varies

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 12/18/2012
Date Data Arrived at EDR: 03/13/2013
Date Made Active in Reports: 04/12/2013
Number of Days to Update: 30

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 09/13/2013
Next Scheduled EDR Contact: 12/23/2013
Data Release Frequency: Annually

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 09/14/2010
Date Data Arrived at EDR: 10/07/2011
Date Made Active in Reports: 03/01/2012
Number of Days to Update: 146

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 05/28/2013
Next Scheduled EDR Contact: 09/09/2013
Data Release Frequency: Varies

ODI: Open Dump Inventory

An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations

A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 07/26/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: No Update Planned

US MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 02/05/2013
Date Data Arrived at EDR: 04/18/2013
Date Made Active in Reports: 05/10/2013
Number of Days to Update: 22

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 09/05/2013
Next Scheduled EDR Contact: 12/16/2013
Data Release Frequency: Semi-Annually

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2011
Date Data Arrived at EDR: 07/31/2013
Date Made Active in Reports: 09/13/2013
Number of Days to Update: 44

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 08/30/2013
Next Scheduled EDR Contact: 12/09/2013
Data Release Frequency: Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2006
Date Data Arrived at EDR: 09/29/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 64

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 09/24/2013
Next Scheduled EDR Contact: 01/08/2014
Data Release Frequency: Every 4 Years

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 08/22/2013
Next Scheduled EDR Contact: 12/09/2013
Data Release Frequency: Quarterly

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 08/22/2013
Next Scheduled EDR Contact: 12/09/2013
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing

A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing

A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2009
Date Data Arrived at EDR: 12/10/2010
Date Made Active in Reports: 02/25/2011
Number of Days to Update: 77

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 07/24/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 07/20/2011
Date Data Arrived at EDR: 11/10/2011
Date Made Active in Reports: 01/10/2012
Number of Days to Update: 61

Source: Environmental Protection Agency
Telephone: 202-564-5088
Last EDR Contact: 07/01/2013
Next Scheduled EDR Contact: 10/28/2013
Data Release Frequency: Quarterly

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 11/01/2012
Date Data Arrived at EDR: 01/16/2013
Date Made Active in Reports: 05/10/2013
Number of Days to Update: 114

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 07/17/2013
Next Scheduled EDR Contact: 10/28/2013
Data Release Frequency: Annually

MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 03/14/2013
Date Data Arrived at EDR: 03/20/2013
Date Made Active in Reports: 07/10/2013
Number of Days to Update: 112

Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 09/10/2013
Next Scheduled EDR Contact: 12/23/2013
Data Release Frequency: Quarterly

RADINFO: Radiation Information Database

The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 04/09/2013
Date Data Arrived at EDR: 04/11/2013
Date Made Active in Reports: 05/10/2013
Number of Days to Update: 29

Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 07/12/2013
Next Scheduled EDR Contact: 10/21/2013
Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 03/08/2013
Date Data Arrived at EDR: 03/21/2013
Date Made Active in Reports: 07/10/2013
Number of Days to Update: 111

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 09/11/2013
Next Scheduled EDR Contact: 12/23/2013
Data Release Frequency: Quarterly

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 05/08/2012
Date Data Arrived at EDR: 05/25/2012
Date Made Active in Reports: 07/10/2012
Number of Days to Update: 46

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 07/24/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2011
Date Data Arrived at EDR: 02/26/2013
Date Made Active in Reports: 04/19/2013
Number of Days to Update: 52

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 08/26/2013
Next Scheduled EDR Contact: 12/09/2013
Data Release Frequency: Biennially

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 09/01/2007
Date Data Arrived at EDR: 11/19/2008
Date Made Active in Reports: 03/30/2009
Number of Days to Update: 131

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

PCB TRANSFORMER: PCB Transformer Registration Database
The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 02/01/2011
Date Data Arrived at EDR: 10/19/2011
Date Made Active in Reports: 01/10/2012
Number of Days to Update: 83
Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 08/02/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: Varies

COAL ASH DOE: Sleam-Electric Plan Operation Data
A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 08/07/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 76
Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 07/19/2013
Next Scheduled EDR Contact: 10/28/2013
Data Release Frequency: Varies

FEMA UST: Underground Storage Tank Listing
A listing of all FEMA owned underground storage tanks.

Date of Government Version: 01/01/2010
Date Data Arrived at EDR: 02/16/2010
Date Made Active in Reports: 04/12/2010
Number of Days to Update: 55
Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 07/19/2013
Next Scheduled EDR Contact: 10/28/2013
Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List
A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 08/17/2010
Date Data Arrived at EDR: 01/03/2011
Date Made Active in Reports: 03/21/2011
Number of Days to Update: 77
Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 09/13/2013
Next Scheduled EDR Contact: 12/23/2013
Data Release Frequency: Varies

FEDERAL FACILITY: Federal Facility Site Information listing
A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 07/31/2012
Date Data Arrived at EDR: 10/09/2012
Date Made Active in Reports: 12/20/2012
Number of Days to Update: 72
Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 07/08/2013
Next Scheduled EDR Contact: 10/21/2013
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites
A listing of former lead smelter site locations.

Date of Government Version: 01/29/2013
Date Data Arrived at EDR: 02/14/2013
Date Made Active in Reports: 02/27/2013
Number of Days to Update: 13
Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 09/24/2013
Next Scheduled EDR Contact: 10/21/2013
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites
A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 03/04/2013
Date Data Arrived at EDR: 03/15/2013
Date Made Active in Reports: 05/10/2013
Number of Days to Update: 56

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 09/27/2013
Next Scheduled EDR Contact: 12/02/2013
Data Release Frequency: Quarterly

EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 06/30/2013
Date Data Arrived at EDR: 08/13/2013
Date Made Active in Reports: 09/13/2013
Number of Days to Update: 31

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 08/07/2013
Next Scheduled EDR Contact: 11/25/2013
Data Release Frequency: Quarterly

US AIRS MINOR: Air Facility System Data

A listing of minor source facilities.

Date of Government Version: 01/23/2013
Date Data Arrived at EDR: 01/30/2013
Date Made Active in Reports: 05/10/2013
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-5962
Last EDR Contact: 09/30/2013
Next Scheduled EDR Contact: 01/13/2014
Data Release Frequency: Annually

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 01/23/2013
Date Data Arrived at EDR: 01/30/2013
Date Made Active in Reports: 05/10/2013
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-5962
Last EDR Contact: 09/30/2013
Next Scheduled EDR Contact: 01/13/2014
Data Release Frequency: Annually

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 03/07/2011
Date Data Arrived at EDR: 03/09/2011
Date Made Active in Reports: 05/02/2011
Number of Days to Update: 54

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 08/01/2013
Next Scheduled EDR Contact: 11/04/2013
Data Release Frequency: Varies

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 11/11/2011
Date Data Arrived at EDR: 05/18/2012
Date Made Active in Reports: 05/25/2012
Number of Days to Update: 7

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 08/16/2013
Next Scheduled EDR Contact: 11/25/2013
Data Release Frequency: Varies

PRP: Potentially Responsible Parties

A listing of verified Potentially Responsible Parties

Date of Government Version: 04/15/2013
Date Data Arrived at EDR: 07/03/2013
Date Made Active in Reports: 09/13/2013
Number of Days to Update: 72

Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 07/03/2013
Next Scheduled EDR Contact: 10/14/2013
Data Release Frequency: Quarterly

STATE AND LOCAL RECORDS

HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

Date of Government Version: 08/08/2005
Date Data Arrived at EDR: 08/03/2006
Date Made Active in Reports: 08/24/2006
Number of Days to Update: 21

Source: Department of Toxic Substance Control
Telephone: 916-323-3400
Last EDR Contact: 02/23/2009
Next Scheduled EDR Contact: 05/25/2009
Data Release Frequency: No Update Planned

CA BOND EXP. PLAN: Bond Expenditure Plan

Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989
Date Data Arrived at EDR: 07/27/1994
Date Made Active in Reports: 08/02/1994
Number of Days to Update: 6

Source: Department of Health Services
Telephone: 916-255-2118
Last EDR Contact: 05/31/1994
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 08/05/2013
Date Data Arrived at EDR: 08/05/2013
Date Made Active in Reports: 08/27/2013
Number of Days to Update: 22

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 09/05/2013
Next Scheduled EDR Contact: 11/18/2013
Data Release Frequency: Quarterly

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995
Date Data Arrived at EDR: 08/30/1995
Date Made Active in Reports: 09/26/1995
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 916-227-4364
Last EDR Contact: 01/26/2009
Next Scheduled EDR Contact: 04/27/2009
Data Release Frequency: No Update Planned

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inve ntory of solid waste disposal facilities or landfills. These may be active or i nactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 05/20/2013
Date Data Arrived at EDR: 05/21/2013
Date Made Active in Reports: 06/25/2013
Number of Days to Update: 35

Source: Department of Resources Recycling and Recovery
Telephone: 916-341-6320
Last EDR Contact: 08/19/2013
Next Scheduled EDR Contact: 12/02/2013
Data Release Frequency: Quarterly

UIC: UIC Listing

A listing of underground control injection wells.

Date of Government Version: 03/05/2013
Date Data Arrived at EDR: 03/19/2013
Date Made Active in Reports: 03/27/2013
Number of Days to Update: 8

Source: Deaprtment of Conservation
Telephone: 916-445-2408
Last EDR Contact: 09/17/2013
Next Scheduled EDR Contact: 12/30/2013
Data Release Frequency: Varies

WMUDS/SWAT: Waste Management Unit Database

Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000
Date Data Arrived at EDR: 04/10/2000
Date Made Active in Reports: 05/10/2000
Number of Days to Update: 30

Source: State Water Resources Control Board
Telephone: 916-227-4448
Last EDR Contact: 08/07/2013
Next Scheduled EDR Contact: 11/25/2013
Data Release Frequency: No Update Planned

WDS: Waste Discharge System

Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007
Date Data Arrived at EDR: 06/20/2007
Date Made Active in Reports: 06/29/2007
Number of Days to Update: 9

Source: State Water Resources Control Board
Telephone: 916-341-5227
Last EDR Contact: 08/22/2013
Next Scheduled EDR Contact: 12/09/2013
Data Release Frequency: Quarterly

NPDES: NPDES Permits Listing

A listing of NPDES permits, including stormwater.

Date of Government Version: 05/20/2013
Date Data Arrived at EDR: 05/21/2013
Date Made Active in Reports: 06/12/2013
Number of Days to Update: 22

Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 08/19/2013
Next Scheduled EDR Contact: 12/02/2013
Data Release Frequency: Quarterly

CORTESE: "Cortese" Hazardous Waste & Substances Sites List
The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 07/05/2013
Date Data Arrived at EDR: 07/05/2013
Date Made Active in Reports: 08/26/2013
Number of Days to Update: 52

Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-3400
Last EDR Contact: 07/05/2013
Next Scheduled EDR Contact: 10/14/2013
Data Release Frequency: Quarterly

HIST CORTESE: Hazardous Waste & Substance Site List
The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001
Date Data Arrived at EDR: 01/22/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 76

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/22/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SWRCY: Recycler Database
A listing of recycling facilities in California.

Date of Government Version: 06/17/2013
Date Data Arrived at EDR: 06/17/2013
Date Made Active in Reports: 08/16/2013
Number of Days to Update: 60

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 09/16/2013
Next Scheduled EDR Contact: 12/30/2013
Data Release Frequency: Quarterly

LUST REG 9: Leaking Underground Storage Tank Report
Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001
Date Data Arrived at EDR: 04/23/2001
Date Made Active in Reports: 05/21/2001
Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-637-5595
Last EDR Contact: 09/26/2011
Next Scheduled EDR Contact: 01/09/2012
Data Release Frequency: No Update Planned

LUST REG 6V: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005
Date Data Arrived at EDR: 06/07/2005
Date Made Active in Reports: 06/29/2005
Number of Days to Update: 22

Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Telephone: 760-241-7365
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 6L: Leaking Underground Storage Tank Case Listing
For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003
Date Data Arrived at EDR: 09/10/2003
Date Made Active in Reports: 10/07/2003
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Lahontan Region (6)
Telephone: 530-542-5572
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 5: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008
Date Data Arrived at EDR: 07/22/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-4834
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

LUST REG 4: Underground Storage Tank Leak List

Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6710
Last EDR Contact: 09/06/2011
Next Scheduled EDR Contact: 12/19/2011
Data Release Frequency: No Update Planned

LUST REG 3: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003
Date Data Arrived at EDR: 05/19/2003
Date Made Active in Reports: 06/02/2003
Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-542-4786
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

LUST REG 2: Fuel Leak List

Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-622-2433
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

LUST REG 1: Active Toxic Site Investigation

Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001
Date Data Arrived at EDR: 02/28/2001
Date Made Active in Reports: 03/29/2001
Number of Days to Update: 29

Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-570-3769
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST: Geotracker's Leaking Underground Fuel Tank Report

Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state. For more information on a particular leaking underground storage tank sites, please contact the appropriate regulatory agency.

Date of Government Version: 07/26/2013
Date Data Arrived at EDR: 07/26/2013
Date Made Active in Reports: 08/26/2013
Number of Days to Update: 31

Source: State Water Resources Control Board
Telephone: see region list
Last EDR Contact: 09/17/2013
Next Scheduled EDR Contact: 12/30/2013
Data Release Frequency: Quarterly

LUST REG 7: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004
Date Data Arrived at EDR: 02/26/2004
Date Made Active in Reports: 03/24/2004
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Telephone: 760-776-8943
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 8: Leaking Underground Storage Tanks

California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005
Date Data Arrived at EDR: 02/15/2005
Date Made Active in Reports: 03/28/2005
Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-4496
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Varies

CA FID UST: Facility Inventory Database

The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994
Date Data Arrived at EDR: 09/05/1995
Date Made Active in Reports: 09/29/1995
Number of Days to Update: 24

Source: California Environmental Protection Agency
Telephone: 916-341-5851
Last EDR Contact: 12/28/1998
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SLIC: Statewide SLIC Cases

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 07/26/2013
Date Data Arrived at EDR: 07/26/2013
Date Made Active in Reports: 08/26/2013
Number of Days to Update: 31

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/17/2013
Next Scheduled EDR Contact: 12/30/2013
Data Release Frequency: Varies

SLIC REG 1: Active Toxic Site Investigations

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003
Date Data Arrived at EDR: 04/07/2003
Date Made Active in Reports: 04/25/2003
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006
Date Data Arrived at EDR: 05/18/2006
Date Made Active in Reports: 06/15/2006
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: Semi-Annually

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004
Date Data Arrived at EDR: 11/18/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: Varies

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005
Date Data Arrived at EDR: 05/25/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Semi-Annually

SLIC REG 6L: SLIC Sites
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004
Date Data Arrived at EDR: 11/29/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 36

Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/03/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 11

Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007
Date Data Arrived at EDR: 09/11/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 17

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 08/08/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: Annually

UST: Active UST Facilities

Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 07/26/2013
Date Data Arrived at EDR: 07/26/2013
Date Made Active in Reports: 08/20/2013
Number of Days to Update: 25

Source: SWRCB
Telephone: 916-341-5851
Last EDR Contact: 09/17/2013
Next Scheduled EDR Contact: 12/30/2013
Data Release Frequency: Semi-Annually

UST MENDOCINO: Mendocino County UST Database

A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 09/23/2009
Date Data Arrived at EDR: 09/23/2009
Date Made Active in Reports: 10/01/2009
Number of Days to Update: 8

Source: Department of Public Health
Telephone: 707-463-4466
Last EDR Contact: 09/03/2013
Next Scheduled EDR Contact: 12/16/2013
Data Release Frequency: Annually

HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990
Date Data Arrived at EDR: 01/25/1991
Date Made Active in Reports: 02/12/1991
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-341-5851
Last EDR Contact: 07/26/2001
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

LIENS: Environmental Liens Listing

A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 06/14/2013
Date Data Arrived at EDR: 06/17/2013
Date Made Active in Reports: 08/21/2013
Number of Days to Update: 65

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 09/23/2013
Next Scheduled EDR Contact: 12/23/2013
Data Release Frequency: Varies

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994
Date Data Arrived at EDR: 07/07/2005
Date Made Active in Reports: 08/11/2005
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/03/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CHMIRS: California Hazardous Material Incident Report System

California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 03/12/2013
Date Data Arrived at EDR: 05/01/2013
Date Made Active in Reports: 06/25/2013
Number of Days to Update: 55

Source: Office of Emergency Services
Telephone: 916-845-8400
Last EDR Contact: 08/02/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: Varies

LDS: Land Disposal Sites Listing

The Land Disposal program regulates of waste discharge to land for treatment, storage and disposal in waste management units.

Date of Government Version: 07/26/2013
Date Data Arrived at EDR: 07/26/2013
Date Made Active in Reports: 08/26/2013
Number of Days to Update: 31

Source: State Water Qualilty Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/17/2013
Next Scheduled EDR Contact: 12/30/2013
Data Release Frequency: Quarterly

AST: Aboveground Petroleum Storage Tank Facilities

Registered Aboveground Storage Tanks.

Date of Government Version: 08/01/2009
Date Data Arrived at EDR: 09/10/2009
Date Made Active in Reports: 10/01/2009
Number of Days to Update: 21

Source: State Water Resources Control Board
Telephone: 916-327-5092
Last EDR Contact: 07/03/2013
Next Scheduled EDR Contact: 10/21/2013
Data Release Frequency: Quarterly

MCS: Military Cleanup Sites Listing

The State Water Resources Control Board and nine Regional Water Quality Control Boards partner with the Department of Defense (DoD) through the Defense and State Memorandum of Agreement (DSMOA) to oversee the investigation and remediation of water quality issues at military facilities.

Date of Government Version: 07/26/2013
Date Data Arrived at EDR: 07/26/2013
Date Made Active in Reports: 08/26/2013
Number of Days to Update: 31

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/17/2013
Next Scheduled EDR Contact: 12/30/2013
Data Release Frequency: Quarterly

NOTIFY 65: Proposition 65 Records

Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 10/21/1993
Date Data Arrived at EDR: 11/01/1993
Date Made Active in Reports: 11/19/1993
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-445-3846
Last EDR Contact: 09/23/2013
Next Scheduled EDR Contact: 01/08/2014
Data Release Frequency: No Update Planned

DEED: Deed Restriction Listing

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 06/10/2013
Date Data Arrived at EDR: 06/11/2013
Date Made Active in Reports: 08/21/2013
Number of Days to Update: 71

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 09/11/2013
Next Scheduled EDR Contact: 12/23/2013
Data Release Frequency: Semi-Annually

VCP: Voluntary Cleanup Program Properties

Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 08/05/2013
Date Data Arrived at EDR: 08/05/2013
Date Made Active in Reports: 08/27/2013
Number of Days to Update: 22

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 09/05/2013
Next Scheduled EDR Contact: 11/18/2013
Data Release Frequency: Quarterly

DRYCLEANERS: Cleaner Facilities

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 12/11/2012
Date Data Arrived at EDR: 12/12/2012
Date Made Active in Reports: 01/04/2013
Number of Days to Update: 23

Source: Department of Toxic Substance Control
Telephone: 916-327-4498
Last EDR Contact: 09/10/2013
Next Scheduled EDR Contact: 12/24/2012
Data Release Frequency: Annually

WIP: Well Investigation Program Case List

Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009
Date Data Arrived at EDR: 07/21/2009
Date Made Active in Reports: 08/03/2009
Number of Days to Update: 13

Source: Los Angeles Water Quality Control Board
Telephone: 213-576-6726
Last EDR Contact: 09/30/2013
Next Scheduled EDR Contact: 01/13/2014
Data Release Frequency: Varies

CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 04/03/2013
Date Made Active in Reports: 05/14/2013
Number of Days to Update: 41

Source: Department of Toxic Substances Control
Telephone: 916-255-6504
Last EDR Contact: 09/03/2013
Next Scheduled EDR Contact: 01/13/2014
Data Release Frequency: Varies

ENF: Enforcement Action Listing

A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 04/26/2013
Date Data Arrived at EDR: 04/29/2013
Date Made Active in Reports: 05/16/2013
Number of Days to Update: 17

Source: State Water Resoruces Control Board
Telephone: 916-445-9379
Last EDR Contact: 08/08/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: Varies

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 08/05/2013
Date Data Arrived at EDR: 08/05/2013
Date Made Active in Reports: 08/27/2013
Number of Days to Update: 22

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 09/05/2013
Next Scheduled EDR Contact: 11/18/2013
Data Release Frequency: Quarterly

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method.

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 07/16/2013
Date Made Active in Reports: 08/26/2013
Number of Days to Update: 41

Source: California Environmental Protection Agency
Telephone: 916-255-1136
Last EDR Contact: 07/16/2013
Next Scheduled EDR Contact: 10/28/2013
Data Release Frequency: Annually

EMI: Emissions Inventory Data

Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2010
Date Data Arrived at EDR: 06/25/2013
Date Made Active in Reports: 08/22/2013
Number of Days to Update: 58

Source: California Air Resources Board
Telephone: 916-322-2990
Last EDR Contact: 09/27/2013
Next Scheduled EDR Contact: 01/08/2014
Data Release Frequency: Varies

HAULERS: Registered Waste Tire Haulers Listing

A listing of registered waste tire haulers.

Date of Government Version: 04/26/2013
Date Data Arrived at EDR: 04/26/2013
Date Made Active in Reports: 05/16/2013
Number of Days to Update: 20

Source: Integrated Waste Management Board
Telephone: 916-341-6422
Last EDR Contact: 09/10/2013
Next Scheduled EDR Contact: 12/02/2013
Data Release Frequency: Varies

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 08/05/2013
Date Data Arrived at EDR: 08/05/2013
Date Made Active in Reports: 08/27/2013
Number of Days to Update: 22

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 09/05/2013
Next Scheduled EDR Contact: 11/18/2013
Data Release Frequency: Quarterly

HWT: Registered Hazardous Waste Transporter Database

A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 07/15/2013
Date Data Arrived at EDR: 07/16/2013
Date Made Active in Reports: 08/12/2013
Number of Days to Update: 27

Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 07/16/2013
Next Scheduled EDR Contact: 10/28/2013
Data Release Frequency: Quarterly

MWMP: Medical Waste Management Program Listing

The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 05/02/2013
Date Data Arrived at EDR: 06/13/2013
Date Made Active in Reports: 07/24/2013
Number of Days to Update: 41

Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 09/11/2013
Next Scheduled EDR Contact: 12/23/2013
Data Release Frequency: Varies

PROC: Certified Processors Database

A listing of certified processors.

Date of Government Version: 06/17/2013
Date Data Arrived at EDR: 06/17/2013
Date Made Active in Reports: 08/21/2013
Number of Days to Update: 65

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 09/16/2013
Next Scheduled EDR Contact: 12/30/2013
Data Release Frequency: Quarterly

HWP: EnviroStor Permitted Facilities Listing

Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 05/28/2013
Date Data Arrived at EDR: 05/29/2013
Date Made Active in Reports: 06/27/2013
Number of Days to Update: 29

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 08/27/2013
Next Scheduled EDR Contact: 12/09/2013
Data Release Frequency: Quarterly

TRIBAL RECORDS

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 12/08/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 34

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 07/19/2013
Next Scheduled EDR Contact: 10/28/2013
Data Release Frequency: Semi-Annually

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands

Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 07/31/2013
Next Scheduled EDR Contact: 11/18/2013
Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 08/27/2012
Date Data Arrived at EDR: 08/28/2012
Date Made Active in Reports: 10/16/2012
Number of Days to Update: 49

Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 07/24/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: Quarterly

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 02/28/2013
Date Made Active in Reports: 04/12/2013
Number of Days to Update: 43

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 07/24/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 02/06/2013
Date Data Arrived at EDR: 02/08/2013
Date Made Active in Reports: 04/12/2013
Number of Days to Update: 63

Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 07/24/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: Semi-Annually

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 09/28/2012
Date Data Arrived at EDR: 11/01/2012
Date Made Active in Reports: 04/12/2013
Number of Days to Update: 162

Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 08/02/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: Varies

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 03/01/2013
Date Data Arrived at EDR: 03/01/2013
Date Made Active in Reports: 04/12/2013
Number of Days to Update: 42

Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 07/24/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: Quarterly

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 02/05/2013
Date Data Arrived at EDR: 02/06/2013
Date Made Active in Reports: 04/12/2013
Number of Days to Update: 65

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 07/24/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: Quarterly

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 09/12/2011
Date Data Arrived at EDR: 09/13/2011
Date Made Active in Reports: 11/11/2011
Number of Days to Update: 59

Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 07/24/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: Varies

INDIAN UST R1: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 09/28/2012
Date Data Arrived at EDR: 11/07/2012
Date Made Active in Reports: 04/12/2013
Number of Days to Update: 156

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 08/02/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 02/06/2013
Date Data Arrived at EDR: 02/08/2013
Date Made Active in Reports: 04/12/2013
Number of Days to Update: 63

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 07/24/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: Semi-Annually

INDIAN UST R5: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 08/02/2012
Date Data Arrived at EDR: 08/03/2012
Date Made Active in Reports: 11/05/2012
Number of Days to Update: 94

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 07/24/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 05/10/2011
Date Data Arrived at EDR: 05/11/2011
Date Made Active in Reports: 06/14/2011
Number of Days to Update: 34

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 07/24/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: Semi-Annually

INDIAN UST R7: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 02/28/2013
Date Made Active in Reports: 04/12/2013
Number of Days to Update: 43

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 07/24/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: Varies

INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 08/27/2012
Date Data Arrived at EDR: 08/28/2012
Date Made Active in Reports: 10/16/2012
Number of Days to Update: 49

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 07/24/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: Quarterly

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 02/21/2013
Date Data Arrived at EDR: 02/26/2013
Date Made Active in Reports: 04/12/2013
Number of Days to Update: 45

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 07/24/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: Quarterly

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 02/05/2013
Date Data Arrived at EDR: 02/06/2013
Date Made Active in Reports: 04/12/2013
Number of Days to Update: 65

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 07/24/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: Quarterly

INDIAN VCP R1: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 09/28/2012
Date Data Arrived at EDR: 10/02/2012
Date Made Active in Reports: 10/16/2012
Number of Days to Update: 14

Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 07/02/2013
Next Scheduled EDR Contact: 10/14/2013
Data Release Frequency: Varies

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng

A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 04/20/2009
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

EDR PROPRIETARY RECORDS

EDR MGP: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR US Hist Auto Stat: EDR Exclusive Historic Gas Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR US Hist Cleaners: EDR Exclusive Historic Dry Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR US Hist Cleaners: EDR Proprietary Historic Dry Cleaners - Cole

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: N/A
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR US Hist Auto Stat: EDR Proprietary Historic Gas Stations - Cole

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: N/A
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

COUNTY RECORDS

ALAMEDA COUNTY:

Contaminated Sites

A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 07/25/2013
Date Data Arrived at EDR: 07/26/2013
Date Made Active in Reports: 08/09/2013
Number of Days to Update: 14

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 09/30/2013
Next Scheduled EDR Contact: 01/13/2014
Data Release Frequency: Semi-Annually

Underground Tanks

Underground storage tank sites located in Alameda county.

Date of Government Version: 07/25/2013
Date Data Arrived at EDR: 07/26/2013
Date Made Active in Reports: 08/20/2013
Number of Days to Update: 25

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 09/30/2013
Next Scheduled EDR Contact: 01/13/2014
Data Release Frequency: Semi-Annually

AMADOR COUNTY:

CUPA Facility List

Cupa Facility List

Date of Government Version: 06/20/2013
Date Data Arrived at EDR: 06/21/2013
Date Made Active in Reports: 08/21/2013
Number of Days to Update: 61

Source: Amador County Environmental Health
Telephone: 209-223-6439
Last EDR Contact: 09/10/2013
Next Scheduled EDR Contact: 12/23/2013
Data Release Frequency: Varies

BUTTE COUNTY:

CUPA Facility Listing

Cupa facility list.

Date of Government Version: 08/01/2013
Date Data Arrived at EDR: 08/02/2013
Date Made Active in Reports: 08/22/2013
Number of Days to Update: 20

Source: Public Health Department
Telephone: 530-538-7149
Last EDR Contact: 07/26/2013
Next Scheduled EDR Contact: 10/28/2013
Data Release Frequency: Varies

CALVERAS COUNTY:

CUPA Facility Listing

Cupa Facility Listing

Date of Government Version: 06/30/2013
Date Data Arrived at EDR: 07/24/2013
Date Made Active in Reports: 08/09/2013
Number of Days to Update: 16

Source: Calveras County Environmental Health
Telephone: 209-754-6399
Last EDR Contact: 09/30/2013
Next Scheduled EDR Contact: 01/13/2014
Data Release Frequency: Quarterly

COLUSA COUNTY:

CUPA Facility List

Cupa facility list.

Date of Government Version: 06/20/2013
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 08/09/2013
Number of Days to Update: 39

Source: Health & Human Services
Telephone: 530-458-0396
Last EDR Contact: 08/08/2013
Next Scheduled EDR Contact: 11/25/2013
Data Release Frequency: Varies

CONTRA COSTA COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Site List
List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 06/10/2013
Date Data Arrived at EDR: 06/11/2013
Date Made Active in Reports: 07/24/2013
Number of Days to Update: 43

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 08/05/2013
Next Scheduled EDR Contact: 11/18/2013
Data Release Frequency: Semi-Annually

DEL NORTE COUNTY:

CUPA Facility List
Cupa Facility list

Date of Government Version: 01/09/2013
Date Data Arrived at EDR: 01/10/2013
Date Made Active in Reports: 02/25/2013
Number of Days to Update: 46

Source: Del Norte County Environmental Health Division
Telephone: 707-465-0426
Last EDR Contact: 09/20/2013
Next Scheduled EDR Contact: 08/19/2013
Data Release Frequency: Varies

EL DORADO COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 05/20/2013
Date Data Arrived at EDR: 05/21/2013
Date Made Active in Reports: 06/25/2013
Number of Days to Update: 35

Source: El Dorado County Environmental Management Department
Telephone: 530-621-6623
Last EDR Contact: 08/05/2013
Next Scheduled EDR Contact: 11/18/2013
Data Release Frequency: Varies

FRESNO COUNTY:

CUPA Resources List
Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 06/30/2013
Date Data Arrived at EDR: 07/16/2013
Date Made Active in Reports: 07/24/2013
Number of Days to Update: 8

Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 07/15/2013
Next Scheduled EDR Contact: 10/28/2013
Data Release Frequency: Semi-Annually

HUMBOLDT COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 08/09/2013
Date Data Arrived at EDR: 08/09/2013
Date Made Active in Reports: 08/22/2013
Number of Days to Update: 13

Source: Humboldt County Environmental Health
Telephone: N/A
Last EDR Contact: 08/09/2013
Next Scheduled EDR Contact: 12/09/2013
Data Release Frequency: Varies

IMPERIAL COUNTY:

CUPA Facility List
Cupa facility list.

Date of Government Version: 07/26/2013
Date Data Arrived at EDR: 08/09/2013
Date Made Active in Reports: 08/22/2013
Number of Days to Update: 13

Source: San Diego Border Field Office
Telephone: 760-339-2777
Last EDR Contact: 08/08/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: Varies

INYO COUNTY:

CUPA Facility List
Cupa facility list.

Date of Government Version: 06/26/2012
Date Data Arrived at EDR: 06/27/2012
Date Made Active in Reports: 08/17/2012
Number of Days to Update: 51

Source: Inyo County Environmental Health Services
Telephone: 760-878-0238
Last EDR Contact: 09/10/2013
Next Scheduled EDR Contact: 12/09/2013
Data Release Frequency: Varies

KERN COUNTY:

Underground Storage Tank Sites & Tank Listing
Kern County Sites and Tanks Listing.

Date of Government Version: 08/31/2010
Date Data Arrived at EDR: 09/01/2010
Date Made Active in Reports: 09/30/2010
Number of Days to Update: 29

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 08/07/2013
Next Scheduled EDR Contact: 11/25/2013
Data Release Frequency: Quarterly

KINGS COUNTY:

CUPA Facility List
A listing of sites included in the county?s Certified Unified Program Agency database. California?s Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 06/20/2013
Date Data Arrived at EDR: 06/24/2013
Date Made Active in Reports: 08/21/2013
Number of Days to Update: 58

Source: Kings County Department of Public Health
Telephone: 559-584-1411
Last EDR Contact: 08/22/2013
Next Scheduled EDR Contact: 12/09/2013
Data Release Frequency: Varies

LAKE COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 01/23/2013
Date Data Arrived at EDR: 01/25/2013
Date Made Active in Reports: 02/27/2013
Number of Days to Update: 33

Source: Lake County Environmental Health
Telephone: 707-263-1164
Last EDR Contact: 07/18/2013
Next Scheduled EDR Contact: 11/04/2013
Data Release Frequency: Varies

LOS ANGELES COUNTY:

San Gabriel Valley Areas of Concern
San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office.

Date of Government Version: 03/30/2009
Date Data Arrived at EDR: 03/31/2009
Date Made Active in Reports: 10/23/2009
Number of Days to Update: 206
Source: EPA Region 9
Telephone: 415-972-3178
Last EDR Contact: 09/23/2013
Next Scheduled EDR Contact: 01/08/2014
Data Release Frequency: No Update Planned

HMS: Street Number List
Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 03/28/2013
Date Data Arrived at EDR: 06/17/2013
Date Made Active in Reports: 08/21/2013
Number of Days to Update: 65
Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 07/15/2013
Next Scheduled EDR Contact: 10/28/2013
Data Release Frequency: Semi-Annually

List of Solid Waste Facilities
Solid Waste Facilities in Los Angeles County.

Date of Government Version: 07/22/2013
Date Data Arrived at EDR: 07/22/2013
Date Made Active in Reports: 08/26/2013
Number of Days to Update: 35
Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 07/22/2013
Next Scheduled EDR Contact: 11/04/2013
Data Release Frequency: Varies

City of Los Angeles Landfills
Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 03/05/2009
Date Data Arrived at EDR: 03/10/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 29
Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 07/17/2013
Next Scheduled EDR Contact: 11/04/2013
Data Release Frequency: Varies

Site Mitigation List
Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 01/30/2013
Date Data Arrived at EDR: 02/21/2013
Date Made Active in Reports: 03/25/2013
Number of Days to Update: 32
Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 07/17/2013
Next Scheduled EDR Contact: 11/04/2013
Data Release Frequency: Annually

City of El Segundo Underground Storage Tank
Underground storage tank sites located in El Segundo city.

Date of Government Version: 07/31/2013
Date Data Arrived at EDR: 08/01/2013
Date Made Active in Reports: 08/27/2013
Number of Days to Update: 26
Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 07/18/2013
Next Scheduled EDR Contact: 11/04/2013
Data Release Frequency: Semi-Annually

City of Long Beach Underground Storage Tank
Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 03/28/2003
Date Data Arrived at EDR: 10/23/2003
Date Made Active in Reports: 11/26/2003
Number of Days to Update: 34
Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 07/26/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: Annually

City of Torrance Underground Storage Tank
Underground storage tank sites located in the city of Torrance.

Date of Government Version: 07/15/2013
Date Data Arrived at EDR: 07/18/2013
Date Made Active in Reports: 08/20/2013
Number of Days to Update: 33

Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 07/15/2013
Next Scheduled EDR Contact: 10/28/2013
Data Release Frequency: Semi-Annually

MADERA COUNTY:

CUPA Facility List
A listing of sites included in the county?s Certified Unified Program Agency database. California?s Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 04/15/2013
Date Data Arrived at EDR: 04/16/2013
Date Made Active in Reports: 05/17/2013
Number of Days to Update: 31

Source: Madera County Environmental Health
Telephone: 559-675-7823
Last EDR Contact: 08/22/2013
Next Scheduled EDR Contact: 12/09/2013
Data Release Frequency: Varies

MARIN COUNTY:

Underground Storage Tank Sites
Currently permitted USTs in Marin County.

Date of Government Version: 11/26/2012
Date Data Arrived at EDR: 11/28/2012
Date Made Active in Reports: 01/21/2013
Number of Days to Update: 54

Source: Public Works Department Waste Management
Telephone: 415-499-6647
Last EDR Contact: 07/18/2013
Next Scheduled EDR Contact: 10/21/2013
Data Release Frequency: Semi-Annually

MERCED COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 05/28/2013
Date Data Arrived at EDR: 05/29/2013
Date Made Active in Reports: 06/25/2013
Number of Days to Update: 27

Source: Merced County Environmental Health
Telephone: 209-381-1094
Last EDR Contact: 08/22/2013
Next Scheduled EDR Contact: 12/09/2013
Data Release Frequency: Varies

MONO COUNTY:

CUPA Facility List
CUPA Facility List

Date of Government Version: 06/04/2013
Date Data Arrived at EDR: 06/05/2013
Date Made Active in Reports: 07/15/2013
Number of Days to Update: 40

Source: Mono County Health Department
Telephone: 760-932-5580
Last EDR Contact: 09/03/2013
Next Scheduled EDR Contact: 12/16/2013
Data Release Frequency: Varies

MONTEREY COUNTY:

CUPA Facility Listing
CUPA Program listing from the Environmental Health Division.

Date of Government Version: 06/21/2013
Date Data Arrived at EDR: 06/21/2013
Date Made Active in Reports: 08/21/2013
Number of Days to Update: 61

Source: Monterey County Health Department
Telephone: 831-796-1297
Last EDR Contact: 08/22/2013
Next Scheduled EDR Contact: 12/09/2013
Data Release Frequency: Varies

NAPA COUNTY:

Sites With Reported Contamination
A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 12/05/2011
Date Data Arrived at EDR: 12/06/2011
Date Made Active in Reports: 02/07/2012
Number of Days to Update: 63

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 09/03/2013
Next Scheduled EDR Contact: 12/16/2013
Data Release Frequency: No Update Planned

Closed and Operating Underground Storage Tank Sites
Underground storage tank sites located in Napa county.

Date of Government Version: 01/15/2008
Date Data Arrived at EDR: 01/16/2008
Date Made Active in Reports: 02/08/2008
Number of Days to Update: 23

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 09/03/2013
Next Scheduled EDR Contact: 12/16/2013
Data Release Frequency: No Update Planned

NEVADA COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 05/29/2013
Date Data Arrived at EDR: 05/30/2013
Date Made Active in Reports: 07/15/2013
Number of Days to Update: 46

Source: Community Development Agency
Telephone: 530-265-1467
Last EDR Contact: 08/15/2013
Next Scheduled EDR Contact: 11/18/2013
Data Release Frequency: Varies

ORANGE COUNTY:

List of Industrial Site Cleanups
Petroleum and non-petroleum spills.

Date of Government Version: 05/01/2013
Date Data Arrived at EDR: 05/15/2013
Date Made Active in Reports: 06/12/2013
Number of Days to Update: 28

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 08/07/2013
Next Scheduled EDR Contact: 11/25/2013
Data Release Frequency: Annually

List of Underground Storage Tank Cleanups
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 05/01/2013
Date Data Arrived at EDR: 05/15/2013
Date Made Active in Reports: 06/25/2013
Number of Days to Update: 41

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 08/07/2013
Next Scheduled EDR Contact: 11/25/2013
Data Release Frequency: Quarterly

List of Underground Storage Tank Facilities
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 05/01/2013
Date Data Arrived at EDR: 05/15/2013
Date Made Active in Reports: 06/25/2013
Number of Days to Update: 41
Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 08/07/2013
Next Scheduled EDR Contact: 11/25/2013
Data Release Frequency: Quarterly

PLACER COUNTY:

Master List of Facilities
List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 03/12/2013
Date Data Arrived at EDR: 03/13/2013
Date Made Active in Reports: 03/27/2013
Number of Days to Update: 14
Source: Placer County Health and Human Services
Telephone: 530-745-2363
Last EDR Contact: 08/20/2013
Next Scheduled EDR Contact: 12/23/2013
Data Release Frequency: Semi-Annually

RIVERSIDE COUNTY:

Listing of Underground Tank Cleanup Sites
Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 07/18/2013
Date Data Arrived at EDR: 07/18/2013
Date Made Active in Reports: 07/24/2013
Number of Days to Update: 6
Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 09/23/2013
Next Scheduled EDR Contact: 01/08/2014
Data Release Frequency: Quarterly

Underground Storage Tank Tank List
Underground storage tank sites located in Riverside county.

Date of Government Version: 07/18/2013
Date Data Arrived at EDR: 07/18/2013
Date Made Active in Reports: 08/20/2013
Number of Days to Update: 33
Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 09/23/2013
Next Scheduled EDR Contact: 01/08/2014
Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

Toxic Site Clean-Up List
List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 05/03/2013
Date Data Arrived at EDR: 07/08/2013
Date Made Active in Reports: 07/24/2013
Number of Days to Update: 16
Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 07/05/2013
Next Scheduled EDR Contact: 10/21/2013
Data Release Frequency: Quarterly

Master Hazardous Materials Facility List
Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 05/03/2013
Date Data Arrived at EDR: 07/08/2013
Date Made Active in Reports: 08/23/2013
Number of Days to Update: 46
Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 07/05/2013
Next Scheduled EDR Contact: 10/21/2013
Data Release Frequency: Quarterly

SAN BERNARDINO COUNTY:

Hazardous Material Permits

This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 05/30/2013
Date Data Arrived at EDR: 05/31/2013
Date Made Active in Reports: 07/15/2013
Number of Days to Update: 45

Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 08/08/2013
Next Scheduled EDR Contact: 11/25/2013
Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 08/17/2012
Date Data Arrived at EDR: 08/20/2012
Date Made Active in Reports: 10/03/2012
Number of Days to Update: 44

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 09/23/2013
Next Scheduled EDR Contact: 12/23/2013
Data Release Frequency: Quarterly

Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 10/31/2012
Date Data Arrived at EDR: 11/06/2012
Date Made Active in Reports: 11/30/2012
Number of Days to Update: 24

Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 07/24/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: Varies

Environmental Case Listing

The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010
Date Data Arrived at EDR: 06/15/2010
Date Made Active in Reports: 07/09/2010
Number of Days to Update: 24

Source: San Diego County Department of Environmental Health
Telephone: 619-338-2371
Last EDR Contact: 09/10/2013
Next Scheduled EDR Contact: 12/23/2013
Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

Local Oversite Facilities

A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008
Date Data Arrived at EDR: 09/19/2008
Date Made Active in Reports: 09/29/2008
Number of Days to Update: 10

Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920
Last EDR Contact: 08/07/2013
Next Scheduled EDR Contact: 11/25/2013
Data Release Frequency: Quarterly

Underground Storage Tank Information
Underground storage tank sites located in San Francisco county.

Date of Government Version: 11/29/2010
Date Data Arrived at EDR: 03/10/2011
Date Made Active in Reports: 03/15/2011
Number of Days to Update: 5
Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 08/07/2013
Next Scheduled EDR Contact: 11/25/2013
Data Release Frequency: Quarterly

SAN JOAQUIN COUNTY:

San Joaquin Co. UST
A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 06/18/2013
Date Data Arrived at EDR: 06/24/2013
Date Made Active in Reports: 08/20/2013
Number of Days to Update: 57
Source: Environmental Health Department
Telephone: N/A
Last EDR Contact: 09/23/2013
Next Scheduled EDR Contact: 01/08/2014
Data Release Frequency: Semi-Annually

SAN LUIS OBISPO COUNTY:

CUPA Facility List
Cupa Facility List.

Date of Government Version: 06/04/2013
Date Data Arrived at EDR: 06/05/2013
Date Made Active in Reports: 07/15/2013
Number of Days to Update: 40
Source: San Luis Obispo County Public Health Department
Telephone: 805-781-5596
Last EDR Contact: 08/22/2013
Next Scheduled EDR Contact: 12/09/2013
Data Release Frequency: Varies

SAN MATEO COUNTY:

Business Inventory
List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 07/02/2013
Date Data Arrived at EDR: 07/05/2013
Date Made Active in Reports: 08/23/2013
Number of Days to Update: 49
Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 06/13/2013
Next Scheduled EDR Contact: 09/30/2013
Data Release Frequency: Annually

Fuel Leak List
A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 06/17/2013
Date Data Arrived at EDR: 06/18/2013
Date Made Active in Reports: 08/21/2013
Number of Days to Update: 64
Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 09/16/2013
Next Scheduled EDR Contact: 12/30/2013
Data Release Frequency: Semi-Annually

SANTA BARBARA COUNTY:

CUPA Facility Listing
CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011
Date Data Arrived at EDR: 09/09/2011
Date Made Active in Reports: 10/07/2011
Number of Days to Update: 28

Source: Santa Barbara County Public Health Department
Telephone: 805-686-8167
Last EDR Contact: 09/23/2013
Next Scheduled EDR Contact: 12/09/2013
Data Release Frequency: Varies

SANTA CLARA COUNTY:

Cupa Facility List
Cupa facility list

Date of Government Version: 06/03/2013
Date Data Arrived at EDR: 06/04/2013
Date Made Active in Reports: 07/15/2013
Number of Days to Update: 41

Source: Department of Environmental Health
Telephone: 408-918-1973
Last EDR Contact: 09/03/2013
Next Scheduled EDR Contact: 12/16/2013
Data Release Frequency: Varies

HIST LUST - Fuel Leak Site Activity Report
A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005
Date Data Arrived at EDR: 03/30/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 22

Source: Santa Clara Valley Water District
Telephone: 408-265-2600
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

LOP Listing
A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 06/03/2013
Date Data Arrived at EDR: 06/06/2013
Date Made Active in Reports: 07/15/2013
Number of Days to Update: 39

Source: Department of Environmental Health
Telephone: 408-918-3417
Last EDR Contact: 09/03/2013
Next Scheduled EDR Contact: 12/16/2013
Data Release Frequency: Annually

Hazardous Material Facilities
Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 05/16/2013
Date Data Arrived at EDR: 05/17/2013
Date Made Active in Reports: 06/25/2013
Number of Days to Update: 39

Source: City of San Jose Fire Department
Telephone: 408-535-7694
Last EDR Contact: 08/08/2013
Next Scheduled EDR Contact: 11/25/2013
Data Release Frequency: Annually

SANTA CRUZ COUNTY:

CUPA Facility List
CUPA facility listing.

Date of Government Version: 05/28/2013
Date Data Arrived at EDR: 05/29/2013
Date Made Active in Reports: 06/27/2013
Number of Days to Update: 29

Source: Santa Cruz County Environmental Health
Telephone: 831-464-2761
Last EDR Contact: 08/22/2013
Next Scheduled EDR Contact: 12/09/2013
Data Release Frequency: Varies

SHASTA COUNTY:

CUPA Facility List
Cupa Facility List.

Date of Government Version: 06/17/2013
Date Data Arrived at EDR: 06/18/2013
Date Made Active in Reports: 08/21/2013
Number of Days to Update: 64

Source: Shasta County Department of Resource Management
Telephone: 530-225-5789
Last EDR Contact: 08/22/2013
Next Scheduled EDR Contact: 12/09/2013
Data Release Frequency: Varies

SOLANO COUNTY:

Leaking Underground Storage Tanks
A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 06/17/2013
Date Data Arrived at EDR: 06/20/2013
Date Made Active in Reports: 08/12/2013
Number of Days to Update: 53

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 09/16/2013
Next Scheduled EDR Contact: 12/30/2013
Data Release Frequency: Quarterly

Underground Storage Tanks
Underground storage tank sites located in Solano county.

Date of Government Version: 06/17/2013
Date Data Arrived at EDR: 06/20/2013
Date Made Active in Reports: 08/20/2013
Number of Days to Update: 61

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 09/16/2013
Next Scheduled EDR Contact: 12/30/2013
Data Release Frequency: Quarterly

SONOMA COUNTY:

Cupa Facility List
Cupa Facility list

Date of Government Version: 07/05/2013
Date Data Arrived at EDR: 07/05/2013
Date Made Active in Reports: 08/21/2013
Number of Days to Update: 47

Source: County of Sonoma Fire & Emergency Services Department
Telephone: 707-565-1174
Last EDR Contact: 09/30/2013
Next Scheduled EDR Contact: 01/13/2014
Data Release Frequency: Varies

Leaking Underground Storage Tank Sites
A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 07/02/2013
Date Data Arrived at EDR: 07/05/2013
Date Made Active in Reports: 08/12/2013
Number of Days to Update: 38

Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 09/30/2013
Next Scheduled EDR Contact: 01/13/2014
Data Release Frequency: Quarterly

SUTTER COUNTY:

Underground Storage Tanks
Underground storage tank sites located in Sutter county.

Date of Government Version: 06/10/2013
Date Data Arrived at EDR: 06/11/2013
Date Made Active in Reports: 08/19/2013
Number of Days to Update: 69

Source: Sutter County Department of Agriculture
Telephone: 530-822-7500
Last EDR Contact: 09/10/2013
Next Scheduled EDR Contact: 12/23/2013
Data Release Frequency: Semi-Annually

TUOLUMNE COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 01/14/2013
Date Data Arrived at EDR: 01/16/2013
Date Made Active in Reports: 02/27/2013
Number of Days to Update: 42

Source: Divison of Environmental Health
Telephone: 209-533-5633
Last EDR Contact: 07/26/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: Varies

VENTURA COUNTY:

Business Plan, Hazardous Waste Producers, and Operating Underground Tanks
The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 04/26/2013
Date Data Arrived at EDR: 05/22/2013
Date Made Active in Reports: 06/25/2013
Number of Days to Update: 34

Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 08/19/2013
Next Scheduled EDR Contact: 12/02/2013
Data Release Frequency: Quarterly

Inventory of Illegal Abandoned and Inactive Sites
Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 12/01/2011
Date Data Arrived at EDR: 12/01/2011
Date Made Active in Reports: 01/19/2012
Number of Days to Update: 49

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 07/03/2013
Next Scheduled EDR Contact: 10/21/2013
Data Release Frequency: Annually

Listing of Underground Tank Cleanup Sites
Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008
Date Data Arrived at EDR: 06/24/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 37

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 08/19/2013
Next Scheduled EDR Contact: 12/02/2013
Data Release Frequency: Quarterly

Medical Waste Program List
To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 05/28/2013
Date Data Arrived at EDR: 06/24/2013
Date Made Active in Reports: 08/12/2013
Number of Days to Update: 49

Source: Ventura County Resource Management Agency
Telephone: 805-654-2813
Last EDR Contact: 07/30/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: Quarterly

Underground Tank Closed Sites List
Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 05/28/2013
Date Data Arrived at EDR: 06/17/2013
Date Made Active in Reports: 08/20/2013
Number of Days to Update: 64

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 09/16/2013
Next Scheduled EDR Contact: 12/30/2013
Data Release Frequency: Quarterly

YOLO COUNTY:

Underground Storage Tank Comprehensive Facility Report
Underground storage tank sites located in Yolo county.

Date of Government Version: 06/24/2013
Date Data Arrived at EDR: 06/26/2013
Date Made Active in Reports: 08/20/2013
Number of Days to Update: 55

Source: Yolo County Department of Health
Telephone: 530-666-8646
Last EDR Contact: 09/23/2013
Next Scheduled EDR Contact: 01/08/2014
Data Release Frequency: Annually

YUBA COUNTY:

CUPA Facility List
CUPA facility listing for Yuba County.

Date of Government Version: 08/01/2013
Date Data Arrived at EDR: 08/05/2013
Date Made Active in Reports: 08/22/2013
Number of Days to Update: 17

Source: Yuba County Environmental Health Department
Telephone: 530-749-7523
Last EDR Contact: 07/31/2013
Next Scheduled EDR Contact: 11/18/2013
Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data
Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 05/20/2013
Date Data Arrived at EDR: 05/21/2013
Date Made Active in Reports: 06/27/2013
Number of Days to Update: 37

Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 08/19/2013
Next Scheduled EDR Contact: 12/02/2013
Data Release Frequency: Annually

NJ MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2011
Date Data Arrived at EDR: 07/19/2012
Date Made Active in Reports: 08/28/2012
Number of Days to Update: 40

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 07/19/2013
Next Scheduled EDR Contact: 10/28/2013
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data
Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 08/01/2013
Date Data Arrived at EDR: 08/07/2013
Date Made Active in Reports: 09/10/2013
Number of Days to Update: 34

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 08/07/2013
Next Scheduled EDR Contact: 11/18/2013
Data Release Frequency: Annually

PA MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 07/24/2013
Date Made Active in Reports: 08/19/2013
Number of Days to Update: 26

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 07/18/2013
Next Scheduled EDR Contact: 11/04/2013
Data Release Frequency: Annually

RI MANIFEST: Manifest information
Hazardous waste manifest information

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 06/21/2013
Date Made Active in Reports: 08/05/2013
Number of Days to Update: 45

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 08/23/2013
Next Scheduled EDR Contact: 12/09/2013
Data Release Frequency: Annually

WI MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 08/09/2013
Date Made Active in Reports: 09/27/2013
Number of Days to Update: 49

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 09/16/2013
Next Scheduled EDR Contact: 12/30/2013
Data Release Frequency: Annually

Oil/Gas Pipelines: This data was obtained by EDR from the USGS in 1994. It is referred to by USGS as GeoData Digital Line Graphs from 1:100,000-Scale Maps. It was extracted from the transportation category including some oil, but primarily gas pipelines.

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Licensed Facilities
Source: Department of Social Services
Telephone: 916-657-4041

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 2003 & 2011 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 and 2005 from the U.S. Fish and Wildlife Service.

STREET AND ADDRESS INFORMATION

© 2010 Tele Atlas North America, Inc. All rights reserved. This material is proprietary and the subject of copyright protection and other intellectual property rights owned by or licensed to Tele Atlas North America, Inc. The use of this material is subject to the terms of a license agreement. You will be held liable for any unauthorized copying or disclosure of this material.

APPENDIX E

Noise

Existing

Example Roadway Noise Levels

ROAD SEGMENT	TOT. # VEH.	EQUIVALENT LANE DISTANCE			VEHICLE TYPE %						VEHICLE SPEED						NOISE LEVEL (dBA)			50 ft ROW CNEL (dBA)
					Auto		MT		HT		Auto	k/h	MT	k/h	HT	k/h	Auto	MT	HT	
		D1	D2	Eq. Dis.	%	Auto	%	MT	%	HT										
Cloverfield, north of olympic	2110	6	42	16	91	1920	6	127	3	63.3	35	56	35	56	35	56	67.1	65.1	67.3	70.2
bundy, north of wilshire	1775	10	22	15	91	1615	6	107	3	53.3	35	56	35	56	35	56	66.4	64.3	66.5	69.5
ohio, east of bundy	418	10	26	16	91	380.4	6	25.1	3	12.5	25	40	25	40	25	40	55.9	55.7	60.4	61.5
olympic, west of bundy	3210	6	66	20	91	2921	6	193	3	96.3	35	56	35	56	35	56	69.0	66.9	69.1	71.7
bundy, north of olympic	2458	6	46	17	91	2237	6	147	3	73.7	35	56	35	56	35	56	67.8	65.7	67.9	70.8
barrington, south of olympic	2063	10	58	24	91	1877	6	124	3	61.9	35	56	35	56	35	56	67.0	65.0	67.2	69.6
sawtelle, south of santa monica	1091	10	22	15	91	992.8	6	65.5	3	32.7	35	56	35	56	35	56	64.3	62.2	64.4	67.4
sepulveda, north of olympic	2001	10	46	21	91	1821	6	120	3	60	35	56	35	56	35	56	66.9	64.8	67.0	69.6
pico, east of sepulveda	2905	10	51	23	91	2644	6	174	3	87.2	35	56	35	56	35	56	68.5	66.4	68.6	71.1
Sepulveda, North of Exposition	2755	10	46	21	91	2507	6	165	3	82.7	35	56	35	56	35	56	68.3	66.2	68.4	71.0
Westwood, south of olympic	2356	6	47	17	91	2144	6	141	3	70.7	30	48	30	48	30	48	65.7	64.5	67.1	69.4
Westwood, North of Pico	2194	6	47	17	91	1997	6	132	3	65.8	30	48	30	48	30	48	65.4	64.2	66.8	69.1
Westwood, South of Pico	2203	10	34	18	91	2005	6	132	3	66.1	30	48	30	48	30	48	65.4	64.2	66.8	69.0
National, West of Westwood	1835	6	30	13	91	1670	6	110	3	55.1	35	56	35	56	35	56	66.5	64.5	66.7	69.7
overland, south of pico	2948	10	51	23	91	2683	6	177	3	88.4	35	56	35	56	35	56	68.6	66.5	68.7	71.2
palms, east of motor	2268	10	46	21	91	2064	6	136	3	68	35	56	35	56	35	56	67.5	65.4	67.6	70.1
overland, south of culver	2614	10	51	23	91	2379	6	157	3	78.4	35	56	35	56	35	56	68.1	66.0	68.2	70.7
motor, south of palms	1333	10	46	21	91	1213	6	80	3	40	35	56	35	56	35	56	65.1	63.1	65.3	67.8
motor, north of palms	1250	10	46	21	91	1138	6	75	3	37.5	35	56	35	56	35	56	64.9	62.8	65.0	67.5
venice, east of motor	2916	10	86	29	91	2654	6	175	3	87.5	35	56	35	56	35	56	68.5	66.5	68.7	70.8
culver, south of venice	1173	10	70	26	91	1067	6	70.4	3	35.2	40	64	40	64	40	64	66.3	63.4	65.2	68.0
venice, east of culver	3328	10	86	29	91	3028	6	200	3	99.8	35	56	35	56	35	56	69.1	67.0	69.2	71.3
robertson, north of national	2609	10	51	23	91	2374	6	157	3	78.3	35	56	35	56	35	56	68.1	66.0	68.2	70.7
Washington, East of National	2465	10	51	23	91	2243	6	148	3	74	35	56	35	56	35	56	67.8	65.7	67.9	70.4
cattaragus, east of robertson	448	10	22	15	91	407.7	6	26.9	3	13.4	25	40	25	40	25	40	56.2	56.0	60.7	61.9

Baseline

Example Roadway Noise Levels

ROAD SEGMENT	TOT. # VEH.	EQUIVALENT LANE DISTANCE			VEHICLE TYPE %						VEHICLE SPEED						NOISE LEVEL (dBA)			50 ft ROW CNEL (dBA)
					Auto		MT		HT		Auto	k/h	MT	k/h	HT	k/h	Auto	MT	HT	
		D1	D2	Eq. Dis.	%	Auto	%	MT	%	HT										
Cloverfield, north of olympic	2153	6	42	16	91	1959	6	129	3	64.6	35	56	35	56	35	56	67.2	65.1	67.3	70.2
bundy, north of wilshire	1810	10	22	15	91	1647	6	109	3	54.3	35	56	35	56	35	56	66.5	64.4	66.6	69.6
ohio, east of bundy	426	10	26	16	91	387.7	6	25.6	3	12.8	25	40	25	40	25	40	56.0	55.8	60.5	61.5
olympic, west of bundy	3275	6	66	20	91	2980	6	197	3	98.3	35	56	35	56	35	56	69.1	67.0	69.2	71.8
bundy, north of olympic	2507	6	46	17	91	2281	6	150	3	75.2	35	56	35	56	35	56	67.9	65.8	68.0	70.9
barrington, south of olympic	2104	10	58	24	91	1915	6	126	3	63.1	35	56	35	56	35	56	67.1	65.0	67.2	69.6
sawtelle, south of santa monica	1112	10	22	15	91	1012	6	66.7	3	33.4	35	56	35	56	35	56	64.4	62.3	64.5	67.4
sepulveda, north of olympic	2042	10	46	21	91	1858	6	123	3	61.3	35	56	35	56	35	56	67.0	64.9	67.1	69.7
pico, east of sepulveda	2962	10	51	23	91	2695	6	178	3	88.9	35	56	35	56	35	56	68.6	66.5	68.7	71.2
Sepulveda, North of Exposition	2810	10	46	21	91	2557	6	169	3	84.3	35	56	35	56	35	56	68.4	66.3	68.5	71.1
Westwood, south of olympic	2403	6	47	17	91	2187	6	144	3	72.1	30	48	30	48	30	48	65.8	64.6	67.2	69.5
Westwood, North of Pico	2236	6	47	17	91	2035	6	134	3	67.1	30	48	30	48	30	48	65.5	64.3	66.9	69.2
Westwood, South of Pico	2246	10	34	18	91	2044	6	135	3	67.4	30	48	30	48	30	48	65.5	64.3	66.9	69.1
National, West of Westwood	1871	6	30	13	91	1703	6	112	3	56.1	35	56	35	56	35	56	66.6	64.5	66.7	69.8
overland, south of pico	3007	10	51	23	91	2736	6	180	3	90.2	35	56	35	56	35	56	68.7	66.6	68.8	71.3
palms, east of motor	2314	10	46	21	91	2106	6	139	3	69.4	35	56	35	56	35	56	67.5	65.5	67.7	70.2
overland, south of culver	2666	10	51	23	91	2426	6	160	3	80	35	56	35	56	35	56	68.2	66.1	68.3	70.8
motor, south of palms	1360	10	46	21	91	1238	6	81.6	3	40.8	35	56	35	56	35	56	65.2	63.1	65.4	67.9
motor, north of palms	1274	10	46	21	91	1159	6	76.4	3	38.2	35	56	35	56	35	56	65.0	62.9	65.1	67.6
venice, east of motor	2974	10	86	29	91	2706	6	178	3	89.2	35	56	35	56	35	56	68.6	66.5	68.7	70.8
culver, south of venice	1195	10	70	26	91	1087	6	71.7	3	35.9	40	64	40	64	40	64	66.3	63.5	65.3	68.1
venice, east of culver	3395	10	86	29	91	3089	6	204	3	102	35	56	35	56	35	56	69.2	67.1	69.3	71.4
robertson, north of national	2661	10	51	23	91	2422	6	160	3	79.8	35	56	35	56	35	56	68.1	66.1	68.3	70.7
Washington, East of National	2515	10	51	23	91	2289	6	151	3	75.5	35	56	35	56	35	56	67.9	65.8	68.0	70.5
cattaragus, east of robertson	456	10	22	15	91	415	6	27.4	3	13.7	25	40	25	40	25	40	56.3	56.1	60.8	61.9

Base+Project

Example Roadway Noise Levels

ROAD SEGMENT	TOT. # VEH.	EQUIVALENT LANE DISTANCE			VEHICLE TYPE %						VEHICLE SPEED						NOISE LEVEL (dBA)			50 ft ROW CNEL (dBA)
					Auto		MT		HT		Auto	k/h	MT	k/h	HT	k/h	Auto	MT	HT	
		D1	D2	Eq. Dis.	%	Auto	%	MT	%	HT										
Cloverfield, north of olympic	2153	6	42	16	91	1959	6	129	3	64.6	35	56	35	56	35	56	67.2	65.1	67.3	70.2
bundy, north of wilshire	1820	10	22	15	91	1656	6	109	3	54.6	35	56	35	56	35	56	66.5	64.4	66.6	69.6
ohio, east of bundy	466	10	26	16	91	424.1	6	28	3	14	25	40	25	40	25	40	56.4	56.2	60.9	61.9
olympic, west of bundy	3385	6	66	20	91	3080	6	203	3	102	35	56	35	56	35	56	69.2	67.1	69.3	72.0
bundy, north of olympic	2637	6	46	17	91	2400	6	158	3	79.1	35	56	35	56	35	56	68.1	66.0	68.2	71.1
barrington, south of olympic	2124	10	58	24	91	1933	6	127	3	63.7	35	56	35	56	35	56	67.2	65.1	67.3	69.7
sawtelle, south of santa monica	1132	10	22	15	91	1030	6	67.9	3	34	35	56	35	56	35	56	64.4	62.4	64.6	67.5
sepulveda, north of olympic	2182	10	46	21	91	1986	6	131	3	65.5	35	56	35	56	35	56	67.3	65.2	67.4	70.0
pico, east of sepulveda	3142	10	51	23	91	2859	6	189	3	94.3	35	56	35	56	35	56	68.9	66.8	69.0	71.5
Sepulveda, North of Exposition	2920	10	46	21	91	2657	6	175	3	87.6	35	56	35	56	35	56	68.6	66.5	68.7	71.2
Westwood, south of olympic	2443	6	47	17	91	2223	6	147	3	73.3	30	48	30	48	30	48	65.9	64.6	67.3	69.6
Westwood, North of Pico	2286	6	47	17	91	2080	6	137	3	68.6	30	48	30	48	30	48	65.6	64.4	67.0	69.3
Westwood, South of Pico	2276	10	34	18	91	2071	6	137	3	68.3	30	48	30	48	30	48	65.5	64.3	67.0	69.2
National, West of Westwood	1901	6	30	13	91	1730	6	114	3	57	35	56	35	56	35	56	66.7	64.6	66.8	69.9
overland, south of pico	3087	10	51	23	91	2809	6	185	3	92.6	35	56	35	56	35	56	68.8	66.7	68.9	71.4
palms, east of motor	2414	10	46	21	91	2197	6	145	3	72.4	35	56	35	56	35	56	67.7	65.6	67.8	70.4
overland, south of culver	2706	10	51	23	91	2462	6	162	3	81.2	35	56	35	56	35	56	68.2	66.1	68.3	70.8
motor, south of palms	1470	10	46	21	91	1338	6	88.2	3	44.1	35	56	35	56	35	56	65.6	63.5	65.7	68.2
motor, north of palms	1384	10	46	21	91	1259	6	83	3	41.5	35	56	35	56	35	56	65.3	63.2	65.4	68.0
venice, east of motor	3034	10	86	29	91	2761	6	182	3	91	35	56	35	56	35	56	68.7	66.6	68.8	70.9
culver, south of venice	1195	10	70	26	91	1087	6	71.7	3	35.9	40	64	40	64	40	64	66.3	63.5	65.3	68.1
venice, east of culver	3465	10	86	29	91	3153	6	208	3	104	35	56	35	56	35	56	69.3	67.2	69.4	71.5
robertson, north of national	2691	10	51	23	91	2449	6	161	3	80.7	35	56	35	56	35	56	68.2	66.1	68.3	70.8
Washington, East of National	2575	10	51	23	91	2343	6	155	3	77.3	35	56	35	56	35	56	68.0	65.9	68.1	70.6
cattaragus, east of robertson	476	10	22	15	91	433.2	6	28.6	3	14.3	25	40	25	40	25	40	56.5	56.3	60.9	62.1

Cumulative Base

Example Roadway Noise Levels

ROAD SEGMENT	TOT. # VEH.	EQUIVALENT LANE DISTANCE			VEHICLE TYPE %						VEHICLE SPEED						NOISE LEVEL (dBA)			50 ft ROW CNEL (dBA)
					Auto		MT		HT		Auto	k/h	MT	k/h	HT	k/h	Auto	MT	HT	
		D1	D2	Eq. Dis.	%	Auto	%	MT	%	HT										
Cloverfield, north of olympic	2130	6	42	16	91	1938	6	128	3	63.9	35	56	35	56	35	56	67.2	65.1	67.3	70.2
bundy, north of wilshire	1890	10	22	15	91	1720	6	113	3	56.7	35	56	35	56	35	56	66.7	64.6	66.8	69.8
ohio, east of bundy	450	10	26	16	91	409.5	6	27	3	13.5	25	40	25	40	25	40	56.2	56.1	60.7	61.8
olympic, west of bundy	3400	6	66	20	91	3094	6	204	3	102	35	56	35	56	35	56	69.2	67.1	69.3	72.0
bundy, north of olympic	2720	6	46	17	91	2475	6	163	3	81.6	35	56	35	56	35	56	68.2	66.2	68.4	71.2
barrington, south of olympic	2270	10	58	24	91	2066	6	136	3	68.1	35	56	35	56	35	56	67.5	65.4	67.6	70.0
sawtelle, south of santa monica	1120	10	22	15	91	1019	6	67.2	3	33.6	35	56	35	56	35	56	64.4	62.3	64.5	67.5
sepulveda, north of olympic	2260	10	46	21	91	2057	6	136	3	67.8	35	56	35	56	35	56	67.4	65.4	67.6	70.1
pico, east of sepulveda	3120	10	51	23	91	2839	6	187	3	93.6	35	56	35	56	35	56	68.8	66.8	69.0	71.4
Sepulveda, North of Exposition	3280	10	46	21	91	2985	6	197	3	98.4	35	56	35	56	35	56	69.1	67.0	69.2	71.7
Westwood, south of olympic	2510	6	47	17	91	2284	6	151	3	75.3	30	48	30	48	30	48	66.0	64.8	67.4	69.7
Westwood, North of Pico	2360	6	47	17	91	2148	6	142	3	70.8	30	48	30	48	30	48	65.7	64.5	67.1	69.4
Westwood, South of Pico	2470	10	34	18	91	2248	6	148	3	74.1	30	48	30	48	30	48	65.9	64.7	67.3	69.5
National, West of Westwood	2130	6	30	13	91	1938	6	128	3	63.9	35	56	35	56	35	56	67.2	65.1	67.3	70.4
overland, south of pico	3140	10	51	23	91	2857	6	188	3	94.2	35	56	35	56	35	56	68.9	66.8	69.0	71.5
palms, east of motor	2410	10	46	21	91	2193	6	145	3	72.3	35	56	35	56	35	56	67.7	65.6	67.8	70.4
overland, south of culver	2900	10	51	23	91	2639	6	174	3	87	35	56	35	56	35	56	68.5	66.4	68.6	71.1
motor, south of palms	1480	10	46	21	91	1347	6	88.8	3	44.4	35	56	35	56	35	56	65.6	63.5	65.7	68.3
motor, north of palms	1330	10	46	21	91	1210	6	79.8	3	39.9	35	56	35	56	35	56	65.1	63.1	65.3	67.8
venice, east of motor	3280	10	86	29	91	2985	6	197	3	98.4	35	56	35	56	35	56	69.1	67.0	69.2	71.3
culver, south of venice	1450	10	70	26	91	1320	6	87	3	43.5	40	64	40	64	40	64	67.2	64.3	66.2	69.0
venice, east of culver	4050	10	86	29	91	3686	6	243	3	122	35	56	35	56	35	56	70.0	67.9	70.1	72.2
robertson, north of national	2810	10	51	23	91	2557	6	169	3	84.3	35	56	35	56	35	56	68.4	66.3	68.5	71.0
Washington, East of National	2650	10	51	23	91	2412	6	159	3	79.5	35	56	35	56	35	56	68.1	66.0	68.2	70.7
cattaragus, east of robertson	560	10	22	15	91	509.6	6	33.6	3	16.8	25	40	25	40	25	40	57.2	57.0	61.7	62.8

Cumulative + Project

Example Roadway Noise Levels

ROAD SEGMENT	TOT. # VEH.	EQUIVALENT LANE DISTANCE			VEHICLE TYPE %						VEHICLE SPEED						NOISE LEVEL (dBA)			50 ft ROW CNEL (dBA)
					Auto		MT		HT		Auto	k/h	MT	k/h	HT	k/h	Auto	MT	HT	
		D1	D2	Eq. Dis.	%	Auto	%	MT	%	HT										
Cloverfield, north of olympic	2130	6	42	16	91	1938	6	128	3	63.9	35	56	35	56	35	56	67.2	65.1	67.3	70.2
bundy, north of wilshire	1900	10	22	15	91	1729	6	114	3	57	35	56	35	56	35	56	66.7	64.6	66.8	69.8
ohio, east of bundy	490	10	26	16	91	445.9	6	29.4	3	14.7	25	40	25	40	25	40	56.6	56.4	61.1	62.2
olympic, west of bundy	3510	6	66	20	91	3194	6	211	3	105	35	56	35	56	35	56	69.4	67.3	69.5	72.1
bundy, north of olympic	2850	6	46	17	91	2594	6	171	3	85.5	35	56	35	56	35	56	68.4	66.4	68.6	71.4
barrington, south of olympic	2290	10	58	24	91	2084	6	137	3	68.7	35	56	35	56	35	56	67.5	65.4	67.6	70.0
sawtelle, south of santa monica	1140	10	22	15	91	1037	6	68.4	3	34.2	35	56	35	56	35	56	64.5	62.4	64.6	67.6
sepulveda, north of olympic	2400	10	46	21	91	2184	6	144	3	72	35	56	35	56	35	56	67.7	65.6	67.8	70.4
pico, east of sepulveda	3300	10	51	23	91	3003	6	198	3	99	35	56	35	56	35	56	69.1	67.0	69.2	71.7
Sepulveda, North of Exposition	3390	10	46	21	91	3085	6	203	3	102	35	56	35	56	35	56	69.2	67.1	69.3	71.9
Westwood, south of olympic	2550	6	47	17	91	2321	6	153	3	76.5	30	48	30	48	30	48	66.0	64.8	67.5	69.8
Westwood, North of Pico	2410	6	47	17	91	2193	6	145	3	72.3	30	48	30	48	30	48	65.8	64.6	67.2	69.5
Westwood, South of Pico	2500	10	34	18	91	2275	6	150	3	75	30	48	30	48	30	48	66.0	64.7	67.4	69.6
National, West of Westwood	2160	6	30	13	91	1966	6	130	3	64.8	35	56	35	56	35	56	67.2	65.2	67.4	70.4
overland, south of pico	3220	10	51	23	91	2930	6	193	3	96.6	35	56	35	56	35	56	69.0	66.9	69.1	71.6
palms, east of motor	2510	10	46	21	91	2284	6	151	3	75.3	35	56	35	56	35	56	67.9	65.8	68.0	70.6
overland, south of culver	2940	10	51	23	91	2675	6	176	3	88.2	35	56	35	56	35	56	68.6	66.5	68.7	71.2
motor, south of palms	1590	10	46	21	91	1447	6	95.4	3	47.7	35	56	35	56	35	56	65.9	63.8	66.0	68.6
motor, north of palms	1440	10	46	21	91	1310	6	86.4	3	43.2	35	56	35	56	35	56	65.5	63.4	65.6	68.1
venice, east of motor	3340	10	86	29	91	3039	6	200	3	100	35	56	35	56	35	56	69.1	67.1	69.3	71.3
culver, south of venice	1450	10	70	26	91	1320	6	87	3	43.5	40	64	40	64	40	64	67.2	64.3	66.2	69.0
venice, east of culver	4120	10	86	29	91	3749	6	247	3	124	35	56	35	56	35	56	70.0	68.0	70.2	72.3
robertson, north of national	2840	10	51	23	91	2584	6	170	3	85.2	35	56	35	56	35	56	68.4	66.3	68.5	71.0
Washington, East of National	2710	10	51	23	91	2466	6	163	3	81.3	35	56	35	56	35	56	68.2	66.1	68.3	70.8
cattaragus, east of robertson	580	10	22	15	91	527.8	6	34.8	3	17.4	25	40	25	40	25	40	57.3	57.2	61.8	63.0

	F&P NUMBER	Street 1	Street 2	PM PEAK HOUR											
				SR	ST	SL	WR	WT	WL	NR	NT	NL	ER	ET	EL
Cloverfield, north of olympic	1	Cloverfield Blvd	Olympic Blvd	55	935	96	108	786	351	0	785	198	282	682	131
bundy, north of wilshire	11	Bundy Dr	Wilshire Blvd	86	659	104	85	1053	127	135	717	160	114	1030	124
ohio, east of bundy	13	Bundy Dr	Ohio Ave	65	881	0	15	80	67	49	1102	63	146	207	98
olympic, west of bundy	16	Bundy Dr	Olympic Blvd	87	830	142	267	1225	223	164	974	86	293	1228	158
bundy, north of olympic	16	Bundy Dr	Olympic Blvd	87	830	142	267	1225	223	164	974	86	293	1228	158
barrington, south of olympic	26	Barrington Ave	Olympic Blvd	56	930	185	181	1336	114	122	477	207	213	975	59
sawtelle, south of santa monica	30	Sawtelle Blvd	Santa Monica Blvd	20	351	113	77	855	124	219	241	66	90	1248	25
sepulveda, north of olympic	40	Sepulveda Blvd	Olympic Blvd	130	825	78	134	2422	161	153	770	85	118	1389	64
pico, east of sepulveda	41	Sepulveda Blvd	Pico Blvd	125	920	60	65	966	414	188	883	188	159	1212	78
Sepulveda, North of Exposition	43	Sepulveda Blvd	Exposition Blvd	47	1456	0	105	0	0	12	1136	67	110	178	11
Westwood, south of olympic	48	Westwood Blvd	Olympic Blvd	155	1064	147	126	2207	126	113	895	87	71	1419	61
Westwood, North of Pico	49	Westwood Blvd	Pico Blvd	119	911	115	266	1124	255	110	622	118	187	1050	161
Westwood, South of Pico	49	Westwood Blvd	Pico Blvd	119	911	115	266	1124	255	110	622	118	187	1050	161
National, West of Westwood	51	Westwood Blvd	National Blvd	428	679	182	204	507	47	12	219	80	307	658	169
overland, south of pico	52	Overland Ave	Pico Blvd	33	609	43	36	1310	769	527	521	287	235	1013	52
palms, east of motor	57	Overland Ave	Palms Blvd	131	1366	76	80	748	100	169	1159	90	164	1095	140
overland, south of culver	59	Overland Ave	Culver Blvd	269	1072	161	164	753	191	157	886	144	164	942	260
motor, south of palms	61	Motor Ave	Palms Blvd	114	523	102	23	764	88	101	383	143	95	1112	105
motor, north of palms	61	Motor Ave	Palms Blvd	114	523	102	23	764	88	101	383	143	95	1112	105
venice, east of motor	62	Motor Ave	Venice Blvd	217	432	140	112	1189	72	33	314	41	42	1370	136
culver, south of venice	68	Culver Blvd	Venice Blvd	42	68	231	157	988	354	609	65	57	20	989	13
venice, east of culver	68	Culver Blvd	Venice Blvd	42	68	231	157	988	354	609	65	57	20	989	13
robertson, north of national	70	Robertson Blvd	National Blvd	234	787	668	270	349	150	56	414	44	65	874	236
Washington, East of National	73	National Blvd	Washington Blvd	123	908	196	130	849	102	91	648	208	254	1097	80
cattaragus, east of robertson	75	Robertson Blvd	Cattaraugus Ave	82	1422	63	51	73	44	10	1321	54	60	207	126

Traffic Volumes - Baseline

	F&P NUMBER	Street 1	Street 2	PM PEAK HOUR SR	ST	SL	WR	WT	WL	NR	NT	NL	ER	ET	EL	
Cloverfield, north of olympic	1	Cloverfield Blvd	Olympic Blvd	56	954	98	110	802	358	0	801	202	288	696	134	2153
bundy, north of wilshire	11	Bundy Dr	Wilshire Blvd	88	672	106	87	1074	130	138	731	163	116	1051	126	1810
ohio, east of bundy	13	Bundy Dr	Ohio Ave	66	899	0	15	82	68	50	1124	64	149	211	100	426
olympic, west of bundy	16	Bundy Dr	Olympic Blvd	89	847	145	272	1250	227	167	993	88	299	1253	161	3275
bundy, north of olympic	16	Bundy Dr	Olympic Blvd	89	847	145	272	1250	227	167	993	88	299	1253	161	2507
barrington, south of olympic	26	Barrington Ave	Olympic Blvd	57	949	189	185	1363	116	124	487	211	217	995	60	2104
sawtelle, south of santa monica	30	Sawtelle Blvd	Santa Monica Blvd	20	358	115	79	872	126	223	246	67	92	1273	26	1112
sepulveda, north of olympic	40	Sepulveda Blvd	Olympic Blvd	133	842	80	137	2470	164	156	785	87	120	1417	65	2042
pico, east of sepulveda	41	Sepulveda Blvd	Pico Blvd	128	938	61	66	985	422	192	901	192	162	1236	80	2962
Sepulveda, North of Exposition	43	Sepulveda Blvd	Exposition Blvd	48	1485	0	107	0	0	12	1159	68	112	182	11	2810
Westwood, south of olympic	48	Westwood Blvd	Olympic Blvd	158	1085	150	129	2251	129	115	913	89	72	1447	62	2403
Westwood, North of Pico	49	Westwood Blvd	Pico Blvd	121	929	117	271	1146	260	112	634	120	191	1071	164	2236
Westwood, South of Pico	49	Westwood Blvd	Pico Blvd	121	929	117	271	1146	260	112	634	120	191	1071	164	2246
National, West of Westwood	51	Westwood Blvd	National Blvd	437	693	186	208	517	48	12	223	82	313	671	172	1871
overland, south of pico	52	Overland Ave	Pico Blvd	34	621	44	37	1336	784	538	531	293	240	1033	53	3007
palms, east of motor	57	Overland Ave	Palms Blvd	134	1393	78	82	763	102	172	1182	92	167	1117	143	2314
overland, south of culver	59	Overland Ave	Culver Blvd	274	1093	164	167	768	195	160	904	147	167	961	265	2666
motor, south of palms	61	Motor Ave	Palms Blvd	116	533	104	23	779	90	103	391	146	97	1134	107	1360
motor, north of palms	61	Motor Ave	Palms Blvd	116	533	104	23	779	90	103	391	146	97	1134	107	1274
venice, east of motor	62	Motor Ave	Venice Blvd	221	441	143	114	1213	73	34	320	42	43	1397	139	2974
culver, south of venice	68	Culver Blvd	Venice Blvd	43	69	236	160	1008	361	621	66	58	20	1009	13	1195
venice, east of culver	68	Culver Blvd	Venice Blvd	43	69	236	160	1008	361	621	66	58	20	1009	13	3395
robertson, north of national	70	Robertson Blvd	National Blvd	239	803	681	275	356	153	57	422	45	66	891	241	2661
Washington, East of National	73	National Blvd	Washington Blvd	125	926	200	133	866	104	93	661	212	259	1119	82	2515
cattaragus, east of robertson	75	Robertson Blvd	Cattaraugus Ave	84	1450	64	52	74	45	10	1347	55	61	211	129	456

Traffic Volumes + Baseline + Project

	F&P NUMBER	Street 1	Street 2	PM PEAK HOUR											
				SR	ST	SL	WR	WT	WL	NR	NT	NL	ER	ET	EL
Cloverfield, north of olympic	1	Cloverfield Blvd	Olympic Blvd	56	954	98	110	832	368	0	791	222	248	706	144
bundy, north of wilshire	11	Bundy Dr	Wilshire Blvd	88	672	106	87	1074	130	138	741	193	116	1051	126
ohio, east of bundy	13	Bundy Dr	Ohio Ave	56	899	0	15	92	68	60	1144	64	149	231	80
olympic, west of bundy	16	Bundy Dr	Olympic Blvd	129	867	145	292	1300	237	177	1013	98	319	1253	191
bundy, north of olympic	16	Bundy Dr	Olympic Blvd	129	867	145	292	1300	237	177	1013	98	319	1253	191
barrington, south of olympic	26	Barrington Ave	Olympic Blvd	57	939	189	185	1453	156	114	497	191	227	1085	60
sawtelle, south of santa monica	30	Sawtelle Blvd	Santa Monica Blvd	30	348	115	79	872	126	253	246	67	92	1363	26
sepulveda, north of olympic	40	Sepulveda Blvd	Olympic Blvd	123	872	100	167	2420	134	176	825	77	120	1487	95
pico, east of sepulveda	41	Sepulveda Blvd	Pico Blvd	108	1008	111	46	1015	402	212	881	192	162	1356	90
Sepulveda, North of Exposition	43	Sepulveda Blvd	Exposition Blvd	48	1565	20	97	0	0	12	1169	68	112	192	21
Westwood, south of olympic	48	Westwood Blvd	Olympic Blvd	158	1085	150	149	2201	129	115	943	79	92	1537	82
Westwood, North of Pico	49	Westwood Blvd	Pico Blvd	141	929	117	291	1096	260	122	644	120	201	1151	164
Westwood, South of Pico	49	Westwood Blvd	Pico Blvd	141	929	117	291	1096	260	122	644	120	201	1151	164
National, West of Westwood	51	Westwood Blvd	National Blvd	447	713	196	218	537	48	12	223	92	313	671	172
overland, south of pico	52	Overland Ave	Pico Blvd	34	631	44	37	1306	814	518	541	313	270	1123	53
palms, east of motor	57	Overland Ave	Palms Blvd	134	1443	98	82	773	122	162	1202	92	157	1177	143
overland, south of culver	59	Overland Ave	Culver Blvd	284	1123	164	167	778	195	170	904	147	167	981	275
motor, south of palms	61	Motor Ave	Palms Blvd	136	583	114	23	779	100	103	421	156	107	1154	107
motor, north of palms	61	Motor Ave	Palms Blvd	136	583	114	23	779	100	103	421	156	107	1154	107
venice, east of motor	62	Motor Ave	Venice Blvd	221	481	153	114	1233	73	14	330	72	33	1447	159
culver, south of venice	68	Culver Blvd	Venice Blvd	43	69	236	160	1048	351	621	66	48	40	1049	13
venice, east of culver	68	Culver Blvd	Venice Blvd	43	69	236	160	1048	351	621	66	48	40	1049	13
robertson, north of national	70	Robertson Blvd	National Blvd	239	803	681	295	336	153	57	422	45	66	941	251
Washington, East of National	73	National Blvd	Washington Blvd	125	976	200	133	896	104	93	671	212	259	1149	82
cattaragus, east of robertson	75	Robertson Blvd	Cattaraugus Ave	84	1460	64	62	64	55	20	1337	55	71	211	129

Traffic Volumes - Cumulative Basleine

	F&P NUMBER	Street 1	Street 2	PM PEAK HOUR SR	ST	SL	WR	WT	WL	NR	NT	NL	ER	ET	EL
Cloverfield, north of olympic	1	Cloverfield Blvd	Olympic Blvd	60	940	100	120	930	380	10	800	160	280	700	110
bundy, north of wilshire	11	Bundy Dr	Wilshire Blvd	80	660	110	90	1060	130	220	820	650	120	1030	130
ohio, east of bundy	13	Bundy Dr	Ohio Ave	130	1010	0	20	110	40	50	1360	60	150	230	140
olympic, west of bundy	16	Bundy Dr	Olympic Blvd	90	990	150	280	1340	230	170	1040	120	320	1250	170
bundy, north of olympic	16	Bundy Dr	Olympic Blvd	90	990	150	280	1340	230	170	1040	120	320	1250	170
barrington, south of olympic	26	Barrington Ave	Olympic Blvd	60	960	190	190	1420	170	130	480	260	270	1050	70
sawtelle, south of santa monica	30	Sawtelle Blvd	Santa Monica Blvd	80	330	50	80	860	130	310	200	70	80	1540	30
sepulveda, north of olympic	40	Sepulveda Blvd	Olympic Blvd	170	930	120	180	2590	150	110	810	100	150	1500	50
pico, east of sepulveda	41	Sepulveda Blvd	Pico Blvd	250	830	120	50	1060	430	210	820	190	160	1250	160
Sepulveda, North of Exposition	43	Sepulveda Blvd	Exposition Blvd	50	1620	160	200	40	30	20	1240	80	130	130	10
Westwood, south of olympic	48	Westwood Blvd	Olympic Blvd	190	1290	160	100	2370	80	100	920	80	40	1500	100
Westwood, North of Pico	49	Westwood Blvd	Pico Blvd	110	1140	50	250	1170	230	120	670	130	180	1150	140
Westwood, South of Pico	49	Westwood Blvd	Pico Blvd	110	1140	50	250	1170	230	120	670	130	180	1150	140
National, West of Westwood	51	Westwood Blvd	National Blvd	420	700	360	280	610	50	20	230	110	310	660	170
overland, south of pico	52	Overland Ave	Pico Blvd	50	610	50	40	1230	890	640	530	280	190	1020	60
palms, east of motor	57	Overland Ave	Palms Blvd	110	1430	140	130	800	60	120	1260	160	170	1160	140
overland, south of culver	59	Overland Ave	Culver Blvd	320	1210	150	170	890	210	180	980	150	170	1130	280
motor, south of palms	61	Motor Ave	Palms Blvd	120	540	90	50	800	70	110	480	140	140	1210	50
motor, north of palms	61	Motor Ave	Palms Blvd	120	540	90	50	800	70	110	480	140	140	1210	50
venice, east of motor	62	Motor Ave	Venice Blvd	200	490	180	110	1360	60	120	430	40	70	1450	130
culver, south of venice	68	Culver Blvd	Venice Blvd	50	70	240	160	1160	430	770	70	70	40	1290	20
venice, east of culver	68	Culver Blvd	Venice Blvd	50	70	240	160	1160	430	770	70	70	40	1290	20
robertson, north of national	70	Robertson Blvd	National Blvd	240	790	670	510	360	150	60	420	50	20	1070	180
Washington, East of National	73	National Blvd	Washington Blvd	120	1080	160	130	840	110	100	690	220	270	1310	60
cattaragus, east of robertson	75	Robertson Blvd	Cattaraugus Ave	70	1590	90	50	100	60	20	1480	130	40	240	190

Traffic Volumes - Cumulative + Project

	F&P NUMBER	Street 1	Street 2	PM PEAK HOUR											
				SR	ST	SL	WR	WT	WL	NR	NT	NL	ER	ET	EL
Cloverfield, north of olympic	1	Cloverfield Blvd	Olympic Blvd	60	940	100	120	960	390	10	790	180	240	710	120
bundy, north of wilshire	11	Bundy Dr	Wilshire Blvd	80	660	110	90	1060	130	220	830	680	120	1030	130
ohio, east of bundy	13	Bundy Dr	Ohio Ave	120	1010	0	20	120	40	60	1380	60	150	250	120
olympic, west of bundy	16	Bundy Dr	Olympic Blvd	130	1010	150	300	1390	240	180	1060	130	340	1250	200
bundy, north of olympic	16	Bundy Dr	Olympic Blvd	130	1010	150	300	1390	240	180	1060	130	340	1250	200
barrington, south of olympic	26	Barrington Ave	Olympic Blvd	60	950	190	190	1510	210	120	490	240	280	1140	70
sawtelle, south of santa monica	30	Sawtelle Blvd	Santa Monica Blvd	90	320	50	80	860	130	340	200	70	80	1630	30
sepulveda, north of olympic	40	Sepulveda Blvd	Olympic Blvd	160	960	140	210	2540	120	130	850	90	150	1570	80
pico, east of sepulveda	41	Sepulveda Blvd	Pico Blvd	230	900	170	30	1090	410	230	800	190	160	1370	170
Sepulveda, North of Exposition	43	Sepulveda Blvd	Exposition Blvd	50	1700	180	190	40	30	20	1250	80	130	140	20
Westwood, south of olympic	48	Westwood Blvd	Olympic Blvd	190	1290	160	120	2320	80	100	950	70	60	1590	120
Westwood, North of Pico	49	Westwood Blvd	Pico Blvd	130	1140	50	270	1120	230	130	680	130	190	1230	140
Westwood, South of Pico	49	Westwood Blvd	Pico Blvd	130	1140	50	270	1120	230	130	680	130	190	1230	140
National, West of Westwood	51	Westwood Blvd	National Blvd	430	720	370	290	630	50	20	230	120	310	660	170
overland, south of pico	52	Overland Ave	Pico Blvd	50	620	50	40	1200	920	620	540	300	220	1110	60
palms, east of motor	57	Overland Ave	Palms Blvd	110	1480	160	130	810	80	110	1280	160	160	1220	140
overland, south of culver	59	Overland Ave	Culver Blvd	330	1240	150	170	900	210	190	980	150	170	1150	290
motor, south of palms	61	Motor Ave	Palms Blvd	140	590	100	50	800	80	110	510	150	150	1230	50
motor, north of palms	61	Motor Ave	Palms Blvd	140	590	100	50	800	80	110	510	150	150	1230	50
venice, east of motor	62	Motor Ave	Venice Blvd	200	530	190	110	1380	60	100	440	70	60	1500	150
culver, south of venice	68	Culver Blvd	Venice Blvd	50	70	240	160	1200	420	770	70	60	60	1330	20
venice, east of culver	68	Culver Blvd	Venice Blvd	50	70	240	160	1200	420	770	70	60	60	1330	20
robertson, north of national	70	Robertson Blvd	National Blvd	240	790	670	530	340	150	60	420	50	20	1120	190
Washington, East of National	73	National Blvd	Washington Blvd	120	1130	160	130	870	110	100	700	220	270	1340	60
cattaragus, east of robertson	75	Robertson Blvd	Cattaraugus Ave	70	1600	90	60	90	70	30	1470	130	50	240	190

APPENDIX F

Population, Housing, and Employment Methodology

POPULATION, HOUSING, AND EMPLOYMENT METHODOLOGY

This section describes the data sources and methodologies employed in the identification of the EIR Existing Conditions (or Baseline Conditions) and Future Projections, which are used to assess potential impacts of the Proposed Plan. The section also explains how the Proposed Plan's reasonable expected development is derived and how the Proposed Plan addresses anticipated growth.

The EIR evaluates the potential environmental impacts related to anticipated changes in population, housing, and employment based upon information from a variety of sources, including: the United States Census (U.S. Census), the California Department of Finance (DOF), the California Employment Development Department (EDD), the Southern California Association of Governments (SCAG), the City of Los Angeles Department of City Planning (DCP), the City of Los Angeles General Plan Framework Element (Framework), and associated documents. Since each of these sources may use different methods of data collection and analysis and/or different time frames, the data do not always arrive at precisely the same results. Accordingly, the demographic data used in this analysis may vary somewhat, depending on the source cited. Despite the variations, the data used in this EIR represent the best data sources available at the time the City conducted the environmental analysis and provide a reasonable description of the population, housing, and employment characteristics of the Plan Area.

During the preparation of the ECTNP Draft EIR the 2012-2035 RTP/SCS was the most recent adopted RTP/SCS available. The 2016-2040 RTP/SCS was adopted April 7, 2016, after the analysis in the ECTNP Draft EIR was completed. The 2016-2040 RTP/SCS has been reviewed to determine if there are any substantial differences in policy and/or growth trends associated with the socioeconomic data as compared to the 2012-2035 RTP/SCS. Based on this review it has been determined that the minor refinements in policy and associated updated socioeconomic data in the 2016-2040 RTP/SCS would not substantially affect the analyses or conclusions of this ECTNP EIR. While the SCAG transportation model itself is still not available, SCAG staff indicates that changes to the network and associated calculations are minor. Additionally, SCAG staff indicates that the methodology used in both the 2012-2035 and 2016-2040 RTP/SCS reports are generally consistent. Please see **Appendix K** for a more detailed discussion.

EXISTING CONDITIONS

Existing conditions, or Baseline Conditions for the purposes of environmental analysis, can be described in demographic terms (population, housing, and employment) or in terms of development characteristics (square feet of development, height of structures, or number of housing units). As the lead agency, DCP has the discretion to determine the best data source for Existing Conditions. DCP primarily represents Existing Conditions as demographic data that is published and is referenced public data that is used by multiple agencies in planning for the city and region. Where possible, DCP also uses development characteristics, such as square feet of development, for the Plan Area as another baseline for the purposes of environmental analysis. Per CEQA, the demographics and physical characteristics at the time that an EIR for a plan is commenced – usually the year the Notice of Preparation is published and distributed – constitute the baseline conditions.

The leading source for demographic data is the U.S. Census. While Census data is typically the most reliable representation of socio economic data for discrete geographic areas, it is only available on a decennial basis, i.e. 2000, 2010, 2020. Census data is the most accurate source for demographic data,

however it is subject to sampling variability. While it is preferable to use Census data for analysis, it is not always possible to align the timing of planning processes with the release of census data.

As the regional demographer for the six-county region that includes LA County, SCAG publishes demographic estimates and projections through a long range transportation plan (RTP), developed and updated every four years. SCAG has an established methodology for estimating the baseline regional population, households, and employment for the region as well as projecting future population, housing, and employment at a citywide level. SCAG uses Census data which it adjusts using California Department of Finance (DOF) data to determine existing or baseline population, households, and employment. This method is used to derive annual estimates of population, households, and employment for years that are not a Census year.

At the city level, SCAG estimates households, utilizing past trends of occupied housing units from a number of different data sources. SCAG then estimates persons per household (PPH) and multiplies the occupied housing units by the PPH (which is tailored by geography) to get a subtotal of the population. The proportion of group-quartered population to total population of prior Census years are added to get the total population.

In the case of the ECTNP, the base year for environmental analysis purposes is 2013, three years after the most recent Census year of 2010. At the time of the preparation of the EIR, the 2012 SCAG RTP/SCS, which has a base year of 2008, was the most recent RTP/SCS available. Because the base year of the ECTNP did not coincide with either the Census or the SCAG RTP base year, an alternate method described below was used to estimate the base year data for population, housing, and employment.

To obtain the base year data for population and housing in the Project Area, the data from the 2010 U.S. Census was adjusted to account for growth that was estimated to have occurred in the Project Area during the years between 2010 and 2013. First, the average annual growth rate in population and housing for four neighboring cities (Beverly Hills, Culver City, Santa Monica, and West Hollywood) and the City of Los Angeles as a whole was obtained using information from the Department of Finance for the years 2010-2013. Assuming that the population and housing in the Project Area grew at approximately the same rate as the surrounding areas during those years, this average annual growth rate was applied to U.S. Census data from 2010 for the Project Area to obtain the baseline population and housing for 2013.

To estimate the existing employment, U.S. Census-based employment data for the Project Area from 2011 was adjusted to 2013 using a method similar to that used for population and housing. “On the Map,” an application of the U.S. Census based on Longitudinal-Employer Household Dynamics (LEHD) Origin Designation Employment Statistics, makes available employment data on an annual basis. At the time the EIR was being prepared, 2011 was the most recent year available. The 2011 data was adjusted to 2013 using the average annual growth rate for employment for the four neighboring cities noted above and the City of Los Angeles. The growth rates for these cities was obtained from the California Employment Development Department (EDD) Monthly Labor Force Data for the years 2010 to 2012 (2012 being the most recent year available from EDD at the time). Assuming that employment in the Project Area grew at approximately the same rate as the surrounding areas during those years, this average annual growth rate was applied to employment in the Plan Area in 2011 to obtain the baseline employment for 2013.

In addition to demographic data, non-residential square footage was also estimated for the base year. Existing non-residential square footage for a plan area can typically be obtained through the Los Angeles County Assessor database, which contains square footage information at a parcel level. However, this

information is not always comprehensive, as square footage information is collected for tax assessment purposes and therefore does not necessarily reflect all habitable structures on a property. Additionally, numerous parcels in the ECTNP Area were found to not have any square footage data recorded by the assessor. With a large geography such as the ECTNP, which contains thousands of parcels, ensuring the accuracy of the assessor data and manually filling in gaps in information is not practical.

Therefore, for the ECTNP it was determined that a more accurate and reasonable estimate could be obtained using employment data (derived from the U.S. Census, as described above) and square feet per employee (SF/Emp) ratios, assuming that all employees occupy some type of non-residential space. DCP uses standard SF/Emp ratios that vary according to land use – for example, retail uses typically have approximately 400 SF/Emp, while industrial uses range from 500 SF/Emp (for light industrial) to 1,000 SF/Emp (for heavy industrial). Each parcel in the ECTNP was assigned a SF/Emp ratio based on the current land use designation (or in some cases based on the actual land use where it was known to be different than the designation). To reflect the distinct mix of the types of land uses in each portion of the Plan Area, the ECTNP Area was broken down into multiple "station segments," and the average SF/Emp for the parcels within each station area was calculated. This average SF/Emp was then multiplied by the base year (2013) employment number in each station area to determine the non-residential square footage. Finally, the station area square footages were summed to obtain the total non-residential square footage for the entire Project Area.

FUTURE PROJECTIONS

The City plans for and aims to accommodate Southern California Association of Governments (SCAG) population projections for a plan's horizon year. In the case of ECTNP, the City also prepared a market study to better understand and accommodate localized demand for housing and jobs. Both of these data sets are discussed below.

SCAG Projections

SCAG growth projections for the Project Area are intended to be a target that is derived from forecasts made for the entire six-county region and allocated to cities within the region.

SCAG projects sub-county demographic trend projections using the housing unit method, which is one of the most widely used methods for estimating and projecting local area households and population for planning purposes. Projections are completed using the cohort-component model for the regional level; for the sub-county the following apply:

- **Population projection methodology**—The model computes the population at a future point in time by adding to the existing population the number of group quartered population, births and persons moving into the region during a projection period, and by subtracting the number of deaths and the number of persons moving out of the area in 5-year intervals.

- **Housing projection methodology**—SCAG projects households (occupied housing units) by multiplying the population projection (minus the group-quartered population) by the headship rate or the proportion of that population that is expected to form a household (projected in 5-year intervals).

■ **Employment projection methodology**—SCAG links population dynamics to economic trends, examining labor force supply and demand to develop employment projections. Supply is derived by multiplying population by projected labor force participation rates. Demand is developed by converting the jobs to workers using the double job rate and applying the ideal unemployment rate and factoring out the number of people holding two or more jobs.

After deriving the regional projections using its published methodology, SCAG allocates to each city its share of the regional growth, providing each city with a citywide projection for population, housing, and employment. At the citywide level, these projections are largely based on past trends. SCAG and DCP then distribute the total citywide number among all of the City's census tracts and Transportation Analysis Zones (TAZ), again derived from past trends and building upon TAZ projections of previous adopted Regional Transportation Plans. Local feedback provides further input based on the effects of local policymaking, such as General Plan or Community Plan updates, and the mandates of federal and state regulations, and results in a refinement of the demographic projections by census tract/TAZ.

In order to estimate the SCAG projected population, housing, and employment in the Project Area, the proportion of each SCAG TAZ within the Project Area was calculated using GIS software. The projected population, housing, and employment in the portions of TAZs that comprise the Project Area were summed to obtain the total for the entire area. The resulting numbers serve as a benchmark or reference point that guides the planning process.

The long-standing policy of the City of Los Angeles is to accommodate SCAG projections in its long-range planning efforts. Plans created by the City of Los Angeles aim at minimum to meet SCAG projections for the corresponding area, and in some cases may exceed those projections depending on changed circumstances such as market demand, trends, the introduction of transit or other infrastructure, etc. In this respect, SCAG projections are viewed as targets, and DCP ultimately determines the distribution of Citywide growth through adherence to the General Plan Framework and Community Plans while the Citywide projections are being accommodated.

Market Study

To supplement the SCAG growth forecasts, a market study was prepared for the ECTNP area to determine the market demand for jobs and housing within the Project Area. The market study reviewed demographics and the regional real estate market performance to provide context for the study area, which included four stations along the Expo Line Phase 2: Culver City, Palms, Expo/Sepulveda, and Expo/Bundy. The market study was prepared to provide an additional lens for understanding future demand for housing and jobs (i.e. "growth") at a more fine-grained level than is achieved through the SCAG regional methodology. Together, the two sets of numbers inform anticipated growth in 2035 and guide plan recommendations.

In particular, the market study assessed the demand for residential and retail development by estimating population and household growth. Age, income, and employment data further informed the estimated demand for commercial and residential development. The market study also evaluated expected growth in various industries in the region with a focus on the creative office market in order to understand the number and type of jobs anticipated in the future. The station-specific market analyses looked closely at the real estate market in each of the station areas and included the demand for key land uses within each of the station's half-mile radii. Using these methods of analysis, the market study provided an estimated

demand for housing and jobs for 2035 within the ECTNP area. The demand estimates are provided as a range of housing units and jobs, accounting for potential variability in the amount of the regional growth that might occur in each station area and the ECTNP area as a whole. Like the SCAG forecasts, the market demand estimates serve as a benchmark that inform proposed changes in the ECTNP. The market study analysis helps augment the SCAG forecasts as it is more geographically specific and thus sensitive to the unique conditions within the ECTNP area. Please see **Appendix L** for the Market Study.

CALCULATING FUTURE PLAN EXPECTED DEVELOPMENT

The ability of the Proposed Specific Plan to accommodate population and jobs is based on assumptions about what level of development can reasonably be expected to occur during the life of the plan (2035). This estimate of future development is known as the "reasonable expected development," which for purposes of discussion may also be referred to as "capacity," though it is not intended to represent maximum build out. The estimates for population, housing, and jobs are based on the acreage of land designated for each type of land use (by General Plan Land Use designation); allowable densities and intensities in each designation; and the anticipated level of development by the horizon year of the plan (2035).

The assumption for average levels of development is based on a number of factors that affect development. The Exposition Corridor Transit Neighborhood Plan (ECTNP) area, like many urban areas within the City, is largely built out and sometimes is built out at densities and intensities that are below the maximum permitted by the current zoning. Moreover, redevelopment of properties within the ECTNP is likely to occur in only a fraction of the total Plan Area during the life of the plan and, based on historical evidence, redevelopment typically does not occur at the maximum allowable densities and intensities. Economic conditions, market trends, financial lending practices and construction and land acquisition costs affect marketplace decisions relating to proposed development. Additionally, past building data demonstrates that a number of City policies and regulations place further limitations on development densities.

Considering these factors, it is reasonable to assume that:

1. All sites that are developed will not necessarily be developed to the maximum densities and intensities permitted because of other General Plan policies, zoning requirements, physical site constraints, market forces and local conditions.

2. Not all properties within the Plan Area will be redeveloped during the life of the plan.

For the reasons stated above, the methodology effectively assumes a level of development that is less than the maximum allowable density (e.g., dwelling units per acre) and intensity (e.g., height and floor area) of development. A 100% build out scenario is implausible, and therefore is not analyzed. Rather a more "realistic" reasonable expected capacity is used to both guide proposed land use changes and analyze the potential environmental impacts of those changes.

Estimating Housing and Population in the Proposed Plan

The State of California requires that cities plan for growth and that each city accommodate a share of anticipated regional growth. The ECTNP is intended to accommodate the population projected by SCAG

in 2035, the horizon year of this plan. A primary objective of the Plan is to ensure that the capacity of the Plan can accommodate that projected growth. The Environmental Impact Report analyzes the potential impact on the environment of this anticipated growth.

The methodology of using average levels of development (discussed above) was applied to estimate the reasonable expected population that the Plan could accommodate through 2035. That reasonable expected population should meet or exceed the Plan area's 2035 SCAG projected population to ensure that the plan can accommodate the anticipated population growth during that horizon year, in accordance with state law.

The reasonable expected number of dwelling units is based on the average number of dwelling units that can be developed for each land use designation. Recent trends indicate a substantial amount of residential dwelling units are constructed on commercial land. Thus, the calculations assume both commercial and residential (i.e. mixed use) development will occur on commercially designated properties. The reasonable expected population results from multiplying the reasonable expected number of dwelling units by an average household size for 2035, found in the SCAG 2012 RTP. Given that the ECTNP spans three separate Community Plan areas, the average household size for each individual Community Plan area was applied to properties within that Community Plan area.

Estimating Future Employment for the Proposed Plan

Future employment was estimated on land designated to generate employment: Commercial, Industrial, Public Facilities and Open Space. For Commercial and Industrial land use designations, assumptions about the amount of square footage to be used for employment-generating uses is based on the percentage of land that can be expected to be used for employment generating uses, incorporating existing conditions and anticipated employment trends. A smaller percentage of employment-generating uses were assumed for Public Facilities and Open Space, since typical development patterns in those land use designations reflect reduced lot coverage and floor area ratios for such uses. Portions of commercial land allocated for residential uses were excluded from the employment land calculations.

The resulting square footage of job-generating uses was divided by the typical average square feet per employee for different job types, depending on the land use designation of each property. For example, retail and office jobs typically have less square footage per employee than industrial, research and development, or warehouse jobs. These square-feet-per-employee factors were used to estimate the number of jobs that can reasonably be expected to be developed in the Plan Area.

Note: Home occupations were not factored into the analysis.

HOW GROWTH IS ADDRESSED THROUGH PLANNING AND ZONING

During the planning process, technical land use analysis, including the study of trends and consideration of General Plan policies, is conducted to identify appropriate locations and levels of future development. In places where new growth is anticipated and planned to occur, corresponding zoning is applied to implement updated land use policy. Where zoning is changed to reflect new land use objectives, further development standards are applied to address potential impacts of planned growth. These standards can include urban design, general development standards, and/or environmental standards.

Consistent with Framework and Community Plan land use policies reflected in the Proposed Plan, zone changes are applied in limited instances (e.g., around transit stations or along major commercial corridors). In selected areas of the Proposed Plan where upzones or zoning changes have been introduced that allow more development than currently exists, potential impacts of proposed changes have been analyzed by the ECTNP EIR, and where potential impacts are anticipated, additional design standards, development standards, and/or environmental standards apply. These standards are applied to all applicable projects; a new project must meet these development standards or include certain measures in the project's construction to receive approval.

For example, urban design standards in the Proposed Plan include requirements for buildings to be built to the sidewalk to create a more pedestrian environment. Other development standards include a transitional height requirement to improve the compatibility between new structures and those of adjacent lower scaled residential zones. Environmental standards require projects located within a certain distance of shadow-sensitive uses to prepare a shade and shadow study. These examples of project features in the Proposed Plan represent the types and range of regulations in the Proposed Plan that are applied to reduce potential impacts of new development.

EXCERPTS FROM SCAG'S METHODOLOGY REPORT

More detailed information on methodology used to forecast growth in the SCAG 2012-2035 RTP is available at the following site.
http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_GrowthForecast.pdf
Relevant sections regarding forecasting methodology and key assumptions are excerpted below.

Forecasting Methodology and Assumptions

The regional growth forecast for the 2012–2035 RTP/SCS was developed using the regional forecast methodology used in the development of the 2008 RTP growth forecast (see SCAG's growth forecast report for 2008 RTP: http://www.scag.ca.gov/rtp2008/pdfs/ finalrtp/reports/fGrowthForecast.pdf). The following is an overall approach toward developing the regional growth forecast for the 2012–2035 RTP/SCS.

Forecasting Methodology

SCAG projects regional population using the cohort-component model. The model computes population at a future point in time by adding to the existing population the number of group quarters population, births, and persons moving into the region during a projection period, and by subtracting the number of deaths and the number of persons moving out of the region. The patterns of migration into and out of the region are influenced by the availability of jobs. The preliminary regional and county growth forecast of population and households for the 2012–2035 RTP/SCS was derived using the updated economic and demographic trends and perspectives. The preliminary city population and household forecast was derived by multiplying the 2008 RTP jurisdiction's share of the county growth delta during the forecast horizon by the updated county household growth delta during the same period. The jurisdiction's relative growth pattern in the 2008 RTP growth forecast remained constant. The jurisdiction level household size and the group quarters population from the recent DOF estimates were incorporated into the new database. Regional employment is projected using a shift-share model. The shift-share model computes employment at a future point in time using a regional share of the nation's

employment. The preliminary regional and county growth forecast of employment for the 2012–2035 RTP/SCS was derived using updated economic and demographic trends and perspectives. The preliminary jurisdiction employment forecast was derived by using a constant-share method. The jurisdiction's share of county jobs for each sector for the base year is assumed to remain constant during the forecast years. By using the constant share method, the jurisdiction's job growth by sector will be determined by the different growth of the specific sector by county. If a city in Los Angeles County is specialized in a specific industry (e.g., manufacturing), its future job growth will be severely affected by a declining pattern of manufacturing sector in Los Angeles County. The initial job forecasts became a basis for the future local input process.

Key Regional Assumptions

Demographic and economic assumptions play a decisive role in determining the size of population, households, and employment in the future. Population size is projected by identifying the demographic rates (e.g., fertility rate, survival rate, migration rate) of the population cohort. The region's total fertility rate remains at 2.2, which is slightly higher than the replacement level of 2.1, during the projection period. The total fertility rate of Hispanic women gradually declines from 2.64 in 2010 to 2.49 in 2035, while other racial/ ethnic groups' rates tend to remain constant during the projection period. The total fertility rate of recent Asian and Hispanic immigrants is assumed to be at a higher level than the long-term residents of the same ethnic origin. The region's life expectancy at birth improves at the same rate as that of the nation's life expectancy improvement as determined by the US Census Bureau's 2008 Projection during the projection horizon.

Domestic migration is fluctuating and is directly influenced by labor demand derived from regional employment projections. International net immigration is kept constant at 104,000, which is an annual average of international net immigration of the region during the 1990–2010 period. The share of racial/ethnic domestic (from within the nation) migrants changes along with the changing population size of the racial/ethnic group. For example, the share of Hispanic migrants increases while that of the non-Hispanic Whites decreases. In addition to demographic assumptions, three additional translation factors are needed to link employment projections to population projections. They are labor force participation rates, the implied unemployment rates, and double jobbing rates. First, labor force participation rates play an important role in translating the labor force demand into labor force supply or vice versa. The labor force participation rates projected in the latest U.S. Bureau of Labor Statistics (BLS) projections for 2016 were used as the starting point for projecting labor force participation rates for 2020 and 2035. The projected labor force participation rates for the population over 55 are especially important as a large share of labor force growth will be in this age group. SCAG kept the projected 2016 labor force participation rates for the population under 55 for the years 2020 and 2035. SCAG increased the projected labor force participation rates for population groups age 55 and above for 2020 and 2035. These increases reflect a continuation of the large increases seen in recent years and projected by BLS to 2016. They reflect the better health and life expectancy of the workforce and the tendency for people to work longer for financial reasons. As a result of the projected increases in age-related labor force participation rates, the overall labor force participation rate is projected to slightly decline from 60.4 percent in 2010 to 59.4 percent in 2035. Second, some workers might keep two or more jobs. The double jobbing rate is assumed to be around 4.5 percent, and remain constant during the projection period. Third, the implied unemployment rate is derived by matching labor supply estimated from population projections with workers estimated from job projections. The panel of experts suggested that the acceptable implied unemployment rate ranges from 5 percent to 8 percent. The current projection assumes a 5 percent unemployment rate during the projection period (2015–

2035). Finally, the most important consideration is the reasonable regional share of national jobs. Currently the SCAG region's share of the national jobs is assumed to be 5.2 percent, and remains constant during the projection period.

The region's households are projected by using projected headship rate. The projected households at a future point in time are computed by multiplying the projected residential population by projected headship rates. Headship rate is the proportion of a population cohort that forms the household. Age-gender-racial/ethnic specific household formation level was applied to the projected population to estimate households. It is specified by age, gender, and race/ethnicity. Headship rate is projected in 5 year intervals for seven age groups (e.g., 15–24, 25–34, 35–44, 45–54, 55–64, 65–74, 75+), both genders (male and female), and four racial/ethnic groups.

The draft headship rate projections were developed using the extrapolation of the recent trends between 2005 and 2010 with different assumptions about the assimilation of Hispanic and Asian headship rates. The two plausible sets of headship rate assumptions were (1) age-sex-racial/ethnic specific household formation trends without assimilation and (2) age-sex-racial/ethnic specific household formation trends with assimilation.

In fact, there has been a gradual decline in the overall headship rates of the SCAG region from 43.7 percent in 1990 to 42.2 percent in 2010, with a sharp decrease by 3 percent from 46.7 percent in 1980 to 43.7 percent in 1990. The region's Hispanic headship rates generally did not converge toward the White headship rates between 1980 and 2000, but the gap of the White and Hispanic headship rates was growing over time and across generations, after controlling for socioeconomic factors. Although Hispanic immigrants experience a linear assimilation toward the Non-Hispanic White headship rates over time, U.S. born Hispanic residents do not show a linear assimilation toward the Non-Hispanic White headship rates (Choi, 2008). There was generally a stronger effect of the economic recession on headship rates of the minorities or immigrants than that of the native-born White. As a result, the gap in headship rates between minorities or immigrants and the White group is larger (Min & Choi, 2011).

Since there is a potential overestimate of the projected households due to assimilation assumption, SCAG produces an acceptable range of the projected households by using headship rates with/without assimilation assumption. The final projected households will be within the acceptable range.

APPENDIX G

Public Service Response Letters

0FORM. GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

April 30, 2013

To: Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012
Attention: Lameese Elqura

From: Fire Department

Subject: **EXPOSITION CORRIDOR TRANSIT NEIHBORHOOD PLAN**
ENV 2013-0622-EIR

PROJECT LOCATION

Corridor along Exposition Light Rail Line (LRT) between the Culver City and Exposition/Bundy transit stations.

PROJECT DESCRIPTION

The City of Los Angeles is preparing a Specific Plan and other regulatory changes for the Exposition Light Rail corridor, which would guide the future development of the area within the boundaries indicated in Figure 1. The Project Area is located within City Council Districts 5, 10, and 11, and comprises portions of the West Los Angeles, Palms-Mar Vista-Del Rey, and West Adams-Baldwin Hills-Leimert Community Plan areas. The Project Area is located entirely within the incorporated City of Los Angeles, and abuts the City of Culver City and the City of Santa Monica. Note that not all properties show in the Project Area will be affected.

Background

The Metro Exposition Light Rail Line is a 15.2-mile-long transit line running between Downtown Los Angeles and the City of Santa Monica. The majority of the line runs along the Exposition Right-of-Way, roughly parallel to the Santa Monica Freeway. Phase I of the line was completed in 2012. Phase II, extending 6.6 miles from the Phase I terminus in Culver City to the planned Colorado/4th Street station in Santa Monica, is currently under construction and scheduled for completion in 2015/2016.

The Project includes a variety of regulatory changes in the areas along the Exposition LRT corridor encompassing the five stations within the City of Los Angeles boundaries. The station areas to be studied are Culver City; National/Palms; Exposition/Westwood; Exposition/Sepulveda; and Exposition/Bundy.

Within a half-mile radius of each station there is a mix of zoning. Around the National/Palms and Westwood/Exposition stations the zoning is primarily residential. The Westwood/Exposition station area is comprised almost entirely of R1 (single-family residential) zoned properties. Around the Culver City, Sepulveda, and Bundy stations, there is a concentration of industrially zoned land in the immediate vicinity of the transit stations, with a mix of residential, commercial, and public facility zoning nearby,

The following comments are furnished in response to your request for this Department to review the proposed development:

A. Fire Flow

The adequacy of fire protection for a given area is based on required fire-flow, response distance from existing fire stations, and this Department's judgment for needs in the area. In general, the required fire-flow is closely related to land use. The quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard.

Fire-flow requirements vary from 2,000 gallons per minute (G.P.M.) in low density residential areas to 12,000 G.P.M. in high-density commercial or industrial areas. A minimum residual water pressure of 20 pounds per square inch (P.S.I.) is to remain in the water system, with the required gallons per minute flowing.

Improvements to the water system in this area may be required. The cost of improving the water system may be charged to the developer. For more detailed information regarding water main improvements, the developer shall contact the Water Services Section of the Department of Water and Power.

All water systems and roadways are to be improved to the satisfaction of the Fire Department prior to the issuance of any building permits.

B. Response Distance, Apparatus, and Personnel

The Fire Department has existing fire stations at the following locations for initial response into the area of the proposed development:

Fire Station No. 68
5023 W. Washington Blvd.
Los Angeles, CA 90019
Engine,
Paramedic Rescue Ambulance,

Fire Station No. 58
1556 S. Robertson Blvd.
Los Angeles, CA 90035
Assessment Engine,
Paramedic Rescue Ambulance,
BLS Rescue Ambulance

Fire Station No. 43
3690 S. Motor Ave.
Los Angeles, CA 90034
Engine,
Paramedic Rescue Ambulance

Fire Station No. 92
10556 W. Pico Blvd.
Los Angeles, CA 90064
Assessment Light Force,
Paramedic Rescue Ambulance,

Fire Station No. 59
11505 W. Olympic Blvd.
Los Angeles, CA 90064
Assessment Engine,
Paramedic Rescue Ambulance,
EMS Battalion Caption
Rehab Air Tender,

Fire Station No. 62
11970 W. Venice Blvd.
Los Angeles, CA 90066
Assessment Engine,
Paramedic Rescue Ambulance,

Fire Station No. 63
1930 Shell Avenue
Los Angeles, CA 90291
Task Force,
Paramedic Rescue Ambulance,

Fire Station No. 37
1090 S. Veteran Ave.
Los Angeles, CA 90024
Task Force,
Paramedic Rescue Ambulance,

Based on these criteria (response distance from existing fire stations), fire protection would be considered (**adequate)**.

The proposed project would have a cumulative impact on fire protection services.

The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.

C. Firefighting Personnel Access

No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

D. Firefighting Apparatus Access

Access for Fire Department apparatus and personnel to and into all structures shall be required.

The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.

Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.

Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.

Where access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet.

All access roads, including fire lanes, shall be maintained in an unobstructed manner, removal of obstructions shall be at the owner's expense. The entrance to all required fire lanes or required private driveways shall be posted with a sign no less than three square feet in area in accordance with Section 57.09.05 of the Los Angeles Municipal Code.

No building or portion of a building shall be constructed more than 300 feet from an approved fire hydrant. Distance shall be computed along path of travel.

Those plot plans be approved by the Fire Department showing fire hydrants and access for each phase of the project prior to the recording of the final map for that phase. Each phase shall comply independently with code requirements.

All street intersections with a level of service of "E" or "F" decreases the level or service of fire protection and emergency medical services provided by this Department.

CONCLUSION

Definitive plans and specifications shall be submitted to this Department and requirements for necessary permits satisfied prior to commencement of any portion of this project.

The Los Angeles Fire Department continually evaluates fire station placement and overall Department services for the entire City, as well as specific areas. The development of this proposed project, along with other approved and planned projects in the immediate area, may result in the need for the following:

1. Increased staffing for existing facilities.
2. Additional fire protection facilities.
3. Relocation of present fire protection facilities.

For additional information and comments contact Metro Rail Project Coordinator Mike Thomas (Battalion Chief) at (213) 922-7269 or Inspector Steve Douglas at (213) 922-7193.

BRIAN L. CUMMINGS
Fire Chief

Mark Stormes, Fire Marshal
Bureau of Fire Prevention and Public Safety

MS:RED:vlj

LOS ANGELES POLICE DEPARTMENT

CHARLIE BECK
Chief of Police

P.O. Box 30158
Los Angeles, Calif. 90030
Telephone: (213) 486-6000
TDD: (213) 978-3500
Ref #: 1.2

ERIC GARCETTI
Mayor

July 10, 2013

Ms. Robin Gilliam
Assistant Project Manager
Terry A. Hayes Associates Inc. (TAHA)
8522 National Boulevard, Suite 102
Culver City, California 90232

Dear Ms. Gillman:

The proposed ENV-2013-622-EIR, Exposition Corridor Transit Neighborhood Plan, involves the Los Angeles Police Department's West Los Angeles, and Pacific Areas. A project of this size would have minimal effect to the overall operations of the Los Angeles Police Department.

Upon completion of the project, you are encouraged to provide both West Los Angeles Area and Pacific Area with a diagram of each portion of the property. The diagram should include access routes and any additional information that might facilitate police response.

Planning and Research Division is available for any further questions pertaining to this project. Should you have any questions regarding this response, please contact Sergeant II Edan D'Angelo, Officer in Charge, Manuals and Orders Unit, Special Project Section, Planning and Research Division, at (213) 486-0481.

Very truly yours,

BRIAN THOMAS, Lieutenant II
Acting Commanding Officer
Planning and Research Division

Enclosures

TABLE 1; EXISTING CHARACTERISTICS OF LAPD POLICE STATIONS SERVING PROJECT AREA
QUESTIONS 1 2 3

A. WEST LOS ANGELES SERVE PROJECT AREA SERVED

YES

PACIFIC AREA SERVED

YES

B. WEST LOS ANGELES SERVCE AREA BOUNDARIES

64.70 Square Miles
N. Mulholland Dr. **to** S. 10 Fwy W. City bridge / Ocean **to** E. City of Beverly Hills to / Lacienega Blvd

PACIFIC SERVCE AREA BOUNDARIES

25.74 Square Miles
N. 10 Fwy **to** S. Imperial Hwy W. Ocean **to** City of Inglewood and Culver City

C. WEST LOS ANGELES TOTAL POPULATION SERVED

230,288

PACIFIC TOTAL POPULATION SERVED

203,664

D. WEST LOS ANGELES TOTAL NUMBER OF PERSONNEL

SWORN	**238**
RESERVE	**20**
CIVILIAN	**18**
VOLUNTEER	**25**

PACIFIC TOTAL NUMBER OF PERSONNEL
PACIFIC TOTAL NUMBER OF PERSONNEL

SWORN	**284**
RESERVE	**16**
CIVILIAN	**15**
VOLUNTEER	**19**

TABLE 1; EXISTING CHARACTERISTICS OF LAPD POLICE STATIONS SERVING PROJECT AREA
QUESTIONS 1 2 3

E.

WEST LOS ANGELES EXISTING RATIO OF POLICE OFFICERS TO POPULATION

POPULATION **967**	SWORN **1**

PACIFIC EXISTING RATIO OF POLICE OFFICERS TO POPULATION

POPULATION **717**	SWORN **1**

F.

WEST LOS ANGELES NUMBER OF PART I CRIMES

4,780

PACIFIC NUMBER OF PART I CRIMES

6,001

G.

WEST LOS ANGELES NUMBER OF PART II CRIMES

3,501

PACIFIC NUMBER OF PART II CRIMES

4,224

H.

WEST LOS ANGELES CURRENT AVERAGE RESPONSE TIME FOR EMERGENCY CALLS

7.5 Min

PACIFIC CURRENT AVERAGE RESPONSE TIME FOR EMERGENCY CALLS

5.7 Min

TABLE 1; EXISTING CHARACTERISTICS OF LAPD POLICE STATIONS SERVING PROJECT AREA QUESTIONS 1 2 3

I.

WEST LOS ANGELES CURRENT AVERAGE RESPONSE TIME FOR NON-EMERGENCY CALLS

27.3 Min

PACIFIC CURRENT AVERAGE RESPONSE TIME FOR NON-EMERGENCY CALLS

23.1 Min

QUESTIONS 4 - 12 ADDRESSED BELOW

4. WHAT IS THE IDEAL RATIO OF OFFICERS TO POPULATION, AS IDENTIFIED BY THE CITY GENERAL PLAN AND/OR THE LAPD?

IDEAL RATIO OF OFFICERS TO POPULATION (CITY OF GENERAL PLAN)	IDEAL RATIO OF OFFICERS POPULATION (LAPD)
None	None

5. DOES LAPD HAVE AN IDEAL RESPONSE TIME FOR EMERGENCY AND NON-EMERGENCY CALLS?

IDEAL RESPOSNE TIME FOR EMERGENCY CALLS	IDEAL RESPONSE TIME FOR NON-EMERGENCY CALLS
7 minutes	No ideal response time

6. WOULD INCREASED STAFFING BE REQUIRED AT THE STATION(S) AS A RESULT OF THE PROPOSED PROJECT?

No

7. WOULD AN INCREASE IN EQUIPMENT OR NEW FACILITIES BE REQUIRED [AT THE STATIO(S)] AS A RESULT OF THE PROPOSED PROJECT?

No

TABLE 1; EXISTING CHARACTERISTICS OF LAPD POLICE STATIONS SERVING PROJECT AREA
QUESTIONS 1 2 3

8. What are the criteria for establishing new police stations?

A bond measure would be presented to the voters of the City of Los Angeles, and once approved Facility Management Division –201 N. Figueroa Street, Los Angeles 90012, Sgt. II Patrick Mc Aree, Serial No. 26236, (213) 482-7303, would be the contact to facilitate the project.

9. Does the LAPD have any plans related to future population and/or department growth?

Mayor Villaraigosa established a goal of 10,000 Police Officers for the city of Los Angeles, LAPD. As of July, 2013 the Department has met that goal of 10,000 officers, and 3,000 non-sworn officers.

10. How might the proposed project affect LAPD?

This project will have minimal effect to the overall operations of the LAPD. The Los Angeles County Sheriff's Department has jurisdiction over the Transit rails in the City of Los Angeles. The Los Angeles Police Department would provide mutual aide in the event additional assistance is needed.

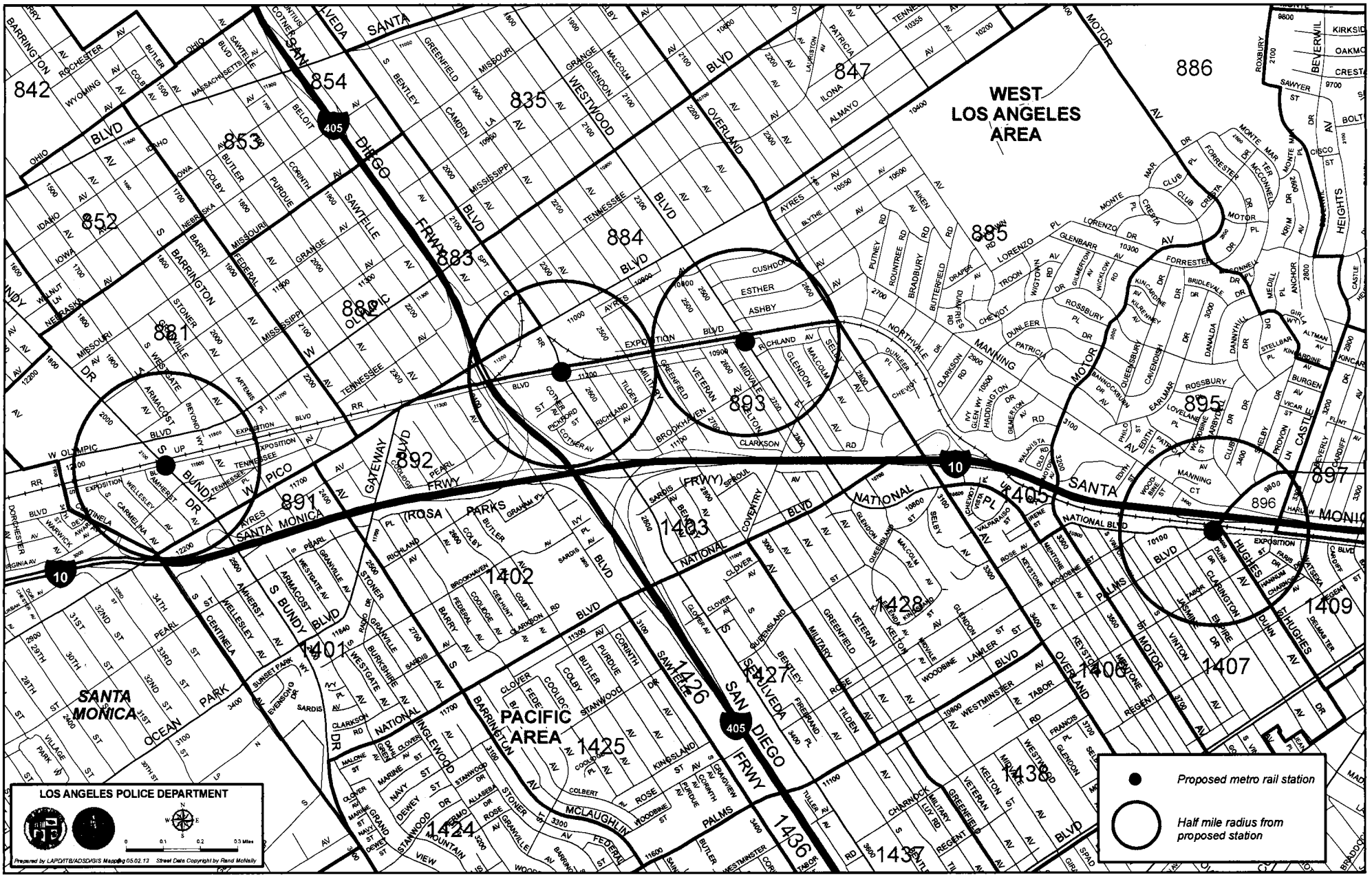
11. Does the LAPD have any concerns that should be considered in the environmental analysis?

None at this point

12. What other agencies (if any) would the LAPD Planning and Research Division recommend TAHA contact to assist in the preparation of the police services portion of the environmental analysis?

The Los Angeles County Sheriff's Department at www.lasd.org and the Los Angeles City Planning Department at www.planning.lacity.org.

A.


LOS ANGELES POLICE DEPARTMENT
Prepared by LAPD/ITB/ADSD/GIS Mapping 05.02.13 Street Data Copyright by Rand McNally
Proposed metro rail station
Half mile radius from proposed station
PACIFIC AREA
WEST LOS ANGELES AREA
SANTA MONICA
SAN DIEGO FRWY
405
10
W OLYMPIC BLVD
W PICO BLVD
SANTA MONICA FRWY
NATIONAL BLVD
SANTA MONICA BLVD
OCEAN PARK
MCLAUGHLIN
OVERLAND
SEPULVEDA
BARRINGTON
SAWTELLE
GATEWAY
CENTINELA
S BUNDY DR
S SEPULVEDA BLVD
S CLOVERDALE AV
S BARRINGTON AV
S SAWTELLE BLVD
S WESTGATE AV
S ARMACOST AV
S BENTLEY AV
S GLENDON AV
S MALCOLM AV
S GREENFIELD AV
S MILITARY AV
S VETERAN AV
S KELTON AV
S MIDVALE AV
S GLENCOE AV
S CORNER AV
S RICHLAND AV
S CLARKSON AV
S SELBY AV
S MANNING AV
S ROSSBURY PL
S DUNLEER PL
S CHEVIOT PL
S ROUNTREE RD
S PUTNEY RD
S BRADBURY RD
S BUTTERFIELD RD
S DRAPER AV
S TROON AV
S WIGTOWN RD
S GILMERTON AV
S WICKLOW RD
S KINCARDINE DR
S KILRENNEY AV
S GLENBARR AV
S LORENZO DR
S FORRESTER DR
S MONTE MAR DR
S MONTE CRESTA DR
S MOTOR AV
S OVERLAND AV
S KEYSTONE ST
S MENTONE ST
S REGENT ST
S WESTMINSTER AV
S TABOR RD
S MILITARY RD
S GREENFIELD AV
S CHARNOCK RD
S LUX RD
S PALMS BLVD
S CLOVER AV
S QUEENSLAND ST
S KINGSLAND ST
S CRAIGVIEW DR
S CORINTH AV
S PURDUE AV
S STANWOOD DR
S ALLASEBA DR
S ROSE AV
S GRANVILLE AV
S BARRINGTON AV
S INGLEWOOD AV
S MARINE ST
S NAVY ST
S DEWEY ST
S GRAND VIEW DR
S MOUNTAIN VIEW AV
S COLBERT AV
S FEDERAL AV
S BUTLER AV
S COLBY AV
S CORINTH AV
S PURDUE AV
S STANWOOD DR
S CLOVERDALE

D / E

WEST LOS ANGELES TOTAL NUMBER OF PERSONNEL

SWORN	**238**
RESERVE	**20**
CIVILIAN	**18**
VOLUNTEER	**25**

EXISTING RATIO OF POLICE OFFICERS TO POPULATION

POPULATION **967**	SWORN **1**

PACIFIC TOTAL NUMBER OF PERSONNEL

SWORN	**284**
RESERVE	**16**
CIVILIAN	**15**
VOLUNTEER	**19**

EXISTING RATIO OF POLICE OFFICERS TO POPULATION

POPULATION **717**	SWORN **1**

LOS ANGELES UNIFIED SCHOOL DISTRICT

Facilities Services Division

Date: May 6, 2013

TO: Deborah Roberts, Planner
TAHA Environmental Planners
8522 National Boulevard, Suite 102
Culver City, CA 90232-2400

FROM: Rena Perez, Director
Master Planning & Demographics

SUBJECT: Environmental Impact Report Information Requested for: ***EXPOSITION CORRIDOR TRANSIT NEIGHBORHOOD PLAN,*** *the project is located in the City of Los Angeles, along Exposition Light Rail Transit (LRT) Line corridor. Station areas to be studied are: Culver City, National/Palms, Exposition/Westwood, Exposition/Sepulveda & Exposition/Bundy.*

Included please find a ***LAUSD Schools Enrollments and Capacities Report*** for the schools that may be impacted by the development project(s) in question. **Schools listed include those who's attendance boundaries are partially or fully located within a 0.5 mile radius of each station.** This report contains data on each school's current and projected capacities, enrollments, and school calendars, and is designed to address any questions pertaining to overcrowding and factors related to school capacity.

Please note that the data in this report *already take into account* portable classrooms on site, additions being built onto existing schools, student permits and transfers, specific educational programs running at the schools, and any other operational activities or educational programming that affects the capacities and enrollments of LAUSD's schools. **Enrollment and capacity data are updated annually and become available after February 1 of each year.**

Additional information can be found in LAUSD's 2012 "Strategic Execution Plan" at www.laschools.org/sep/, on LAUSD's Facilities main webpage at www.laschools.org/, or on LAUSD's general website, at www.lausd.net.

MASTER PLANNING AND DEMOGRAPHICS RESPONSE TO SPECIFIC QUESTIONS

Questions: 1 & 2	Please see LAUSD Schools Enrollments and Capacities Report details;
Questions: 3,4 & 5	Please refer to the Enrollments and Capacities Report for identification of any new schools planned to relieve known overcrowding. LAUSD is currently using the 2012 Strategic Execution Plan (SEP) for long-range planning and implementation of the school construction program;
Questions: 7	The school fee justification study is updated annually. Please contact the LAUSD Developer Fee Program Office (DFPO) at (213) 241-0715 for more information regarding fees and student generation rates.

ATTACHMENTS

1. LAUSD SCHOOLS ENROLLMENTS AND CAPACITIES REPORT

2. BOUNDARY DESCRIPTIONS FOR SCHOOLS SERVING PROPOSED PROJECT
   Attendance area boundary descriptions for existing schools identified as serving the proposed project.

Sincerely,

Rena Perez, Director

Los Angeles Unified School District - Facilities Services Division – Master Planning & Demographics
333 S. Beaudry Ave., 23rd Floor, Los Angeles, CA 90017
Telephone (213) 241-8044 • Fax (213) 241-2076

LAUSD SCHOOLS ENROLLMENTS AND CAPACITIES

PROJECT SERVED: Exposition Corridor Transit Neighborhood Plan: Culver City Station. The project is located in the City of Los Angeles, along Exposition Light Rail Transit (LRT) Line corridor.

SCHOOL YEAR: 2012-2013

(Current and projected enrollments/capacities reflect data from School Year (SY) 2012-2013. SEE DISCLAIMER BELOW.)

1	2	3	4	5	6	7	8	9	10	11	12
Location Code	School Name	Current Calendar	Current Capacity	Resident Enrollment	Actual Enrollment	**Current seating overage/(shortage)**	Overcrowded **Now**?	Projected Capacity	Projected Enrollment	**Projected seating overage/(shortage)**	Overcrowding Projected in **Future**?
2877	CASTLE HTS EL	1 TRK	642	507	575	135	**No**	562	559	3	**Yes**
5986	PALMS EL	1 TRK	472	410	398	62	**No**	409	428	(19)	**Yes**
6671	SHENANDOAH EL	1 TRK	642	629	522	13	**Yes**	555	538	17	**Yes**
8340	PALMS MS	1 TRK	1674	710	1153	964	**No**	1544	703	841	**No**
8686	HAMILTON SH-COMPLEX	1 TRK	3324	1886	1782	1438	**No**	3324	1734	1590	**No**

Schools Planned to Relieve Known Overcrowding

NONE

DISCLAIMER: CURRENT AND PROJECTED DATA ARE UPDATED ANNUALLY AND BECOME AVAILABLE AFTER FEBRUARY 1ST OF EACH CALENDAR YEAR.

NOTES:

[1] School's ID code.

[2] School's name

[3] The current calendar the school is operating on. Schools operate on a 'multi-track' calendar (listed as 3 TRK or 4 TRK), because of overcrowded conditions.

[4] School's current operating capacity, or the maximum number of students the school can serve while operating on its current calendar. Excludes capacity allocated to charter co-locations. Includes capacity for magnet program.

[5] The total number of students living in the school's attendance area and who are eligible to attend the school. Includes magnet students.
-Multi-track calendars are utilized as one method of providing relief to overcrowded schools by increasing enrollment capacities.
-A key goal of the Superintendent and Board of Education is to return all schools to a traditional 2-semester calendar (1 TRK).

[6] The number of students actually attending the school now, including magnet students.

[7] Current seating overage or (shortage): equal to (current capacity) - (resident enrollment).

[8] Current overcrowding status of school. The school is currently overcrowded if any of these conditions exist:
-School is currently on a multi-track calendar.
-There is currently a seating shortage.
-There is currently a seating overage of LESS THAN or EQUAL TO a 'safety margin' of 30 seats.

[9] School planning capacity. Formulated from a baseline calculation of the number of eligible classrooms after implementing LAUSD operational goals and shifting to a 2-semester (1 TRK) calendar. Includes capacity allocated to by charter co-locations. Includes capacity for magnet programs.

[10] Projected 5-year total number of students living in the school's attendance area and who are eligible to attend the school. Includes magnet students.

[11] Projected seating overage or (shortage): equal to (projected capacity) - (projected enrollment).

[12] Projected overcrowding status of school. The school will be considered overcrowded in the future if any of these conditions exist:
-School remains on a multi-track calendar.
-There is a seating shortage in the future.
-There is a seating overage of LESS THAN or EQUAL TO a 'safety margin' of 30 seats in the future.

* Independent Charter: Capacity and/or enrollment information may not be reported for some independent charters.

^ Current capacity shown for QEIA (Quality Education Investment Act) schools includes class-size reduction due to QEIA. Excludes capacity used by charter co-locations. Projected capacity excludes class-size reduction due to QEIA.

‡ Magnet Schools with Resident Kindergarten Enrollment: Resident enrollment is reported for Kindergarten only. Actual enrollment is reported for all grades in school. Projected capacities and enrollments not reported.

LAUSD SCHOOLS ENROLLMENTS AND CAPACITIES

PROJECT SERVED: Exposition Corridor Transit Neighborhood Plan: National/Palms; The project is located in the City of Los Angeles, along Exposition Light Rail Transit (LRT) Line corridor.

SCHOOL YEAR: 2012-2013

(Current and projected enrollments/capacities reflect data from School Year (SY) 2012-2013. SEE DISCLAIMER BELOW.)

1	2	3	4	5	6	7	8	9	10	11	12
Location Code	School Name	Current Calendar	Current Capacity	Resident Enrollment	Actual Enrollment	**Current seating overage/(shortage)**	Overcrowded **Now**?	Projected Capacity	Projected Enrollment	**Projected seating overage/(shortage)**	Overcrowding Projected in **Future**?
2877	CASTLE HTS EL	1 TRK	642	507	575	135	**No**	562	559	3	**Yes**
5986	PALMS EL	1 TRK	472	410	398	62	**No**	409	428	(19)	**Yes**
5904	OVERLAND EL	1 TRK	511	394	494	117	**No**	468	385	83	**No**
8340	PALMS MS	1 TRK	1674	710	1153	964	**No**	1544	703	841	**No**
8686	HAMILTON SH-COMPLEX	1 TRK	3324	1886	1782	1438	**No**	3324	1734	1590	**No**

Schools Planned to Relieve Known Overcrowding

NONE

DISCLAIMER: CURRENT AND PROJECTED DATA ARE UPDATED ANNUALLY AND BECOME AVAILABLE AFTER FEBRUARY 1ST OF EACH CALENDAR YEAR.

NOTES:

[1] School's ID code.

[2] School's name

[3] The current calendar the school is operating on. Schools operate on a 'multi-track' calendar (listed as 3 TRK or 4 TRK), because of overcrowded conditions.

[4] School's current operating capacity, or the maximum number of students the school can serve while operating on its current calendar. Excludes capacity allocated to charter co-locations. Includes capacity for magnet program.

[5] The total number of students living in the school's attendance area and who are eligible to attend the school. Includes magnet students.
-Multi-track calendars are utilized as one method of providing relief to overcrowded schools by increasing enrollment capacities.
-A key goal of the Superintendent and Board of Education is to return all schools to a traditional 2-semester calendar (1 TRK).

[6] The number of students actually attending the school now, including magnet students.

[7] Current seating overage or (shortage): equal to (current capacity) - (resident enrollment).

[8] Current overcrowding status of school. The school is currently overcrowded if any of these conditions exist:
-School is currently on a multi-track calendar.
-There is currently a seating shortage.
-There is currently a seating overage of LESS THAN or EQUAL TO a 'safety margin' of 30 seats.

[9] School planning capacity. Formulated from a baseline calculation of the number of eligible classrooms after implementing LAUSD operational goals and shifting to a 2-semester (1 TRK) calendar. Includes capacity allocated to by charter co-locations. Includes capacity for magnet programs.

[10] Projected 5-year total number of students living in the school's attendance area and who are eligible to attend the school. Includes magnet students.

[11] Projected seating overage or (shortage): equal to (projected capacity) - (projected enrollment).

[12] Projected overcrowding status of school. The school will be considered overcrowded in the future if any of these conditions exist:
-School remains on a multi-track calendar.
-There is a seating shortage in the future.
-There is a seating overage of LESS THAN or EQUAL TO a 'safety margin' of 30 seats in the future.

* Independent Charter: Capacity and/or enrollment information may not be reported for some independent charters.

^ Current capacity shown for QEIA (Quality Education Investment Act) schools includes class-size reduction due to QEIA. Excludes capacity used by charter co-locations. Projected capacity excludes class-size reduction due to QEIA.

‡ Magnet Schools with Resident Kindergarten Enrollment: Resident enrollment is reported for Kindergarten only. Actual enrollment is reported for all grades in school. Projected capacities and enrollments not reported.

LAUSD SCHOOLS ENROLLMENTS AND CAPACITIES

PROJECT SERVED: Exposition Corridor Transit Neighborhood Plan: Westwood/Exposition; The project is located in the City of Los Angeles, along Exposition Light Rail Transit (LRT) Line corridor.

SCHOOL YEAR: 2012-2013

(Current and projected enrollments/capacities reflect data from School Year (SY) 2012-2013. SEE DISCLAIMER BELOW.)

1	2	3	4	5	6	7	8	9	10	11	12
Location Code	School Name	Current Calendar	Current Capacity	Resident Enrollment	Actual Enrollment	**Current seating overage/(shortage)**	Overcrowded **Now**?	Projected Capacity	Projected Enrollment	**Projected seating overage/(shortage)**	Overcrowding Projected in **Future**?
3123	CLOVER EL	1 TRK	640	555	609	85	**No**	551	555	(4)	**Yes**
5904	OVERLAND EL	1 TRK	511	394	494	117	**No**	468	385	83	**No**
6260	RICHLAND EL	1 TRK	253	190	229	63	**No**	220	234	(14)	**Yes**
7740	WESTWOOD EL	1 TRK	900	833	875	67	**No**	784	984	(200)	**Yes**
8123	EMERSON MS	1 TRK	1122	728	649	394	**No**	1034	791	243	**No**
8340	PALMS MS	1 TRK	1674	710	1153	964	**No**	1544	703	841	**No**
8481	WEBSTER MS ^	1 TRK	583	783	635	(200)	**Yes**	1115	795	320	**No**
8686	HAMILTON SH-COMPLEX	1 TRK	3324	1886	1782	1438	**No**	3324	1734	1590	**No**
8886	UNIVERSITY SH	1 TRK	2276	1077	1590	1199	**No**	1971	1106	865	**No**
8907	VENICE SH	1 TRK	2877	1725	1557	1152	**No**	2424	1507	917	**No**

Schools Planned to Relieve Known Overcrowding

NONE

DISCLAIMER: CURRENT AND PROJECTED DATA ARE UPDATED ANNUALLY AND BECOME AVAILABLE AFTER FEBRUARY 1ST OF EACH CALENDAR YEAR.

NOTES:

[1] School's ID code.

[2] School's name

[3] The current calendar the school is operating on. Schools operate on a 'multi-track' calendar (listed as 3 TRK or 4 TRK), because of overcrowded conditions.

[4] School's current operating capacity, or the maximum number of students the school can serve while operating on its current calendar. Excludes capacity allocated to charter co-locations. Includes capacity for magnet program.

[5] The total number of students living in the school's attendance area and who are eligible to attend the school. Includes magnet students.
-Multi-track calendars are utilized as one method of providing relief to overcrowded schools by increasing enrollment capacities.
-A key goal of the Superintendent and Board of Education is to return all schools to a traditional 2-semester calendar (1 TRK).

[6] The number of students actually attending the school now, including magnet students.

[7] Current seating overage or (shortage): equal to (current capacity) - (resident enrollment).

[8] Current overcrowding status of school. The school is currently overcrowded if any of these conditions exist:
-School is currently on a multi-track calendar.
-There is currently a seating shortage.
-There is currently a seating overage of LESS THAN or EQUAL TO a 'safety margin' of 30 seats.

[9] School planning capacity. Formulated from a baseline calculation of the number of eligible classrooms after implementing LAUSD operational goals and shifting to a 2-semester (1 TRK) calendar. Includes capacity allocated to by charter co-locations. Includes capacity for magnet programs.

[10] Projected 5-year total number of students living in the school's attendance area and who are eligible to attend the school. Includes magnet students.

[11] Projected seating overage or (shortage): equal to (projected capacity) - (projected enrollment).

[12] Projected overcrowding status of school. The school will be considered overcrowded in the future if any of these conditions exist:
-School remains on a multi-track calendar.
-There is a seating shortage in the future.
-There is a seating overage of LESS THAN or EQUAL TO a 'safety margin' of 30 seats in the future.

* Independent Charter: Capacity and/or enrollment information may not be reported for some independent charters.

^ Current capacity shown for QEIA (Quality Education Investment Act) schools includes class-size reduction due to QEIA. Excludes capacity used by charter co-locations. Projected capacity excludes class-size reduction due to QEIA.

‡ Magnet Schools with Resident Kindergarten Enrollment: Resident enrollment is reported for Kindergarten only. Actual enrollment is reported for all grades in school. Projected capacities and enrollments not reported.

LAUSD SCHOOLS ENROLLMENTS AND CAPACITIES

PROJECT SERVED: Exposition Corridor Transit Neighborhood Plan: Exposition/Sepulveda; The project is located in the City of Los Angeles, along Exposition Light Rail Transit (LRT) Line corridor.

SCHOOL YEAR: 2012-2013

(Current and projected enrollments/capacities reflect data from School Year (SY) 2012-2013. SEE DISCLAIMER BELOW.)

1	2	3	4	5	6	7	8	9	10	11	12
Location Code	School Name	Current Calendar	Current Capacity	Resident Enrollment	Actual Enrollment	**Current seating overage/(shortage)**	Overcrowded **Now**?	Projected Capacity	Projected Enrollment	**Projected seating overage/(shortage)**	Overcrowding Projected in **Future**?
3123	CLOVER EL	1 TRK	640	555	609	85	**No**	551	555	(4)	**Yes**
5904	OVERLAND EL	1 TRK	511	394	494	117	**No**	468	385	83	**No**
6260	RICHLAND EL	1 TRK	253	190	229	63	**No**	220	234	(14)	**Yes**
7740	WESTWOOD EL	1 TRK	900	833	875	67	**No**	784	984	(200)	**Yes**
8481	WEBSTER MS ^	1 TRK	583	783	635	(200)	**Yes**	1115	795	320	**No**
8886	UNIVERSITY SH	1 TRK	2276	1077	1590	1199	**No**	1971	1106	865	**No**

Schools Planned to Relieve Known Overcrowding

NONE

DISCLAIMER: CURRENT AND PROJECTED DATA ARE UPDATED ANNUALLY AND BECOME AVAILABLE AFTER FEBRUARY 1ST OF EACH CALENDAR YEAR.

NOTES:

[1] School's ID code.

[2] School's name

[3] The current calendar the school is operating on. Schools operate on a 'multi-track' calendar (listed as 3 TRK or 4 TRK), because of overcrowded conditions.

[4] School's current operating capacity, or the maximum number of students the school can serve while operating on its current calendar. Excludes capacity allocated to charter co-locations. Includes capacity for magnet program.

[5] The total number of students living in the school's attendance area and who are eligible to attend the school. Includes magnet students.
-Multi-track calendars are utilized as one method of providing relief to overcrowded schools by increasing enrollment capacities.
-A key goal of the Superintendent and Board of Education is to return all schools to a traditional 2-semester calendar (1 TRK).

[6] The number of students actually attending the school now, including magnet students.

[7] Current seating overage or (shortage): equal to (current capacity) - (resident enrollment).

[8] Current overcrowding status of school. The school is currently overcrowded if any of these conditions exist:
-School is currently on a multi-track calendar.
-There is currently a seating shortage.
-There is currently a seating overage of LESS THAN or EQUAL TO a 'safety margin' of 30 seats.

[9] School planning capacity. Formulated from a baseline calculation of the number of eligible classrooms after implementing LAUSD operational goals and shifting to a 2-semester (1 TRK) calendar. Includes capacity allocated to by charter co-locations. Includes capacity for magnet programs.

[10] Projected 5-year total number of students living in the school's attendance area and who are eligible to attend the school. Includes magnet students.

[11] Projected seating overage or (shortage): equal to (projected capacity) - (projected enrollment).

[12] Projected overcrowding status of school. The school will be considered overcrowded in the future if any of these conditions exist:
-School remains on a multi-track calendar.
-There is a seating shortage in the future.
-There is a seating overage of LESS THAN or EQUAL TO a 'safety margin' of 30 seats in the future.

* Independent Charter: Capacity and/or enrollment information may not be reported for some independent charters.

^ Current capacity shown for QEIA (Quality Education Investment Act) schools includes class-size reduction due to QEIA. Excludes capacity used by charter co-locations. Projected capacity excludes class-size reduction due to QEIA.

‡ Magnet Schools with Resident Kindergarten Enrollment: Resident enrollment is reported for Kindergarten only. Actual enrollment is reported for all grades in school. Projected capacities and enrollments not reported.

LAUSD SCHOOLS ENROLLMENTS AND CAPACITIES

PROJECT SERVED: Exposition Corridor Transit Neighborhood Plan: Exposition/Bundy; The project is located in the City of Los Angeles, along Exposition Light Rail Transit (LRT) Line corridor.

SCHOOL YEAR: 2012-2013

(Current and projected enrollments/capacities reflect data from School Year (SY) 2012-2013. SEE DISCLAIMER BELOW.)

1	2	3	4	5	6	7	8	9	10	11	12
Location Code	School Name	Current Calendar	Current Capacity	Resident Enrollment	Actual Enrollment	**Current seating overage/(shortage)**	Overcrowded **Now**?	Projected Capacity	Projected Enrollment	**Projected seating overage/(shortage)**	Overcrowding Projected in **Future**?
2548	BROCKTON EL	1 TRK	299	267	242	32	**No**	260	281	(21)	**Yes**
6260	RICHLAND EL	1 TRK	253	190	229	63	**No**	220	234	(14)	**Yes**
6932	STERRY EL	1 TRK	409	249	358	160	**No**	353	296	57	**No**
8481	WEBSTER MS ^	1 TRK	583	783	635	(200)	**Yes**	1115	795	320	**No**
8886	UNIVERSITY SH	1 TRK	2276	1077	1590	1199	**No**	1971	1106	865	**No**

Schools Planned to Relieve Known Overcrowding

NONE

DISCLAIMER: CURRENT AND PROJECTED DATA ARE UPDATED ANNUALLY AND BECOME AVAILABLE AFTER FEBRUARY 1ST OF EACH CALENDAR YEAR.

NOTES:

[1] School's ID code.

[2] School's name

[3] The current calendar the school is operating on. Schools operate on a 'multi-track' calendar (listed as 3 TRK or 4 TRK), because of overcrowded conditions.

[4] School's current operating capacity, or the maximum number of students the school can serve while operating on its current calendar. Excludes capacity allocated to charter co-locations. Includes capacity for magnet program.

[5] The total number of students living in the school's attendance area and who are eligible to attend the school. Includes magnet students.
-Multi-track calendars are utilized as one method of providing relief to overcrowded schools by increasing enrollment capacities.
-A key goal of the Superintendent and Board of Education is to return all schools to a traditional 2-semester calendar (1 TRK).

[6] The number of students actually attending the school now, including magnet students.

[7] Current seating overage or (shortage): equal to (current capacity) - (resident enrollment).

[8] Current overcrowding status of school. The school is currently overcrowded if any of these conditions exist:
-School is currently on a multi-track calendar.
-There is currently a seating shortage.
-There is currently a seating overage of LESS THAN or EQUAL TO a 'safety margin' of 30 seats.

[9] School planning capacity. Formulated from a baseline calculation of the number of eligible classrooms after implementing LAUSD operational goals and shifting to a 2-semester (1 TRK) calendar. Includes capacity allocated to by charter co-locations. Includes capacity for magnet programs.

[10] Projected 5-year total number of students living in the school's attendance area and who are eligible to attend the school. Includes magnet students.

[11] Projected seating overage or (shortage): equal to (projected capacity) - (projected enrollment).

[12] Projected overcrowding status of school. The school will be considered overcrowded in the future if any of these conditions exist:
-School remains on a multi-track calendar.
-There is a seating shortage in the future.
-There is a seating overage of LESS THAN or EQUAL TO a 'safety margin' of 30 seats in the future.

* Independent Charter: Capacity and/or enrollment information may not be reported for some independent charters.

^ Current capacity shown for QEIA (Quality Education Investment Act) schools includes class-size reduction due to QEIA. Excludes capacity used by charter co-locations. Projected capacity excludes class-size reduction due to QEIA.

‡ Magnet Schools with Resident Kindergarten Enrollment: Resident enrollment is reported for Kindergarten only. Actual enrollment is reported for all grades in school. Projected capacities and enrollments not reported.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities **S**ervices **D**ivision

LOC. CODE: 2548

SUBJECT: NEW SERVICE BOUNDARY DESCRIPTION FOR BROCKTON AVENUE SCHOOL EFFECTIVE JULY 1, 2010.

The area described below has been approved as the attendance area served by the above-mentioned school. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This boundary supersedes boundary effective July 1, 1995.

This is an official copy for your file.

(GRADES K - 5)

A LINE EASTERLY FROM THE LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY, THROUGH AND EXCLUDING 1117 AND 1116 CARMELINA AVENUE AND 1119 WELLESLEY AVENUE, TO THE INTERSECTION OF McCLELLAN DRIVE AND WELLESLEY AVENUE (INCLUDING ALL OF McCLELLAN DRIVE) * GOSHEN AVENUE * BUNDY DRIVE * KIOWA AVENUE * SAN VICENTE BOULEVARD TO WILSHIRE BOULEVARD * FEDERAL AVENUE * SANTA MONICA BOULEVARD * STONER AVENUE * MISSOURI AVENUE * GRANVILLE AVENUE * EXPOSITION BOULEVARD * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY.

OPTIONAL: BROCKTON AVENUE AND BRENTWOOD SCIENCE MAGNET SCHOOLS

(GRADES K - 5)

SAN VICENTE BOULEVARD * KIOWA AVENUE * BUNDY DRIVE * GOSHEN AVENUE TO WELLESLEY AVENUE * A LINE WESTERLY, EXCLUDING McCLELLAN DRIVE, THROUGH AND INCLUDING 1119 WELLESLEY AVENUE AND 1116 AND 1117 CARMELINA AVENUE, TO THE LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * MONTANA AVENUE * GRETNA GREEN WAY

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 241-8044.

APPROVED: JAMES SOHN, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION: School
Transportation Branch
Master Planning and Demographics
Office of Environmental Health and Safety
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Business **S**ervices **D**ivision

LOC. CODE: 2877

SUBJECT: NEW SERVICE BOUNDARY DESCRIPTION FOR CASTLE HEIGHTS SCHOOL EFFECTIVE JULY 1, 1993.

The area described below has been approved by the superintendent as the attendance area served by the above-mentioned-school. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This boundary supersedes boundary effective July 1, 1991.

This is an official copy for your file.

(GRADES K-5)

MONTE MAR DRIVE AND EXTENSION (BOTH SIDES) * SAWYER STREET AND EXTENSION * CASTLE HEIGHTS AVENUE * BOLTON ROAD * BAGLEY AVENUE * SAWYER STREET * ROBERTSON BOULEVARD * SANTA MONICA FREEWAY * NATIONAL BOULEVARD * MANNING AVENUE * MOTOR AVENUE.

For assistance, please call Demographic and Boundary Unit, Business Services Division, at 742-7596.

APPROVED: DAVID W. KOCH, Business Manager, Business Services Division

DISTRIBUTION:

School	Demographic and Boundary Unit
Heritage School	School Traffic and Safety Education Section
Pupil Statistics	Department of Transportation, City of L. A.
Transportation Branch	

LOS ANGELES UNIFIED SCHOOL DISTRICT
Business **S**ervices **D**ivision

LOC. CODE: 3123

SUBJECT: CLARIFICATION OF THE BOUNDARY DESCRIPTION FOR CLOVER AVENUE SCHOOL EFFECTIVE JULY 1, 1986 (CLARIFIED 7-1-93).

This clarification of the existing boundary description does not change the intent of the boundary as it was approved on July 1, 1986. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES K-5)

BROOKHAVEN AVENUE AND EXTENSION * WESTWOOD BOULEVARD * SANTA MONICA FREEWAY * OVERLAND AVENUE * ROSE AVENUE AND EXTENSION * SAN DIEGO FREEWAY * ROSE AVENUE AND EXTENSION * SAWTELLE BOULEVARD.

OPTIONAL: CLOVER AVENUE, OVERLAND AVENUE, AND RICHLAND AVENUE SCHOOLS

PICO BOULEVARD * MILITARY AVENUE * BROOKHAVEN AVENUE AND EXTENSION * SAN DIEGO FREEWAY.

For assistance, please call Demographic and Boundary Unit, Business Services Division, at 742-7596.

APPROVED: DAVID W. KOCH, Business Manager, Business Services Division

DISTRIBUTION: School
Heritage School
Pupil Statistics
Transportation Branch
Demographic and Boundary Unit
School Traffic and Safety Education Section
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Business **S**ervices **D**ivision

LOC. CODE: 5904

SUBJECT: CLARIFICATION OF THE BOUNDARY DESCRIPTION FOR OVERLAND AVENUE SCHOOL EFFECTIVE JULY 1, 1991 (CLARIFIED 7-1-93).

This clarification of the existing boundary description does not change the intent of the boundary as it was approved on July 1, 1991. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES K-5)

PICO BOULEVARD * MOTOR AVENUE * SANTA MONICA FREEWAY * WESTWOOD BOULEVARD * BROOKHAVEN AVENUE * MILITARY AVENUE.

OPTIONAL: OVERLAND AVENUE, RICHLAND AVENUE AND CLOVER AVENUE SCHOOLS

PICO BOULEVARD * MILITARY AVENUE * BROOKHAVEN AVENUE AND EXTENSION * SAN DIEGO FREEWAY.

For assistance, please call Demographic and Boundary Unit, Business Services Division, at 742-7596.

APPROVED: DAVID W. KOCH, Business Manager, Business Services Division

DISTRIBUTION:
School
Heritage School
Pupil Statistics
Transportation Branch
Demographic and Boundary Unit
School Traffic and Safety Education Section
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Business **S**ervices **D**ivision

LOC. CODE: 5986

SUBJECT: CLARIFICATION OF THE BOUNDARY DESCRIPTION FOR PALMS SCHOOL EFFECTIVE JANUARY 29, 1968 (CLARIFIED 7-1-93).

This clarification of the existing boundary description does not change the intent of the boundary as it was approved on January 29, 1968. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES K-5)

SANTA MONICA FREEWAY * MOTOR AVENUE * MANNING AVENUE * NATIONAL BOULEVARD * SANTA MONICA FREEWAY * ROBERTSON BOULEVARD * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * OVERLAND AVENUE.

For assistance, please call Demographic and Boundary Unit, Business Services Division, at 742-7596.

APPROVED: DAVID W. KOCH, Business Manager, Business Services Division

DISTRIBUTION: School
Heritage School
Pupil Statistics
Transportation Branch
Demographic and Boundary Unit
School Traffic and Safety Education Section
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities **S**ervices **D**ivision

LOC. CODE: 6260

SUBJECT: UPDATE BOUNDARY DESCRIPTION FOR RICHLAND AVENUE SCHOOL EFFECTIVE FEBRUARY 3, 1958 (CLARIFIED 10-12-1964; 7-1-1993) (UPDATED 7-1-2006).

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on February 3, 1958 (clarified 10-12-1964, 7-1-1993). The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES K - 6)

EXPOSITION BOULEVARD * PICO BOULEVARD * SAN DIEGO FREEWAY * BROOKHAVEN AVENUE AND EXTENSION * SAWTELLE BOULEVARD * NATIONAL BOULEVARD AND EXTENSION * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY.

OPTIONAL: RICHLAND AVENUE, CLOVER AVENUE AND OVERLAND AVENUE SCHOOLS.

(GRADES K - 5)

PICO BOULEVARD * MILITARY AVENUE * BROOKHAVEN AVENUE AND EXTENSION * SAN DIEGO FREEWAY

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 893-6850.

APPROVED: JOSEPH A. MEHULA, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION:

School	Master Planning and Demographics
Pupil Statistics	School Traffic and Safety Education Section
Transportation Branch	Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Business **S**ervices **D**ivision

LOC. CODE: 6671

SUBJECT: NEW SERVICE BOUNDARY DESCRIPTION FOR SHENANDOAH STREET SCHOOL EFFECTIVE JULY 1, 1993.

The area described below has been approved by the superintendent as the attendance area served by the above-mentioned school. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This boundary supersedes boundary effective January 29, 1951 (clarified 9-7-67, 6-30-76).

This is an official copy for your file.

(GRADES K-5)

EIGHTEENTH STREET * HOLT AVENUE * SAWYER STREET * LA CIENEGA BOULEVARD TO AND INCLUDING 2020 LA CIENEGA BOULEVARD * A LINE EASTERLY, SOUTH OF GUTHRIE AVENUE, EXCLUDING 2010 AND 2011 CRESCENT HEIGHTS BOULEVARD, 2010 AND 2011 STEARNS DRIVE, 2010 AND 2011 POINT VIEW STREET, TO AND EXCLUDING 5951 VENICE BOULEVARD * VENICE BOULEVARD * FAIRFAX AVENUE * BALLONA CREEK * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * ROBERTSON BOULEVARD.

For assistance, please call Demographic and Boundary Unit, Business Services Division, at 742-7596.

APPROVED: DAVID W. KOCH, Business Manager, Business Services Division

DISTRIBUTION:

School
Heritage School
Pupil Statistics
Transportation Branch
Demographic and Boundary Unit
School Traffic and Safety Education Section
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Information **T**echnology **D**ivision

LOC. CODE: 6932

SUBJECT: NEW SERVICE BOUNDARY DESCRIPTION FOR NORA STERRY SCHOOL EFFECTIVE JULY 1, 1995.

The area described below has been approved by the superintendent as the attendance area served by the above-mentioned school. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This boundary supersedes the boundary effective 07-03-84 (clarified 07-01-93).

This is an official copy for your file.

(GRADES K-5)

WILSHIRE BOULEVARD * SEPULVEDA BOULEVARD * PICO BOULEVARD * EXPOSITION BOULEVARD * GRANVILLE AVENUE * MISSOURI AVENUE * STONER AVENUE * SANTA MONICA BOULEVARD * FEDERAL AVENUE.

OPTIONAL: NORA STERRY AND FAIRBURN AVENUE SCHOOLS

WILSHIRE BOULEVARD * VETERAN AVENUE * SANTA MONICA BOULEVARD * SEPULVEDA BOULEVARD.

For assistance, please call Demographic and Boundary Unit, Information Technology Division, at (213) 625-5454.

APPROVED: JOHN K. NAGATA, Assistant Superintendent, Information Technology Division

DISTRIBUTION:

School	Demographic and Boundary Unit
Heritage School	School Traffic and Safety Education Section
Pupil Statistics	Department of Transportation, City of L. A.
Transportation Branch	

LOS ANGELES UNIFIED SCHOOL DISTRICT
Business **S**ervices **D**ivision

LOC. CODE: 7740

SUBJECT: CLARIFICATION OF THE BOUNDARY DESCRIPTION FOR WESTWOOD SCHOOL EFFECTIVE FEBRUARY 4, 1963 (CLARIFIED 9-7-67, 9-1-68, 7-1-93).

This clarification of the existing boundary description does not change the intent of the boundary as it was approved on February 4, 1963 (clarified 9-7-67, 9-1-68). The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES K-5)

SANTA MONICA BOULEVARD * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * HEATH AVENUE AND EXTENSION, EXCLUDING BOTH SIDES OF HILLGREEN DRIVE * PICO BOULEVARD * SEPULVEDA BOULEVARD.

For assistance, please call Demographic and Boundary Unit, Business Services Division, at 742-7596.

APPROVED: DAVID W. KOCH, Business Manager, Business Services Division

DISTRIBUTION: School
Heritage School
Pupil Statistics
Transportation Branch
Demographic and Boundary Unit
School Traffic and Safety Education Section
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities **S**ervices **D**ivision

LOC. CODE: 8123

SUBJECT: UPDATE BOUNDARY DESCRIPTION FOR RALPH WALDO EMERSON MIDDLE SCHOOL EFFECTIVE JULY 1, 1993 (CLARIFIED 10-7-1996) (UPDATED 7-1-1996; 7-1-2005; 7-1-2010).

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on July 1, 1993 (clarified 10-7-1996; updated 7-1-1996, 7-1-2005). The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

AREA I

(GRADES 6 - 8)

MULHOLLAND DRIVE TO AND INCLUDING 12500 MULHOLLAND DRIVE * A LINE SOUTHERLY FROM AND INCLUDING 12500 MULHOLLAND DRIVE, EXCLUDING COLDWATER CANYON AND ITS TRIBUTARY STREETS, TO THE LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * SANTA MONICA BOULEVARD * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * WILSHIRE BOULEVARD * SEPULVEDA BOULEVARD * A LINE NORTHWESTERLY FROM THE INTERSECTION OF SKIRBALL CENTER DRIVE AND SEPULVEDA BOULEVARD TO EXTENSION OF CANYONBACK ROAD * EXTENSION OF CANYONBACK ROAD TO 17000 MULHOLLAND DRIVE.

(GRADES 7 - 8)

MULHOLLAND DRIVE FROM AND EXCLUDING 12500 MULHOLLAND DRIVE TO AND INCLUDING 8600 MULHOLLAND DRIVE * A LINE SOUTHERLY AND EAST OF BRIARCREST LANE, BRIARCREST ROAD, ALTO CEDRO DRIVE, AND MEREDITH PLACE TO THE LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * A LINE NORTHERLY FROM LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY AT LAGO VISTA DRIVE, EXCLUDING COLDWATER CANYON AND ITS TRIBUTARY STREETS, TO 12500 MULHOLLAND DRIVE.

AREA II

(GRADES 6 - 8)

SAN VICENTE BOULEVARD * HIGHLAND AVENUE * VENICE BOULEVARD * LA BREA AVENUE * WASHINGTON BOULEVARD * REDONDO BOULEVARD * 21ST STREET * DUNSMUIR AVENUE * WASHINGTON BOULEVARD * CARMONA AVENUE (BOTH SIDES EXCLUDED) * BALLONA CREEK * THURMAN AVENUE (BOTH SIDES EXCLUDED) AND EXTENSION * VENICE BOULEVARD * SPAULDING AVENUE (BOTH SIDES EXCLUDED) * PICO BOULEVARD * SPAULDING AVENUE (BOTH SIDES EXCLUDED) * PACKARD STREET * STANLEY AVENUE * WHITWORTH DRIVE * CURSON AVENUE.

(OVER)

(GRADES 7 - 8)

WILSHIRE BOULEVARD * CURSON AVENUE * WHITWORTH DRIVE * STANLEY AVENUE * PACKARD STREET * SPAULDING AVENUE (BOTH SIDES) * PICO BOULEVARD * BEDFORD STREET * WHITWORTH DRIVE * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY.

NOTE: TRANSPORTATION PROVIDED FOR STUDENTS IN AREA II ONLY.

(GRADES 6 - 8)

OPTIONAL: EMERSON AND VAN NUYS MIDDLE SCHOOLS

SERVICE ROAD (BOTH SIDES) * MULHOLLAND DRIVE.

OPTIONAL: EMERSON AND WEBSTER MIDDLE SCHOOLS

SANTA MONICA BOULEVARD * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * HEATH AVENUE AND EXTENSION EXCLUDING BOTH SIDES OF HILLGREEN DRIVE * PICO BOULEVARD * VETERAN AVENUE * OLYMPIC BOULEVARD * SEPULVEDA BOULEVARD.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 241-8044.

APPROVED: JAMES SOHN, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION: School
Transportation Branch
Master Planning and Demographics
Office of Environmental Health and Safety
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Information **T**echnology **D**ivision

LOC. CODE: 8340

SUBJECT: NEW SERVICE BOUNDARY DESCRIPTION FOR PALMS MIDDLE SCHOOL EFFECTIVE JULY 1, 1997.

The area described below has been approved by the superintendent as the attendance area served by the above-mentioned school. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This boundary supersedes the boundary effective July 1, 1993 (updated 7-1-94).

This is an official copy for your file.

(GRADES 6-8)

PICO BOULEVARD * HEATH AVENUE AND EXTENSION (INCLUDING BOTH SIDES OF HILLGREEN DRIVE) * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * WETHERLY DRIVE * PICO BOULEVARD * CANFIELD AVENUE * AIRDROME STREET * CANFIELD AVENUE * MONTE MAR DRIVE * HILLSBORO AVENUE * SAWYER STREET * ROBERTSON BOULEVARD * CATTARAUGUS AVENUE * VENICE BOULEVARD * MELVIL STREET * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * SEPULVEDA BOULEVARD * NATIONAL BOULEVARD * WESTWOOD BOULEVARD.

OPTIONAL: PALMS AND AUDUBON MIDDLE SCHOOLS

STOCKER STREET * CRENSHAW BOULEVARD * FIFTY-SECOND STREET * DEANE AVENUE * ANGELES VISTA BOULEVARD * VALLEY RIDGE AVENUE.

For assistance, please call Demographic and Boundary Unit, Information Technology Division, at (213) 625-5454.

APPROVED: JOHN K. NAGATA, Assistant Superintendent, Information Technology Division

DISTRIBUTION:
School
Heritage School
Pupil Statistics
Transportation Branch
Demographic and Boundary Unit
School Traffic and Safety Education Section
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities **S**ervices **D**ivision

LOC. CODE: 8481

SUBJECT: UPDATE BOUNDARY DESCRIPTION FOR DANIEL WEBSTER MIDDLE SCHOOL EFFECTIVE JUNE 12, 1989 (CLARIFIED 7-1-1993) (UPDATED 7-1-2006).

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on June 12, 1989 (clarified 7-1-1993). The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES 6 - 8)

AREA #1: SANTA MONICA BOULEVARD * SEPULVEDA BOULEVARD * OLYMPIC BOULEVARD * VETERAN AVENUE * PICO BOULEVARD * WESTWOOD BOULEVARD * NATIONAL BOULEVARD * SEPULVEDA BOULEVARD * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * VENICE BOULEVARD * CENTINELA AVENUE * BUNDY DRIVE * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * NATIONAL BOULEVARD * SAWTELLE BOULEVARD * BROOKHAVEN AVENUE AND EXTENSION * SAN DIEGO FREEWAY * PICO BOULEVARD * EXPOSITION BOULEVARD * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY.

AREA #2: LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * WHITWORTH DRIVE * BEDFORD STREET * PICO BOULEVARD * SPAULDING AVENUE (BOTH SIDES) * THURMAN AVENUE (BOTH SIDES) * BALLONA CREEK * CARMONA AVENUE (BOTH SIDES) * WASHINGTON BOULEVARD * DUNSMUIR AVENUE AND EXTENSIONS * CARLIN STREET * DU RAY PLACE AND EXTENSION * PACIFIC ELECTRIC RAILWAY * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * BALLONA CREEK * FAIRFAX AVENUE * VENICE BOULEVARD TO AND INCLUDING 5951 VENICE BOULEVARD * A LINE WESTERLY, SOUTH OF GUTHRIE AVENUE INCLUDING 2010 AND 2011 POINT VIEW STREET, 2010 AND 2011 STEARNS DRIVE, 2010 AND 2011 CRESCENT HEIGHTS BOULEVARD, TO AND EXCLUDING 2020 LA CIENEGA BOULEVARD * LA CIENEGA BOULEVARD * SAWYER STREET * HOLT AVENUE * EIGHTEENTH STREET * ROBERTSON BOULEVARD * SAWYER STREET * HILLSBORO AVENUE * MONTE MAR DRIVE * CANFIELD AVENUE * PICO BOULEVARD * WETHERLY DRIVE.

Note: Transportation provided only for students residing in Area #2.

(GRADES 7 - 8)

EXPOSITION BOULEVARD * PICO BOULEVARD * SAN DIEGO FREEWAY * BROOKHAVEN AVENUE AND EXTENSION * SAWTELLE BOULEVARD * NATIONAL BOULEVARD AND EXTENSION * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY.

(OVER)

(GRADES 6 - 8)

OPTIONAL: WEBSTER AND AUDUBON MIDDLE SCHOOLS

ANGELES VISTA BOULEVARD * DEANE AVENUE * 52ND STREET * ARLINGTON AVENUE AND EXTENSION * 57TH STREET AND EXTENSION * 8TH AVENUE * SLAUSON AVENUE * DEANE AVENUE * 58TH PLACE * RIMPAU BOULEVARD * 59TH PLACE * KENISTON AVENUE * 60TH STREET * ALVISO AVENUE * 57TH STREET * VALLEY RIDGE AVENUE.

OPTIONAL: WEBSTER AND EMERSON MIDDLE SCHOOLS

SANTA MONICA BOULEVARD * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * HEATH AVENUE AND EXTENSION EXCLUDING BOTH SIDES OF HILLGREEN DRIVE * PICO BOULEVARD * VETERAN AVENUE * OLYMPIC BOULEVARD * SEPULVEDA BOULEVARD.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 893-6850.

APPROVED: JOSEPH A. MEHULA, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION:

School
Pupil Statistics
Transportation Branch
Master Planning and Demographics
School Traffic and Safety Education Section
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities **S**ervices **D**ivision

LOC. CODE: 8686

SUBJECT: UPDATE BOUNDARY DESCRIPTION FOR ALEXANDER HAMILTON HIGH SCHOOL EFFECTIVE JULY 1, 2007 (UPDATED 7-1-2008).

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on July 1, 2007. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES 9 – 12)

PICO BOULEVARD * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * WHITWORTH DRIVE * BEDFORD STREET * PICO BOULEVARD * FAIRFAX AVENUE * AIRDROME STREET * VENICE BOULEVARD * HAUSER BOULEVARD AND EXTENSION * UNION PACIFIC RAILROAD RIGHT-OF-WAY * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * OVERLAND AVENUE * SANTA MONICA FREEWAY * WESTWOOD BOULEVARD.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 893-6850.

APPROVED: JOSEPH A. MEHULA, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION:
School
Transportation Branch
Master Planning and Demographics
Office of Environmental Health and Safety
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities **S**ervices **D**ivision

LOC. CODE: 8886

SUBJECT: UPDATE BOUNDARY DESCRIPTION FOR UNIVERSITY HIGH SCHOOL EFFECTIVE JULY 1, 2007 (UPDATED 7-1-2008).

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on July 1, 2007. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES 9 - 12)

MULHOLLAND DRIVE TO AND INCLUDING 8600 MULHOLLAND DRIVE * A LINE SOUTHERLY, EAST OF BRIARCREST LANE, ALTO CEDRO DRIVE, BRIARCREST ROAD AND MEREDITH PLACE * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * PICO BOULEVARD * WESTWOOD BOULEVARD * BROOKHAVEN AVENUE * MILITARY AVENUE * NATIONAL BOULEVARD AND EXTENSION * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * MONTANA AVENUE * GRETNA GREEN WAY * SAN VICENTE BOULEVARD * BUNDY DRIVE (BOTH SIDES AND ROSE MARIE LANE EXCLUDED) TO COYNE PLACE * BUNDY DRIVE * SUNSET BOULEVARD * SEPULVEDA BOULEVARD * A LINE NORTHWESTERLY FROM THE INTERSECTION OF SKIRBALL CENTER DRIVE AND SEPULVEDA BOULEVARD * CANYONBACK ROAD.

OPTIONAL: UNIVERSITY AND VAN NUYS HIGH SCHOOLS

SERVICE ROAD (BOTH SIDES) * MULHOLLAND DRIVE.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 893-6850.

APPROVED: JOSEPH A. MEHULA, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION:
School
Transportation Branch
Master Planning and Demographics
Office of Environmental Health and Safety
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities **S**ervices **D**ivision

LOC. CODE: 8907

SUBJECT: UPDATE BOUNDARY DESCRIPTION FOR VENICE HIGH SCHOOL EFFECTIVE JULY 1, 2007 (UPDATED 7-1-2008).

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on July 1, 2007. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES 9 – 12)

LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * NATIONAL BOULEVARD AND EXTENSION * MILITARY AVENUE * BROOKHAVEN AVENUE * WESTWOOD BOULEVARD * SANTA MONICA FREEWAY * OVERLAND AVENUE * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * CENTINELA AVENUE (BOTH SIDES) * A LINE WESTERLY AND SOUTHERLY, ALONG THE BLUFFS SOUTH OF BLUFF CREEK DRIVE, SEWER ROAD, AND TEALE STREET, TO EXTENSION OF DAWN CREEK * DAWN CREEK AND EXTENSION * JEFFERSON BOULEVARD * BAY STREET AND EXTENSION * BALLONA CREEK * PACIFIC OCEAN.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 893-6850.

APPROVED: JOSEPH A. MEHULA, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION:
School
Transportation Branch
Master Planning and Demographics
Office of Environmental Health and Safety
Department of Transportation, City of L. A.

APPENDIX H

Traffic

Appendix H-1
Intersection Turning Counts

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□001 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

AM

NS□EW Streets:	Cloverfield Blvd			Cloverfield Blvd			Olympic Blvd			Olympic Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 2	NR 0	SL 2	ST 2	SR 1	EL 1	ET 2	ER 0	WL 2	WT 2	WR 1	TOTAL
7:00 AM	50	286	2	7	163	5	28	52	62	40	88	27	810
7:15 AM	57	309	1	12	180	1	20	63	70	43	108	22	886
7:30 AM	50	309	1	11	197	4	34	80	69	65	163	29	1012
7:45 AM	61	319	0	9	194	8	35	85	66	74	172	34	1057
8:00 AM	48	273	2	16	219	4	56	161	80	98	162	47	1166
8:15 AM	61	306	3	21	226	6	36	137	70	54	119	38	1077
8:30 AM	61	281	1	22	210	10	37	163	68	65	142	83	1143
8:45 AM	49	299	1	27	205	10	34	133	75	54	131	50	1068
9:00 AM	43	272	0	21	165	5	40	160	74	61	155	72	1068
9:15 AM	47	301	2	23	189	7	41	94	71	49	147	64	1035
9:30 AM	45	273	1	17	190	3	45	125	62	76	176	49	1062
9:45 AM	48	302	4	20	154	8	44	87	66	58	141	60	992
TOTAL VOLUMES :	NL 620	NT 3530	NR 18	SL 206	ST 2292	SR 71	EL 450	ET 1340	ER 833	WL 737	WT 1704	WR 575	TOTAL 12376
APPROACH □ 's :	14.88□	84.69□	0.43□	8.02□	89.22□	2.76□	17.16□	51.09□	31.76□	24.44□	56.50□	19.06□	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	219	1159	7	86	860	30	163	594	293	271	554	218	4454
PEAK HR FACTOR :		0.936			0.964			0.884			0.849		0.955

UTURNS

NB	SB	EB	WB
		8	
		5	
		11	
		10	
		14	
		4	
		5	
		5	
		7	
		7	
		12	
		10	
NB 0	SB 0	EB 98	WB 0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□001 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

PM

NS□EW Streets:	Cloverfield Blvd			Cloverfield Blvd			Olympic Blvd			Olympic Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 2	NR 0	SL 2	ST 2	SR 1	EL 1	ET 2	ER 0	WL 2	WT 2	WR 1	TOTAL
3:00 PM	56	191	1	26	266	13	46	166	100	95	193	28	1181
3:15 PM	45	183	4	27	233	17	40	147	61	96	189	24	1066
3:30 PM	52	201	3	18	206	12	25	196	65	89	208	29	1104
3:45 PM	45	196	6	25	230	13	20	173	56	71	196	27	1058
4:00 PM	51	163	7	30	214	16	28	175	61	91	245	40	1121
4:15 PM	42	162	6	40	207	9	27	147	50	85	223	28	1026
4:30 PM	48	172	5	28	196	10	30	192	53	97	233	31	1095
4:45 PM	50	175	5	20	206	13	27	154	50	77	227	41	1045
5:00 PM	34	151	3	31	265	14	31	139	46	83	194	28	1019
5:15 PM	54	192	7	26	199	13	19	126	42	88	199	25	990
5:30 PM	44	167	3	20	199	11	21	116	39	91	197	24	932
5:45 PM	49	211	3	15	224	12	21	91	44	87	207	25	989
TOTAL VOLUMES :	NL 570	NT 2164	NR 53	SL 306	ST 2645	SR 153	EL 335	ET 1822	ER 667	WL 1050	WT 2511	WR 350	TOTAL 12626
APPROACH □'s :	20.45□	77.65□	1.90□	9.86□	85.21□	4.93□	11.86□	64.52□	23.62□	26.85□	64.20□	8.95□	
PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	198	771	14	96	935	55	131	682	282	351	786	108	4409
PEAK HR FACTOR :		0.960			0.890			0.877			0.955		0.933

UTURNS

NB	SB	EB	WB
		14	
		17	
		9	
		7	
		10	
		9	
		12	
		8	
		11	
		7	
		5	
		9	
NB 0	SB 0	EB 118	WB 0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□002 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

AM

NS□EW Streets:	26th St			26th St			Olympic Blvd			Olympic Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1.5	.5	2	0	2	1	2	0	0	1.5	.5	
7:00 AM	4	67	4	5		35	5	54			112	39	325
7:15 AM	0	81	11	18		39	3	75			137	37	401
7:30 AM	2	94	9	33		61	5	81			189	78	552
7:45 AM	5	86	12	29		71	11	88			208	67	577
8:00 AM	6	88	23	43		56	17	158			244	104	739
8:15 AM	5	91	15	48		50	12	153			158	81	613
8:30 AM	3	106	15	48		55	14	171			228	119	759
8:45 AM	3	110	15	60		59	23	139			167	98	674
9:00 AM	6	115	17	31		52	11	166			221	91	710
9:15 AM	5	83	26	43		57	14	110			207	86	631
9:30 AM	4	116	13	48		65	7	135			226	94	708
9:45 AM	5	65	9	38		58	15	97			202	82	571
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	48	1102	169	444	0	658	137	1427	0	0	2299	976	7260
APPROACH □ 's :	3.64□	83.55□	12.81□	40.29□	0.00□	59.71□	8.76□	91.24□	0.00□	0.00□	70.20□	29.80□	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	17	395	68	199	0	220	66	621	0	0	797	402	2785
PEAK HR FACTOR :		0.938			0.880			0.928			0.861		0.917

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□002 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

PM

NS□EW Streets:	26th St			26th St			Olympic Blvd			Olympic Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1.5	.5	2	0	2	1	2	0	0	1.5	.5	
3:00 PM	7	97	23	84		85	10	181			223	33	743
3:15 PM	1	82	30	87		87	7	168			222	43	727
3:30 PM	2	91	19	71		80	8	208			240	34	753
3:45 PM	2	68	21	92		65	11	195			232	39	725
4:00 PM	2	66	21	86		90	19	187			283	36	790
4:15 PM	2	66	15	86		88	9	189			247	33	735
4:30 PM	6	61	14	72		89	10	209			265	38	764
4:45 PM	3	91	14	90		88	10	163			247	38	744
5:00 PM	0	70	15	82		93	9	169			220	29	687
5:15 PM	0	70	10	88		78	6	160			237	31	680
5:30 PM	4	78	12	70		86	7	140			226	40	663
5:45 PM	2	91	15	72		84	7	96			229	47	643
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	31	931	209	980	0	1013	113	2065	0	0	2871	441	8654
APPROACH □ 's :	2.65□	79.50□	17.85□	49.17□	0.00□	50.83□	5.19□	94.81□	0.00□	0.00□	86.68□	13.32□	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	13	284	64	334	0	355	48	748	0	0	1042	145	3033
PEAK HR FACTOR :		0.836			0.968			0.909			0.930		0.960

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□003 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

AM

NS□EW Streets:	Stewart St			Stewart St			Olympic Blvd			Olympic Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	2	1	0	1	2	0	1	2	0	
7:00 AM	8	14	14	5	8	7	3	57	4	7	131	19	277
7:15 AM	6	22	12	15	19	8	9	87	9	8	165	17	377
7:30 AM	12	37	22	8	19	8	9	101	9	11	239	23	498
7:45 AM	16	73	30	12	44	12	12	105	17	16	255	38	630
8:00 AM	19	61	34	25	42	8	12	194	17	9	312	43	776
8:15 AM	19	86	34	22	34	9	15	185	17	8	220	45	694
8:30 AM	29	102	34	15	34	6	17	191	20	12	304	49	813
8:45 AM	42	115	46	22	43	11	16	180	25	17	220	52	789
9:00 AM	24	99	40	20	35	10	13	183	11	22	278	41	776
9:15 AM	24	83	37	22	32	13	6	166	15	8	256	46	708
9:30 AM	20	72	29	26	19	22	14	160	13	18	276	50	719
9:45 AM	22	89	26	24	37	12	6	131	14	7	251	42	661
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	241	853	358	216	366	126	132	1740	171	143	2907	465	7718
APPROACH □ 's :	16.60□	58.75□	24.66□	30.51□	51.69□	17.80□	6.46□	85.17□	8.37□	4.07□	82.70□	13.23□	
PEAK HR START TIME :	830 AM												TOTAL
PEAK HR VOL :	119	399	157	79	144	40	52	720	71	59	1058	188	3086
PEAK HR FACTOR :		0.831			0.865			0.924			0.894		0.949

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□003 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

PM

NS□EW Streets:	Stewart St			Stewart St			Olympic Blvd			Olympic Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	2	1	0	1	2	0	1	2	0	
3:00 PM	5	55	16	41	48	17	9	255	14	29	232	27	748
3:15 PM	12	45	16	37	59	18	8	262	24	15	238	12	746
3:30 PM	9	59	21	32	73	15	11	262	21	21	248	22	794
3:45 PM	8	39	11	39	49	13	11	279	22	24	252	24	771
4:00 PM	17	48	18	43	72	18	6	267	18	27	279	20	833
4:15 PM	9	50	21	25	72	11	12	256	25	32	266	21	800
4:30 PM	8	45	11	50	88	10	12	249	36	27	280	16	832
4:45 PM	8	44	15	32	74	18	6	240	29	28	251	21	766
5:00 PM	8	63	8	34	91	16	7	227	42	31	233	19	779
5:15 PM	9	39	16	38	93	17	5	222	23	47	235	21	765
5:30 PM	15	48	18	29	84	9	8	200	23	28	239	21	722
5:45 PM	11	46	17	38	75	17	5	168	14	29	244	28	692
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	119	581	188	438	878	179	100	2887	291	338	2997	252	9248
APPROACH □ 's :	13.40□	65.43□	21.17□	29.30□	58.73□	11.97□	3.05□	88.07□	8.88□	9.42□	83.55□	7.03□	

PEAK HR START TIME :	345 PM												TOTAL
PEAK HR VOL :	42	182	61	157	281	52	41	1051	101	110	1077	81	3236
PEAK HR FACTOR :		0.858			0.828			0.956			0.972		0.971

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□004 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

AM

NS□EW Streets:	Centinela Ave (West)			Centinela Ave (West)			Olympic Blvd			Olympic Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	2	0	1	1	2	0	1	2	0	
7:00 AM				46	2	3	4	68	0	1	171	72	367
7:15 AM				75	0	6	3	106	1	3	217	101	512
7:30 AM				103	0	22	10	110	1	0	329	144	719
7:45 AM				115	0	28	4	128	1	2	358	174	810
8:00 AM				70	0	4	11	233	2	1	344	197	862
8:15 AM				113	0	8	6	241	0	2	300	172	842
8:30 AM				111	0	18	7	209	0	2	369	184	900
8:45 AM				135	0	22	7	214	2	2	306	192	880
9:00 AM				100	0	6	3	219	2	2	359	174	865
9:15 AM				122	1	16	6	191	6	3	342	141	828
9:30 AM				106	0	19	6	191	3	4	344	168	841
9:45 AM				114	0	15	6	164	1	2	343	142	787
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	1210	3	167	73	2074	19	24	3782	1861	9213
APPROACH □ 's :	#DIV□0!	#DIV□0!	#DIV□0!	87.68□	0.22□	12.10□	3.37□	95.75□	0.88□	0.42□	66.74□	32.84□	

PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	0	0	0	459	0	54	23	883	4	8	1334	722	3487
PEAK HR FACTOR :		0.000			0.817			0.921			0.930		0.969

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□004 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

PM

NS□EW Streets:	Centinela Ave (West)			Centinela Ave (West)			Olympic Blvd			Olympic Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	2	0	1	1	2	0	1	2	0	
3:00 PM				195	1	31	7	313	2	2	281	121	953
3:15 PM				138	0	12	11	288	5	3	255	105	817
3:30 PM				140	2	18	11	313	2	0	281	108	875
3:45 PM				124	1	21	5	323	2	1	282	100	859
4:00 PM				163	2	15	8	326	0	3	307	100	924
4:15 PM				115	1	19	5	308	1	3	293	99	844
4:30 PM				133	1	15	6	314	4	2	301	100	876
4:45 PM				136	4	15	8	283	2	2	276	109	835
5:00 PM				148	0	16	5	288	1	2	248	126	834
5:15 PM				132	0	18	11	284	1	1	246	115	808
5:30 PM				126	0	12	8	276	1	2	277	102	804
5:45 PM				117	1	14	10	227	0	1	293	111	774
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	1667	13	206	95	3543	21	22	3340	1296	10203
APPROACH □ 's :	#DIV□0!	#DIV□0!	#DIV□0!	88.39□	0.69□	10.92□	2.60□	96.83□	0.57□	0.47□	71.70□	27.82□	

PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	0	0	0	597	4	82	34	1237	11	6	1099	434	3504
PEAK HR FACTOR :		0.000			0.752			0.971			0.952		0.919

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□005 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

AM

NS□EW Streets:	Centinela Ave (East)			Centinela Ave (East)			Olympic Blvd			Olympic Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	0	.5	0	1	0	1	3	1	1	2	0	
7:00 AM	78	0	14	8	7	1		75	42	28	165	0	418
7:15 AM	115	0	20	2	10	2		121	59	27	207	1	564
7:30 AM	149	1	28	5	3	1		160	70	25	315	0	757
7:45 AM	188	1	25	1	2	2		171	68	29	349	1	837
8:00 AM	199	0	29	3	1	0		228	76	23	344	0	903
8:15 AM	194	2	33	0	1	1		259	88	34	296	0	908
8:30 AM	194	0	44	1	2	0		264	74	40	379	2	1000
8:45 AM	189	1	53	1	1	0		257	90	33	323	0	948
9:00 AM	140	0	49	0	0	1		246	82	43	395	0	956
9:15 AM	168	1	50	0	3	0		216	91	29	339	0	897
9:30 AM	170	0	35	0	0	2		229	73	36	347	1	893
9:45 AM	147	0	44	3	0	0		200	74	24	339	1	832

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1931	6	424	24	30	10	0	2426	887	371	3798	6	9913
APPROACH □ 's :	81.79□	0.25□	17.96□	37.50□	46.88□	15.63□	0.00□	73.23□	26.77□	8.89□	90.97□	0.14□	

PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	717	3	179	2	4	2	0	1026	334	150	1393	2	3812
PEAK HR FACTOR :		0.925			0.667			0.980			0.882		0.953

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□005 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

PM

NS□EW Streets:	Centinela Ave (East)			Centinela Ave (East)			Olympic Blvd			Olympic Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	0	.5	0	1	0	1	3	1	1	2	0	
3:00 PM	91	2	20	0	0	2	3	349	152	29	302	1	951
3:15 PM	86	5	28	2	0	0	0	315	127	35	296	2	896
3:30 PM	94	0	30	3	0	0	0	316	138	32	301	0	914
3:45 PM	85	0	22	5	19	0	0	323	132	31	307	0	924
4:00 PM	92	0	22	5	18	0	0	328	154	29	311	0	959
4:15 PM	80	0	28	1	0	0	0	296	127	29	317	1	879
4:30 PM	83	0	18	0	0	0	0	311	153	19	316	0	900
4:45 PM	97	0	28	1	0	0	0	284	145	29	293	0	877
5:00 PM	96	1	36	0	3	0	0	293	161	18	289	0	897
5:15 PM	95	0	23	0	3	1	0	292	138	24	277	0	853
5:30 PM	94	0	31	0	0	0	0	277	140	31	290	0	863
5:45 PM	109	0	38	0	0	0	0	227	121	31	301	0	827
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1102	8	324	17	43	3	3	3611	1688	337	3600	4	10740
APPROACH □ 's :	76.85□	0.56□	22.59□	26.98□	68.25□	4.76□	0.06□	68.11□	31.84□	8.55□	91.35□	0.10□	
PEAK HR START TIME :	315 PM												TOTAL
PEAK HR VOL :	357	5	102	15	37	0	0	1282	551	127	1215	2	3693
PEAK HR FACTOR :		0.935			0.542			0.951			0.988		0.963

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□006 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

AM

NS□EW Streets:	Centinela Ave			Centinela Ave			I-10 WB On□Off Ramp			I-10 WB On□Off Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	1	1	0	0	0	0	0	0	
7:00 AM	84	47			51	25	64	0	54				325
7:15 AM	113	85			82	34	96	1	71				482
7:30 AM	110	115			69	23	124	1	78				520
7:45 AM	125	117			76	37	146	0	109				610
8:00 AM	120	116			88	19	154	1	85				583
8:15 AM	104	136			100	21	132	0	86				579
8:30 AM	85	142			78	18	171	0	76				570
8:45 AM	103	154			103	17	146	0	74				597
9:00 AM	108	130			83	22	107	0	60				510
9:15 AM	81	119			99	18	138	0	60				515
9:30 AM	91	107			82	16	148	0	72				516
9:45 AM	86	88			91	20	113	0	65				463
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1210	1356	0	0	1002	270	1539	3	890	0	0	0	6270
APPROACH □ 's :	47.16□	52.84□	0.00□	0.00□	78.77□	21.23□	63.28□	0.12□	36.60□	#DIV□0!	#DIV□0!	#DIV□0!	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	434	511	0	0	342	95	603	1	356	0	0	0	2342
PEAK HR FACTOR :		0.976			0.903			0.941			0.000		0.960

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□006 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

PM

NS□EW Streets:	Centinela Ave			Centinela Ave			I-10 WB On□Off Ramp			I-10 WB On□Off Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	1	1	0	0	0	0	0	0	
3:00 PM	95	64			160	28	48	1	50				446
3:15 PM	101	57			147	28	58	0	53				444
3:30 PM	85	49			158	26	61	0	64				443
3:45 PM	91	60			146	27	50	0	56				430
4:00 PM	91	58			168	32	61	0	65				475
4:15 PM	86	64			155	28	61	0	47				441
4:30 PM	89	62			173	24	55	0	57				460
4:45 PM	72	47			168	29	69	0	49				434
5:00 PM	86	50			174	24	74	1	69				478
5:15 PM	100	44			174	15	85	0	52				470
5:30 PM	86	62			185	21	89	0	65				508
5:45 PM	99	72			158	25	69	0	75				498
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1081	689	0	0	1966	307	780	2	702	0	0	0	5527
APPROACH □ 's :	61.07□	38.93□	0.00□	0.00□	86.49□	13.51□	52.56□	0.13□	47.30□	#DIV□0!	#DIV□0!	#DIV□0!	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	371	228	0	0	691	85	317	1	261	0	0	0	1954
PEAK HR FACTOR :		0.876			0.942			0.940			0.000		0.962

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□007 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

AM

NS□EW Streets:	I-10 EB Off Ramp			I-10 EB Off Ramp			Pico Blvd			Pico Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	1	1	1	0	2	0	0	2	0	
7:00 AM	4		8	70	2	10		95	1	5	140		335
7:15 AM	3		9	81	7	8		86	0	2	147		343
7:30 AM	2		11	127	5	5		134	1	5	194		484
7:45 AM	3		9	159	12	11		114	1	2	254		565
8:00 AM	9		10	142	8	12		195	6	7	262		651
8:15 AM	3		12	134	10	13		192	7	2	217		590
8:30 AM	7		11	132	8	20		209	1	4	275		667
8:45 AM	6		14	130	18	24		189	4	5	250		640
9:00 AM	4		15	117	7	19		203	1	4	251		621
9:15 AM	3		12	114	6	10		218	3	4	186		556
9:30 AM	10		3	123	10	13		195	6	8	227		595
9:45 AM	4		12	96	8	15		179	3	7	196		520
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	58	0	126	1425	101	160	0	2009	34	55	2599	0	6567
APPROACH □ 's :	31.52□	0.00□	68.48□	84.52□	5.99□	9.49□	0.00□	98.34□	1.66□	2.07□	97.93□	0.00□	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	25	0	47	538	44	69	0	785	18	18	1004	0	2548
PEAK HR FACTOR :		0.900			0.946			0.956			0.916		0.955

CONTROL : 1-Way Stop SB

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□007 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

PM

NS□EW Streets:	I-10 EB Off Ramp			I-10 EB Off Ramp			Pico Blvd			Pico Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	1	1	1	0	2	0	0	2	0	
3:00 PM	2		8	66	4	5		344	4	4	174		611
3:15 PM	4		8	68	4	9		317	7	10	150		577
3:30 PM	5		7	61	1	6		332	1	5	147		565
3:45 PM	2		6	55	3	1		330	3	5	180		585
4:00 PM	5		7	46	2	4		386	5	4	162		621
4:15 PM	1		10	35	2	3		392	6	9	139		597
4:30 PM	3		5	36	1	7		355	6	4	153		570
4:45 PM	1		10	25	2	5		407	5	4	146		605
5:00 PM	3		8	29	2	3		367	9	8	144		573
5:15 PM	2		10	36	1	6		408	7	9	166		645
5:30 PM	5		5	49	3	6		360	10	12	190		640
5:45 PM	0		6	48	6	7		359	9	6	202		643
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	33	0	90	554	31	62	0	4357	72	80	1953	0	7232
APPROACH □ 's :	26.83□	0.00□	73.17□	85.63□	4.79□	9.58□	0.00□	98.37□	1.63□	3.94□	96.06□	0.00□	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	10	0	29	162	12	22	0	1494	35	35	702	0	2501
PEAK HR FACTOR :		0.813			0.803			0.921			0.886		0.969

CONTROL : 1-Way Stop SB

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□008 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

AM

NS□EW Streets:	Centinela Ave			Centinela Ave			Pico Blvd			Pico Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	1	0	1	1.5	.5	1	2	1	1	2	0	
7:00 AM	6	61	6	6	52	49	18	110	43	2	89	50	492
7:15 AM	8	106	7	7	95	46	20	114	44	6	97	72	622
7:30 AM	16	117	7	8	93	48	34	179	56	5	135	82	780
7:45 AM	17	114	9	7	106	71	24	203	59	12	169	108	899
8:00 AM	20	96	10	10	99	61	38	218	84	8	182	106	932
8:15 AM	19	131	12	13	125	51	43	222	80	7	155	74	932
8:30 AM	16	104	9	11	97	48	46	224	80	6	212	85	938
8:45 AM	14	124	12	7	117	50	37	233	66	8	193	106	967
9:00 AM	17	92	10	7	103	35	41	220	72	11	198	111	917
9:15 AM	6	94	18	7	107	42	33	245	68	6	147	71	844
9:30 AM	12	65	9	7	103	50	39	207	73	7	172	94	838
9:45 AM	11	67	8	7	109	46	29	203	54	11	148	85	778
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	162	1171	117	97	1206	597	402	2378	779	89	1897	1044	9939
APPROACH □ 's :	11.17□	80.76□	8.07□	5.11□	63.47□	31.42□	11.30□	66.82□	21.89□	2.94□	62.61□	34.46□	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	69	455	43	41	438	210	164	897	310	29	742	371	3769
PEAK HR FACTOR :		0.875			0.911			0.979			0.930		0.974

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□008 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

PM

NS□EW Streets:	Centinela Ave			Centinela Ave			Pico Blvd			Pico Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	1	0	1	1.5	.5	1	2	1	1	2	0	
3:00 PM	7	94	30	8	152	35	22	295	96	12	131	79	961
3:15 PM	10	75	15	23	155	25	21	281	96	15	131	83	930
3:30 PM	3	67	19	17	158	43	23	272	104	22	101	72	901
3:45 PM	13	69	11	13	145	29	13	281	97	13	148	81	913
4:00 PM	9	95	13	20	198	28	25	283	125	17	122	76	1011
4:15 PM	7	67	6	14	180	25	22	304	116	18	123	65	947
4:30 PM	7	77	17	12	200	25	19	285	86	12	118	65	923
4:45 PM	12	76	17	22	168	32	19	271	146	15	105	69	952
5:00 PM	11	86	16	19	199	37	15	286	109	19	104	61	962
5:15 PM	5	58	15	19	185	36	19	316	112	22	127	73	987
5:30 PM	9	83	17	31	180	40	16	303	101	32	160	61	1033
5:45 PM	11	61	16	25	169	31	18	289	101	18	160	80	979
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	104	908	192	223	2089	386	232	3466	1289	215	1530	865	11499
APPROACH □ 's :	8.64□	75.42□	15.95□	8.27□	77.43□	14.31□	4.65□	69.50□	25.85□	8.24□	58.62□	33.14□	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	36	288	64	94	733	144	68	1194	423	91	551	275	3961
PEAK HR FACTOR :		0.858			0.952			0.942			0.889		0.959

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□009 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

AM

NS□EW Streets:	Centinela Ave			Centinela Ave			I-10 EB On Ramp			I-10 EB On Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	1	2	0	0	0	0	0	0	0	
7:00 AM		79	61	64	39								243
7:15 AM		122	57	84	56								319
7:30 AM		142	53	94	60								349
7:45 AM		141	44	73	99								357
8:00 AM		131	63	105	86								385
8:15 AM		157	58	113	98								426
8:30 AM		139	55	88	87								369
8:45 AM		139	47	77	112								375
9:00 AM		123	60	88	100								371
9:15 AM		113	49	90	94								346
9:30 AM		96	49	100	78								323
9:45 AM		77	60	84	85								306
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	1459	656	1060	994	0	0	0	0	0	0	0	4169
APPROACH □ 's :	0.00□	68.98□	31.02□	51.61□	48.39□	0.00□	#DIV□0!	#DIV□0!	#DIV□0!	#DIV□0!	#DIV□0!	#DIV□0!	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	566	223	383	383	0	0	0	0	0	0	0	1555
PEAK HR FACTOR :		0.917			0.908			0.000			0.000		0.913

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□009 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

PM

NS□EW Streets:	Centinela Ave			Centinela Ave			I-10 EB On Ramp			I-10 EB On Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	1	2	0	0	0	0	0	0	0	
3:00 PM		129	39	103	151								422
3:15 PM		106	34	83	183								406
3:30 PM		89	41	98	176								404
3:45 PM		103	34	103	175								415
4:00 PM		111	45	103	211								470
4:15 PM		87	36	125	196								444
4:30 PM		100	29	101	178								408
4:45 PM		107	32	128	193								460
5:00 PM		108	66	123	205								502
5:15 PM		86	53	121	211								471
5:30 PM		109	53	106	207								475
5:45 PM		93	55	133	148								429
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	1228	517	1327	2234	0	0	0	0	0	0	0	5306
APPROACH □ 's :	0.00□	70.37□	29.63□	37.26□	62.74□	0.00□	#DIV□0!	#DIV□0!	#DIV□0!	#DIV□0!	#DIV□0!	#DIV□0!	

PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	410	204	478	816	0	0	0	0	0	0	0	1908
PEAK HR FACTOR :		0.882			0.974			0.000			0.000		0.950

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□010 **Day:** TUESDAY

City: City of Los Angeles **Date:** 05□14□2013

AM

NS□EW Streets:	Bundy Dr			Bundy Dr			Wilshire Blvd			Wilshire Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
7:00 AM	39	114	19	18	34	10	14	180	17	14	191	16	666
7:15 AM	40	158	22	24	78	9	23	236	20	18	195	16	839
7:30 AM	53	180	25	28	113	16	17	269	14	21	268	12	1016
7:45 AM	65	178	27	35	154	18	17	268	27	24	275	16	1104
8:00 AM	59	170	23	26	164	17	20	245	31	31	312	23	1121
8:15 AM	56	179	20	29	148	15	18	221	19	26	283	23	1037
8:30 AM	60	115	38	26	128	30	17	274	26	29	329	17	1089
8:45 AM	58	140	29	28	154	32	22	251	39	26	288	14	1081
9:00 AM	58	126	27	21	127	23	25	248	31	29	299	18	1032
9:15 AM	65	116	28	29	137	20	29	224	31	26	313	18	1036
9:30 AM	67	118	30	26	140	27	22	230	35	24	276	13	1008
9:45 AM	64	132	26	30	124	27	34	237	29	30	279	18	1030
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	684	1726	314	320	1501	244	258	2883	319	298	3308	204	12059
APPROACH □ 's :	25.11□	63.36□	11.53□	15.50□	72.69□	11.82□	7.46□	83.32□	9.22□	7.82□	86.82□	5.35□	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	240	642	108	116	594	80	72	1008	103	110	1199	79	4351
PEAK HR FACTOR :		0.917			0.954			0.933			0.925		0.970

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□010 **Day:** TUESDAY

City: City of Los Angeles **Date:** 05□14□2013

PM

NS□EW Streets:	Bundy Dr			Bundy Dr			Wilshire Blvd			Wilshire Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
3:00 PM	44	159	30	22	152	22	40	256	23	22	277	23	1070
3:15 PM	38	172	37	30	156	26	25	262	22	28	270	23	1089
3:30 PM	47	184	36	22	175	18	39	264	39	38	258	21	1141
3:45 PM	35	186	25	22	170	18	35	245	30	32	257	17	1072
4:00 PM	40	175	37	30	158	24	25	259	23	29	268	24	1092
4:15 PM	44	188	32	22	140	23	33	208	32	22	244	20	1008
4:30 PM	45	196	20	27	148	17	32	223	28	23	281	18	1058
4:45 PM	40	182	28	17	141	24	58	228	23	24	261	23	1049
5:00 PM	46	198	23	26	140	27	49	201	30	29	302	24	1095
5:15 PM	38	192	19	14	126	21	44	243	22	26	269	20	1034
5:30 PM	37	174	20	24	106	13	40	221	30	31	312	17	1025
5:45 PM	45	216	21	29	114	15	38	248	16	14	310	22	1088
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	499	2222	328	285	1726	248	458	2858	318	318	3309	252	12821
APPROACH □ 's :	16.37□	72.88□	10.76□	12.62□	76.41□	10.98□	12.60□	78.65□	8.75□	8.20□	85.31□	6.50□	
PEAK HR START TIME :	315 PM												TOTAL
PEAK HR VOL :	160	717	135	104	659	86	124	1030	114	127	1053	85	4394
PEAK HR FACTOR :		0.948			0.987			0.927			0.985		0.963

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□011 **Day:** TUESDAY

City: City of Los Angeles **Date:** 05□14□2013

AM

NS□EW Streets:	Bundy Dr			Bundy Dr			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1	2	0	0	3	0	
7:00 AM	15	160	17	16	76	6	8	85	14	0	163	19	579
7:15 AM	24	215	18	9	110	5	9	116	21	0	165	34	726
7:30 AM	23	244	24	10	161	6	9	154	20	0	203	20	874
7:45 AM	21	240	18	18	196	14	11	163	16	0	281	22	1000
8:00 AM	23	234	14	22	228	13	5	173	27	1	266	42	1048
8:15 AM	28	213	20	27	182	14	16	193	36	0	268	35	1032
8:30 AM	27	201	18	27	191	12	5	165	24	0	296	30	996
8:45 AM	27	179	25	26	214	16	10	154	46	0	307	34	1038
9:00 AM	25	196	18	16	196	23	6	179	36	0	304	30	1029
9:15 AM	25	187	22	18	194	16	9	167	27	0	273	26	964
9:30 AM	32	172	14	18	184	12	9	174	27	0	268	41	951
9:45 AM	22	180	20	21	181	15	13	180	19	0	277	24	952
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	292	2421	228	228	2113	152	110	1903	313	1	3071	357	11189
APPROACH □ 's :	9.93□	82.32□	7.75□	9.15□	84.76□	6.10□	4.73□	81.81□	13.46□	0.03□	89.56□	10.41□	

PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	105	827	77	102	815	55	36	685	133	1	1137	141	4114
PEAK HR FACTOR :		0.931			0.924			0.871			0.938		0.981

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□011 **Day:** TUESDAY

City: City of Los Angeles **Date:** 05□14□2013

PM

NS□EW Streets:	Bundy Dr			Bundy Dr			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1	2	0	0	3	0	
3:00 PM	29	228	20	21	202	11	22	193	40	1	179	18	964
3:15 PM	29	224	24	22	200	16	17	243	43	1	184	22	1025
3:30 PM	28	224	28	27	210	16	20	210	39	0	187	22	1011
3:45 PM	24	229	34	19	207	9	14	196	42	0	178	21	973
4:00 PM	25	228	32	13	206	6	21	234	30	1	179	22	997
4:15 PM	25	221	27	18	188	13	9	215	33	0	214	21	984
4:30 PM	29	253	15	16	196	12	13	190	31	0	228	19	1002
4:45 PM	24	237	23	18	218	11	14	211	20	1	258	22	1057
5:00 PM	29	271	18	27	215	14	26	237	30	0	239	19	1125
5:15 PM	34	247	27	21	188	10	16	230	32	0	191	21	1017
5:30 PM	43	229	33	22	168	8	17	220	43	0	216	25	1024
5:45 PM	32	245	31	21	125	5	19	212	28	0	222	18	958
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	351	2836	312	245	2323	131	208	2591	411	4	2475	250	12137
APPROACH □ 's :	10.03□	81.05□	8.92□	9.08□	86.07□	4.85□	6.48□	80.72□	12.80□	0.15□	90.69□	9.16□	

PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	130	984	101	88	789	43	73	898	125	1	904	87	4223
PEAK HR FACTOR :		0.955			0.898			0.935			0.883		0.938

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□012 **Day:** TUESDAY

City: City of Los Angeles **Date:** 05□14□2013

AM

NS□EW Streets:	Bundy Dr			Bundy Dr			Ohio Ave			Ohio Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2.5	.5	0	2	0	1	2	0	1	2	0	
7:00 AM	11	182	6		79	11	12	22	11	24	13	0	371
7:15 AM	11	242	14		120	21	9	21	12	22	16	0	488
7:30 AM	14	281	13		170	15	14	21	14	33	26	1	602
7:45 AM	14	269	17		192	25	17	49	25	46	36	0	690
8:00 AM	23	246	11		227	33	16	36	18	39	32	0	681
8:15 AM	13	262	14		204	25	13	42	25	33	29	2	662
8:30 AM	26	221	11		202	29	23	27	21	26	46	1	633
8:45 AM	26	227	10		223	28	17	41	28	37	53	1	691
9:00 AM	19	233	13		218	25	12	49	21	39	52	2	683
9:15 AM	18	213	15		193	23	19	32	33	32	61	0	639
9:30 AM	25	205	7		201	18	20	50	25	28	41	0	620
9:45 AM	19	204	17		183	16	16	33	19	24	27	1	559
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	219	2785	148	0	2212	269	188	423	252	383	432	8	7319
APPROACH □ 's :	6.95□	88.36□	4.70□	0.00□	89.16□	10.84□	21.78□	49.02□	29.20□	46.54□	52.49□	0.97□	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	84	943	48	0	847	107	65	159	95	135	180	6	2669
PEAK HR FACTOR :		0.930			0.950			0.927			0.863		0.966

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□012 **Day:** TUESDAY

City: City of Los Angeles **Date:** 05□14□2013

PM

NS□EW Streets:	Bundy Dr			Bundy Dr			Ohio Ave			Ohio Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2.5	.5	0	2	0	1	2	0	1	2	0	
3:00 PM	24	263	18		215	23	11	33	21	14	22	0	644
3:15 PM	17	248	16		218	11	22	49	25	23	19	1	649
3:30 PM	18	266	10		242	17	14	41	25	15	20	2	670
3:45 PM	13	276	24		238	19	13	41	22	22	22	3	693
4:00 PM	18	259	11		231	21	12	45	33	14	17	1	662
4:15 PM	15	244	17		193	16	21	56	37	18	20	0	637
4:30 PM	17	271	7		220	14	19	45	31	11	19	2	656
4:45 PM	15	267	19		218	19	25	44	41	16	22	7	693
5:00 PM	16	267	10		238	19	27	56	30	18	20	4	705
5:15 PM	13	283	8		222	11	28	58	45	17	24	2	711
5:30 PM	19	285	12		203	16	18	49	30	16	14	2	664
5:45 PM	16	279	12		172	14	35	58	25	5	12	1	629
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	201	3208	164	0	2610	200	245	575	365	189	231	25	8013
APPROACH □ 's :	5.63□	89.78□	4.59□	0.00□	92.88□	7.12□	20.68□	48.52□	30.80□	42.47□	51.91□	5.62□	

PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	63	1102	49	0	881	65	98	207	146	67	80	15	2773
PEAK HR FACTOR :		0.960			0.920			0.861			0.900		0.975

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□013 **Day:** TUESDAY

City: City of Los Angeles **Date:** 05□14□2013

AM

NS□EW Streets:	Bundy Dr			Bundy Dr			Missouri Ave			Missouri Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	1	2	0	0	0	0	0	0	0	
7:00 AM		226	10	5	159					19		3	422
7:15 AM		296	25	7	176					10		9	523
7:30 AM		335	6	10	251					19		13	634
7:45 AM		321	1	18	297					28		13	678
8:00 AM		295	29	23	270					21		12	650
8:15 AM		300	14	14	299					21		15	663
8:30 AM		266	3	12	271					22		12	586
8:45 AM		262	4	16	341					16		23	662
9:00 AM		266	4	14	266					23		15	588
9:15 AM		265	6	10	273					20		9	583
9:30 AM		250	9	10	269					17		10	565
9:45 AM		248	7	11	257					12		13	548
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	3330	118	150	3129	0	0	0	0	228	0	147	7102
APPROACH □ 's :	0.00□	96.58□	3.42□	4.57□	95.43□	0.00□	#DIV□0!	#DIV□0!	#DIV□0!	60.80□	0.00□	39.20□	

PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	1251	50	65	1117	0	0	0	0	89	0	53	2625
PEAK HR FACTOR :		0.954			0.938			0.000			0.866		0.968

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□013 **Day:** TUESDAY

City: City of Los Angeles **Date:** 05□14□2013

PM

NS□EW Streets:	Bundy Dr			Bundy Dr			Missouri Ave			Missouri Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	1	2	0	0	0	0	0	0	0	
3:00 PM		305	12	23	296					16		4	656
3:15 PM		296	25	17	284					9		15	646
3:30 PM		331	18	24	292					23		16	704
3:45 PM		309	12	25	308					15		13	682
4:00 PM		320	11	18	287					10		11	657
4:15 PM		300	8	18	258					8		7	599
4:30 PM		316	18	21	254					12		8	629
4:45 PM		311	19	19	265					11		12	637
5:00 PM		342	18	26	281					17		10	694
5:15 PM		315	23	62	218					12		14	644
5:30 PM		377	10	45	211					18		19	680
5:45 PM		340	13	48	190					10		21	622
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	3862	187	346	3144	0	0	0	0	161	0	150	7850
APPROACH □ 's :	0.00□	95.38□	4.62□	9.91□	90.09□	0.00□	#DIV□0!	#DIV□0!	#DIV□0!	51.77□	0.00□	48.23□	

PEAK HR START TIME :	315 PM												TOTAL
PEAK HR VOL :	0	1256	66	84	1171	0	0	0	0	57	0	55	2689
PEAK HR FACTOR :		0.947			0.942			0.000			0.718		0.955

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□014 **Day:** TUESDAY

City: City of Los Angeles **Date:** 05□14□2013

AM

NS□EW Streets:	Bundy Dr			Bundy Dr			La Grange Ave			La Grange Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	0	0	0	0	1	0	
7:00 AM	2	248	8	8	157	4	0	0	0	10	0	5	442
7:15 AM	2	302	12	9	169	2	0	0	0	14	2	13	525
7:30 AM	3	331	10	9	248	2	0	0	1	9	2	10	625
7:45 AM	7	322	6	19	287	7	0	0	4	10	1	13	676
8:00 AM	10	326	11	18	268	4	0	1	1	27	2	12	680
8:15 AM	22	310	22	22	270	5	1	0	1	27	3	15	698
8:30 AM	8	271	17	22	268	3	1	0	2	8	3	16	619
8:45 AM	7	276	13	35	305	3	0	0	1	15	1	13	669
9:00 AM	6	270	11	25	254	2	2	0	4	13	5	17	609
9:15 AM	8	275	11	26	250	2	0	2	1	22	1	18	616
9:30 AM	4	256	15	18	272	2	0	0	3	25	2	8	605
9:45 AM	5	246	17	26	242	1	1	0	9	13	1	16	577
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	84	3433	153	237	2990	37	5	3	27	193	23	156	7341
APPROACH □ 's :	2.29□	93.54□	4.17□	7.26□	91.61□	1.13□	14.29□	8.57□	77.14□	51.88□	6.18□	41.94□	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	42	1289	49	68	1073	18	1	1	7	73	8	50	2679
PEAK HR FACTOR :		0.975			0.926			0.563			0.728		0.960

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□014 **Day:** TUESDAY

City: City of Los Angeles **Date:** 05□14□2013

PM

NS□EW Streets:	Bundy Dr			Bundy Dr			La Grange Ave			La Grange Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	0	0	0	0	1	0	
3:00 PM	4	299	19	31	286	4	1	0	6	20	1	16	687
3:15 PM	1	302	17	27	281	1	0	3	3	22	1	21	679
3:30 PM	5	324	13	26	273	0	0	1	2	33	0	36	713
3:45 PM	6	308	21	34	297	1	0	2	3	24	2	22	720
4:00 PM	1	322	15	26	275	1	0	1	6	28	2	17	694
4:15 PM	1	315	13	26	249	1	1	0	3	22	0	24	655
4:30 PM	1	312	15	20	252	0	0	0	3	21	0	24	648
4:45 PM	1	321	17	27	254	0	1	1	3	14	0	18	657
5:00 PM	2	313	26	29	258	0	2	8	5	31	1	30	705
5:15 PM	0	312	19	24	221	0	0	3	3	20	0	28	630
5:30 PM	2	353	17	31	187	0	3	19	12	29	0	21	674
5:45 PM	0	342	21	30	154	0	6	7	7	26	1	20	614
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	24	3823	213	331	2987	8	14	45	56	290	8	277	8076
APPROACH □ 's :	0.59□	94.16□	5.25□	9.95□	89.81□	0.24□	12.17□	39.13□	48.70□	50.43□	1.39□	48.17□	
PEAK HR START TIME :	315 PM												TOTAL
PEAK HR VOL :	13	1256	66	113	1126	3	0	7	14	107	5	96	2806
PEAK HR FACTOR :		0.976			0.935			0.750			0.754		0.974

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□015 **Day:** TUESDAY

City: City of Los Angeles **Date:** 05□14□2013

AM

NS□EW Streets:	Bundy Dr			Bundy Dr			Olympic Blvd			Olympic Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	34	240	28	14	139	13	8	59	18	31	160	26	770
7:15 AM	22	263	39	25	140	18	14	100	15	16	212	44	908
7:30 AM	32	273	31	41	181	23	21	129	17	32	285	73	1138
7:45 AM	33	276	30	38	223	30	14	144	20	24	356	62	1250
8:00 AM	34	251	33	58	210	29	26	207	16	45	350	87	1346
8:15 AM	39	238	35	43	233	31	31	232	24	39	252	75	1272
8:30 AM	41	213	21	57	173	30	28	243	20	53	374	76	1329
8:45 AM	49	226	39	73	213	34	28	198	19	49	320	66	1314
9:00 AM	46	203	28	57	177	43	35	213	14	55	382	80	1333
9:15 AM	45	247	47	41	183	43	32	174	20	57	308	52	1249
9:30 AM	40	206	50	55	202	24	26	211	28	64	350	60	1316
9:45 AM	46	198	32	47	206	24	14	179	39	37	322	65	1209
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	461	2834	413	549	2280	342	277	2089	250	502	3671	766	14434
APPROACH □ 's :	12.43□	76.43□	11.14□	17.31□	71.90□	10.79□	10.59□	79.85□	9.56□	10.16□	74.33□	15.51□	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	163	928	128	231	829	124	113	880	79	186	1296	304	5261
PEAK HR FACTOR :		0.958			0.925			0.921			0.888		0.977

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□015 **Day:** TUESDAY

City: City of Los Angeles **Date:** 05□14□2013

PM

NS□EW Streets:	Bundy Dr			Bundy Dr			Olympic Blvd			Olympic Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	15	237	52	57	214	31	33	276	37	55	207	65	1279
3:15 PM	28	256	39	39	227	47	21	210	51	42	197	23	1180
3:30 PM	26	251	37	41	220	45	40	242	48	65	259	65	1339
3:45 PM	33	223	46	52	221	38	42	257	50	66	298	72	1398
4:00 PM	20	230	40	47	246	28	29	277	78	57	234	66	1352
4:15 PM	24	232	54	38	231	21	37	308	60	59	239	69	1372
4:30 PM	28	226	37	41	214	18	23	327	54	56	268	68	1360
4:45 PM	22	261	41	33	223	27	30	256	42	63	222	65	1285
5:00 PM	24	238	44	26	228	30	38	310	63	64	281	55	1401
5:15 PM	16	245	42	46	188	18	37	296	71	47	279	64	1349
5:30 PM	25	251	31	45	230	24	40	342	83	57	354	74	1556
5:45 PM	21	240	47	25	184	15	43	280	76	55	311	74	1371
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	282	2890	510	490	2626	342	413	3381	713	686	3149	760	16242
APPROACH □ 's :	7.66□	78.49□	13.85□	14.17□	75.94□	9.89□	9.16□	75.02□	15.82□	14.93□	68.53□	16.54□	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	86	974	164	142	830	87	158	1228	293	223	1225	267	5677
PEAK HR FACTOR :		0.994			0.885			0.903			0.884		0.912

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□016 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

AM

NS□EW Streets:	Bundy Dr			Bundy Dr			Pico Blvd			Pico Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	37	288	41	10	163	10	18	83	8	21	95	10	784
7:15 AM	30	307	41	10	169	7	29	101	11	21	144	6	876
7:30 AM	53	318	40	9	208	18	32	147	16	16	161	11	1029
7:45 AM	63	323	49	14	243	17	36	142	13	27	191	11	1129
8:00 AM	62	304	42	12	261	16	36	174	21	18	219	3	1168
8:15 AM	54	276	50	12	265	17	33	192	25	8	182	17	1131
8:30 AM	75	249	50	8	231	17	29	182	14	30	221	15	1121
8:45 AM	68	255	49	15	239	18	27	226	16	36	238	18	1205
9:00 AM	72	232	33	16	233	16	46	202	21	28	213	15	1127
9:15 AM	54	265	29	18	207	21	47	199	25	33	191	11	1100
9:30 AM	55	248	38	15	238	32	32	146	23	25	207	7	1066
9:45 AM	64	223	57	20	237	16	38	159	24	29	199	12	1078
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	687	3288	519	159	2694	205	403	1953	217	292	2261	136	12814
APPROACH □ 's :	15.29□	73.16□	11.55□	5.20□	88.10□	6.70□	15.66□	75.90□	8.43□	10.86□	84.08□	5.06□	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	259	1084	191	47	996	68	125	774	76	92	860	53	4625
PEAK HR FACTOR :		0.940			0.945			0.906			0.860		0.960

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□016 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

PM

NS□EW Streets:	Bundy Dr			Bundy Dr			Pico Blvd			Pico Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	37	231	48	15	267	13	30	191	38	20	156	11	1057
3:15 PM	46	262	56	11	286	13	31	209	51	33	165	14	1177
3:30 PM	46	286	57	21	291	17	19	204	42	28	133	14	1158
3:45 PM	50	265	60	18	300	20	23	209	51	27	143	16	1182
4:00 PM	48	243	45	25	327	23	20	214	55	25	130	14	1169
4:15 PM	35	263	35	12	328	22	29	204	71	18	117	5	1139
4:30 PM	37	246	39	19	293	18	17	245	71	22	132	7	1146
4:45 PM	30	283	50	14	319	16	21	220	59	21	124	15	1172
5:00 PM	46	262	46	13	311	13	15	226	63	25	150	16	1186
5:15 PM	27	289	43	9	297	7	19	213	58	27	151	9	1149
5:30 PM	22	262	61	16	280	7	17	221	82	34	156	9	1167
5:45 PM	35	272	37	9	278	9	20	184	68	31	136	10	1089
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	459	3164	577	182	3577	178	261	2540	709	311	1693	140	13791
APPROACH □ 's :	10.93□	75.33□	13.74□	4.62□	90.86□	4.52□	7.44□	72.36□	20.20□	14.51□	78.96□	6.53□	
PEAK HR START TIME :	315 PM												TOTAL
PEAK HR VOL :	190	1056	218	75	1204	73	93	836	199	113	571	58	4686
PEAK HR FACTOR :		0.941			0.901			0.969			0.875		0.991

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□017 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

AM

NS□EW Streets:	Bundy Dr			Bundy Dr			I-10 EB On-Ramp			I-10 EB On-Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM		146	124	112	161								543
7:15 AM		201	130	112	188								631
7:30 AM		230	94	119	177								620
7:45 AM		226	88	129	240								683
8:00 AM		248	94	154	248								744
8:15 AM		241	94	155	239								729
8:30 AM		245	91	137	254								727
8:45 AM		249	107	135	253								744
9:00 AM		242	116	114	248								720
9:15 AM		231	103	128	231								693
9:30 AM		227	81	141	234								683
9:45 AM		229	87	129	243								688

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	2715	1209	1565	2716	0	0	0	0	0	0	0	8205
APPROACH □ 's :	0.00□	69.19□	30.81□	36.56□	63.44□	0.00□	#DIV□0!	#DIV□0!	#DIV□0!	#DIV□0!	#DIV□0!	#DIV□0!	

PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	983	386	581	994	0	0	0	0	0	0	0	2944
PEAK HR FACTOR :		0.961			0.979			0.000			0.000		0.989

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□017 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

PM

NS□EW Streets:	Bundy Dr			Bundy Dr			I-10 EB On-Ramp			I-10 EB On-Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM		154	100	164	303								721
3:15 PM		201	83	193	330								807
3:30 PM		218	85	155	319								777
3:45 PM		178	97	160	328								763
4:00 PM		154	106	208	342								810
4:15 PM		135	91	197	346								769
4:30 PM		141	97	170	320								728
4:45 PM		155	93	214	357								819
5:00 PM		142	72	204	323								741
5:15 PM		134	74	216	319								743
5:30 PM		152	104	191	348								795
5:45 PM		140	82	196	324								742
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	1904	1084	2268	3959	0	0	0	0	0	0	0	9215
APPROACH □ 's :	0.00□	63.72□	36.28□	36.42□	63.58□	0.00□	#DIV□0!	#DIV□0!	#DIV□0!	#DIV□0!	#DIV□0!	#DIV□0!	
PEAK HR START TIME :	315 PM												TOTAL
PEAK HR VOL :	0	751	371	716	1319	0	0	0	0	0	0	0	3157
PEAK HR FACTOR :		0.926			0.925			0.000			0.000		0.974

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□018 **Day:** TUESDAY

City: City of Los Angeles **Date:** 05□14□2013

AM

NS□EW Streets:	Barrington Ave			Barrington Ave			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	1	0	1	3	0	1	3	0	
7:00 AM	13	79	23	21	39	8	2	162	5	8	184	24	568
7:15 AM	22	128	22	21	61	6	6	187	9	9	219	29	719
7:30 AM	26	129	17	19	101	11	13	231	10	13	273	44	887
7:45 AM	20	130	18	27	124	13	6	273	18	11	327	32	999
8:00 AM	28	144	22	20	113	13	7	267	18	11	299	23	965
8:15 AM	32	120	22	20	103	11	12	269	19	9	285	26	928
8:30 AM	22	123	21	27	117	25	13	274	15	17	269	27	950
8:45 AM	20	141	24	13	135	12	15	229	20	16	320	27	972
9:00 AM	30	135	19	29	116	16	15	263	9	11	331	31	1005
9:15 AM	30	131	30	24	115	21	11	236	19	27	312	25	981
9:30 AM	29	141	17	30	110	15	7	258	25	16	283	23	954
9:45 AM	27	119	21	26	105	13	8	251	16	18	296	24	924
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	299	1520	256	277	1239	164	115	2900	183	166	3398	335	10852
APPROACH □ 's :	14.41□	73.25□	12.34□	16.49□	73.75□	9.76□	3.60□	90.68□	5.72□	4.26□	87.15□	8.59□	

PEAK HR START TIME :	845 AM												TOTAL
PEAK HR VOL :	109	548	90	96	476	64	48	986	73	70	1246	106	3912
PEAK HR FACTOR :		0.978			0.988			0.954			0.953		0.973

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□018 **Day:** TUESDAY

City: City of Los Angeles **Date:** 05□14□2013

PM

NS□EW Streets:	Barrington Ave			Barrington Ave			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	1	0	1	3	0	1	3	0	
3:00 PM	25	97	22	21	119	10	16	233	24	16	160	16	759
3:15 PM	23	105	22	25	144	12	12	273	33	15	179	15	858
3:30 PM	17	99	22	28	135	10	9	258	31	13	181	26	829
3:45 PM	32	118	20	22	110	10	20	262	27	12	168	13	814
4:00 PM	30	100	13	21	119	11	16	254	13	8	177	28	790
4:15 PM	24	94	24	24	132	12	21	265	24	16	197	19	852
4:30 PM	22	111	18	17	156	12	26	229	32	17	218	22	880
4:45 PM	23	115	16	28	131	9	22	240	44	18	209	21	876
5:00 PM	24	136	20	16	155	7	19	223	56	10	222	22	910
5:15 PM	25	103	15	22	134	14	25	217	42	8	204	19	828
5:30 PM	23	111	18	23	147	13	21	209	39	10	192	25	831
5:45 PM	22	114	11	17	133	11	25	185	38	12	194	21	783
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	290	1303	221	264	1615	131	232	2848	403	155	2301	247	10010
APPROACH □ 's :	15.99□	71.83□	12.18□	13.13□	80.35□	6.52□	6.66□	81.77□	11.57□	5.73□	85.13□	9.14□	

PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	93	456	78	85	574	40	88	957	156	61	846	84	3518
PEAK HR FACTOR :		0.871			0.945			0.969			0.964		0.966

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□019 **Day:** TUESDAY

City: City of Los Angeles **Date:** 05□14□2013

AM

NS□EW Streets:	Barrington Ave			Barrington Ave			Nebraska Ave			Nebraska Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	0	0	0	1	0	
7:00 AM	5	108	1	1	48	0	4	3	6	3	3	6	188
7:15 AM	4	162	4	3	70	3	5	9	6	6	9	7	288
7:30 AM	7	213	10	4	143	2	1	7	9	8	11	3	418
7:45 AM	5	192	10	6	146	4	3	14	8	12	9	8	417
8:00 AM	9	179	8	5	148	4	2	21	13	11	11	1	412
8:15 AM	7	174	7	3	143	1	3	17	16	7	13	3	394
8:30 AM	2	170	8	3	166	7	4	24	11	20	25	3	443
8:45 AM	8	192	5	3	180	3	1	19	9	9	18	10	457
9:00 AM	3	184	7	1	146	6	5	7	14	7	20	6	406
9:15 AM	5	193	8	3	167	5	8	17	7	9	11	7	440
9:30 AM	6	177	3	8	153	3	6	9	8	9	11	4	397
9:45 AM	7	158	10	5	135	4	4	10	8	6	8	5	360
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	68	2102	81	45	1645	42	46	157	115	107	149	63	4620
APPROACH □ 's :	3.02□	93.38□	3.60□	2.60□	94.98□	2.42□	14.47□	49.37□	36.16□	33.54□	46.71□	19.75□	
PEAK HR START TIME :	830 AM												TOTAL
PEAK HR VOL :	18	739	28	10	659	21	18	67	41	45	74	26	1746
PEAK HR FACTOR :		0.953			0.927			0.808			0.755		0.955

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□019 **Day:** TUESDAY

City: City of Los Angeles **Date:** 05□14□2013

PM

NS□EW Streets:	Barrington Ave			Barrington Ave			Nebraska Ave			Nebraska Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	0	0	0	1	0	
3:00 PM	6	145	8	8	151	1	3	21	13	5	14	5	380
3:15 PM	4	153	8	11	164	3	2	33	5	3	9	6	401
3:30 PM	10	131	5	11	166	1	1	22	13	7	7	4	378
3:45 PM	7	153	9	11	153	6	6	32	13	7	8	6	411
4:00 PM	5	154	4	4	152	4	5	41	9	7	11	2	398
4:15 PM	2	134	6	12	171	2	3	33	11	4	7	3	388
4:30 PM	3	135	5	12	177	3	2	28	9	7	12	6	399
4:45 PM	9	160	9	15	178	2	3	43	10	9	14	3	455
5:00 PM	3	170	9	21	171	2	3	65	12	4	15	4	479
5:15 PM	9	137	9	14	108	3	10	73	14	1	18	3	399
5:30 PM	11	146	7	11	78	8	5	72	20	4	18	7	387
5:45 PM	17	167	10	17	86	3	3	89	12	3	20	5	432
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	86	1785	89	147	1755	38	46	552	141	61	153	54	4907
APPROACH □ 's :	4.39□	91.07□	4.54□	7.58□	90.46□	1.96□	6.22□	74.70□	19.08□	22.76□	57.09□	20.15□	

PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	24	602	32	62	634	10	18	209	45	21	59	16	1732
PEAK HR FACTOR :		0.904			0.905			0.701			0.923		0.904

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□020 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

AM

NS□EW Streets:	Barrington Ave			Barrington Ave			Olympic Blvd			Olympic Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	63	115	34	28	47	3	3	70	10	11	184	24	592
7:15 AM	70	165	44	39	67	12	1	130	9	20	270	38	865
7:30 AM	114	212	42	64	116	15	2	140	16	17	314	54	1106
7:45 AM	126	230	58	51	143	6	5	182	35	27	455	65	1383
8:00 AM	144	211	86	61	139	16	9	223	12	24	380	58	1363
8:15 AM	145	188	73	84	111	23	0	281	22	19	417	41	1404
8:30 AM	120	204	75	72	113	19	2	227	21	19	414	43	1329
8:45 AM	137	199	68	61	124	25	9	282	23	23	481	59	1491
9:00 AM	139	162	67	82	115	23	2	205	20	15	431	67	1328
9:15 AM	112	150	58	72	108	34	7	226	20	22	447	55	1311
9:30 AM	112	169	62	71	116	26	7	207	18	24	370	39	1221
9:45 AM	97	163	54	54	116	22	11	218	25	30	409	33	1232
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1379	2168	721	739	1315	224	58	2391	231	251	4572	576	14625
APPROACH □ 's :	32.31□	50.80□	16.89□	32.44□	57.73□	9.83□	2.16□	89.22□	8.62□	4.65□	84.68□	10.67□	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	546	802	302	278	487	83	20	1013	78	85	1692	201	5587
PEAK HR FACTOR :		0.935			0.972			0.885			0.878		0.937

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□020 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

PM

NS□EW Streets:	Barrington Ave			Barrington Ave			Olympic Blvd			Olympic Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	57	108	34	38	185	11	8	228	51	33	337	51	1141
3:15 PM	61	124	39	41	221	8	11	214	37	34	341	47	1178
3:30 PM	66	131	47	36	240	16	16	233	45	39	358	54	1281
3:45 PM	47	122	33	57	233	15	12	228	48	28	359	44	1226
4:00 PM	57	116	20	44	209	13	19	246	54	22	307	37	1144
4:15 PM	37	108	22	48	248	12	12	268	66	25	312	46	1204
4:30 PM	39	100	18	49	231	17	19	207	64	29	315	46	1134
4:45 PM	35	128	10	49	257	15	11	166	67	24	331	60	1153
5:00 PM	43	139	15	35	275	12	20	191	72	27	373	44	1246
5:15 PM	52	129	13	23	226	9	16	163	57	26	350	41	1105
5:30 PM	48	156	13	29	219	6	14	132	85	63	471	47	1283
5:45 PM	43	167	4	24	222	10	21	134	74	56	372	54	1181
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	585	1528	268	473	2766	144	179	2410	720	406	4226	571	14276
APPROACH □ 's :	24.57□	64.17□	11.26□	13.98□	81.76□	4.26□	5.41□	72.83□	21.76□	7.80□	81.22□	10.97□	
PEAK HR START TIME :	330 PM												TOTAL
PEAK HR VOL :	207	477	122	185	930	56	59	975	213	114	1336	181	4855
PEAK HR FACTOR :		0.826			0.950			0.901			0.904		0.948

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□021 **Day:** TUESDAY

City: City of Los Angeles **Date:** 05□14□2013

AM

NS□EW Streets:	Barrington Ave			Barrington Ave			Missouri Ave			Missouri Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	0	1	0	1	0	
7:00 AM	2	119	2	0	62	1	1	1	5	3	0	2	198
7:15 AM	3	171	4	1	75	0	0	0	4	4	1	1	264
7:30 AM	3	236	2	0	154	0	0	0	8	2	2	3	410
7:45 AM	6	207	4	6	162	2	0	1	17	0	0	2	407
8:00 AM	7	198	2	6	163	0	0	1	23	4	0	2	406
8:15 AM	0	179	2	4	155	0	0	0	9	1	4	4	358
8:30 AM	7	183	2	6	187	0	0	1	17	3	2	6	414
8:45 AM	8	201	5	4	190	0	0	0	19	7	4	6	444
9:00 AM	11	186	2	7	162	1	0	0	19	2	1	7	398
9:15 AM	6	190	1	0	176	3	0	1	11	3	1	8	400
9:30 AM	1	188	6	4	162	5	0	2	17	2	2	6	395
9:45 AM	2	161	2	0	147	1	0	0	14	3	1	5	336
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	56	2219	34	38	1795	13	1	7	163	34	18	52	4430
APPROACH □ 's :	2.43□	96.10□	1.47□	2.06□	97.24□	0.70□	0.58□	4.09□	95.32□	32.69□	17.31□	50.00□	
PEAK HR START TIME :	830 AM												TOTAL
PEAK HR VOL :	32	760	10	17	715	4	0	2	66	15	8	27	1656
PEAK HR FACTOR :		0.937			0.948			0.895			0.735		0.932

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□021 **Day:** TUESDAY

City: City of Los Angeles **Date:** 05□14□2013

PM

NS□EW Streets:	Barrington Ave			Barrington Ave			Missouri Ave			Missouri Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	0	1	0	1	0	
3:00 PM	2	157	2	3	162	2	1	2	14	1	4	3	353
3:15 PM	9	159	2	5	156	3	0	3	16	0	2	3	358
3:30 PM	6	153	9	10	165	3	1	3	14	0	1	0	365
3:45 PM	3	156	4	13	162	6	1	2	12	0	1	4	364
4:00 PM	1	165	2	23	140	5	0	4	24	0	6	2	372
4:15 PM	1	140	7	17	164	4	2	6	29	1	4	4	379
4:30 PM	2	145	7	17	175	2	0	10	26	0	2	2	388
4:45 PM	5	163	10	14	184	5	3	7	22	1	1	5	420
5:00 PM	5	177	7	10	166	4	1	1	17	0	0	1	389
5:15 PM	7	153	17	8	103	4	1	2	26	2	2	3	328
5:30 PM	3	158	8	10	92	9	0	10	42	1	6	4	343
5:45 PM	4	198	12	5	97	6	0	2	34	0	4	1	363
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	48	1924	87	135	1766	53	10	52	276	6	33	32	4422
APPROACH □ 's :	2.33□	93.44□	4.23□	6.91□	90.38□	2.71□	2.96□	15.38□	81.66□	8.45□	46.48□	45.07□	

PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	13	625	31	58	689	15	6	24	94	2	7	12	1576
PEAK HR FACTOR :		0.885			0.938			0.838			0.583		0.938

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□022 **Day:** TUESDAY

City: City of Los Angeles **Date:** 05□14□2013

AM

NS□EW Streets:	Barrington Ave			Barrington Ave			La Grange Ave			La Grange Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
7:00 AM	8	115	4	0	66	2	4	3	6	3	4	3	218
7:15 AM	6	174	1	0	85	2	2	2	11	7	6	4	300
7:30 AM	4	232	3	2	154	6	2	3	11	15	2	7	441
7:45 AM	8	211	4	3	177	2	1	7	13	12	7	7	452
8:00 AM	9	196	6	2	174	9	3	12	26	9	15	5	466
8:15 AM	14	181	5	2	160	4	2	13	28	6	20	2	437
8:30 AM	10	190	2	3	193	7	3	13	13	7	12	2	455
8:45 AM	12	212	5	9	184	12	2	13	21	10	20	5	505
9:00 AM	15	181	3	6	164	5	3	17	17	11	14	10	446
9:15 AM	8	194	5	1	180	3	1	9	13	10	15	8	447
9:30 AM	10	181	7	5	173	11	1	13	19	6	10	5	441
9:45 AM	8	167	4	5	154	10	2	15	9	4	8	3	389
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	112	2234	49	38	1864	73	26	120	187	100	133	61	4997
APPROACH □ 's :	4.68□	93.28□	2.05□	1.92□	94.38□	3.70□	7.81□	36.04□	56.16□	34.01□	45.24□	20.75□	

PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	45	779	18	16	711	32	10	51	88	32	67	14	1863
PEAK HR FACTOR :		0.919			0.926			0.866			0.807		0.922

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□022 **Day:** TUESDAY

City: City of Los Angeles **Date:** 05□14□2013

PM

NS□EW Streets:	Barrington Ave			Barrington Ave			La Grange Ave			La Grange Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
3:00 PM	7	147	4	8	152	1	11	24	27	13	8	3	405
3:15 PM	3	153	5	12	158	0	11	32	47	10	8	6	445
3:30 PM	6	158	8	8	166	5	2	40	46	7	13	3	462
3:45 PM	7	165	10	6	169	6	2	51	28	4	15	3	466
4:00 PM	8	157	6	8	150	4	3	38	30	10	13	2	429
4:15 PM	5	138	7	9	188	3	5	39	30	10	11	3	448
4:30 PM	6	141	9	11	192	7	6	40	25	18	12	4	471
4:45 PM	8	168	10	9	189	5	1	50	31	7	13	7	498
5:00 PM	11	166	10	11	160	4	14	60	35	13	7	2	493
5:15 PM	7	158	8	6	116	5	11	67	36	14	7	0	435
5:30 PM	8	162	15	10	112	7	8	78	41	11	16	3	471
5:45 PM	4	193	7	15	116	2	12	68	38	7	22	3	487
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	80	1906	99	113	1868	49	86	587	414	124	145	39	5510
APPROACH □ 's :	3.84□	91.41□	4.75□	5.57□	92.02□	2.41□	7.91□	54.00□	38.09□	40.26□	47.08□	12.66□	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	30	613	36	40	729	19	26	189	121	48	43	16	1910
PEAK HR FACTOR :		0.908			0.938			0.771			0.787		0.959

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□023 **Day:** TUESDAY

City: City of Los Angeles **Date:** 05□14□2013

AM

NS□EW Streets:	Barrington Ave			Barrington Ave			Mississippi Ave			Mississippi Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	0	2	0	0	1	0	
7:00 AM	12	126	3	2	67	2	1	1	11	0	2	3	230
7:15 AM	7	188	6	5	99	2	1	5	6	3	4	1	327
7:30 AM	12	242	12	2	172	5	3	8	21	8	5	1	491
7:45 AM	29	218	27	3	190	2	5	7	13	6	5	0	505
8:00 AM	27	198	39	6	188	5	0	12	24	7	7	7	520
8:15 AM	22	201	15	3	183	1	6	15	19	8	13	4	490
8:30 AM	22	196	7	3	200	7	1	8	22	9	7	7	489
8:45 AM	17	218	10	9	202	7	10	14	15	10	16	6	534
9:00 AM	26	180	24	7	172	8	3	17	27	13	14	9	500
9:15 AM	17	207	8	1	198	9	7	14	15	6	10	5	497
9:30 AM	21	179	11	1	179	9	6	14	23	10	5	3	461
9:45 AM	12	184	5	4	162	6	5	10	18	3	3	0	412
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	224	2337	167	46	2012	63	48	125	214	83	91	46	5456
APPROACH □ 's :	8.21□	85.67□	6.12□	2.17□	94.86□	2.97□	12.40□	32.30□	55.30□	37.73□	41.36□	20.91□	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	88	813	71	21	773	20	17	49	80	34	43	24	2033
PEAK HR FACTOR :		0.920			0.933			0.913			0.789		0.952

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□023 **Day:** TUESDAY

City: City of Los Angeles **Date:** 05□14□2013

PM

NS□EW Streets:	Barrington Ave			Barrington Ave			Mississippi Ave			Mississippi Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	0	2	0	0	1	0	
3:00 PM	12	140	20	4	186	14	10	34	28	7	10	4	469
3:15 PM	14	155	28	6	203	0	9	47	43	9	11	3	528
3:30 PM	14	160	46	4	208	2	9	36	52	16	9	7	563
3:45 PM	10	172	18	4	203	4	8	45	70	20	8	2	564
4:00 PM	8	157	16	8	187	1	7	50	58	9	7	7	515
4:15 PM	6	149	9	8	233	1	5	37	48	10	9	4	519
4:30 PM	11	147	18	3	206	2	8	57	57	19	15	2	545
4:45 PM	13	166	37	4	233	1	7	39	49	17	7	2	575
5:00 PM	13	169	21	7	209	0	13	60	70	17	7	4	590
5:15 PM	5	157	16	3	162	2	9	54	74	13	8	3	506
5:30 PM	14	184	19	5	159	1	10	72	57	14	8	4	547
5:45 PM	13	197	19	2	166	2	5	73	47	20	9	6	559
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	133	1953	267	58	2355	30	100	604	653	171	108	48	6480
APPROACH □ 's :	5.65□	83.00□	11.35□	2.37□	96.40□	1.23□	7.37□	44.51□	48.12□	52.29□	33.03□	14.68□	

PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	43	631	85	22	881	4	33	193	224	63	38	12	2229
PEAK HR FACTOR :		0.878			0.937			0.787			0.785		0.944

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□024 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

AM

NS□EW Streets:	Barrington Ave			Barrington Ave			Pico Blvd			Pico Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	14	180	9	9	49	8	23	87	14	6	115	6	520
7:15 AM	30	223	5	8	73	21	43	99	13	8	124	12	659
7:30 AM	47	324	6	19	134	12	36	130	15	7	146	10	886
7:45 AM	51	349	4	21	173	17	43	127	25	4	164	13	991
8:00 AM	48	371	8	21	148	18	41	168	14	6	147	15	1005
8:15 AM	40	350	12	16	141	15	38	181	17	5	138	19	972
8:30 AM	40	355	5	15	131	20	29	190	19	4	194	11	1013
8:45 AM	51	357	7	20	121	32	38	183	14	6	175	13	1017
9:00 AM	51	276	16	27	109	22	37	186	22	9	159	13	927
9:15 AM	33	261	6	15	120	22	30	161	19	8	165	8	848
9:30 AM	39	262	14	21	118	29	30	154	14	10	147	19	857
9:45 AM	32	237	9	24	127	20	45	149	15	6	156	12	832
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	476	3545	101	216	1444	236	433	1815	201	79	1830	151	10527
APPROACH □ 's :	11.55□	86.00□	2.45□	11.39□	76.16□	12.45□	17.68□	74.11□	8.21□	3.83□	88.83□	7.33□	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	179	1433	32	72	541	85	146	722	64	21	654	58	4007
PEAK HR FACTOR :		0.963			0.933			0.979			0.877		0.985

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□024 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

PM

NS□EW Streets:	Barrington Ave			Barrington Ave			Pico Blvd			Pico Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	14	152	9	24	227	14	22	181	22	8	137	7	817
3:15 PM	12	145	13	19	234	19	31	216	19	10	152	11	881
3:30 PM	17	171	10	23	267	16	37	204	25	11	121	8	910
3:45 PM	15	154	11	27	282	24	36	198	26	8	128	10	919
4:00 PM	18	132	7	26	276	14	24	227	26	14	124	13	901
4:15 PM	13	141	8	24	336	15	18	180	29	2	114	5	885
4:30 PM	16	101	15	35	274	18	21	244	32	12	125	7	900
4:45 PM	10	142	7	42	345	21	26	209	33	12	113	10	970
5:00 PM	14	121	11	29	310	18	39	224	39	25	136	10	976
5:15 PM	16	148	5	31	369	15	16	194	43	22	165	7	1031
5:30 PM	13	146	4	40	338	18	41	198	52	18	148	12	1028
5:45 PM	16	154	5	44	322	19	29	181	39	9	134	13	965
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	174	1707	105	364	3580	211	340	2456	385	151	1597	113	11183
APPROACH □ 's :	8.76□	85.95□	5.29□	8.76□	86.16□	5.08□	10.69□	77.21□	12.10□	8.11□	85.81□	6.07□	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	53	557	27	142	1362	72	122	825	167	77	562	39	4005
PEAK HR FACTOR :		0.942			0.949			0.922			0.874		0.971

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□025 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

AM

NS□EW Streets:	Centinela Ave			Centinela Ave			Exposition Blvd			Exposition Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	0		
7:00 AM	12	103			71	8	1		9				204
7:15 AM	18	155			92	6	3		7				281
7:30 AM	24	198			93	10	6		5				336
7:45 AM	32	217			97	8	4		9				367
8:00 AM	37	221			89	13	3		4				367
8:15 AM	47	213			107	9	3		8				387
8:30 AM	52	225			80	26	4		10				397
8:45 AM	43	232			103	21	2		14				415
9:00 AM	31	198			92	20	3		7				351
9:15 AM	39	206			107	17	2		9				380
9:30 AM	27	202			95	8	5		4				341
9:45 AM	30	177			88	3	1		5				304
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	392	2347	0	0	1114	149	37	0	91	0	0	0	4130
APPROACH □ 's :	14.31□	85.69□	0.00□	0.00□	88.20□	11.80□	28.91□	0.00□	71.09□	#DIV□0!	#DIV□0!	#DIV□0!	

PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	179	891	0	0	379	69	12	0	36	0	0	0	1566
PEAK HR FACTOR :		0.966			0.903			0.750			0.000		0.943

CONTROL : 1-Way Stop EB

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□025 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

PM

NS□EW Streets:	Centinela Ave			Centinela Ave			Exposition Blvd			Exposition Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	0		
3:00 PM	6	104			186	7	0		11				314
3:15 PM	6	101			150	3	5		9				274
3:30 PM	2	113			176	5	0		11				307
3:45 PM	1	101			157	10	5		8				282
4:00 PM	7	105			183	9	3		17				324
4:15 PM	6	109			162	9	4		14				304
4:30 PM	7	101			176	4	4		17				309
4:45 PM	4	109			164	3	7		21				308
5:00 PM	5	124			165	5	9		25				333
5:15 PM	4	116			143	3	11		37				314
5:30 PM	5	137			161	4	16		31				354
5:45 PM	10	143			143	4	13		36				349
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	63	1363	0	0	1966	66	77	0	237	0	0	0	3772
APPROACH □ 's :	4.42□	95.58□	0.00□	0.00□	96.75□	3.25□	24.52□	0.00□	75.48□	#DIV□0!	#DIV□0!	#DIV□0!	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	24	520	0	0	612	16	49	0	129	0	0	0	1350
PEAK HR FACTOR :		0.889			0.924			0.908			0.000		0.953

CONTROL : 1-Way Stop EB

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□026 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

AM

NS□EW Streets:	Overland Ave			Overland Ave			Venice Blvd			Venice Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	21	223	15	15	72	15	41	153	22	35	209	40	861
7:15 AM	21	269	14	22	113	16	35	199	18	42	232	56	1037
7:30 AM	26	291	27	40	142	18	39	238	18	42	278	59	1218
7:45 AM	29	285	16	46	170	19	53	276	31	53	260	59	1297
8:00 AM	22	260	27	36	161	24	71	336	32	66	284	43	1362
8:15 AM	34	255	29	41	171	30	69	318	27	62	261	50	1347
8:30 AM	28	278	37	34	206	27	79	344	34	71	246	42	1426
8:45 AM	21	226	27	65	189	32	62	309	36	58	251	52	1328
9:00 AM	18	186	29	76	148	29	62	274	37	79	258	48	1244
9:15 AM	24	206	35	96	190	35	64	265	31	66	226	39	1277
9:30 AM	28	166	27	85	153	46	65	292	34	56	235	61	1248
9:45 AM	22	144	21	84	166	32	49	230	35	64	243	55	1145
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	294	2789	304	640	1881	323	689	3234	355	694	2983	604	14790
APPROACH □ 's :	8.68□	82.34□	8.98□	22.50□	66.14□	11.36□	16.11□	75.60□	8.30□	16.21□	69.68□	14.11□	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	105	1019	120	176	727	113	281	1307	129	257	1042	187	5463
PEAK HR FACTOR :		0.907			0.888			0.939			0.945		0.958

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□026 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

PM

NS□EW Streets:	Overland Ave			Overland Ave			Venice Blvd			Venice Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	21	213	32	45	242	52	56	308	33	55	259	43	1359
3:15 PM	29	192	28	50	282	41	57	292	33	78	250	29	1361
3:30 PM	33	203	26	48	268	50	66	289	39	61	246	38	1367
3:45 PM	33	200	22	46	251	52	58	310	33	78	231	42	1356
4:00 PM	23	199	25	49	247	51	47	301	38	64	253	44	1341
4:15 PM	30	228	41	46	300	53	53	317	35	57	250	35	1445
4:30 PM	24	214	33	42	247	42	57	278	34	79	271	44	1365
4:45 PM	29	209	31	43	309	47	69	304	35	62	244	44	1426
5:00 PM	18	244	36	43	324	53	55	304	32	56	283	45	1493
5:15 PM	28	227	29	53	275	56	57	319	44	72	269	40	1469
5:30 PM	32	253	27	40	279	44	62	290	30	68	277	40	1442
5:45 PM	28	244	35	36	292	52	71	275	33	64	248	49	1427
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	328	2626	365	541	3316	593	708	3587	419	794	3081	493	16851
APPROACH □ 's :	9.88□	79.12□	11.00□	12.16□	74.52□	13.33□	15.02□	76.09□	8.89□	18.18□	70.54□	11.29□	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	106	968	127	172	1170	205	245	1188	139	260	1077	174	5831
PEAK HR FACTOR :		0.962			0.921			0.936			0.981		0.976

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□027 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

AM

NS□EW Streets:	Overland Ave			Overland Ave			Culver Blvd			Culver Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	26	216	35	15	63	25	60	178	8	9	91	16	742
7:15 AM	44	261	35	12	70	27	67	205	14	19	157	34	945
7:30 AM	54	292	41	26	110	28	71	249	15	23	165	23	1097
7:45 AM	47	235	49	34	155	42	70	252	28	28	176	32	1148
8:00 AM	70	271	34	30	161	53	58	251	31	22	192	29	1202
8:15 AM	49	257	52	41	136	49	82	297	22	26	151	29	1191
8:30 AM	45	269	60	40	160	45	81	340	29	11	172	39	1291
8:45 AM	39	228	40	46	170	33	57	290	27	23	171	63	1187
9:00 AM	47	199	42	47	150	33	84	311	26	15	141	57	1152
9:15 AM	48	201	24	41	152	36	65	251	29	16	127	47	1037
9:30 AM	36	170	34	30	148	26	52	241	30	28	128	27	950
9:45 AM	30	153	36	38	145	35	36	168	14	22	124	31	832
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	535	2752	482	400	1620	432	783	3033	273	242	1795	427	12774
APPROACH □ 's :	14.19□	73.02□	12.79□	16.31□	66.07□	17.62□	19.15□	74.17□	6.68□	9.82□	72.85□	17.33□	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	203	1025	186	157	627	180	278	1178	109	82	686	160	4871
PEAK HR FACTOR :		0.943			0.968			0.869			0.903		0.943

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□027 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

PM

NS□EW Streets:	Overland Ave			Overland Ave			Culver Blvd			Culver Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	28	187	38	39	229	66	76	220	21	34	147	23	1108
3:15 PM	28	168	42	50	221	79	79	235	32	28	167	18	1147
3:30 PM	41	186	33	46	274	69	62	189	33	42	171	23	1169
3:45 PM	33	179	30	19	232	59	76	206	33	29	154	30	1080
4:00 PM	40	175	44	47	254	83	61	199	29	38	177	25	1172
4:15 PM	40	201	32	39	244	89	84	205	41	54	144	24	1197
4:30 PM	39	187	28	52	252	61	59	251	36	33	173	29	1200
4:45 PM	30	178	37	43	257	81	67	228	33	40	185	37	1216
5:00 PM	38	215	34	41	264	65	79	240	47	52	197	45	1317
5:15 PM	36	209	44	43	303	73	63	232	40	43	165	37	1288
5:30 PM	44	232	38	50	248	61	60	229	36	53	186	36	1273
5:45 PM	26	230	41	27	257	70	58	241	41	43	205	46	1285
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	423	2347	441	496	3035	856	824	2675	422	489	2071	373	14452
APPROACH □ 's :	13.17□	73.09□	13.73□	11.31□	69.18□	19.51□	21.02□	68.22□	10.76□	16.67□	70.61□	12.72□	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	144	886	157	161	1072	269	260	942	164	191	753	164	5163
PEAK HR FACTOR :		0.945			0.896			0.933			0.942		0.980

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□028 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

AM

NS□EW Streets:	Motor Ave			Motor Ave			Venice Blvd			Venice Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	7	70	8	19	30	26	16	157	6	9	254	22	624
7:15 AM	16	104	4	31	33	18	18	199	10	10	268	22	733
7:30 AM	12	127	7	28	53	20	23	277	6	13	335	13	914
7:45 AM	9	112	7	30	68	40	28	330	9	13	302	27	975
8:00 AM	12	90	14	24	87	36	37	313	13	14	305	21	966
8:15 AM	20	93	7	34	96	41	27	332	11	15	310	21	1007
8:30 AM	13	120	11	25	78	37	38	386	6	12	281	10	1017
8:45 AM	11	81	16	53	89	39	28	353	10	15	300	24	1019
9:00 AM	8	65	10	47	63	33	32	367	16	15	324	23	1003
9:15 AM	10	54	7	42	75	44	25	391	13	20	284	21	986
9:30 AM	9	61	9	37	68	38	30	377	13	8	292	19	961
9:45 AM	11	50	3	29	48	56	23	305	10	15	258	23	831
TOTAL VOLUMES :	138	1027	103	399	788	428	325	3787	123	159	3513	246	11036
APPROACH □'s :	10.88□	80.99□	8.12□	24.71□	48.79□	26.50□	7.67□	89.42□	2.90□	4.06□	89.66□	6.28□	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	52	359	44	159	326	150	125	1438	43	57	1215	78	4046
PEAK HR FACTOR :		0.790			0.877			0.934			0.932		0.993

UTURNS			
NB	SB	EB	WB
		0	3
		1	1
		1	3
		0	4
		4	3
		0	5
		4	4
		4	3
		3	3
		0	8
		2	3
		1	6
NB	SB	EB	WB
0	0	20	46

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□028 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

PM

NS□EW Streets:	Motor Ave			Motor Ave			Venice Blvd			Venice Blvd				UTURNS			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
3:00 PM	13	64	7	36	90	54	41	324	14	15	258	23	939			7	3
3:15 PM	16	57	8	43	78	47	38	322	9	11	270	30	929			2	3
3:30 PM	10	63	8	23	89	57	31	347	18	17	309	21	993			3	2
3:45 PM	12	55	13	40	84	56	32	327	15	24	251	23	932			2	10
4:00 PM	18	52	13	43	101	47	28	340	16	16	291	35	1000			3	2
4:15 PM	12	72	13	36	87	62	21	379	10	21	302	21	1036			3	4
4:30 PM	6	90	5	38	103	37	31	323	7	15	320	21	996			3	5
4:45 PM	8	72	6	42	112	49	31	340	7	15	271	27	980			3	4
5:00 PM	15	85	12	37	113	59	33	340	7	14	313	18	1046			0	5
5:15 PM	9	78	6	29	91	58	36	357	15	26	302	33	1040			3	6
5:30 PM	9	79	9	32	116	51	36	333	13	17	303	34	1032			4	6
5:45 PM	7	92	9	37	86	48	36	312	5	22	283	28	965			5	8
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
TOTAL VOLUMES :	135	859	109	436	1150	625	394	4044	136	213	3473	314	11888	0	0	38	58
APPROACH □'s :	12.24□	77.88□	9.88□	19.72□	52.01□	28.27□	8.61□	88.41□	2.97□	5.33□	86.83□	7.85□					

PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	41	314	33	140	432	217	136	1370	42	72	1189	112	4098
PEAK HR FACTOR :		0.866			0.944			0.949			0.951		0.979

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□029 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

AM

NS□EW Streets:	Hughes Ave			Hughes Ave			Venice Blvd			Venice Blvd				UTURNS			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
7:00 AM	17	14	2	8	10	4	6	175	13	26	220	6	501			2	6
7:15 AM	21	17	8	7	17	4	3	229	9	28	269	1	613			2	4
7:30 AM	34	27	12	8	36	12	3	276	15	25	281	1	730			1	8
7:45 AM	38	23	13	10	39	14	9	296	30	27	253	11	763			3	3
8:00 AM	33	32	18	9	37	13	11	342	26	38	256	4	819			1	9
8:15 AM	32	34	8	3	36	11	6	332	33	42	271	5	813			1	5
8:30 AM	17	40	15	6	49	10	11	373	28	47	236	5	837			1	9
8:45 AM	28	38	20	5	52	9	7	316	37	43	299	4	858			0	10
9:00 AM	18	28	15	5	47	9	15	334	21	54	306	6	858			1	5
9:15 AM	15	34	22	8	39	7	2	368	24	43	255	5	822			1	5
9:30 AM	21	33	14	4	18	12	10	375	38	32	286	6	849			1	8
9:45 AM	19	22	17	6	27	2	15	302	22	38	268	9	747			1	7
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
TOTAL VOLUMES :	293	342	164	79	407	107	98	3718	296	443	3200	63	9210	0	0	15	79
APPROACH □ 's :	36.67□	42.80□	20.53□	13.32□	68.63□	18.04□	2.38□	90.42□	7.20□	11.95□	86.35□	1.70□					

PEAK HR START TIME :	845 AM												TOTAL
PEAK HR VOL :	82	133	71	22	156	37	34	1393	120	172	1146	21	3387
PEAK HR FACTOR :		0.831			0.814			0.914			0.915		0.987

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□029 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

PM

NS□EW Streets:	Hughes Ave			Hughes Ave			Venice Blvd			Venice Blvd				UTURNS			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
3:00 PM	22	24	13	4	20	1	13	337	31	36	292	10	803			3	6
3:15 PM	15	30	11	10	30	5	10	303	30	42	242	7	735			1	9
3:30 PM	29	28	26	9	34	5	15	286	28	22	263	3	748			2	3
3:45 PM	31	25	15	5	36	13	12	317	31	30	245	7	767			0	8
4:00 PM	24	29	21	11	34	16	17	280	39	25	248	4	748			4	7
4:15 PM	18	20	17	4	32	11	15	341	32	30	255	9	784			2	5
4:30 PM	23	33	16	7	28	8	12	294	25	25	282	3	756			0	5
4:45 PM	23	40	14	7	35	6	17	325	31	30	291	4	823			2	3
5:00 PM	31	46	23	4	38	9	14	329	27	28	311	10	870			2	5
5:15 PM	22	49	13	9	35	5	15	320	15	26	295	6	810			1	6
5:30 PM	31	53	24	7	27	11	21	310	25	29	289	9	836			3	3
5:45 PM	19	54	20	11	37	7	14	305	21	21	295	5	809			1	3
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
TOTAL VOLUMES :	288	431	213	88	386	97	175	3747	335	344	3308	77	9489	0	0	21	63
APPROACH □'s :	30.90□	46.24□	22.85□	15.41□	67.60□	16.99□	4.11□	88.02□	7.87□	9.22□	88.71□	2.06□					
PEAK HR START TIME :	445 PM												TOTAL				
PEAK HR VOL :	107	188	74	27	135	31	67	1284	98	113	1186	29	3339				
PEAK HR FACTOR :		0.854			0.946			0.971			0.951		0.959				

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□030 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

AM

NS□EW Streets:	Duquesne Ave			Duquesne Ave			Culver Blvd			Culver Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	8	180	18	7	90	3	1	21	9	14	36	17	404
7:15 AM	10	201	17	18	123	3	3	28	11	36	75	22	547
7:30 AM	19	261	18	12	165	10	3	56	23	31	80	27	705
7:45 AM	24	239	26	19	169	4	9	49	23	29	91	31	713
8:00 AM	15	234	19	17	198	8	10	66	19	28	87	27	728
8:15 AM	21	267	26	16	151	12	18	61	23	33	75	23	726
8:30 AM	26	270	26	14	177	11	7	52	29	43	69	26	750
8:45 AM	44	225	35	24	204	12	4	50	31	44	84	31	788
9:00 AM	29	225	24	17	212	6	6	48	24	39	58	28	716
9:15 AM	21	212	27	17	157	11	8	46	14	28	50	22	613
9:30 AM	24	185	17	20	163	12	8	52	21	26	71	28	627
9:45 AM	12	147	24	13	137	14	6	48	25	21	47	20	514
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	253	2646	277	194	1946	106	83	577	252	372	823	302	7831
APPROACH □ 's :	7.97□	83.31□	8.72□	8.64□	86.64□	4.72□	9.10□	63.27□	27.63□	24.85□	54.98□	20.17□	

PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	106	996	106	71	730	43	39	229	102	148	315	107	2992
PEAK HR FACTOR :		0.938			0.879			0.907			0.896		0.949

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□030 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

PM

NS□EW Streets:	Duquesne Ave			Duquesne Ave			Culver Blvd			Culver Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	12	174	28	21	123	14	20	86	26	30	44	33	611
3:15 PM	27	229	34	22	177	11	13	65	30	19	40	20	687
3:30 PM	37	190	28	14	163	9	16	62	30	24	44	13	630
3:45 PM	18	195	25	13	137	6	22	91	34	25	42	18	626
4:00 PM	20	222	26	15	162	5	22	62	39	25	51	17	666
4:15 PM	15	210	26	16	144	8	29	71	34	18	41	18	630
4:30 PM	17	223	39	18	162	8	25	80	35	16	47	16	686
4:45 PM	11	205	33	22	159	6	31	90	37	22	57	18	691
5:00 PM	19	237	31	18	176	5	33	97	65	19	65	25	790
5:15 PM	22	219	24	23	179	8	34	78	61	20	60	33	761
5:30 PM	22	181	21	17	149	8	36	84	63	36	61	33	711
5:45 PM	22	231	26	18	166	14	51	70	59	34	50	20	761
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	242	2516	341	217	1897	102	332	936	513	288	602	264	8250
APPROACH □ 's :	7.81□	81.19□	11.00□	9.79□	85.60□	4.60□	18.64□	52.55□	28.80□	24.96□	52.17□	22.88□	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	85	868	102	76	670	35	154	329	248	109	236	111	3023
PEAK HR FACTOR :		0.919			0.930			0.937			0.877		0.957

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□031 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

AM

NS□EW Streets:	Culver Blvd			Culver Blvd			Venice Blvd			Venice Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	3	3	106	16	4	1	3	216	3	45	232	20	652
7:15 AM	10	4	107	19	3	2	3	230	1	43	252	24	698
7:30 AM	4	6	148	13	9	1	3	287	5	53	251	30	810
7:45 AM	12	4	129	21	14	3	3	303	7	62	239	32	829
8:00 AM	6	9	115	39	10	4	3	320	6	64	234	24	834
8:15 AM	11	12	140	22	9	3	8	318	6	72	259	27	887
8:30 AM	5	16	151	30	10	8	2	303	6	76	254	15	876
8:45 AM	12	12	105	30	12	4	3	308	6	88	277	25	882
9:00 AM	14	19	132	27	4	10	3	305	10	80	298	25	927
9:15 AM	16	11	132	28	11	7	4	345	9	78	277	30	948
9:30 AM	19	14	133	36	14	12	9	320	9	58	242	29	895
9:45 AM	7	11	104	29	8	6	7	311	9	73	262	25	852
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	119	121	1502	310	108	61	51	3566	77	792	3077	306	10090
APPROACH □ 's :	6.83□	6.95□	86.22□	64.72□	22.55□	12.73□	1.38□	96.53□	2.08□	18.97□	73.70□	7.33□	
PEAK HR START TIME :	845 AM												TOTAL
PEAK HR VOL :	61	56	502	121	41	33	19	1278	34	304	1094	109	3652
PEAK HR FACTOR :		0.932			0.786			0.929			0.935		0.963

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□031 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

PM

NS□EW Streets:	Culver Blvd			Culver Blvd			Venice Blvd			Venice Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	12	15	122	53	15	14	11	242	11	73	238	27	833
3:15 PM	22	19	148	41	16	5	2	237	8	105	259	38	900
3:30 PM	15	21	135	54	19	16	3	286	11	81	233	34	908
3:45 PM	14	13	156	42	10	12	4	243	17	91	238	36	876
4:00 PM	20	8	135	62	26	9	4	231	16	83	214	47	855
4:15 PM	11	13	157	46	17	8	6	267	6	87	245	40	903
4:30 PM	24	14	118	74	14	10	3	201	3	71	258	37	827
4:45 PM	20	19	170	52	18	14	1	232	4	99	246	37	912
5:00 PM	15	13	128	59	11	7	3	267	3	75	248	41	870
5:15 PM	9	15	169	53	18	12	4	246	7	104	256	47	940
5:30 PM	13	18	142	67	21	9	5	244	6	76	238	32	871
5:45 PM	15	13	165	45	16	8	1	247	6	71	249	38	874
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	190	181	1745	648	201	124	47	2943	98	1016	2922	454	10569
APPROACH □ 's :	8.98□	8.55□	82.47□	66.60□	20.66□	12.74□	1.52□	95.30□	3.17□	23.13□	66.53□	10.34□	

PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	57	65	609	231	68	42	13	989	20	354	988	157	3593
PEAK HR FACTOR :		0.874			0.879			0.936			0.921		0.956

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□032 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

AM

NS□EW Streets:	Robertson Blvd			Robertson Blvd			Venice Blvd			Venice Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	13	66	5	88	26	47	55	262	4		241	35	842
7:15 AM	11	88	4	101	32	67	60	281	6		258	37	945
7:30 AM	14	109	8	127	47	81	67	357	7		233	45	1095
7:45 AM	16	79	7	126	55	88	73	371	5		221	32	1073
8:00 AM	4	94	6	91	54	70	70	349	10		243	23	1014
8:15 AM	14	89	12	112	56	98	61	421	3		246	30	1142
8:30 AM	13	78	12	102	63	97	68	396	15		228	29	1101
8:45 AM	18	79	13	83	62	116	61	368	15		264	22	1101
9:00 AM	17	55	9	107	47	103	66	369	13		271	16	1073
9:15 AM	25	56	7	100	47	95	61	421	15		258	27	1112
9:30 AM	10	50	11	68	55	67	68	408	10		245	20	1012
9:45 AM	10	44	12	129	39	88	66	399	17		264	11	1079
TOTAL VOLUMES :	NL 165	NT 887	NR 106	SL 1234	ST 583	SR 1017	EL 776	ET 4402	ER 120	WL 0	WT 2972	WR 327	TOTAL 12589
APPROACH □ 's :	14.25□	76.60□	9.15□	43.54□	20.57□	35.89□	14.65□	83.09□	2.27□	0.00□	90.09□	9.91□	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	62	301	46	404	228	414	256	1554	46	0	1009	97	4417
PEAK HR FACTOR :		0.889			0.983			0.957			0.963		0.967

UTURNS

NB	SB	EB	WB
	63		
	74		
	81		
	84		
	47		
	66		
	59		
	44		
	64		
	60		
	34		
	85		
NB 0	SB 761	EB 0	WB 0

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□032 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

PM

NS□EW Streets:	Robertson Blvd			Robertson Blvd			Venice Blvd			Venice Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	13	71	15	103	44	97	54	351	12		231	26	1017
3:15 PM	22	44	18	130	47	112	56	352	10		245	14	1050
3:30 PM	14	67	13	75	31	77	62	393	12		244	22	1010
3:45 PM	10	44	20	121	53	93	55	371	12		236	15	1030
4:00 PM	16	46	16	97	42	97	58	389	13		242	20	1036
4:15 PM	14	43	15	108	54	104	64	381	9		229	18	1039
4:30 PM	18	63	18	90	33	87	34	342	16		278	10	989
4:45 PM	24	60	17	127	39	98	54	371	16		238	12	1056
5:00 PM	14	67	18	128	35	101	44	390	9		236	17	1059
5:15 PM	21	65	17	118	50	117	64	384	10		262	18	1126
5:30 PM	19	72	9	100	43	85	51	399	4		237	20	1039
5:45 PM	19	69	13	110	64	89	58	386	6		242	16	1072
TOTAL VOLUMES :	NL 204	NT 711	NR 189	SL 1307	ST 535	SR 1157	EL 654	ET 4509	ER 129	WL 0	WT 2920	WR 208	TOTAL 12523
APPROACH □'s :	18.48□	64.40□	17.12□	43.58□	17.84□	38.58□	12.36□	85.20□	2.44□	0.00□	93.35□	6.65□	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	73	273	57	456	192	392	217	1559	29	0	977	71	4296
PEAK HR FACTOR :		0.978			0.912			0.985			0.936		0.954

CONTROL :

UTURNS	NB	SB	EB	WB
		70		
		80		
		37		
		69		
		46		
		63		
		39		
		64		
		75		
		72		
		72		
		70		
	NB 0	SB 757	EB 0	WB 0

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□033 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

AM

NS□EW Streets:	Robertson Blvd			Robertson Blvd			Cattaraugus Ave			Cattaraugus Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	8	188	1	3	243	14	11	3	12	34	17	17	551
7:15 AM	8	221	0	2	279	16	14	11	14	34	44	15	658
7:30 AM	18	287	0	6	288	25	22	9	31	42	38	12	778
7:45 AM	24	315	3	8	278	31	30	26	23	31	60	21	850
8:00 AM	25	287	2	11	282	23	15	31	20	14	76	18	804
8:15 AM	27	317	0	6	323	26	13	26	12	27	73	24	874
8:30 AM	23	340	0	9	318	14	15	15	17	26	67	32	876
8:45 AM	24	318	0	7	334	26	27	19	17	23	62	17	874
9:00 AM	19	317	1	11	321	18	13	16	13	20	58	21	828
9:15 AM	16	290	0	6	294	17	12	10	10	15	37	13	720
9:30 AM	19	333	3	4	278	9	22	12	10	14	33	16	753
9:45 AM	16	324	0	6	293	8	14	8	8	18	32	27	754
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	227	3537	10	79	3531	227	208	186	187	298	597	233	9320
APPROACH □ 's :	6.01□	93.72□	0.26□	2.06□	92.03□	5.92□	35.80□	32.01□	32.19□	26.42□	52.93□	20.66□	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	93	1292	1	33	1296	84	68	76	59	96	260	94	3452
PEAK HR FACTOR :		0.955			0.963			0.806			0.900		0.985

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□033 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

PM

NS□EW Streets:	Robertson Blvd			Robertson Blvd			Cattaraugus Ave			Cattaraugus Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	16	318	1	9	257	13	24	39	16	10	27	12	742
3:15 PM	20	337	0	18	287	10	28	30	16	17	25	11	799
3:30 PM	14	335	1	8	313	15	23	38	18	6	15	14	800
3:45 PM	12	320	1	13	282	15	15	30	12	10	15	7	732
4:00 PM	12	275	0	13	304	19	15	31	13	11	19	9	721
4:15 PM	17	320	3	15	298	20	20	49	21	18	20	11	812
4:30 PM	16	324	0	10	306	15	34	50	22	9	22	12	820
4:45 PM	17	328	0	10	323	17	33	59	17	14	21	10	849
5:00 PM	11	318	4	14	354	22	34	54	20	11	20	11	873
5:15 PM	12	299	3	15	350	17	36	55	13	9	23	10	842
5:30 PM	15	342	2	16	374	17	23	58	10	13	16	18	904
5:45 PM	16	362	1	18	344	26	33	40	17	11	14	12	894
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	178	3878	16	159	3792	206	318	533	195	139	237	137	9788
APPROACH □ 's :	4.37□	95.24□	0.39□	3.82□	91.22□	4.96□	30.40□	50.96□	18.64□	27.10□	46.20□	26.71□	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	54	1321	10	63	1422	82	126	207	60	44	73	51	3513
PEAK HR FACTOR :		0.914			0.963			0.910			0.894		0.972

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□034 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

AM

NS□EW Streets:	Robertson Blvd			Robertson Blvd			I-10 WB Off Ramp□Kincardine Ave			I-10 WB Off Ramp□Kincardine Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	11	171			257	12	6		11	14	10	17	509
7:15 AM	25	203			281	21	17		24	26	9	23	629
7:30 AM	23	252			362	28	15		38	30	20	27	795
7:45 AM	29	279			305	23	23		26	34	17	48	784
8:00 AM	8	297			299	15	17		6	38	11	31	722
8:15 AM	5	272			341	18	20		7	24	6	30	723
8:30 AM	8	293			343	11	23		11	26	4	35	754
8:45 AM	6	294			364	8	19		3	39	7	24	764
9:00 AM	4	277			334	7	23		5	22	5	37	714
9:15 AM	3	276			308	4	15		6	48	7	51	718
9:30 AM	8	271			289	5	6		3	57	5	42	686
9:45 AM	6	276			307	7	6		5	54	4	67	732
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	136	3161	0	0	3790	159	190	0	145	412	105	432	8530
APPROACH □ 's :	4.12□	95.88□	0.00□	0.00□	95.97□	4.03□	56.72□	0.00□	43.28□	43.41□	11.06□	45.52□	

PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	65	1100	0	0	1307	84	75	0	77	126	54	136	3024
PEAK HR FACTOR :		0.946			0.892			0.717			0.798		0.951

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□034 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

PM

NS□EW Streets:	Robertson Blvd			Robertson Blvd			I-10 WB Off Ramp□Kincardine Ave			I-10 WB Off Ramp□Kincardine Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	11	219			271	11	18		30	63	13	109	745
3:15 PM	8	222			309	14	30		30	61	2	127	803
3:30 PM	10	228			308	11	19		16	85	15	128	820
3:45 PM	9	212			301	16	16		19	70	9	133	785
4:00 PM	10	183			306	11	24		12	78	13	117	754
4:15 PM	8	212			308	12	15		35	54	15	119	778
4:30 PM	8	198			296	17	32		26	79	10	135	801
4:45 PM	11	207			324	21	18		18	60	12	138	809
5:00 PM	12	204			359	15	12		15	81	11	126	835
5:15 PM	8	202			347	8	15		12	84	8	115	799
5:30 PM	15	226			359	12	11		20	69	10	125	847
5:45 PM	9	242			348	14	13		20	64	8	134	852
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	119	2555	0	0	3836	162	223	0	253	848	126	1506	9628
APPROACH □ 's :	4.45□	95.55□	0.00□	0.00□	95.95□	4.05□	46.85□	0.00□	53.15□	34.19□	5.08□	60.73□	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	44	874	0	0	1413	49	51	0	67	298	37	500	3333
PEAK HR FACTOR :		0.914			0.977			0.894			0.958		0.978

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□035 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

AM

NS□EW Streets:	Robertson Blvd			Robertson Blvd			National Blvd			National Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	13	66	11	78	135	44	38	81	31	65	110	76	748
7:15 AM	9	99	12	113	152	46	49	97	47	59	148	80	911
7:30 AM	26	110	8	134	219	53	61	104	58	60	152	108	1093
7:45 AM	19	120	1	128	168	60	75	150	36	55	137	117	1066
8:00 AM	12	96	3	138	164	34	78	149	53	50	154	125	1056
8:15 AM	7	106	7	120	167	62	78	149	45	58	141	102	1042
8:30 AM	22	100	4	130	170	69	79	153	36	52	151	83	1049
8:45 AM	15	114	8	127	156	61	80	142	33	51	147	84	1018
9:00 AM	17	123	11	132	161	52	82	139	31	40	119	88	995
9:15 AM	6	101	7	125	159	51	66	127	38	48	127	88	943
9:30 AM	14	136	14	116	160	48	69	148	47	45	142	82	1021
9:45 AM	9	143	8	136	142	64	63	116	37	53	109	78	958
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	169	1314	94	1477	1953	644	818	1555	492	636	1637	1111	11900
APPROACH □ 's :	10.72□	83.32□	5.96□	36.25□	47.94□	15.81□	28.55□	54.28□	17.17□	18.79□	48.37□	32.83□	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	64	432	19	520	718	209	292	552	192	223	584	452	4257
PEAK HR FACTOR :		0.894			0.891			0.925			0.957		0.974

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□035 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

PM

NS□EW Streets:	Robertson Blvd			Robertson Blvd			National Blvd			National Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	12	89	5	144	155	63	67	197	32	45	86	62	957
3:15 PM	7	111	9	178	163	52	62	178	23	37	92	74	986
3:30 PM	8	94	12	162	168	61	73	196	26	32	84	54	970
3:45 PM	7	105	13	157	172	50	52	196	23	43	78	59	955
4:00 PM	8	92	16	148	173	56	52	206	16	28	94	61	950
4:15 PM	8	104	16	159	171	39	58	214	17	32	92	69	979
4:30 PM	8	67	12	145	161	62	60	226	31	39	88	81	980
4:45 PM	10	101	15	153	188	61	69	209	17	34	77	63	997
5:00 PM	14	92	16	157	198	65	63	214	16	35	85	68	1023
5:15 PM	8	108	21	166	197	51	56	223	12	36	81	55	1014
5:30 PM	8	107	10	173	200	65	58	226	14	42	76	66	1045
5:45 PM	14	107	9	172	192	53	59	211	23	37	107	81	1065
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	112	1177	154	1914	2138	678	729	2496	250	440	1040	793	11921
APPROACH □ 's :	7.76□	81.57□	10.67□	40.47□	45.20□	14.33□	20.98□	71.83□	7.19□	19.36□	45.75□	34.89□	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	44	414	56	668	787	234	236	874	65	150	349	270	4147
PEAK HR FACTOR :		0.938			0.964			0.986			0.854		0.973

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□036 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

AM

NS□EW Streets:	National Blvd			National Blvd			Venice Blvd			Venice Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	58	197	13	8	45	1	35	212	32	14	220	25	860
7:15 AM	40	238	7	11	75	9	21	241	36	22	250	43	993
7:30 AM	35	263	1	14	121	11	31	309	54	27	219	32	1117
7:45 AM	33	213	13	18	152	3	29	328	50	38	206	59	1142
8:00 AM	26	193	6	18	143	16	28	302	51	32	211	40	1066
8:15 AM	38	205	17	23	146	12	34	375	63	30	217	43	1203
8:30 AM	35	219	14	28	121	13	37	343	57	24	215	34	1140
8:45 AM	32	194	15	23	136	12	36	312	61	36	234	51	1142
9:00 AM	32	171	8	30	89	12	40	323	50	33	229	48	1065
9:15 AM	25	182	16	18	91	13	52	342	71	34	242	53	1139
9:30 AM	33	189	6	27	101	7	67	307	61	22	214	58	1092
9:45 AM	29	163	9	23	80	8	60	316	74	28	236	53	1079
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	416	2427	125	241	1300	117	470	3710	660	340	2693	539	13038
APPROACH □ 's :	14.02□	81.77□	4.21□	14.54□	78.41□	7.06□	9.71□	76.65□	13.64□	9.52□	75.39□	15.09□	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	131	811	52	92	546	53	135	1332	232	122	877	168	4551
PEAK HR FACTOR :		0.927			0.954			0.900			0.909		0.946

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□036 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

PM

NS□EW Streets:	National Blvd			National Blvd			Venice Blvd			Venice Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	31	123	14	27	168	26	40	312	63	23	189	31	1047
3:15 PM	26	126	18	40	184	17	48	305	53	27	208	23	1075
3:30 PM	30	132	20	39	163	18	33	363	64	33	226	32	1153
3:45 PM	32	125	17	41	188	27	31	338	60	15	175	23	1072
4:00 PM	23	148	18	36	212	20	24	391	61	28	232	22	1215
4:15 PM	25	132	25	41	204	20	29	338	66	22	184	28	1114
4:30 PM	28	157	21	39	215	10	23	365	65	25	224	25	1197
4:45 PM	26	125	18	44	196	13	31	333	63	18	200	19	1086
5:00 PM	30	129	22	34	184	13	40	379	64	22	231	24	1172
5:15 PM	29	130	19	38	232	19	38	319	65	16	198	25	1128
5:30 PM	27	151	28	42	221	17	27	355	64	16	222	17	1187
5:45 PM	29	169	20	46	215	16	36	337	50	22	208	29	1177
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	336	1647	240	467	2382	216	400	4135	738	267	2497	298	13623
APPROACH □ 's :	15.11□	74.09□	10.80□	15.24□	77.72□	7.05□	7.59□	78.42□	14.00□	8.72□	81.55□	9.73□	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	115	579	89	160	852	65	141	1390	243	76	859	95	4664
PEAK HR FACTOR :		0.898			0.932			0.918			0.930		0.982

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□037 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

AM

NS□EW Streets:	National Blvd			National Blvd			Washington Blvd			Washington Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	66	195	7	12	66	11	11	106	23	8	242	60	807
7:15 AM	64	229	9	11	97	18	3	136	15	11	271	58	922
7:30 AM	59	236	8	30	137	24	14	131	18	15	310	41	1023
7:45 AM	56	208	11	21	168	48	14	145	51	20	282	42	1066
8:00 AM	80	169	19	39	143	36	16	184	59	42	296	31	1114
8:15 AM	65	215	15	36	167	38	20	220	42	18	259	38	1133
8:30 AM	47	202	17	30	120	43	7	197	44	16	289	56	1068
8:45 AM	48	183	14	32	166	45	27	193	38	17	252	33	1048
9:00 AM	47	143	15	26	99	40	17	141	33	31	312	40	944
9:15 AM	45	168	17	15	149	30	11	164	36	19	289	50	993
9:30 AM	41	162	11	17	128	32	12	130	32	17	230	37	849
9:45 AM	43	126	12	35	112	32	15	119	30	22	228	56	830
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	661	2236	155	304	1552	397	167	1866	421	236	3260	542	11797
APPROACH □ 's :	21.66□	73.26□	5.08□	13.49□	68.89□	17.62□	6.81□	76.04□	17.16□	5.84□	80.73□	13.42□	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	248	794	62	126	598	165	57	746	196	96	1126	167	4381
PEAK HR FACTOR :		0.936			0.922			0.886			0.941		0.967

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□037 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

PM

NS□EW Streets:	National Blvd			National Blvd			Washington Blvd			Washington Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	30	102	15	49	187	24	15	139	45	20	166	34	826
3:15 PM	38	96	9	38	197	22	19	184	54	15	146	38	856
3:30 PM	50	145	26	49	184	21	13	224	77	15	166	33	1003
3:45 PM	26	127	17	43	188	35	17	238	58	20	160	30	959
4:00 PM	45	144	17	55	216	25	15	221	68	18	160	37	1021
4:15 PM	39	110	18	63	205	25	24	253	54	20	181	38	1030
4:30 PM	43	134	10	62	199	41	27	240	54	23	181	29	1043
4:45 PM	44	129	21	54	189	18	22	245	60	28	189	23	1022
5:00 PM	51	183	12	51	232	35	23	275	75	20	217	29	1203
5:15 PM	54	140	21	59	228	26	19	301	59	28	226	36	1197
5:30 PM	50	159	33	40	234	28	20	243	54	27	199	29	1116
5:45 PM	53	166	25	46	214	34	18	278	66	27	207	36	1170
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	523	1635	224	609	2473	334	232	2841	724	261	2198	392	12446
APPROACH □ 's :	21.96□	68.64□	9.40□	17.83□	72.39□	9.78□	6.11□	74.82□	19.07□	9.15□	77.10□	13.75□	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	208	648	91	196	908	123	80	1097	254	102	849	130	4686
PEAK HR FACTOR :		0.962			0.965			0.944			0.932		0.974

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□038 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

AM

NS□EW Streets:	National Blvd			National Blvd			I-10 EB On-Ramp			I-10 EB On-Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	18	244			53	115							430
7:15 AM	13	275			97	142							527
7:30 AM	13	330			149	107							599
7:45 AM	10	290			177	100							577
8:00 AM	6	272			181	112							571
8:15 AM	9	268			181	102							560
8:30 AM	10	282			169	94							555
8:45 AM	12	263			175	100							550
9:00 AM	23	239			136	153							551
9:15 AM	32	257			127	125							541
9:30 AM	46	261			136	147							590
9:45 AM	41	247			122	131							541
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	233	3228	0	0	1703	1428	0	0	0	0	0	0	6592
APPROACH □ 's :	6.73□	93.27□	0.00□	0.00□	54.39□	45.61□	#DIV□0!	#DIV□0!	#DIV□0!	#DIV□0!	#DIV□0!	#DIV□0!	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	38	1160	0	0	688	421	0	0	0	0	0	0	2307
PEAK HR FACTOR :		0.873			0.946			0.000			0.000		0.963

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□038 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

PM

NS□EW Streets:	National Blvd			National Blvd			I-10 EB On-Ramp			I-10 EB On-Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	17	179		1	218	117							532
3:15 PM	25	182		0	221	125							553
3:30 PM	20	181		0	236	122							559
3:45 PM	18	160		0	251	104							533
4:00 PM	15	177		0	260	115							567
4:15 PM	16	181		0	273	107							577
4:30 PM	14	202		0	280	128							624
4:45 PM	9	156		0	257	101							523
5:00 PM	19	194		0	282	131							626
5:15 PM	20	179		0	271	135							605
5:30 PM	22	184		0	285	141							632
5:45 PM	23	217		0	261	127							628
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	218	2192	0	1	3095	1453	0	0	0	0	0	0	6959
APPROACH □ 's :	9.05□	90.95□	0.00□	0.02□	68.04□	31.94□	#DIV□0!	#DIV□0!	#DIV□0!	#DIV□0!	#DIV□0!	#DIV□0!	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	84	774	0	0	1099	534	0	0	0	0	0	0	2491
PEAK HR FACTOR :		0.894			0.958			0.000			0.000		0.985

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□039 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

AM

NS□EW Streets:	La Cienega Blvd			La Cienega Blvd			Venice Blvd			Venice Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	16	392	18	7	224	27	36	141	14	21	230	7	1133
7:15 AM	33	403	6	6	211	35	51	193	17	32	313	6	1306
7:30 AM	37	427	15	4	263	36	94	221	27	40	286	17	1467
7:45 AM	42	455	20	4	255	47	77	244	37	48	282	18	1529
8:00 AM	19	452	14	11	329	51	105	239	32	57	234	16	1559
8:15 AM	27	449	26	9	304	52	80	278	16	48	310	7	1606
8:30 AM	20	434	17	10	354	52	105	267	29	36	263	15	1602
8:45 AM	23	395	13	7	298	62	89	250	29	42	328	10	1546
9:00 AM	27	380	15	6	320	73	93	245	22	35	244	7	1467
9:15 AM	32	326	16	13	294	43	76	263	17	51	279	15	1425
9:30 AM	22	321	12	12	260	65	65	270	30	40	256	6	1359
9:45 AM	32	306	14	6	241	35	51	211	13	44	197	7	1157
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	330	4740	186	95	3353	578	922	2822	283	494	3222	131	17156
APPROACH □ 's :	6.28□	90.18□	3.54□	2.36□	83.28□	14.36□	22.90□	70.08□	7.03□	12.84□	83.75□	3.41□	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	89	1730	70	37	1285	217	379	1034	106	183	1135	48	6313
PEAK HR FACTOR :		0.941			0.925			0.947			0.899		0.983

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□039 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

PM

NS□EW Streets:	La Cienega Blvd			La Cienega Blvd			Venice Blvd			Venice Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	24	236	13	10	300	53	74	273	43	50	200	7	1283
3:15 PM	18	278	13	9	351	58	59	269	69	52	182	4	1362
3:30 PM	11	238	19	9	307	45	86	312	59	67	236	9	1398
3:45 PM	19	263	9	14	356	51	75	300	39	55	172	3	1356
4:00 PM	12	251	16	14	323	44	39	287	29	44	183	6	1248
4:15 PM	14	231	13	12	327	37	51	291	36	49	207	8	1276
4:30 PM	18	219	17	9	334	32	62	295	54	58	226	15	1339
4:45 PM	28	234	17	22	366	55	69	306	47	52	192	9	1397
5:00 PM	15	246	20	12	350	39	63	373	48	61	213	5	1445
5:15 PM	17	287	17	13	360	41	65	297	30	45	188	8	1368
5:30 PM	19	275	16	11	317	40	76	379	39	62	224	6	1464
5:45 PM	15	330	13	19	350	60	68	327	42	49	206	5	1484
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	210	3088	183	154	4041	555	787	3709	535	644	2429	85	16420
APPROACH □ 's :	6.03□	88.71□	5.26□	3.24□	85.07□	11.68□	15.64□	73.72□	10.63□	20.39□	76.92□	2.69□	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	66	1138	66	55	1377	180	272	1376	159	217	831	24	5761
PEAK HR FACTOR :		0.887			0.939			0.914			0.918		0.971

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□040 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

AM

NS□EW Streets:	La Cienega Blvd			La Cienega Blvd			Washington Blvd			Washington Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	37	345	0	19	186	2	4	116	10	13	224	50	1006
7:15 AM	60	358	3	20	203	9	12	102	14	8	302	84	1175
7:30 AM	104	422	6	24	227	8	9	139	19	9	286	74	1327
7:45 AM	74	401	3	32	261	7	10	148	25	7	285	72	1325
8:00 AM	54	398	5	26	301	9	14	164	29	12	314	94	1420
8:15 AM	62	379	6	22	276	11	15	193	29	14	272	76	1355
8:30 AM	39	377	3	26	356	15	23	213	41	10	345	101	1549
8:45 AM	41	323	5	16	271	14	16	145	43	9	259	64	1206
9:00 AM	32	381	4	20	299	17	16	153	46	7	315	64	1354
9:15 AM	29	296	5	21	259	15	10	107	25	11	245	40	1063
9:30 AM	32	299	6	17	273	17	20	134	30	12	310	49	1199
9:45 AM	41	287	12	22	289	12	22	121	31	13	245	58	1153
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	605	4266	58	265	3201	136	171	1735	342	125	3402	826	15132
APPROACH □ 's :	12.27□	86.55□	1.18□	7.36□	88.87□	3.78□	7.61□	77.18□	15.21□	2.87□	78.15□	18.98□	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	229	1555	17	106	1194	42	62	718	124	43	1216	343	5649
PEAK HR FACTOR :		0.942			0.845			0.816			0.878		0.912

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□040 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

PM

NS□EW Streets:	La Cienega Blvd			La Cienega Blvd			Washington Blvd			Washington Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	25	233	6	38	304	6	22	198	29	21	142	26	1050
3:15 PM	40	249	11	59	341	11	26	207	45	11	138	24	1162
3:30 PM	23	216	12	58	381	9	28	236	36	12	151	30	1192
3:45 PM	18	225	12	43	359	16	16	238	33	15	144	25	1144
4:00 PM	31	201	12	52	338	11	23	266	41	26	145	19	1165
4:15 PM	11	236	13	48	375	13	23	255	30	20	169	25	1218
4:30 PM	24	225	14	63	338	6	24	279	37	20	184	35	1249
4:45 PM	19	231	10	66	346	7	25	259	27	15	195	25	1225
5:00 PM	21	247	16	59	328	7	20	291	41	11	202	31	1274
5:15 PM	23	258	8	49	339	15	16	296	30	15	213	24	1286
5:30 PM	15	271	7	51	356	13	27	285	41	17	197	38	1318
5:45 PM	31	280	9	56	343	9	28	336	17	13	163	25	1310
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	281	2872	130	642	4148	123	278	3146	407	196	2043	327	14593
APPROACH □ 's :	8.56□	87.48□	3.96□	13.07□	84.43□	2.50□	7.26□	82.12□	10.62□	7.64□	79.62□	12.74□	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	90	1056	40	215	1366	44	91	1208	129	56	775	118	5188
PEAK HR FACTOR :		0.927			0.967			0.937			0.941		0.984

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□041 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

AM

NS□EW Streets:	Jefferson Blvd			Jefferson Blvd			National Blvd			National Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	70	95	0	1	107	156	32	2	30	0	0	3	496
7:15 AM	69	128	5	0	172	200	25	2	39	0	4	0	644
7:30 AM	84	141	8	2	180	167	46	2	39	0	8	2	679
7:45 AM	69	146	11	1	247	173	78	5	38	0	4	2	774
8:00 AM	80	141	8	1	220	152	85	2	52	0	5	1	747
8:15 AM	63	192	7	2	216	189	77	6	51	0	6	2	811
8:30 AM	68	167	5	6	222	190	69	9	62	1	3	0	802
8:45 AM	66	158	5	3	216	210	65	11	52	0	0	2	788
9:00 AM	80	149	6	7	169	196	46	5	54	0	1	4	717
9:15 AM	73	122	11	3	176	173	45	3	56	0	5	4	671
9:30 AM	68	91	6	3	154	150	51	18	63	1	3	4	612
9:45 AM	40	100	6	5	158	92	51	8	34	0	0	3	497
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	830	1630	78	34	2237	2048	670	73	570	2	39	27	8238
APPROACH □ 's :	32.70□	64.22□	3.07□	0.79□	51.79□	47.42□	51.03□	5.56□	43.41□	2.94□	57.35□	39.71□	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	277	658	25	12	874	741	296	28	217	1	14	5	3148
PEAK HR FACTOR :		0.916			0.948			0.966			0.625		0.970

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□041 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

PM

NS□EW Streets:	Jefferson Blvd			Jefferson Blvd			National Blvd			National Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	38	136	5	0	86	63	116	2	85	1	3	7	542
3:15 PM	50	129	4	0	83	56	96	1	93	0	2	7	521
3:30 PM	28	141	5	1	87	70	115	4	79	2	6	9	547
3:45 PM	38	135	3	1	72	55	128	3	107	0	1	6	549
4:00 PM	45	147	5	2	82	66	114	5	87	1	5	4	563
4:15 PM	30	140	3	1	81	54	130	4	105	2	5	11	566
4:30 PM	36	170	4	0	97	52	141	1	80	2	5	12	600
4:45 PM	31	185	4	0	86	43	111	2	94	0	3	8	567
5:00 PM	35	183	3	1	108	70	155	5	90	1	6	8	665
5:15 PM	37	225	5	2	105	61	136	1	98	1	7	5	683
5:30 PM	36	205	8	0	134	75	128	2	89	1	6	9	693
5:45 PM	54	164	2	0	111	60	129	0	84	3	12	5	624
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	458	1960	51	8	1132	725	1499	30	1091	14	61	91	7120
APPROACH □ 's :	18.55□	79.38□	2.07□	0.43□	60.70□	38.87□	57.21□	1.15□	41.64□	8.43□	36.75□	54.82□	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	162	777	18	3	458	266	548	8	361	6	31	27	2665
PEAK HR FACTOR :		0.896			0.870			0.917			0.800		0.961

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□042 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

AM

NS□EW Streets:	Overland Ave			Overland Ave			Palms Blvd			Palms Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	31	294	25	9	65	10	54	99	12	22	133	28	782
7:15 AM	55	307	15	8	109	12	41	136	13	17	169	39	921
7:30 AM	52	356	27	16	156	29	54	209	26	16	224	36	1201
7:45 AM	33	348	27	21	175	20	39	237	25	20	206	34	1185
8:00 AM	35	350	27	16	176	21	55	177	24	28	176	45	1130
8:15 AM	29	352	40	20	163	9	47	201	25	34	157	46	1123
8:30 AM	47	357	37	17	185	13	43	228	26	27	181	42	1203
8:45 AM	33	319	47	21	168	18	48	180	39	37	172	39	1121
9:00 AM	27	317	38	24	219	17	61	188	22	38	187	45	1183
9:15 AM	31	269	26	21	178	16	45	194	23	27	171	42	1043
9:30 AM	23	262	39	23	172	14	48	179	31	32	140	35	998
9:45 AM	13	265	27	26	159	18	37	121	12	35	136	32	881
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	409	3796	375	222	1925	197	572	2149	278	333	2052	463	12771
APPROACH □ 's :	8.93□	82.88□	8.19□	9.47□	82.12□	8.40□	19.07□	71.66□	9.27□	11.69□	72.05□	16.26□	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	144	1407	131	74	699	63	184	843	100	109	720	167	4641
PEAK HR FACTOR :		0.954			0.968			0.936			0.958		0.964

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□042 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

PM

NS□EW Streets:	Overland Ave			Overland Ave			Palms Blvd			Palms Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	15	235	42	27	255	23	53	266	45	22	183	28	1194
3:15 PM	17	261	54	16	311	29	36	222	45	28	162	33	1214
3:30 PM	19	240	41	23	285	31	26	223	33	35	189	27	1172
3:45 PM	19	227	39	26	293	26	32	224	39	31	147	23	1126
4:00 PM	23	272	31	22	295	37	26	240	37	29	173	20	1205
4:15 PM	17	261	41	14	305	24	36	258	37	21	152	22	1188
4:30 PM	13	285	45	23	329	29	31	266	43	28	183	21	1296
4:45 PM	20	234	41	17	313	32	45	276	52	24	175	20	1249
5:00 PM	22	303	46	22	364	27	30	241	39	24	193	16	1327
5:15 PM	24	275	32	13	324	32	43	297	43	27	177	24	1311
5:30 PM	23	289	49	17	307	33	33	306	47	23	201	22	1350
5:45 PM	21	292	42	24	371	39	34	251	35	26	177	18	1330
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	233	3174	503	244	3752	362	425	3070	495	318	2112	274	14962
APPROACH □ 's :	5.96□	81.18□	12.86□	5.60□	86.09□	8.31□	10.65□	76.94□	12.41□	11.76□	78.11□	10.13□	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	90	1159	169	76	1366	131	140	1095	164	100	748	80	5318
PEAK HR FACTOR :		0.956			0.906			0.906			0.943		0.985

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□043 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

AM

NS□EW Streets:	Motor Ave			Motor Ave			National Blvd			National Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	44	91	1	1	16	27	2	28	24	2	61	3	300
7:15 AM	39	108	1	4	40	23	1	43	36	0	74	2	371
7:30 AM	36	134	0	9	56	46	2	79	42	1	132	6	543
7:45 AM	17	126	3	14	67	36	0	81	47	6	93	6	496
8:00 AM	10	133	0	8	71	38	1	66	36	0	84	7	454
8:15 AM	6	127	0	8	85	38	1	77	44	2	101	4	493
8:30 AM	6	134	3	4	76	44	3	97	44	5	109	7	532
8:45 AM	3	129	2	10	73	41	1	118	54	3	86	15	535
9:00 AM	9	129	4	10	57	42	3	156	62	7	74	16	569
9:15 AM	13	135	1	8	62	36	3	163	60	2	69	17	569
9:30 AM	25	115	4	7	57	42	6	147	42	0	51	9	505
9:45 AM	23	104	5	9	74	33	15	119	45	3	53	10	493
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	231	1465	24	92	734	446	38	1174	536	31	987	102	5860
APPROACH □ 's :	13.43□	85.17□	1.40□	7.23□	57.70□	35.06□	2.17□	67.16□	30.66□	2.77□	88.13□	9.11□	
PEAK HR START TIME :	830 AM												TOTAL
PEAK HR VOL :	31	527	10	32	268	163	10	534	220	17	338	55	2205
PEAK HR FACTOR :		0.953			0.933			0.845			0.847		0.969

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□043 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

PM

NS□EW Streets:	Motor Ave			Motor Ave			National Blvd			National Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	22	80	5	15	116	40	39	109	34	3	42	7	512
3:15 PM	22	75	6	11	105	52	34	127	34	5	52	15	538
3:30 PM	24	104	2	22	112	45	27	115	38	0	23	8	520
3:45 PM	17	80	1	6	114	36	36	106	45	2	32	4	479
4:00 PM	27	75	5	12	134	36	27	178	43	3	44	7	591
4:15 PM	23	86	6	13	121	24	31	148	41	3	38	8	542
4:30 PM	27	93	3	12	112	38	17	137	54	3	42	8	546
4:45 PM	18	111	4	27	119	36	27	167	52	3	47	21	632
5:00 PM	37	107	4	12	105	27	35	150	48	2	45	11	583
5:15 PM	27	80	8	12	123	42	26	155	55	1	49	5	583
5:30 PM	27	87	4	15	123	45	25	148	52	1	38	8	573
5:45 PM	33	87	4	20	125	35	34	136	50	2	37	9	572
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	304	1065	52	177	1409	456	358	1676	546	28	489	111	6671
APPROACH □ 's :	21.39□	74.95□	3.66□	8.67□	69.00□	22.33□	13.88□	64.96□	21.16□	4.46□	77.87□	17.68□	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	109	385	20	66	470	150	113	620	207	7	179	45	2371
PEAK HR FACTOR :		0.868			0.937			0.955			0.813		0.938

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□044 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

AM

NS□EW Streets:	Motor Ave			Motor Ave			Palms Blvd			Palms Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	31	104	9	10	34	7	19	122	7	10	142	3	498
7:15 AM	59	119	22	15	46	14	15	134	12	13	170	7	626
7:30 AM	76	136	19	20	56	29	25	203	9	15	193	7	788
7:45 AM	65	127	37	20	85	12	17	259	18	12	172	6	830
8:00 AM	64	95	41	28	95	17	21	210	19	12	177	3	782
8:15 AM	57	102	17	16	83	29	21	201	24	21	159	8	738
8:30 AM	75	96	28	12	104	17	25	250	19	15	164	4	809
8:45 AM	47	87	19	25	95	20	27	229	21	15	164	6	755
9:00 AM	52	93	20	28	89	27	25	221	26	22	176	8	787
9:15 AM	50	77	17	31	100	22	28	191	20	26	141	5	708
9:30 AM	38	90	13	18	79	19	35	169	18	19	156	9	663
9:45 AM	20	73	20	18	73	16	24	167	19	23	145	11	609
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	634	1199	262	241	939	229	282	2356	212	203	1959	77	8593
APPROACH □ 's :	30.26□	57.23□	12.51□	17.10□	66.64□	16.25□	9.89□	82.67□	7.44□	9.07□	87.49□	3.44□	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	261	420	123	76	367	75	84	920	80	60	672	21	3159
PEAK HR FACTOR :		0.878			0.925			0.922			0.980		0.952

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□044 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

PM

NS□EW Streets:	Motor Ave			Motor Ave			Palms Blvd			Palms Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	22	65	33	21	102	26	26	258	13	20	202	10	798
3:15 PM	29	63	27	26	108	30	23	261	21	17	176	3	784
3:30 PM	39	95	19	16	122	32	29	242	27	21	190	10	842
3:45 PM	23	73	15	14	126	28	37	226	23	23	167	6	761
4:00 PM	29	77	16	20	124	31	24	230	20	23	177	4	775
4:15 PM	27	74	27	21	136	27	30	228	30	22	156	4	782
4:30 PM	32	98	21	19	125	26	26	271	27	18	188	7	858
4:45 PM	37	92	24	18	122	31	28	285	29	22	174	5	867
5:00 PM	33	106	28	28	124	34	29	254	28	23	187	8	882
5:15 PM	31	96	22	20	140	27	28	268	25	24	190	4	875
5:30 PM	42	88	23	23	137	21	24	288	25	21	202	5	899
5:45 PM	37	93	28	31	122	32	24	302	17	20	185	6	897
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	381	1020	283	257	1488	345	328	3113	285	254	2194	72	10020
APPROACH □ 's :	22.62□	60.57□	16.81□	12.30□	71.20□	16.51□	8.80□	83.55□	7.65□	10.08□	87.06□	2.86□	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	143	383	101	102	523	114	105	1112	95	88	764	23	3553
PEAK HR FACTOR :		0.939			0.988			0.956			0.959		0.988

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□045 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

AM

NS□EW Streets:	Exposition Blvd□National Blvd			Exposition Blvd□National Blvd			Palms Blvd			Palms Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	11	27	18	22	6	4	1	152	5	2	153	31	432
7:15 AM	13	26	22	22	12	1	0	224	3	1	177	46	547
7:30 AM	38	58	28	18	31	4	1	288	12	0	201	37	716
7:45 AM	39	74	23	49	51	3	0	300	19	0	181	42	781
8:00 AM	30	62	36	43	42	7	3	304	30	0	160	43	760
8:15 AM	14	55	29	47	31	4	0	309	24	0	173	58	744
8:30 AM	34	51	28	33	44	2	0	288	14	1	179	38	712
8:45 AM	36	35	34	33	36	5	0	253	17	2	122	34	607
9:00 AM	20	39	33	44	38	4	0	246	16	0	220	34	694
9:15 AM	23	23	33	48	25	2	0	270	14	0	174	32	644
9:30 AM	12	26	19	30	21	1	1	141	15	0	148	41	455
9:45 AM	13	27	5	8	24	3	0	123	11	0	134	14	362
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	283	503	308	397	361	40	6	2898	180	6	2022	450	7454
APPROACH □ 's :	25.87□	45.98□	28.15□	49.75□	45.24□	5.01□	0.19□	93.97□	5.84□	0.24□	81.60□	18.16□	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	121	249	116	157	155	18	4	1201	85	0	715	180	3001
PEAK HR FACTOR :		0.893			0.801			0.957			0.940		0.961

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□045 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

PM

NS□EW Streets:	Exposition Blvd□National Blvd			Exposition Blvd□National Blvd			Palms Blvd			Palms Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	17	23	21	72	82	2	1	242	32	1	218	33	744
3:15 PM	8	30	27	66	104	2	0	249	53	0	217	21	777
3:30 PM	20	30	34	77	104	7	1	211	38	1	229	20	772
3:45 PM	11	23	27	66	103	4	1	226	49	0	202	34	746
4:00 PM	7	22	25	81	83	4	2	202	57	0	227	21	731
4:15 PM	13	27	22	71	84	2	1	230	51	2	199	23	725
4:30 PM	18	31	24	66	118	4	0	235	51	3	224	16	790
4:45 PM	16	17	24	70	97	5	0	264	78	3	216	15	805
5:00 PM	22	34	20	66	125	3	1	233	58	1	219	29	811
5:15 PM	9	25	25	76	117	4	3	222	59	0	262	30	832
5:30 PM	12	46	38	68	155	12	1	258	58	0	239	25	912
5:45 PM	12	30	16	61	108	7	0	257	80	0	225	43	839
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	165	338	303	840	1280	56	11	2829	664	11	2677	310	9484
APPROACH □ 's :	20.47□	41.94□	37.59□	38.60□	58.82□	2.57□	0.31□	80.74□	18.95□	0.37□	89.29□	10.34□	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	55	135	99	271	505	26	5	970	255	1	945	127	3394
PEAK HR FACTOR :		0.753			0.853			0.912			0.919		0.930

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□046 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

AM

NS□EW Streets:	Manning Ave□I-10 WB Off Ramp			Manning Ave□I-10 WB Off Ramp			National Blvd			National Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	56	32	8	6		3	84	103			126	40	458
7:15 AM	35	23	4	9		7	90	173			183	65	589
7:30 AM	31	38	8	20		5	74	253			200	92	721
7:45 AM	46	47	7	34		10	107	258			169	101	779
8:00 AM	38	38	2	36		10	111	265			147	77	724
8:15 AM	44	43	7	20		15	89	301			180	98	797
8:30 AM	32	27	1	14		6	70	270			176	85	681
8:45 AM	24	21	5	13		8	74	254			130	70	599
9:00 AM	57	62	9	15		5	80	241			186	75	730
9:15 AM	46	50	3	21		4	92	257			162	105	740
9:30 AM	37	39	11	8		3	46	151			143	29	467
9:45 AM	29	23	4	2		1	28	136			124	12	359
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	475	443	69	198	0	77	945	2662	0	0	1926	849	7644
APPROACH □ 's :	48.13□	44.88□	6.99□	72.00□	0.00□	28.00□	26.20□	73.80□	0.00□	0.00□	69.41□	30.59□	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	159	166	24	110	0	40	381	1077	0	0	696	368	3021
PEAK HR FACTOR :		0.873			0.815			0.935			0.911		0.948

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□046 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

PM

NS□EW Streets:	Manning Ave□I-10 WB Off Ramp			Manning Ave□I-10 WB Off Ramp			National Blvd			National Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	95	39	19	37		15	42	282			149	51	729
3:15 PM	93	55	18	37		18	42	301			128	50	742
3:30 PM	115	48	9	33		7	47	275			131	52	717
3:45 PM	117	55	21	24		22	38	281			101	40	699
4:00 PM	110	39	18	20		17	47	262			121	41	675
4:15 PM	101	36	52	33		6	45	277			119	46	715
4:30 PM	106	41	22	18		12	26	291			135	53	704
4:45 PM	112	71	27	22		24	36	322			109	61	784
5:00 PM	104	34	16	20		28	55	261			116	35	669
5:15 PM	130	73	15	23		40	37	286			122	51	777
5:30 PM	108	52	31	39		43	54	311			125	75	838
5:45 PM	97	56	19	26		67	41	294			109	63	772
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1288	599	267	332	0	299	510	3443	0	0	1465	618	8821
APPROACH □ 's :	59.80□	27.81□	12.40□	52.61□	0.00□	47.39□	12.90□	87.10□	0.00□	0.00□	70.33□	29.67□	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	454	230	89	104	0	135	182	1180	0	0	472	222	3068
PEAK HR FACTOR :		0.886			0.729			0.933			0.868		0.915

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□047 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

AM

NS□EW Streets:	Castle Heights Ave			Castle Heights Ave			National Blvd			National Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	5	16	3	12	4	31	31	92	1	4	153	14	366
7:15 AM	18	15	3	26	5	34	49	142	5	3	198	17	515
7:30 AM	18	42	13	32	18	45	52	248	5	4	228	24	729
7:45 AM	12	65	7	42	19	49	42	241	10	6	204	16	713
8:00 AM	8	52	10	41	25	40	63	232	7	3	204	31	716
8:15 AM	19	47	12	33	32	46	41	188	9	7	156	26	616
8:30 AM	15	54	13	25	24	38	66	241	14	2	169	22	683
8:45 AM	13	42	7	25	14	37	57	202	24	4	199	32	656
9:00 AM	13	27	6	22	12	48	79	201	16	5	157	26	612
9:15 AM	10	23	7	22	19	31	48	143	6	4	178	19	510
9:30 AM	14	13	8	26	7	30	69	166	11	9	168	24	545
9:45 AM	6	8	5	18	7	23	56	127	7	8	139	14	418
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	151	404	94	324	186	452	653	2223	115	59	2153	265	7079
APPROACH □ 's :	23.27□	62.25□	14.48□	33.68□	19.33□	46.99□	21.83□	74.32□	3.84□	2.38□	86.92□	10.70□	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	57	206	42	148	94	180	198	909	31	20	792	97	2774
PEAK HR FACTOR :		0.908			0.950			0.933			0.888		0.951

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□047 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

PM

NS□EW Streets:	Castle Heights Ave			Castle Heights Ave			National Blvd			National Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	13	10	8	49	23	59	57	257	18	3	142	33	672
3:15 PM	6	17	10	31	34	48	60	251	10	6	139	21	633
3:30 PM	6	10	4	47	15	62	70	227	8	2	126	16	593
3:45 PM	5	8	3	39	15	46	56	238	4	4	84	17	519
4:00 PM	7	19	10	51	26	49	51	216	15	5	124	11	584
4:15 PM	12	24	5	52	30	62	68	241	17	4	117	12	644
4:30 PM	13	14	8	60	29	57	60	239	24	7	139	26	676
4:45 PM	12	9	7	38	13	47	76	255	16	5	117	13	608
5:00 PM	13	12	8	67	41	58	67	195	20	4	113	21	619
5:15 PM	8	15	8	60	40	64	64	207	22	3	129	9	629
5:30 PM	8	15	8	47	31	55	59	196	18	8	152	9	606
5:45 PM	4	21	9	56	38	65	75	220	14	8	116	27	653
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	107	174	88	597	335	672	763	2742	186	59	1498	215	7436
APPROACH □ 's :	29.00□	47.15□	23.85□	37.22□	20.89□	41.90□	20.67□	74.29□	5.04□	3.33□	84.54□	12.13□	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	50	59	28	217	113	224	271	930	77	20	486	72	2547
PEAK HR FACTOR :		0.835			0.834			0.921			0.840		0.942

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□048 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

AM

NS□EW Streets:	Bundy Dr			Bundy Dr			National Blvd			National Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM		361	43	9	135					28		40	616
7:15 AM		386	41	13	157					19		71	687
7:30 AM		429	70	23	182					32		97	833
7:45 AM		475	63	47	215					57		90	947
8:00 AM		473	99	26	202					62		91	953
8:15 AM		464	85	42	206					47		102	946
8:30 AM		439	114	68	193					52		123	989
8:45 AM		441	78	44	219					38		122	942
9:00 AM		424	98	38	205					63		122	950
9:15 AM		396	79	41	196					49		112	873
9:30 AM		368	66	42	184					53		110	823
9:45 AM		369	82	45	198					52		91	837
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	5025	918	438	2292	0	0	0	0	552	0	1171	10396
APPROACH □ 's :	0.00□	84.55□	15.45□	16.04□	83.96□	0.00□	#DIV□0!	#DIV□0!	#DIV□0!	32.04□	0.00□	67.96□	

PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	1851	361	183	816	0	0	0	0	218	0	406	3835
PEAK HR FACTOR :		0.967			0.953			0.000			0.891		0.969

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□048 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

PM

NS□EW Streets:	Bundy Dr			Bundy Dr			National Blvd			National Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM		285	64	90	374					87		60	960
3:15 PM		322	74	94	395					76		66	1027
3:30 PM		318	94	87	399					76		64	1038
3:45 PM		312	76	89	414					82		62	1035
4:00 PM		279	71	119	389					97		63	1018
4:15 PM		289	65	100	406					95		65	1020
4:30 PM		275	66	86	404					79		57	967
4:45 PM		272	74	120	421					79		59	1025
5:00 PM		265	86	114	416					112		39	1032
5:15 PM		258	79	125	408					124		64	1058
5:30 PM		289	93	117	417					109		54	1079
5:45 PM		273	84	106	419					114		50	1046
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	3437	926	1247	4862	0	0	0	0	1130	0	703	12305
APPROACH □ 's :	0.00□	78.78□	21.22□	20.41□	79.59□	0.00□	#DIV□0!	#DIV□0!	#DIV□0!	61.65□	0.00□	38.35□	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	1085	342	462	1660	0	0	0	0	459	0	207	4215
PEAK HR FACTOR :		0.934			0.993			0.000			0.886		0.977

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□049 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

AM

NS□EW Streets:	Bundy Dr			Bundy Dr			Ocean Park Blvd			Ocean Park Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	104	251	34	1	106	51	7	75	34	15	101	5	784
7:15 AM	127	284	41	3	114	57	9	84	41	17	109	7	893
7:30 AM	163	306	56	2	127	66	14	92	59	22	127	11	1045
7:45 AM	178	329	71	6	163	73	4	115	70	22	135	8	1174
8:00 AM	164	322	63	6	140	100	13	129	71	21	138	9	1176
8:15 AM	177	339	52	3	145	84	13	138	72	17	139	9	1188
8:30 AM	176	333	58	5	138	100	11	144	88	21	179	10	1263
8:45 AM	162	345	45	9	147	92	13	122	89	17	186	13	1240
9:00 AM	153	327	56	4	132	91	25	116	77	23	166	9	1179
9:15 AM	162	293	40	12	139	89	19	83	73	21	120	4	1055
9:30 AM	137	293	41	7	122	85	18	86	82	24	118	9	1022
9:45 AM	138	290	41	3	144	84	19	78	74	23	116	11	1021
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1841	3712	598	61	1617	972	165	1262	830	243	1634	105	13040
APPROACH □ 's :	29.93□	60.35□	9.72□	2.30□	61.02□	36.68□	7.31□	55.91□	36.77□	12.26□	82.44□	5.30□	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	668	1344	211	21	562	367	62	520	326	78	670	41	4870
PEAK HR FACTOR :		0.978			0.958			0.934			0.913		0.964

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□049 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

PM

NS□EW Streets:	Bundy Dr			Bundy Dr			Ocean Park Blvd			Ocean Park Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	102	208	41	7	262	37	36	111	165	24	91	8	1092
3:15 PM	103	241	35	9	274	43	46	138	177	29	87	12	1194
3:30 PM	100	242	52	15	286	42	31	154	173	32	99	10	1236
3:45 PM	105	226	45	15	281	38	22	148	181	28	82	13	1184
4:00 PM	93	214	40	12	297	42	37	172	176	26	69	10	1188
4:15 PM	87	216	47	9	306	41	30	146	177	34	82	6	1181
4:30 PM	86	211	29	11	281	29	26	182	183	31	83	8	1160
4:45 PM	93	199	42	14	324	32	29	175	175	37	90	4	1214
5:00 PM	92	177	47	10	303	28	35	182	193	32	93	9	1201
5:15 PM	88	185	35	11	314	36	42	201	191	38	111	13	1265
5:30 PM	98	203	42	17	303	37	50	206	194	35	104	10	1299
5:45 PM	86	182	51	18	276	30	40	199	216	42	108	9	1257
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1133	2504	506	148	3507	435	424	2014	2201	388	1099	112	14471
APPROACH □ 's :	27.35□	60.44□	12.21□	3.62□	85.75□	10.64□	9.14□	43.41□	47.45□	24.27□	68.73□	7.00□	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	364	747	175	56	1196	131	167	788	794	147	416	41	5022
PEAK HR FACTOR :		0.937			0.958			0.961			0.932		0.967

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□050 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

AM

NS□EW Streets:	Barrington Ave			Barrington Ave			Gateway Blvd			Gateway Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	34	168	24	5	57	19	24	86	11	16	40	0	484
7:15 AM	43	230	47	3	76	27	33	95	14	6	39	2	615
7:30 AM	46	339	42	8	128	32	41	109	19	18	71	0	853
7:45 AM	52	324	49	14	167	33	56	124	16	19	84	1	939
8:00 AM	40	345	44	10	128	31	64	145	16	16	77	1	917
8:15 AM	39	353	49	6	115	33	52	144	16	12	93	0	912
8:30 AM	52	339	52	9	132	30	57	157	21	19	86	3	957
8:45 AM	69	384	51	8	121	27	44	123	17	12	103	4	963
9:00 AM	57	314	47	11	130	35	38	111	21	11	93	2	870
9:15 AM	50	291	36	7	105	22	38	100	18	13	73	3	756
9:30 AM	47	271	35	13	114	33	45	93	15	23	65	1	755
9:45 AM	42	213	26	12	107	33	45	94	13	14	78	2	679
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	571	3571	502	106	1380	355	537	1381	197	179	902	19	9700
APPROACH □ 's :	12.30□	76.89□	10.81□	5.76□	74.96□	19.28□	25.39□	65.30□	9.31□	16.27□	82.00□	1.73□	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	200	1421	196	33	496	121	217	569	70	59	359	8	3749
PEAK HR FACTOR :		0.901			0.950			0.911			0.895		0.973

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□050 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

PM

NS□EW Streets:	Barrington Ave			Barrington Ave			Gateway Blvd			Gateway Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	28	160	20	16	219	39	31	93	42	28	60	6	742
3:15 PM	26	151	25	15	234	32	24	109	39	31	80	2	768
3:30 PM	18	150	19	15	256	37	34	121	44	33	84	4	815
3:45 PM	25	148	15	16	264	34	32	115	47	27	89	4	816
4:00 PM	20	137	16	12	271	37	25	112	61	38	73	3	805
4:15 PM	18	109	19	20	306	33	34	90	82	28	93	1	833
4:30 PM	11	105	16	21	367	39	34	94	78	47	103	5	920
4:45 PM	23	123	12	21	359	33	36	94	81	47	99	2	930
5:00 PM	24	131	16	20	331	34	21	132	80	43	108	10	950
5:15 PM	20	122	12	26	369	37	35	130	85	38	111	1	986
5:30 PM	28	141	24	21	345	47	33	121	80	48	102	3	993
5:45 PM	23	138	15	22	326	34	42	113	81	42	119	3	958
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	264	1615	209	225	3647	436	381	1324	800	450	1121	44	10516
APPROACH □ 's :	12.64□	77.35□	10.01□	5.22□	84.66□	10.12□	15.21□	52.85□	31.94□	27.86□	69.41□	2.72□	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	95	532	67	89	1371	152	131	496	326	171	440	17	3887
PEAK HR FACTOR :		0.899			0.933			0.953			0.957		0.979

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□051 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

AM

NS□EW Streets:	Gateway Blvd			Gateway Blvd			Pico Blvd			Pico Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM			99	0	0	1		91	1	37	138	28	395
7:15 AM			116	0	0	1		102	2	46	154	28	449
7:30 AM			170	0	0	1		130	6	55	174	28	564
7:45 AM			231	0	0	1		137	9	75	190	39	682
8:00 AM			185	0	0	1		178	8	106	178	31	687
8:15 AM			215	0	0	1		187	5	82	157	35	682
8:30 AM			232	1	0	1		194	9	73	191	23	724
8:45 AM			224	0	0	1		181	8	94	188	24	720
9:00 AM			195	2	0	0		180	3	93	157	33	663
9:15 AM			165	1	1	2		161	2	76	206	30	644
9:30 AM			121	0	0	1		167	3	75	163	30	560
9:45 AM			103	0	0	3		153	1	74	163	23	520
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	2056	4	1	14	0	1861	57	886	2059	352	7290
APPROACH □ 's :	0.00□	0.00□	100.00□	21.05□	5.26□	73.68□	0.00□	97.03□	2.97□	26.87□	62.45□	10.68□	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	0	856	1	0	4	0	740	30	355	714	113	2813
PEAK HR FACTOR :		0.922			0.625			0.948			0.938		0.971

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□051 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

PM

NS□EW Streets:	Gateway Blvd			Gateway Blvd			Pico Blvd			Pico Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM			121	1	1	12	0	201	1	92	176	20	625
3:15 PM			117	0	0	2	0	254	9	90	159	21	652
3:30 PM			141	0	0	4	0	216	14	114	146	18	653
3:45 PM			121	0	0	3	0	221	6	105	144	25	625
4:00 PM			104	4	0	9	0	223	16	115	135	17	623
4:15 PM			115	6	0	3	0	219	9	107	124	23	606
4:30 PM			106	0	0	6	0	223	15	125	119	9	603
4:45 PM			127	6	0	2	0	217	15	141	106	18	632
5:00 PM			128	4	0	4	1	251	11	115	150	18	682
5:15 PM			163	2	0	0	0	239	7	104	171	10	696
5:30 PM			100	0	0	1	0	227	6	117	168	9	628
5:45 PM			122	1	0	0	0	244	11	91	169	17	655
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	1465	24	1	46	1	2735	120	1316	1767	205	7680
APPROACH □ 's :	0.00□	0.00□	100.00□	33.80□	1.41□	64.79□	0.04□	95.76□	4.20□	40.02□	53.74□	6.23□	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	513	7	0	5	1	961	35	427	658	54	2661
PEAK HR FACTOR :		0.787			0.375			0.948			0.969		0.956

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□052 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

AM

NS□EW Streets:	Sawtelle Blvd			Sawtelle Blvd			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	18	52	56	15	13	4	4	243	9	25	259	62	760
7:15 AM	22	64	47	11	20	0	7	309	2	14	327	70	893
7:30 AM	26	69	56	22	22	0	6	311	7	26	381	57	983
7:45 AM	21	85	74	12	24	0	11	332	7	43	367	54	1030
8:00 AM	25	65	50	16	25	0	6	353	7	25	323	52	947
8:15 AM	14	83	63	17	34	3	7	321	5	27	338	47	959
8:30 AM	16	69	68	16	13	9	8	314	6	25	362	44	950
8:45 AM	20	73	55	10	25	3	7	320	11	24	379	54	981
9:00 AM	17	78	65	22	24	8	15	282	9	23	352	39	934
9:15 AM	18	65	61	17	33	4	7	290	10	35	316	40	896
9:30 AM	16	67	44	27	22	5	8	270	11	26	349	47	892
9:45 AM	31	68	50	16	29	5	4	297	10	39	353	28	930
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	244	838	689	201	284	41	90	3642	94	332	4106	594	11155
APPROACH □ 's :	13.78□	47.32□	38.90□	38.21□	53.99□	7.79□	2.35□	95.19□	2.46□	6.60□	81.60□	11.80□	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	86	302	243	67	105	3	30	1317	26	121	1409	210	3919
PEAK HR FACTOR :		0.876			0.810			0.938			0.938		0.951

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□052 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

PM

NS□EW Streets:	Sawtelle Blvd			Sawtelle Blvd			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	24	68	53	36	59	5	10	296	17	34	211	21	834
3:15 PM	16	66	60	35	96	6	6	307	18	26	227	11	874
3:30 PM	23	57	46	32	82	4	5	319	16	32	211	23	850
3:45 PM	15	57	49	23	81	3	10	318	30	42	203	26	857
4:00 PM	12	61	64	23	92	7	4	304	26	24	214	17	848
4:15 PM	14	53	61	28	73	4	6	301	23	27	235	26	851
4:30 PM	15	44	68	35	91	3	4	305	11	39	222	30	867
4:45 PM	11	62	58	27	69	6	4	304	11	39	224	15	830
5:00 PM	13	57	68	18	58	7	5	313	12	28	236	14	829
5:15 PM	12	58	72	20	76	9	2	309	18	30	247	18	871
5:30 PM	23	54	74	32	64	5	0	281	20	39	233	22	847
5:45 PM	18	51	68	27	56	6	10	298	14	24	237	20	829
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	196	688	741	336	897	65	66	3655	216	384	2700	243	10187
APPROACH □ 's :	12.06□	42.34□	45.60□	25.89□	69.11□	5.01□	1.68□	92.84□	5.49□	11.54□	81.15□	7.30□	
PEAK HR START TIME :	315 PM												TOTAL
PEAK HR VOL :	66	241	219	113	351	20	25	1248	90	124	855	77	3429
PEAK HR FACTOR :		0.926			0.883			0.952			0.974		0.981

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□053 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

AM

NS□EW Streets:	Beloit Ave□I-405 SB On□Off Ramps			Beloit Ave□I-405 SB On□Off Ramps			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM				130	27	54		182	130	165	304		992
7:15 AM				113	42	57		245	128	163	353		1101
7:30 AM				155	48	82		256	129	156	391		1217
7:45 AM				158	52	72		276	122	161	396		1237
8:00 AM				155	63	61		293	129	173	349		1223
8:15 AM				157	50	57		291	107	168	361		1191
8:30 AM				152	46	76		283	111	169	370		1207
8:45 AM				128	35	82		294	116	164	362		1181
9:00 AM				137	39	82		285	102	168	341		1154
9:15 AM				124	46	62		266	84	161	327		1070
9:30 AM				133	43	62		238	111	187	321		1095
9:45 AM				155	25	48		249	104	180	302		1063

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	1697	516	795	0	3158	1373	2015	4177	0	13731
APPROACH □ 's :	#DIV□0!	#DIV□0!	#DIV□0!	56.42□	17.15□	26.43□	0.00□	69.70□	30.30□	32.54□	67.46□	0.00□	

PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	0	0	625	213	272	0	1116	487	658	1497	0	4868
PEAK HR FACTOR :		0.000			0.974			0.950			0.967		0.984

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□053 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

PM

NS□EW Streets:	Beloit Ave□I-405 SB On□Off Ramps			Beloit Ave□I-405 SB On□Off Ramps			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM				115	91	62		254	119	202	202		1045
3:15 PM				116	97	53		299	104	207	225		1101
3:30 PM				104	91	60		282	113	195	195		1040
3:45 PM				113	72	60		297	94	167	200		1003
4:00 PM				83	100	40		301	94	185	211		1014
4:15 PM				110	92	60		299	80	162	223		1026
4:30 PM				103	91	65		312	80	165	202		1018
4:45 PM				97	70	69		325	89	159	216		1025
5:00 PM				110	97	67		321	106	171	218		1090
5:15 PM				100	74	69		322	94	191	221		1071
5:30 PM				140	77	72		315	76	179	217		1076
5:45 PM				133	62	82		337	81	171	208		1074

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	1324	1014	759	0	3664	1130	2154	2538	0	12583
APPROACH □ 's :	#DIV□0!	#DIV□0!	#DIV□0!	42.75□	32.74□	24.51□	0.00□	76.43□	23.57□	45.91□	54.09□	0.00□	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	483	310	290	0	1295	357	712	864	0	4311
PEAK HR FACTOR :		0.000			0.937			0.967			0.956		0.989

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□054 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

AM

NS□EW Streets:	Sawtelle Blvd			Sawtelle Blvd			Olympic Blvd			Olympic Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	61	93	81	14	30	6	4	123	9	33	259	19	732
7:15 AM	35	116	92	23	45	7	2	144	12	39	323	16	854
7:30 AM	65	107	122	26	50	9	5	234	10	35	445	20	1128
7:45 AM	80	152	122	49	72	7	9	276	9	46	497	29	1348
8:00 AM	98	128	129	62	66	8	3	296	13	26	438	37	1304
8:15 AM	62	104	95	74	55	9	4	321	12	23	407	22	1188
8:30 AM	88	101	133	67	66	12	4	388	22	25	494	17	1417
8:45 AM	100	137	121	77	58	8	7	315	11	27	423	15	1299
9:00 AM	80	131	116	52	48	12	5	347	11	39	469	25	1335
9:15 AM	88	117	116	49	66	12	11	319	14	40	365	27	1224
9:30 AM	64	116	130	54	53	17	13	335	15	39	433	19	1288
9:45 AM	99	129	119	50	64	14	10	277	19	43	377	21	1222
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	920	1431	1376	597	673	121	77	3375	157	415	4930	267	14339
APPROACH □ 's :	24.68□	38.40□	36.92□	42.92□	48.38□	8.70□	2.13□	93.52□	4.35□	7.39□	87.85□	4.76□	
PEAK HR START TIME :	830 AM												TOTAL
PEAK HR VOL :	356	486	486	245	238	44	27	1369	58	131	1751	84	5275
PEAK HR FACTOR :		0.927			0.909			0.878			0.917		0.931

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□054 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

PM

NS□EW Streets:	Sawtelle Blvd			Sawtelle Blvd			Olympic Blvd			Olympic Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	37	94	66	94	133	12	8	284	18	74	386	34	1240
3:15 PM	35	110	73	93	151	14	4	252	7	86	357	32	1214
3:30 PM	43	97	103	105	124	11	2	264	12	67	380	31	1239
3:45 PM	69	82	87	102	135	8	1	238	18	64	367	51	1222
4:00 PM	52	85	68	91	126	5	5	235	10	63	356	42	1138
4:15 PM	57	77	107	78	106	14	7	207	16	95	445	33	1242
4:30 PM	48	80	86	78	81	10	7	191	6	39	419	29	1074
4:45 PM	38	58	82	88	55	8	2	139	6	18	307	23	824
5:00 PM	42	78	69	71	127	16	5	219	15	75	387	21	1125
5:15 PM	74	75	77	85	102	9	3	198	9	118	504	19	1273
5:30 PM	71	79	89	122	113	5	1	211	11	90	512	28	1332
5:45 PM	53	87	109	109	129	16	2	212	17	113	502	29	1378
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	619	1002	1016	1116	1382	128	47	2650	145	902	4922	372	14301
APPROACH □ 's :	23.47□	38.00□	38.53□	42.50□	52.63□	4.87□	1.65□	93.24□	5.10□	14.56□	79.44□	6.00□	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	240	319	344	387	471	46	11	840	52	396	1905	97	5108
PEAK HR FACTOR :		0.907			0.890			0.945			0.931		0.927

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□055 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

AM

NS□EW Streets:	Sawtelle Blvd			Sawtelle Blvd			I-405 SB Off Ramp			I-405 SB Off Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	11	154			70	1	2		6	75	22	96	437
7:15 AM	18	199			96	4	4		4	87	12	80	504
7:30 AM	23	199			108	5	9		11	85	27	148	615
7:45 AM	27	231			120	4	9		14	79	30	112	626
8:00 AM	17	187			100	4	7		17	87	38	160	617
8:15 AM	40	182			85	4	14		11	89	35	140	600
8:30 AM	34	176			111	5	12		24	109	50	181	702
8:45 AM	43	198			94	9	7		23	84	50	164	672
9:00 AM	39	233			92	7	13		24	60	20	131	619
9:15 AM	26	195			110	6	6		17	79	31	126	596
9:30 AM	36	214			112	7	9		14	75	30	137	634
9:45 AM	31	202			124	5	7		11	71	27	121	599
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	345	2370	0	0	1222	61	99	0	176	980	372	1596	7221
APPROACH □ 's :	12.71□	87.29□	0.00□	0.00□	95.25□	4.75□	36.00□	0.00□	64.00□	33.24□	12.62□	54.14□	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	156	789	0	0	382	25	46	0	82	342	155	616	2593
PEAK HR FACTOR :		0.869			0.877			0.865			0.818		0.923

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□055 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

PM

NS□EW Streets:	Sawtelle Blvd			Sawtelle Blvd			I-405 SB Off Ramp			I-405 SB Off Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	20	148			224	8	40		86	20	3	14	563
3:15 PM	27	171			239	12	52		74	32	3	20	630
3:30 PM	30	141			206	6	43		97	51	11	34	619
3:45 PM	20	140			227	7	47		97	79	13	51	681
4:00 PM	13	153			203	14	30		106	79	26	52	676
4:15 PM	22	123			171	19	39		82	79	29	48	612
4:30 PM	42	132			94	16	38		42	58	20	51	493
4:45 PM	26	158			145	5	25		50	67	39	49	564
5:00 PM	19	118			298	14	36		59	98	22	61	725
5:15 PM	14	137			217	7	32		75	105	23	64	674
5:30 PM	18	127			252	12	28		67	112	42	89	747
5:45 PM	17	141			238	15	35		74	114	30	103	767
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	268	1689	0	0	2514	135	445	0	909	894	261	636	7751
APPROACH □ 's :	13.69□	86.31□	0.00□	0.00□	94.90□	5.10□	32.87□	0.00□	67.13□	49.92□	14.57□	35.51□	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	68	523	0	0	1005	48	131	0	275	429	117	317	2913
PEAK HR FACTOR :		0.935			0.844			0.931			0.873		0.949

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□056 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

AM

NS□EW Streets:	Sawtelle Blvd			Sawtelle Blvd			Pico Blvd			Pico Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	38	129	50	45	58	18	14	144	10	14	159	9	688
7:15 AM	32	176	70	45	89	25	13	180	7	16	187	17	857
7:30 AM	35	179	75	61	129	12	13	282	9	21	211	11	1038
7:45 AM	48	227	119	44	117	18	12	334	6	20	254	14	1213
8:00 AM	51	197	101	52	129	22	10	336	14	23	260	22	1217
8:15 AM	58	198	105	62	109	27	17	358	11	19	207	20	1191
8:30 AM	48	167	109	68	100	21	15	383	13	13	246	17	1200
8:45 AM	51	198	102	89	131	31	19	361	16	20	242	19	1279
9:00 AM	65	211	145	49	98	19	13	301	15	17	227	23	1183
9:15 AM	65	217	131	54	123	27	9	277	23	17	234	19	1196
9:30 AM	49	205	106	70	100	30	14	233	20	19	204	19	1069
9:45 AM	59	251	115	45	136	30	10	191	20	15	186	31	1089
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	599	2355	1228	684	1319	280	159	3380	164	214	2617	221	13220
APPROACH □ 's :	14.32□	56.31□	29.36□	29.96□	57.77□	12.26□	4.29□	91.28□	4.43□	7.01□	85.75□	7.24□	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	208	760	417	271	469	101	61	1438	54	75	955	78	4887
PEAK HR FACTOR :		0.959			0.838			0.945			0.908		0.955

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□056 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

PM

NS□EW Streets:	Sawtelle Blvd			Sawtelle Blvd			Pico Blvd			Pico Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	22	125	82	71	233	31	14	223	26	51	197	28	1103
3:15 PM	28	127	65	53	246	32	21	321	30	39	198	23	1183
3:30 PM	29	181	87	61	295	33	16	292	27	37	212	17	1287
3:45 PM	17	101	76	50	289	39	11	271	31	30	191	21	1127
4:00 PM	25	143	87	78	299	37	9	255	29	31	193	16	1202
4:15 PM	19	109	83	74	251	40	15	269	37	47	175	34	1153
4:30 PM	12	126	79	55	161	25	18	251	45	38	192	16	1018
4:45 PM	10	125	77	44	149	31	14	264	41	54	209	21	1039
5:00 PM	11	135	77	49	329	23	15	287	53	48	217	18	1262
5:15 PM	17	84	45	73	316	29	17	312	61	50	231	28	1263
5:30 PM	19	118	53	76	351	26	16	264	63	64	258	14	1322
5:45 PM	16	114	55	66	295	23	11	319	52	83	241	10	1285
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	225	1488	866	750	3214	369	177	3328	495	572	2514	246	14244
APPROACH □ 's :	8.72□	57.70□	33.58□	17.31□	74.17□	8.52□	4.43□	83.20□	12.38□	17.17□	75.45□	7.38□	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	63	451	230	264	1291	101	59	1182	229	245	947	70	5132
PEAK HR FACTOR :		0.834			0.914			0.942			0.939		0.970

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□057 **Day:** THURSDAY

City: City of Los Angeles **Date:** 5□16□2013

AM

NS□EW Streets:	Sawtelle Blvd			Sawtelle Blvd			National Blvd			National Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	23	140	25	53	39	13	17	105	1	8	102	76	602
7:15 AM	33	174	33	64	45	10	13	136	7	18	114	92	739
7:30 AM	27	241	46	64	90	15	13	177	17	13	173	108	984
7:45 AM	47	254	33	80	115	15	17	198	13	36	189	110	1107
8:00 AM	34	224	48	83	77	11	22	230	12	24	178	116	1059
8:15 AM	29	224	42	99	65	9	29	242	15	27	164	100	1045
8:30 AM	35	216	46	83	79	12	24	249	11	19	172	100	1046
8:45 AM	36	221	43	69	75	19	21	241	9	23	206	112	1075
9:00 AM	33	208	37	85	64	12	23	202	11	26	182	93	976
9:15 AM	26	198	38	96	54	18	22	181	14	22	184	90	943
9:30 AM	23	159	28	74	87	11	32	178	13	27	168	83	883
9:45 AM	19	124	33	78	63	13	30	149	11	22	152	83	777
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	365	2383	452	928	853	158	263	2288	134	265	1984	1163	11236
APPROACH □ 's :	11.41□	74.47□	14.13□	47.86□	43.99□	8.15□	9.80□	85.21□	4.99□	7.77□	58.15□	34.09□	

PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	145	918	169	345	336	47	92	919	51	106	703	426	4257
PEAK HR FACTOR :		0.922			0.867			0.928			0.922		0.961

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□057 **Day:** THURSDAY

City: City of Los Angeles **Date:** 5□16□2013

PM

NS□EW Streets:	Sawtelle Blvd			Sawtelle Blvd			National Blvd			National Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	21	151	31	124	175	12	24	204	15	26	123	60	966
3:15 PM	21	145	39	133	199	23	33	233	15	33	121	53	1048
3:30 PM	20	149	25	144	188	27	31	242	19	28	162	59	1094
3:45 PM	25	145	29	115	180	19	22	275	16	33	149	40	1048
4:00 PM	22	115	34	132	228	18	32	272	14	36	112	42	1057
4:15 PM	20	145	28	141	213	27	30	300	14	24	131	48	1121
4:30 PM	24	131	31	143	214	22	21	238	8	29	110	56	1027
4:45 PM	16	124	42	120	233	19	29	286	17	31	142	73	1132
5:00 PM	13	101	37	112	259	22	15	292	18	35	130	58	1092
5:15 PM	20	110	30	146	223	27	17	277	21	27	140	68	1106
5:30 PM	7	85	27	97	235	24	19	240	19	36	142	72	1003
5:45 PM	15	110	33	124	267	15	24	268	14	29	141	75	1115
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	224	1511	386	1531	2614	255	297	3127	190	367	1603	704	12809
APPROACH □ 's :	10.56□	71.24□	18.20□	34.80□	59.41□	5.80□	8.22□	86.52□	5.26□	13.72□	59.95□	26.33□	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	73	501	138	516	919	90	95	1116	57	119	513	235	4372
PEAK HR FACTOR :		0.922			0.970			0.922			0.881		0.966

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□058 **Day:** THURSDAY

City: City of Los Angeles **Date:** 5□16□2013

AM

NS□EW Streets:	I-405 SB On□Off Ramp			I-405 SB On□Off Ramp			National Blvd			National Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM								130	52	47	185		414
7:15 AM								173	82	59	225		539
7:30 AM								212	84	71	295		662
7:45 AM								220	112	85	333		750
8:00 AM								271	133	90	320		814
8:15 AM								245	135	84	290		754
8:30 AM								280	115	83	292		770
8:45 AM								262	103	91	342		798
9:00 AM								239	102	85	299		725
9:15 AM								205	113	77	294		689
9:30 AM								168	102	69	277		616
9:45 AM								188	84	54	258		584
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	2593	1217	895	3410	0	8115
APPROACH □ 's :	#DIV□0!	#DIV□0!	#DIV□0!	#DIV□0!	#DIV□0!	#DIV□0!	0.00□	68.06□	31.94□	20.79□	79.21□	0.00□	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	1058	486	348	1244	0	3136
PEAK HR FACTOR :		0.000			0.000			0.955			0.919		0.963

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□058 **Day:** THURSDAY

City: City of Los Angeles **Date:** 5□16□2013

PM

NS□EW Streets:	I-405 SB On□Off Ramp			I-405 SB On□Off Ramp			National Blvd			National Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM								232	139	128	208		707
3:15 PM								246	179	143	208		776
3:30 PM								251	188	97	250		786
3:45 PM								266	174	129	220		789
4:00 PM								275	176	136	188		775
4:15 PM								267	210	128	201		806
4:30 PM								265	165	156	196		782
4:45 PM								274	174	135	246		829
5:00 PM								279	173	160	222		834
5:15 PM								282	197	148	234		861
5:30 PM								238	154	120	250		762
5:45 PM								254	166	135	246		801
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	3129	2095	1615	2669	0	9508
APPROACH □ 's :	#DIV□0!	#DIV□0!	#DIV□0!	#DIV□0!	#DIV□0!	#DIV□0!	0.00□	59.90□	40.10□	37.70□	62.30□	0.00□	

PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	1100	709	599	898	0	3306
PEAK HR FACTOR :		0.000			0.000			0.944			0.980		0.960

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□059 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

AM

NS□EW Streets:	Cotner Ave□I-405 Nb On□Off Ramps			Cotner Ave□I-405 Nb On□Off Ramps			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	205	81	205				54	257			263	52	1117
7:15 AM	223	97	225				74	281			295	74	1269
7:30 AM	235	85	225				102	303			318	81	1349
7:45 AM	223	104	213				97	329			329	53	1348
8:00 AM	219	104	209				95	346			304	52	1329
8:15 AM	192	99	162				103	341			333	70	1300
8:30 AM	184	117	195				81	346			359	63	1345
8:45 AM	183	96	173				78	353			340	66	1289
9:00 AM	168	83	195				102	321			336	53	1258
9:15 AM	146	101	165				88	299			344	52	1195
9:30 AM	162	81	197				63	305			358	62	1228
9:45 AM	154	84	158				64	328			329	64	1181
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2294	1132	2322	0	0	0	1001	3809	0	0	3908	742	15208
APPROACH □ 's :	39.91□	19.69□	40.40□	#DIV□0!	#DIV□0!	#DIV□0!	20.81□	79.19□	0.00□	0.00□	84.04□	15.96□	

PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	869	392	809	0	0	0	397	1319	0	0	1284	256	5326
PEAK HR FACTOR :		0.950			0.000			0.966			0.955		0.987

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□059 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

PM

NS□EW Streets:	Cotner Ave□I-405 Nb On□Off Ramps			Cotner Ave□I-405 Nb On□Off Ramps			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	91	64	137				84	281			312	88	1057
3:15 PM	101	71	141				90	328			336	87	1154
3:30 PM	87	76	153				93	295			291	83	1078
3:45 PM	79	90	137				104	310			280	83	1083
4:00 PM	84	106	125				92	298			304	84	1093
4:15 PM	83	112	124				101	312			307	84	1123
4:30 PM	72	104	107				123	299			294	87	1086
4:45 PM	88	114	109				121	317			296	102	1147
5:00 PM	93	131	137				123	308			298	91	1181
5:15 PM	86	134	107				132	295			315	82	1151
5:30 PM	83	112	126				120	343			306	75	1165
5:45 PM	75	106	124				101	372			305	66	1149
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1022	1220	1527	0	0	0	1284	3758	0	0	3644	1012	13467
APPROACH □ 's :	27.12□	32.37□	40.51□	#DIV□0!	#DIV□0!	#DIV□0!	25.47□	74.53□	0.00□	0.00□	78.26□	21.74□	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	337	483	494	0	0	0	476	1318	0	0	1224	314	4646
PEAK HR FACTOR :		0.910			0.000			0.948			0.969		0.983

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□060 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

AM

NS□EW Streets:	Sepulveda Blvd			Sepulveda Blvd			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	21	163	30	19	70	31	28	390	49	21	269	17	1108
7:15 AM	45	228	43	26	101	32	41	417	44	39	294	38	1348
7:30 AM	32	190	49	29	103	32	38	448	38	26	330	25	1340
7:45 AM	32	234	34	31	143	47	33	459	46	45	322	34	1460
8:00 AM	30	191	43	37	134	27	44	460	48	38	317	26	1395
8:15 AM	55	215	47	33	100	31	39	416	45	32	290	22	1325
8:30 AM	45	179	51	37	83	32	33	451	48	45	356	37	1397
8:45 AM	52	239	27	23	100	29	36	437	47	29	254	26	1299
9:00 AM	33	175	46	27	88	25	32	435	38	39	357	17	1312
9:15 AM	44	194	44	36	105	28	25	401	42	21	311	21	1272
9:30 AM	34	150	42	30	98	31	33	405	48	38	377	41	1327
9:45 AM	48	139	40	26	97	31	34	406	41	35	330	34	1261
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	471	2297	496	354	1222	376	416	5125	534	408	3807	338	15844
APPROACH □ 's :	14.43□	70.37□	15.20□	18.14□	62.60□	19.26□	6.85□	84.36□	8.79□	8.96□	83.62□	7.42□	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	162	819	175	138	460	137	149	1786	187	160	1285	119	5577
PEAK HR FACTOR :		0.912			0.831			0.961			0.893		0.955

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□060 **Day:** WEDNESDAY

City: City of Los Angeles **Date:** 5□15□2013

PM

NS□EW Streets:	Sepulveda Blvd			Sepulveda Blvd			Santa Monica Blvd			Santa Monica Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	42	182	47	33	131	48	38	334	47	50	316	34	1302
3:15 PM	33	154	39	30	150	47	50	385	41	37	318	37	1321
3:30 PM	36	201	42	31	217	33	37	371	39	51	314	49	1421
3:45 PM	43	170	59	36	191	37	37	366	48	37	285	40	1349
4:00 PM	45	200	62	32	208	29	32	359	45	35	306	39	1392
4:15 PM	28	180	34	26	206	40	43	351	45	31	284	36	1304
4:30 PM	35	169	42	42	220	35	31	336	48	69	338	40	1405
4:45 PM	44	166	41	31	205	38	42	342	49	51	313	25	1347
5:00 PM	38	187	41	38	232	41	35	381	32	44	289	34	1392
5:15 PM	37	181	39	49	196	25	31	352	27	47	314	37	1335
5:30 PM	40	235	51	44	212	32	37	389	47	54	309	27	1477
5:45 PM	44	171	32	40	216	28	43	426	43	47	302	29	1421
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	465	2196	529	432	2384	433	456	4392	511	553	3688	427	16466
APPROACH □ 's :	14.58□	68.84□	16.58□	13.30□	73.38□	13.33□	8.51□	81.96□	9.54□	11.85□	79.01□	9.15□	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	159	774	163	171	856	126	146	1548	149	192	1214	127	5625
PEAK HR FACTOR :		0.840			0.927			0.900			0.963		0.952

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□061 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

AM

NS□EW Streets:	Sepulveda Blvd			Sepulveda Blvd			Olympic Blvd			Olympic Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	27	263	40	11	63	19	20	174	7	23	365	23	1035
7:15 AM	32	261	39	10	75	14	14	233	8	17	451	27	1181
7:30 AM	30	262	52	12	61	15	16	322	10	18	575	33	1406
7:45 AM	41	243	57	18	99	24	14	358	11	25	542	26	1458
8:00 AM	34	218	52	17	97	25	15	466	15	22	599	42	1602
8:15 AM	45	250	51	13	84	35	19	487	13	24	502	17	1540
8:30 AM	36	208	35	22	87	29	20	545	8	21	574	41	1626
8:45 AM	18	196	21	20	94	25	14	446	17	21	614	30	1516
9:00 AM	29	181	18	12	96	30	25	446	21	15	509	35	1417
9:15 AM	20	157	22	21	84	28	23	367	19	35	443	27	1246
9:30 AM	22	144	32	12	89	23	30	464	22	33	529	26	1426
9:45 AM	32	148	18	18	115	31	26	330	33	28	433	30	1242
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	366	2531	437	186	1044	298	236	4638	184	282	6136	357	16695
APPROACH □ 's :	10.98□	75.91□	13.11□	12.17□	68.32□	19.50□	4.67□	91.70□	3.64□	4.16□	90.57□	5.27□	

PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	133	872	159	72	362	114	68	1944	53	88	2289	130	6284
PEAK HR FACTOR :		0.841			0.986			0.901			0.942		0.966

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□061 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

PM

NS□EW Streets:	Sepulveda Blvd			Sepulveda Blvd			Olympic Blvd			Olympic Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	13	144	29	25	222	51	14	332	20	41	516	32	1439
3:15 PM	20	133	29	15	214	57	21	315	17	42	529	39	1431
3:30 PM	27	187	31	15	205	47	17	338	41	51	534	32	1525
3:45 PM	15	201	37	21	233	51	21	317	19	38	488	24	1465
4:00 PM	27	172	26	26	193	34	14	311	25	52	493	24	1397
4:15 PM	23	180	43	22	217	54	21	263	23	34	504	18	1402
4:30 PM	30	189	37	19	191	38	18	353	28	32	540	31	1506
4:45 PM	18	178	47	16	194	30	11	307	21	44	511	27	1404
5:00 PM	24	184	35	18	201	31	15	324	29	37	537	29	1464
5:15 PM	19	192	33	20	216	34	12	337	23	32	562	34	1514
5:30 PM	21	203	38	24	233	37	18	345	26	41	628	37	1651
5:45 PM	21	191	47	16	175	28	19	383	40	51	695	34	1700
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	258	2154	432	237	2494	492	201	3925	312	495	6537	361	17898
APPROACH □ 's :	9.07□	75.74□	15.19□	7.35□	77.38□	15.27□	4.53□	88.44□	7.03□	6.70□	88.42□	4.88□	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	85	770	153	78	825	130	64	1389	118	161	2422	134	6329
PEAK HR FACTOR :		0.962			0.878			0.889			0.871		0.931

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□062 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

AM

NS□EW Streets:	Cotner Ave			Cotner Ave			Pico Blvd			Pico Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM				2		4	72	161			192	71	502
7:15 AM				8		6	107	186			223	108	638
7:30 AM				6		18	144	262			237	135	802
7:45 AM				7		15	146	339			279	89	875
8:00 AM				8		12	126	342			293	91	872
8:15 AM				8		10	166	354			251	95	884
8:30 AM				6		11	148	393			268	75	901
8:45 AM				5		9	147	396			276	83	916
9:00 AM				7		14	154	337			264	78	854
9:15 AM				6		14	139	321			278	67	825
9:30 AM				8		17	114	292			208	71	710
9:45 AM				10		17	105	239			217	73	661
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	81	0	147	1568	3622	0	0	2986	1036	9440
APPROACH □ 's :	#DIV□0!	#DIV□0!	#DIV□0!	35.53□	0.00□	64.47□	30.21□	69.79□	0.00□	0.00□	74.24□	25.76□	

PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	0	0	27	0	42	587	1485	0	0	1088	344	3573
PEAK HR FACTOR :		0.000			0.863			0.954			0.932		0.975

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□062 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

PM

NS□EW Streets:	Cotner Ave			Cotner Ave			Pico Blvd			Pico Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM				12		27	110	239			244	76	708
3:15 PM				17		21	138	310			240	76	802
3:30 PM				12		27	122	303			241	59	764
3:45 PM				18		21	99	285			207	65	695
4:00 PM				16		30	103	303			200	52	704
4:15 PM				15		26	107	296			225	48	717
4:30 PM				11		27	96	284			211	52	681
4:45 PM				21		40	80	295			238	60	734
5:00 PM				20		34	70	339			244	50	757
5:15 PM				21		44	67	364			253	59	808
5:30 PM				16		34	71	331			306	52	810
5:45 PM				11		41	97	344			287	58	838
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	190	0	372	1160	3693	0	0	2896	707	9018
APPROACH □ 's :	#DIV□0!	#DIV□0!	#DIV□0!	33.81□	0.00□	66.19□	23.90□	76.10□	0.00□	0.00□	80.38□	19.62□	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	68	0	153	305	1378	0	0	1090	219	3213
PEAK HR FACTOR :		0.000			0.850			0.954			0.914		0.959

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□063 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

AM

NS□EW Streets:	Sepulveda Blvd			Sepulveda Blvd			Pico Blvd			Pico Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	51	287	27	21	56	11	19	140	15	38	211	29	905
7:15 AM	65	306	44	16	76	17	16	153	12	46	266	20	1037
7:30 AM	67	332	41	14	52	9	17	215	17	47	298	16	1125
7:45 AM	67	288	49	17	90	26	21	282	23	53	295	23	1234
8:00 AM	62	283	42	16	101	12	21	297	17	53	312	19	1235
8:15 AM	59	281	53	18	116	18	20	304	20	31	279	30	1229
8:30 AM	70	242	59	20	94	21	23	328	25	34	283	26	1225
8:45 AM	71	218	56	16	91	32	17	331	28	35	269	27	1191
9:00 AM	77	203	39	18	101	18	20	308	25	23	276	23	1131
9:15 AM	49	185	42	21	105	17	16	269	26	40	259	21	1050
9:30 AM	40	176	47	17	112	19	17	251	24	64	231	22	1020
9:45 AM	57	142	40	13	108	18	20	206	21	53	225	19	922
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	735	2943	539	207	1102	218	227	3084	253	517	3204	275	13304
APPROACH □ 's :	17.43□	69.79□	12.78□	13.56□	72.17□	14.28□	6.37□	86.53□	7.10□	12.94□	80.18□	6.88□	

PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	258	1094	203	71	401	77	85	1211	85	171	1169	98	4923
PEAK HR FACTOR :		0.962			0.903			0.918			0.936		0.997

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□063 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

PM

NS□EW Streets:	Sepulveda Blvd			Sepulveda Blvd			Pico Blvd			Pico Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	48	130	20	26	222	23	18	231	28	76	279	28	1129
3:15 PM	60	134	21	16	232	32	24	243	26	53	215	25	1081
3:30 PM	54	199	51	17	230	18	28	244	20	80	215	19	1175
3:45 PM	66	225	59	18	220	29	29	257	36	62	182	18	1201
4:00 PM	53	221	62	24	213	24	26	236	30	72	204	24	1189
4:15 PM	52	226	54	18	222	29	28	230	35	85	190	11	1180
4:30 PM	40	214	46	18	206	22	19	221	28	95	183	15	1107
4:45 PM	56	197	38	14	223	23	42	257	34	82	209	18	1193
5:00 PM	45	202	46	18	214	26	21	277	39	95	211	20	1214
5:15 PM	50	245	49	18	254	26	21	324	29	100	223	14	1353
5:30 PM	43	188	45	11	222	37	13	303	39	117	303	14	1335
5:45 PM	50	248	48	13	230	36	23	308	52	102	229	17	1356
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	617	2429	539	211	2688	325	292	3131	396	1019	2643	223	14513
APPROACH □ 's :	17.21□	67.75□	15.03□	6.54□	83.37□	10.08□	7.65□	81.98□	10.37□	26.23□	68.03□	5.74□	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	188	883	188	60	920	125	78	1212	159	414	966	65	5258
PEAK HR FACTOR :		0.910			0.927			0.946			0.832		0.969

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□064 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

AM

NS□EW Streets:	Sepulveda Blvd			Sepulveda Blvd			Exposition Blvd			Exposition Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	12	364	3	0	100	2	1	8	2	1	0	12	505
7:15 AM	16	417	10	0	128	6	2	9	7	1	1	21	618
7:30 AM	14	421	9	0	121	5	2	20	5	0	1	37	635
7:45 AM	14	354	10	0	131	11	0	16	8	2	5	39	590
8:00 AM	11	348	7	1	159	12	2	19	9	0	1	28	597
8:15 AM	11	338	3	0	142	9	0	11	1	1	1	42	559
8:30 AM	8	314	7	0	147	14	6	19	11	0	1	47	574
8:45 AM	15	295	8	0	149	20	0	19	12	0	2	38	558
9:00 AM	10	279	1	0	145	15	0	13	7	0	10	56	536
9:15 AM	11	246	2	0	140	14	3	15	8	0	4	45	488
9:30 AM	14	218	10	0	177	16	4	16	15	0	2	50	522
9:45 AM	17	184	4	0	158	23	3	19	9	1	3	55	476
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	153	3778	74	1	1697	147	23	184	94	6	31	470	6658
APPROACH □ 's :	3.82□	94.33□	1.85□	0.05□	91.98□	7.97□	7.64□	61.13□	31.23□	1.18□	6.11□	92.70□	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	55	1540	36	1	539	34	6	64	29	3	8	125	2440
PEAK HR FACTOR :		0.918			0.834			0.825			0.739		0.961

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□064 **Day:** TUESDAY

City: City of Los Angeles **Date:** 5□14□2013

PM

NS□EW Streets:	Sepulveda Blvd			Sepulveda Blvd			Exposition Blvd			Exposition Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	24	164	8	0	297	18	3	28	23	2	0	27	594
3:15 PM	18	166	12	1	300	20	3	29	27	2	2	18	598
3:30 PM	21	263	9	0	312	22	3	40	19	1	8	43	741
3:45 PM	15	322	10	0	298	17	5	45	18	1	4	21	756
4:00 PM	12	280	5	0	309	13	5	43	29	1	4	28	729
4:15 PM	14	279	9	0	320	15	5	46	24	1	3	23	739
4:30 PM	16	289	10	0	368	10	1	40	16	1	3	27	781
4:45 PM	15	259	7	1	340	16	6	31	29	2	0	16	722
5:00 PM	16	276	3	0	352	10	1	46	29	0	3	32	768
5:15 PM	11	300	2	0	362	10	5	40	28	5	1	15	779
5:30 PM	18	268	4	0	380	11	1	52	29	1	1	19	784
5:45 PM	22	292	3	0	362	16	4	40	24	0	2	26	791
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	202	3158	82	2	4000	178	42	480	295	17	31	295	8782
APPROACH □ 's :	5.87□	91.75□	2.38□	0.05□	95.69□	4.26□	5.14□	58.75□	36.11□	4.96□	9.04□	86.01□	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	67	1136	12	0	1456	47	11	178	110	6	7	92	3122
PEAK HR FACTOR :		0.958			0.961			0.912			0.750		0.987

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□065 **Day:** THURSDAY

City: City of Los Angeles **Date:** 5□16□2013

AM

NS□EW Streets:	I-405 NB Off Ramp			I-405 NB Off Ramp			National Blvd			National Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	76	0	81			3		130			153	0	443
7:15 AM	66	0	86			3		173			215	1	544
7:30 AM	95	0	124			1		212			271	0	703
7:45 AM	108	0	146			4		220			307	0	785
8:00 AM	130	0	143			0		271			278	0	822
8:15 AM	102	1	149			1		246			270	1	770
8:30 AM	98	1	168			3		279			275	0	824
8:45 AM	137	1	152			1		260			294	3	848
9:00 AM	97	0	123			2		239			284	1	746
9:15 AM	123	0	104			0		205			249	1	682
9:30 AM	95	0	96			1		167			250	0	609
9:45 AM	91	0	108			1		172			220	0	592
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1218	3	1480	0	0	20	0	2574	0	0	3066	7	8368
APPROACH □ 's :	45.09□	0.11□	54.79□	0.00□	0.00□	100.00□	0.00□	100.00□	0.00□	0.00□	99.77□	0.23□	

PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	467	3	612	0	0	5	0	1056	0	0	1117	4	3264
PEAK HR FACTOR :		0.933			0.417			0.946			0.944		0.962

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□065 **Day:** THURSDAY

City: City of Los Angeles **Date:** 5□16□2013

PM

NS□EW Streets:	I-405 NB Off Ramp			I-405 NB Off Ramp			National Blvd			National Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	58	2	87			4		232			275	0	658
3:15 PM	43	1	85			6		247			300	1	683
3:30 PM	50	1	85			2		250			296	0	684
3:45 PM	45	0	83			6		267			297	2	700
4:00 PM	32	0	64			7		274			286	3	666
4:15 PM	33	0	85			8		267			287	3	683
4:30 PM	36	0	94			15		266			300	0	711
4:45 PM	58	1	92			13		274			310	1	749
5:00 PM	58	0	102			15		278			309	0	762
5:15 PM	59	0	107			16		283			308	1	774
5:30 PM	70	0	123			8		236			291	0	728
5:45 PM	72	1	117			11		255			298	4	758

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	614	6	1124	0	0	111	0	3129	0	0	3557	15	8556
APPROACH □ 's :	35.21□	0.34□	64.45□	0.00□	0.00□	100.00□	0.00□	100.00□	0.00□	0.00□	99.58□	0.42□	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	259	1	449	0	0	50	0	1052	0	0	1206	5	3022
PEAK HR FACTOR :		0.918			0.781			0.929			0.980		0.976

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□066 **Day:** THURSDAY

City: City of Los Angeles **Date:** 5□16□2013

AM

NS□EW Streets:	Sepulveda Blvd			Sepulveda Blvd			National Blvd			National Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	54	265	55	16	62	26	47	145	14	6	75	17	782
7:15 AM	57	285	68	12	66	28	60	186	10	11	131	21	935
7:30 AM	69	326	68	13	71	39	65	231	27	11	162	16	1098
7:45 AM	66	296	46	8	61	39	80	237	29	17	201	21	1101
8:00 AM	60	260	77	19	68	40	85	292	29	12	177	22	1141
8:15 AM	55	322	64	15	74	47	90	257	51	17	170	15	1177
8:30 AM	57	322	70	17	63	50	99	286	40	14	169	16	1203
8:45 AM	64	270	66	14	77	50	87	297	34	14	181	12	1166
9:00 AM	71	301	84	14	59	48	78	245	37	24	164	21	1146
9:15 AM	55	283	59	21	91	54	62	203	26	14	142	27	1037
9:30 AM	62	275	64	28	72	43	53	181	28	13	144	20	983
9:45 AM	61	214	66	20	100	46	65	172	25	21	112	23	925
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	731	3419	787	197	864	510	871	2732	350	174	1828	231	12694
APPROACH □ 's :	14.81□	69.25□	15.94□	12.54□	55.00□	32.46□	22.03□	69.11□	8.85□	7.79□	81.86□	10.34□	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	247	1215	284	60	273	195	354	1085	162	69	684	64	4692
PEAK HR FACTOR :		0.957			0.936			0.942			0.977		0.975

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□066 **Day:** THURSDAY

City: City of Los Angeles **Date:** 5□16□2013

PM

NS□EW Streets:	Sepulveda Blvd			Sepulveda Blvd			National Blvd			National Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	68	203	36	23	142	13	26	205	74	52	195	37	1074
3:15 PM	75	204	34	23	180	14	29	211	73	59	210	43	1155
3:30 PM	59	212	39	24	181	14	19	223	81	38	222	52	1164
3:45 PM	68	214	46	28	177	19	25	231	84	53	213	45	1203
4:00 PM	73	235	41	24	164	16	31	211	90	49	208	41	1183
4:15 PM	59	234	40	21	174	25	32	233	81	51	207	53	1210
4:30 PM	67	238	41	26	187	11	24	231	90	47	213	48	1223
4:45 PM	56	259	47	19	175	11	37	220	86	37	243	43	1233
5:00 PM	69	259	37	23	175	11	32	239	85	45	230	43	1248
5:15 PM	72	263	44	21	183	12	34	238	81	47	224	45	1264
5:30 PM	73	244	34	25	196	5	33	234	79	45	212	49	1229
5:45 PM	83	269	41	20	178	8	36	240	71	43	212	46	1247
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	822	2834	480	277	2112	159	358	2716	975	566	2589	545	14433
APPROACH □ 's :	19.87□	68.52□	11.61□	10.87□	82.89□	6.24□	8.84□	67.08□	24.08□	15.30□	69.97□	14.73□	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	297	1035	156	89	732	36	135	951	316	180	878	183	4988
PEAK HR FACTOR :		0.947			0.948			0.985			0.976		0.987

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□067 **Day:** THURSDAY

City: City of Los Angeles **Date:** 5□16□2013

AM

NS□EW Streets:	Westwood Blvd			Westwood Blvd			Olympic Blvd			Olympic Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	12	159	7	7	76	6	12	188	9	18	304	34	832
7:15 AM	17	189	9	20	51	20	15	240	14	12	428	42	1057
7:30 AM	14	278	18	22	131	27	6	301	11	9	502	28	1347
7:45 AM	29	267	14	30	139	36	14	393	15	10	528	28	1503
8:00 AM	27	276	22	27	128	35	14	432	21	20	538	32	1572
8:15 AM	24	241	25	28	138	35	12	585	15	8	523	32	1666
8:30 AM	29	266	28	18	125	20	19	525	19	18	493	39	1599
8:45 AM	16	222	20	43	125	22	13	575	17	18	537	33	1641
9:00 AM	22	215	21	38	126	28	24	541	21	16	433	29	1514
9:15 AM	18	226	22	28	113	29	18	505	23	23	506	29	1540
9:30 AM	27	201	20	22	99	26	18	397	18	31	474	37	1370
9:45 AM	24	172	15	33	133	35	18	422	21	18	453	42	1386
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	259	2712	221	316	1384	319	183	5104	204	201	5719	405	17027
APPROACH □ 's :	8.11□	84.96□	6.92□	15.65□	68.55□	15.80□	3.33□	92.95□	3.72□	3.18□	90.42□	6.40□	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	96	1005	95	116	516	112	58	2117	72	64	2091	136	6478
PEAK HR FACTOR :		0.920			0.925			0.918			0.971		0.972

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□067 **Day:** THURSDAY

City: City of Los Angeles **Date:** 5□16□2013

PM

NS□EW Streets:	Westwood Blvd			Westwood Blvd			Olympic Blvd			Olympic Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	16	153	29	42	224	31	33	335	30	28	462	22	1405
3:15 PM	35	165	36	51	238	37	15	329	25	31	448	21	1431
3:30 PM	15	180	15	39	230	40	23	387	25	26	443	36	1459
3:45 PM	20	181	23	40	265	36	19	393	50	33	467	29	1556
4:00 PM	23	195	35	36	262	56	18	365	27	29	497	34	1577
4:15 PM	21	184	18	55	281	42	20	308	19	40	440	37	1465
4:30 PM	19	192	30	47	245	37	16	319	34	25	458	36	1458
4:45 PM	18	203	25	36	250	26	17	331	18	32	523	31	1510
5:00 PM	26	235	25	44	298	45	15	371	21	30	582	36	1728
5:15 PM	21	221	30	32	261	39	12	298	9	33	566	33	1555
5:30 PM	22	236	33	35	255	45	17	419	23	31	536	26	1678
5:45 PM	18	178	15	36	237	39	13	296	16	19	505	28	1400
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	254	2323	314	493	3046	473	218	4151	297	357	5927	369	18222
APPROACH □ 's :	8.79□	80.35□	10.86□	12.29□	75.92□	11.79□	4.67□	88.96□	6.37□	5.37□	89.09□	5.55□	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	87	895	113	147	1064	155	61	1419	71	126	2207	126	6471
PEAK HR FACTOR :		0.941			0.882			0.845			0.949		0.936

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□068 **Day:** THURSDAY

City: City of Los Angeles **Date:** 5□16□2013

AM

NS□EW Streets:	Westwood Blvd			Westwood Blvd			Pico Blvd			Pico Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	14	112	18	16	54	13	15	133	12	4	217	48	656
7:15 AM	26	134	23	16	52	14	20	164	14	8	253	59	783
7:30 AM	32	224	28	24	86	20	36	197	14	9	282	59	1011
7:45 AM	37	188	15	33	94	20	36	254	10	15	318	61	1081
8:00 AM	37	232	39	41	114	21	41	303	11	10	312	72	1233
8:15 AM	35	202	39	37	98	19	29	293	12	14	310	68	1156
8:30 AM	31	202	38	31	88	18	60	365	7	9	333	70	1252
8:45 AM	28	176	33	30	81	21	46	331	8	18	297	46	1115
9:00 AM	35	215	37	29	87	17	26	346	11	10	328	75	1216
9:15 AM	20	163	23	33	76	19	24	255	14	15	267	59	968
9:30 AM	29	188	37	40	62	30	37	253	15	19	247	46	1003
9:45 AM	30	158	30	36	92	23	42	251	33	24	281	55	1055
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	354	2194	360	366	984	235	412	3145	161	155	3445	718	12529
APPROACH □ 's :	12.17□	75.45□	12.38□	23.09□	62.08□	14.83□	11.08□	84.59□	4.33□	3.59□	79.78□	16.63□	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	131	812	149	139	381	79	176	1292	38	51	1252	256	4756
PEAK HR FACTOR :		0.886			0.851			0.872			0.946		0.950

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□068 **Day:** THURSDAY

City: City of Los Angeles **Date:** 5□16□2013

PM

NS□EW Streets:	Westwood Blvd			Westwood Blvd			Pico Blvd			Pico Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	27	102	20	40	193	36	33	221	43	40	272	47	1074
3:15 PM	27	120	19	45	181	30	30	214	30	57	273	49	1075
3:30 PM	33	123	29	47	201	29	26	251	47	44	278	53	1161
3:45 PM	29	119	22	34	223	37	24	205	40	41	256	71	1101
4:00 PM	35	135	30	47	253	37	27	269	39	45	236	66	1219
4:15 PM	27	131	19	32	211	41	34	230	38	42	276	77	1158
4:30 PM	29	158	24	42	260	30	40	301	44	36	233	61	1258
4:45 PM	23	145	23	42	216	27	36	243	35	59	309	78	1236
5:00 PM	31	169	36	24	248	37	46	278	53	64	263	55	1304
5:15 PM	30	130	25	31	233	31	39	240	33	71	300	73	1236
5:30 PM	34	178	26	18	214	24	40	289	66	61	252	60	1262
5:45 PM	18	141	29	25	187	23	42	291	55	80	266	46	1203
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	343	1651	302	427	2620	382	417	3032	523	640	3214	736	14287
APPROACH □ 's :	14.94□	71.91□	13.15□	12.45□	76.41□	11.14□	10.50□	76.33□	13.17□	13.94□	70.02□	16.03□	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	118	622	110	115	911	119	161	1050	187	255	1124	266	5038
PEAK HR FACTOR :		0.893			0.926			0.885			0.922		0.966

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□069 **Day:** THURSDAY

City: City of Los Angeles **Date:** 5□16□2013

AM

NS□EW Streets:	Westwood Blvd			Westwood Blvd			Exposition Blvd (South)			Exposition Blvd (South)			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	2	145	1		66	1	3		4	0	2	0	224
7:15 AM	0	179	0		66	4	0		4	0	0	0	253
7:30 AM	4	259	0		103	0	4		7	1	0	0	378
7:45 AM	3	271	1		118	4	1		5	0	0	0	403
8:00 AM	2	294	1		144	3	3		9	0	0	0	456
8:15 AM	1	293	0		127	7	3		3	0	0	0	434
8:30 AM	2	251	0		111	3	2		10	0	0	0	379
8:45 AM	3	261	0		106	12	1		13	0	0	0	396
9:00 AM	9	257	1		116	1	0		5	0	0	0	389
9:15 AM	5	235	0		102	5	0		9	1	0	0	357
9:30 AM	2	211	1		108	3	1		3	0	0	0	329
9:45 AM	4	244	2		121	5	3		5	0	0	2	386
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	37	2900	7	0	1288	48	21	0	77	2	2	2	4384
APPROACH □ 's :	1.26□	98.51□	0.24□	0.00□	96.41□	3.59□	21.43□	0.00□	78.57□	33.33□	33.33□	33.33□	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	8	1109	2	0	500	17	9	0	27	0	0	0	1672
PEAK HR FACTOR :		0.942			0.879			0.750			0.000		0.917

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□069 **Day:** THURSDAY

City: City of Los Angeles **Date:** 5□16□2013

PM

NS□EW Streets:	Westwood Blvd			Westwood Blvd			Exposition Blvd (South)			Exposition Blvd (South)			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	5	136	0	1	255	2	0	1	11	1	0	0	412
3:15 PM	10	166	0	0	247	8	2	0	9	0	0	0	442
3:30 PM	8	152	0	0	249	7	2	0	16	0	0	0	434
3:45 PM	5	156	0	0	261	10	7	0	18	0	0	0	457
4:00 PM	14	165	1	0	301	6	2	0	15	1	0	0	505
4:15 PM	3	171	1	2	280	5	4	0	14	0	0	0	480
4:30 PM	9	162	1	0	305	4	5	0	16	0	0	0	502
4:45 PM	11	193	0	0	307	9	5	0	18	0	0	0	543
5:00 PM	12	187	1	0	315	5	3	0	19	0	1	0	543
5:15 PM	14	185	1	0	371	9	5	0	14	0	0	1	600
5:30 PM	6	173	0	0	336	14	7	0	17	1	0	0	554
5:45 PM	9	164	1	0	350	5	4	0	22	1	0	0	556
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	106	2010	6	3	3577	84	46	1	189	4	1	1	6028
APPROACH □ 's :	5.00□	94.72□	0.28□	0.08□	97.63□	2.29□	19.49□	0.42□	80.08□	66.67□	16.67□	16.67□	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	41	709	3	0	1372	33	19	0	72	2	1	1	2253
PEAK HR FACTOR :		0.941			0.924			0.875			1.000		0.939

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□070 **Day:** THURSDAY

City: City of Los Angeles **Date:** 5□16□2013

AM

NS□EW Streets:	Westwood Blvd			Westwood Blvd			National Blvd			National Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	20	72	5	25	24	10	54	128	14	0	59	35	446
7:15 AM	35	85	1	31	31	14	78	124	10	1	69	23	502
7:30 AM	49	141	2	29	26	20	61	139	15	0	78	36	596
7:45 AM	62	153	3	24	57	37	52	150	29	1	91	29	688
8:00 AM	56	116	3	30	75	25	64	168	29	5	96	33	700
8:15 AM	39	124	6	20	56	30	87	195	46	11	90	29	733
8:30 AM	63	121	6	32	62	27	84	207	34	3	100	31	770
8:45 AM	59	125	6	26	58	37	65	223	21	5	81	41	747
9:00 AM	54	117	10	33	62	47	84	203	31	2	99	37	779
9:15 AM	35	98	2	45	50	32	70	183	30	9	94	35	683
9:30 AM	59	127	8	47	70	37	108	238	34	13	118	71	930
9:45 AM	39	83	4	30	54	29	78	149	24	5	75	47	617
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	570	1362	56	372	625	345	885	2107	317	55	1050	447	8191
APPROACH □ 's :	28.67□	68.51□	2.82□	27.72□	46.57□	25.71□	26.75□	63.67□	9.58□	3.54□	67.65□	28.80□	
PEAK HR START TIME :	845 AM												TOTAL
PEAK HR VOL :	207	467	26	151	240	153	327	847	116	29	392	184	3139
PEAK HR FACTOR :		0.902			0.883			0.849			0.749		0.844

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□070 **Day:** THURSDAY

City: City of Los Angeles **Date:** 5□16□2013

PM

NS□EW Streets:	Westwood Blvd			Westwood Blvd			National Blvd			National Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	35	73	3	54	171	96	50	157	64	12	101	58	874
3:15 PM	21	63	4	45	137	86	49	174	49	9	142	32	811
3:30 PM	33	61	6	54	134	93	58	159	69	10	135	38	850
3:45 PM	15	60	1	50	152	86	60	160	60	7	168	32	851
4:00 PM	28	52	9	47	134	87	50	134	66	14	131	51	803
4:15 PM	24	43	2	52	138	89	53	146	85	17	118	37	804
4:30 PM	29	46	2	50	172	108	52	164	78	12	109	64	886
4:45 PM	24	54	4	38	168	84	41	153	73	14	141	47	841
5:00 PM	20	53	2	41	153	100	37	170	76	12	133	59	856
5:15 PM	18	56	3	45	173	91	38	154	90	11	131	54	864
5:30 PM	21	56	2	55	171	124	46	171	70	15	127	36	894
5:45 PM	21	54	5	41	182	113	48	163	71	9	116	55	878
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	289	671	43	572	1885	1157	582	1905	851	142	1552	563	10212
APPROACH □ 's :	28.81□	66.90□	4.29□	15.83□	52.16□	32.01□	17.44□	57.07□	25.49□	6.29□	68.76□	24.94□	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	80	219	12	182	679	428	169	658	307	47	507	204	3492
PEAK HR FACTOR :		0.972			0.921			0.988			0.929		0.977

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□071 **Day:** THURSDAY

City: City of Los Angeles **Date:** 5□16□2013

AM

NS□EW Streets:	Military Ave			Military Ave			National Blvd			National Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	5	7	11	5	1	12	15	177	3	4	102	1	343
7:15 AM	13	12	12	11	6	15	15	228	3	6	148	4	473
7:30 AM	10	31	22	7	8	15	16	276	4	7	171	9	576
7:45 AM	9	35	16	7	10	20	27	246	4	26	208	13	621
8:00 AM	32	31	23	5	16	17	42	269	9	26	186	9	665
8:15 AM	18	43	23	8	6	15	32	282	2	13	167	10	619
8:30 AM	14	41	20	9	4	19	40	304	3	13	160	10	637
8:45 AM	19	25	14	7	10	20	34	312	5	9	194	11	660
9:00 AM	14	31	17	6	4	13	31	306	1	9	193	9	634
9:15 AM	12	24	12	4	8	18	30	231	4	0	153	5	501
9:30 AM	5	11	11	9	4	8	16	226	2	2	161	4	459
9:45 AM	7	12	14	3	4	13	25	218	1	7	154	3	461
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	158	303	195	81	81	185	323	3075	41	122	1997	88	6649
APPROACH □ 's :	24.09□	46.19□	29.73□	23.34□	23.34□	53.31□	9.39□	89.42□	1.19□	5.53□	90.48□	3.99□	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	83	140	80	29	36	71	148	1167	19	61	707	40	2581
PEAK HR FACTOR :		0.881			0.895			0.950			0.914		0.970

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□071 **Day:** THURSDAY

City: City of Los Angeles **Date:** 5□16□2013

PM

NS□EW Streets:	Military Ave			Military Ave			National Blvd			National Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	9	13	15	12	18	15	17	246	4	15	241	6	611
3:15 PM	8	17	10	15	25	35	19	237	3	14	253	5	641
3:30 PM	10	8	5	12	26	35	11	255	6	18	261	4	651
3:45 PM	10	7	7	9	25	36	17	271	1	21	254	4	662
4:00 PM	6	10	8	12	30	30	12	254	3	19	235	3	622
4:15 PM	7	12	6	10	35	43	10	266	4	16	228	7	644
4:30 PM	10	10	18	6	43	45	16	281	6	24	233	3	695
4:45 PM	4	11	6	21	44	53	18	266	2	23	243	6	697
5:00 PM	7	14	6	29	52	51	14	269	7	33	235	8	725
5:15 PM	4	12	12	18	61	56	19	263	10	29	234	5	723
5:30 PM	2	9	13	22	65	48	9	255	10	42	237	10	722
5:45 PM	6	9	4	23	59	55	21	271	6	41	221	7	723
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	83	132	110	189	483	502	183	3134	62	295	2875	68	8116
APPROACH □ 's :	25.54□	40.62□	33.85□	16.10□	41.14□	42.76□	5.42□	92.75□	1.83□	9.11□	88.79□	2.10□	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	19	44	35	92	237	210	63	1058	33	145	927	30	2893
PEAK HR FACTOR :		0.875			0.984			0.968			0.953		0.998

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□072 **Day:** THURSDAY

City: City of Los Angeles **Date:** 5□16□2013

AM

NS□EW Streets:	Overland Ave			Overland Ave			Pico Blvd			Pico Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	56	88	153	0	72	3	1	123	22	65	183	2	768
7:15 AM	63	107	164	12	91	6	6	137	27	64	220	24	921
7:30 AM	85	107	167	3	79	7	8	206	25	117	282	6	1092
7:45 AM	62	170	212	7	92	8	5	238	26	115	293	6	1234
8:00 AM	77	114	201	4	89	7	15	293	41	104	287	6	1238
8:15 AM	60	148	241	7	106	6	9	319	30	114	329	9	1378
8:30 AM	92	135	228	8	106	8	16	340	35	120	298	10	1396
8:45 AM	73	120	191	6	86	6	15	337	28	102	291	4	1259
9:00 AM	73	150	252	10	100	13	15	331	36	111	307	7	1405
9:15 AM	98	148	257	7	99	9	11	239	37	105	245	4	1259
9:30 AM	75	139	231	5	98	10	12	252	35	112	237	5	1211
9:45 AM	75	137	198	8	78	4	12	225	45	113	293	7	1195
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	889	1563	2495	77	1096	87	125	3040	387	1242	3265	90	14356
APPROACH □ 's :	17.97□	31.59□	50.43□	6.11□	86.98□	6.90□	3.52□	85.59□	10.90□	27.02□	71.02□	1.96□	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	298	553	912	31	398	33	55	1327	129	447	1225	30	5438
PEAK HR FACTOR :		0.928			0.939			0.966			0.941		0.968

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□072 **Day:** THURSDAY

City: City of Los Angeles **Date:** 5□16□2013

PM

NS□EW Streets:	Overland Ave			Overland Ave			Pico Blvd			Pico Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	77	127	145	7	141	10	13	201	53	168	257	15	1214
3:15 PM	59	122	155	15	132	5	13	212	65	180	287	11	1256
3:30 PM	84	114	139	12	138	6	15	234	52	142	262	12	1210
3:45 PM	92	112	120	8	118	10	14	216	64	152	240	11	1157
4:00 PM	81	103	128	12	142	6	10	231	52	154	242	7	1168
4:15 PM	84	121	126	14	136	6	19	244	45	181	308	10	1294
4:30 PM	103	130	149	12	162	13	23	231	71	142	242	10	1288
4:45 PM	84	100	102	4	148	5	14	246	59	157	282	5	1206
5:00 PM	80	149	138	10	143	4	12	262	57	196	322	4	1377
5:15 PM	76	134	133	6	147	8	8	251	61	216	331	4	1375
5:30 PM	77	121	150	14	172	10	17	241	58	164	327	7	1358
5:45 PM	54	117	106	13	147	11	15	259	59	193	330	21	1325
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	951	1450	1591	127	1726	94	173	2828	696	2045	3430	117	15228
APPROACH □ 's :	23.82□	36.32□	39.85□	6.52□	88.65□	4.83□	4.68□	76.49□	18.83□	36.57□	61.34□	2.09□	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	287	521	527	43	609	33	52	1013	235	769	1310	36	5435
PEAK HR FACTOR :		0.909			0.874			0.976			0.960		0.987

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□073 **Day:** THURSDAY

City: City of Los Angeles **Date:** 5□16□2013

AM

NS□EW Streets:	Overland Ave			Overland Ave			National Blvd□I-10 WB On□Off Ramps			National Blvd□I-10 WB On□Off Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	6	191	145	80	115	11	49	20	93	13	85	110	918
7:15 AM	8	222	174	78	131	11	37	30	79	12	63	79	924
7:30 AM	10	266	193	89	159	15	57	17	75	12	71	78	1042
7:45 AM	9	293	176	75	191	15	37	17	55	16	60	62	1006
8:00 AM	10	298	163	58	177	16	60	18	84	17	70	67	1038
8:15 AM	11	309	146	72	169	12	63	24	88	26	75	82	1077
8:30 AM	14	294	154	97	174	20	135	28	112	22	90	113	1253
8:45 AM	8	303	161	55	157	26	102	17	85	13	79	78	1084
9:00 AM	9	271	179	85	161	28	126	31	99	11	89	95	1184
9:15 AM	10	276	148	111	157	27	85	26	113	14	96	70	1133
9:30 AM	2	258	129	87	150	16	92	23	115	20	98	71	1061
9:45 AM	14	243	180	84	161	18	73	29	98	25	95	86	1106
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	111	3224	1948	971	1902	215	916	280	1096	201	971	991	12826
APPROACH □ 's :	2.10□	61.03□	36.87□	31.44□	61.59□	6.96□	39.97□	12.22□	47.82□	9.29□	44.89□	45.82□	
PEAK HR START TIME :	830 AM												TOTAL
PEAK HR VOL :	41	1144	642	348	649	101	448	102	409	60	354	356	4654
PEAK HR FACTOR :		0.968			0.931			0.872			0.856		0.929

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□073 **Day:** THURSDAY

City: City of Los Angeles **Date:** 5□16□2013

PM

NS□EW Streets:	Overland Ave			Overland Ave			National Blvd□I-10 WB On□Off Ramps			National Blvd□I-10 WB On□Off Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	5	168	105	83	294	29	60	22	123	46	126	118	1179
3:15 PM	7	200	109	99	219	34	70	36	145	60	132	113	1224
3:30 PM	8	196	117	125	263	33	68	33	151	31	158	138	1321
3:45 PM	11	194	98	106	237	34	53	31	153	53	176	149	1295
4:00 PM	12	203	105	99	258	24	38	18	129	56	148	122	1212
4:15 PM	13	202	114	112	277	33	70	17	116	60	108	163	1285
4:30 PM	14	186	126	118	295	31	73	28	107	63	127	161	1329
4:45 PM	13	174	103	127	279	28	60	19	110	63	142	178	1296
5:00 PM	11	197	111	127	272	21	70	23	126	58	99	138	1253
5:15 PM	16	159	101	131	320	26	64	33	132	49	143	161	1335
5:30 PM	13	145	107	115	327	24	58	35	126	57	128	169	1304
5:45 PM	15	128	91	117	309	18	66	24	125	67	154	157	1271
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	138	2152	1287	1359	3350	335	750	319	1543	663	1641	1767	15304
APPROACH □ 's :	3.86□	60.16□	35.98□	26.94□	66.42□	6.64□	28.71□	12.21□	59.07□	16.29□	40.31□	43.40□	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	54	716	441	503	1166	106	267	103	475	233	511	638	5213
PEAK HR FACTOR :		0.929			0.930			0.922			0.902		0.976

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□074 **Day:** THURSDAY

City: City of Los Angeles **Date:** 5□16□2013

AM

NS□EW Streets:	Overland Ave			Overland Ave			I-10 EB On Ramp			I-10 EB On Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM		367	142	171	47								727
7:15 AM		406	132	163	64								765
7:30 AM		483	159	152	95								889
7:45 AM		472	91	174	99								836
8:00 AM		490	93	165	117								865
8:15 AM		474	91	179	109								853
8:30 AM		465	81	180	123								849
8:45 AM		463	76	156	104								799
9:00 AM		452	91	165	116								824
9:15 AM		426	82	206	91								805
9:30 AM		418	89	174	102								783
9:45 AM		436	64	179	100								779

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	5352	1191	2064	1167	0	0	0	0	0	0	0	9774
APPROACH □ 's :	0.00□	81.80□	18.20□	63.88□	36.12□	0.00□	#DIV□0!	#DIV□0!	#DIV□0!	#DIV□0!	#DIV□0!	#DIV□0!	

PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	1919	434	670	420	0	0	0	0	0	0	0	3443
PEAK HR FACTOR :		0.916			0.946			0.000			0.000		0.968

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□074 **Day:** THURSDAY

City: City of Los Angeles **Date:** 5□16□2013

PM

NS□EW Streets:	Overland Ave			Overland Ave			I-10 EB On Ramp			I-10 EB On Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM		262	116	209	252								839
3:15 PM		318	101	183	258								860
3:30 PM		333	71	219	243								866
3:45 PM		314	73	195	232								814
4:00 PM		317	92	206	246								861
4:15 PM		331	109	206	234								880
4:30 PM		320	100	185	283								888
4:45 PM		294	102	157	294								847
5:00 PM		318	113	186	278								895
5:15 PM		259	105	211	278								853
5:30 PM		261	101	228	265								855
5:45 PM		229	114	181	319								843
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	3556	1197	2366	3182	0	0	0	0	0	0	0	10301
APPROACH □ 's :	0.00□	74.82□	25.18□	42.65□	57.35□	0.00□	#DIV□0!	#DIV□0!	#DIV□0!	#DIV□0!	#DIV□0!	#DIV□0!	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	0	1263	424	734	1089	0	0	0	0	0	0	0	3510
PEAK HR FACTOR :		0.959			0.974			0.000			0.000		0.980

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□075 **Day:** THURSDAY

City: City of Los Angeles **Date:** 5□16□2013

AM

NS□EW Streets:	Overland Ave			Overland Ave			National Pl			National Pl			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	47	334	1	2	36	3	15	18	15	35	69	160	735
7:15 AM	79	371	1	7	67	1	9	17	19	43	94	164	872
7:30 AM	88	419	2	9	104	2	16	25	22	47	127	213	1074
7:45 AM	86	372	5	13	97	1	11	38	50	64	151	175	1063
8:00 AM	75	421	1	11	93	16	10	45	80	48	114	166	1080
8:15 AM	55	399	3	8	98	9	13	38	40	44	103	159	969
8:30 AM	65	404	1	8	120	4	7	51	29	44	125	118	976
8:45 AM	41	382	8	7	93	8	18	69	20	47	136	132	961
9:00 AM	50	371	5	11	101	5	13	84	48	53	143	147	1031
9:15 AM	24	343	9	8	94	4	13	55	36	52	103	144	885
9:30 AM	32	324	11	6	91	8	16	68	34	57	111	161	919
9:45 AM	41	321	7	5	87	7	15	55	31	68	95	165	897
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	683	4461	54	95	1081	68	156	563	424	602	1371	1904	11462
APPROACH □ 's :	13.14□	85.82□	1.04□	7.64□	86.90□	5.47□	13.65□	49.26□	37.10□	15.53□	35.36□	49.11□	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	304	1611	11	41	392	28	50	146	192	203	495	713	4186
PEAK HR FACTOR :		0.946			0.960			0.719			0.904		0.969

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□075 **Day:** THURSDAY

City: City of Los Angeles **Date:** 5□16□2013

PM

NS□EW Streets:	Overland Ave			Overland Ave			National Pl			National Pl			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	33	249	7	25	233	8	21	101	67	38	75	100	957
3:15 PM	36	271	6	31	214	6	28	83	88	60	55	116	994
3:30 PM	31	285	7	16	206	8	26	69	107	60	54	97	966
3:45 PM	43	274	4	22	194	6	36	89	113	48	40	88	957
4:00 PM	39	268	3	34	215	2	40	98	82	53	57	87	978
4:15 PM	29	287	4	26	199	6	49	109	93	60	41	99	1002
4:30 PM	33	281	3	21	248	9	54	103	112	52	31	91	1038
4:45 PM	30	272	10	27	241	7	41	117	105	43	55	77	1025
5:00 PM	28	315	5	28	248	3	46	129	111	65	42	69	1089
5:15 PM	32	228	7	25	230	5	38	138	93	45	40	85	966
5:30 PM	41	247	8	23	238	13	45	108	113	63	22	63	984
5:45 PM	21	238	6	23	286	3	45	88	102	52	44	78	986
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	396	3215	70	301	2752	76	469	1232	1186	639	556	1050	11942
APPROACH □ 's :	10.76□	87.34□	1.90□	9.62□	87.95□	2.43□	16.25□	42.67□	41.08□	28.46□	24.77□	46.77□	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	120	1155	22	102	936	25	190	458	421	220	169	336	4154
PEAK HR FACTOR :		0.932			0.953			0.934			0.906		0.954

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□076 **Day:** THURSDAY

City: City of Los Angeles **Date:** 5□16□2013

AM

NS□EW Streets:	I-10 WB Off Ramp			I-10 WB Off Ramp			National Blvd			National Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM				47		115		21			147		330
7:15 AM				53		124		26			187		390
7:30 AM				76		165		35			215		491
7:45 AM				78		169		51			230		528
8:00 AM				59		157		54			164		434
8:15 AM				54		126		43			173		396
8:30 AM				83		123		67			180		453
8:45 AM				70		132		80			194		476
9:00 AM				103		192		99			167		561
9:15 AM				97		179		81			133		490
9:30 AM				88		187		83			158		516
9:45 AM				72		168		67			146		453

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	880	0	1837	0	707	0	0	2094	0	5518
APPROACH □ 's :	#DIV□0!	#DIV□0!	#DIV□0!	32.39□	0.00□	67.61□	0.00□	100.00□	0.00□	0.00□	100.00□	0.00□	

PEAK HR START TIME :	845 AM												TOTAL
PEAK HR VOL :	0	0	0	358	0	690	0	343	0	0	652	0	2043
PEAK HR FACTOR :		0.000			0.888			0.866			0.840		0.910

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□076 **Day:** THURSDAY

City: City of Los Angeles **Date:** 5□16□2013

PM

NS□EW Streets:	I-10 WB Off Ramp			I-10 WB Off Ramp			National Blvd			National Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM				97		113		118			97		425
3:15 PM				94		119		117			128		458
3:30 PM				89		108		100			102		399
3:45 PM				104		105		119			81		409
4:00 PM				98		111		143			90		442
4:15 PM				111		107		152			93		463
4:30 PM				86		85		130			98		399
4:45 PM				100		98		160			82		440
5:00 PM				113		99		152			80		444
5:15 PM				101		95		163			78		437
5:30 PM				120		83		144			71		418
5:45 PM				111		108		119			87		425

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	1224	0	1231	0	1617	0	0	1087	0	5159
APPROACH □ 's :	#DIV□0!	#DIV□0!	#DIV□0!	49.86□	0.00□	50.14□	0.00□	100.00□	0.00□	0.00□	100.00□	0.00□	

PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	0	0	0	410	0	389	0	594	0	0	353	0	1746
PEAK HR FACTOR :		0.000			0.916			0.928			0.901		0.943

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□077 **Day:** THURSDAY

City: City of Los Angeles **Date:** 5□16□2013

AM

NS□EW Streets:	Sawtelle Blvd			Sawtelle Blvd			Palms Blvd			Palms Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	21	114	15	11	29	9	19	69	11	24	101	54	477
7:15 AM	22	173	28	13	42	12	13	109	8	40	121	53	634
7:30 AM	22	230	47	21	61	25	23	156	18	49	190	67	909
7:45 AM	38	213	48	30	81	30	39	155	26	54	229	69	1012
8:00 AM	27	213	39	37	59	13	38	171	13	33	205	94	942
8:15 AM	12	212	36	39	53	9	37	185	14	41	165	78	881
8:30 AM	26	224	48	34	74	4	16	199	16	30	183	71	925
8:45 AM	28	213	40	38	58	9	37	172	10	44	204	66	919
9:00 AM	15	147	42	25	55	8	28	179	10	24	194	60	787
9:15 AM	22	138	47	27	54	11	26	159	8	44	163	46	745
9:30 AM	20	103	23	35	57	14	30	137	7	25	163	48	662
9:45 AM	13	75	15	28	48	10	12	131	11	31	161	46	581
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	266	2055	428	338	671	154	318	1822	152	439	2079	752	9474
APPROACH □ 's :	9.68□	74.75□	15.57□	29.06□	57.70□	13.24□	13.87□	79.49□	6.63□	13.43□	63.58□	23.00□	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	103	862	171	140	267	56	130	710	69	158	782	312	3760
PEAK HR FACTOR :		0.950			0.821			0.963			0.889		0.929

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□077 **Day:** THURSDAY

City: City of Los Angeles **Date:** 5□16□2013

PM

NS□EW Streets:	Sawtelle Blvd			Sawtelle Blvd			Palms Blvd			Palms Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	22	123	39	52	146	26	19	208	19	41	176	45	916
3:15 PM	24	114	29	77	156	33	23	209	13	41	186	42	947
3:30 PM	15	140	36	45	148	18	22	222	29	37	188	38	938
3:45 PM	12	111	36	55	148	28	20	241	14	31	180	46	922
4:00 PM	19	112	35	72	175	16	15	255	24	26	176	39	964
4:15 PM	19	129	39	70	171	21	20	250	22	36	163	44	984
4:30 PM	17	115	32	72	178	22	18	275	10	32	187	55	1013
4:45 PM	12	102	43	77	172	17	21	263	11	34	189	32	973
5:00 PM	16	114	40	64	209	28	17	279	19	34	196	39	1055
5:15 PM	13	81	59	84	196	17	13	263	21	32	197	65	1041
5:30 PM	14	86	39	83	206	17	13	267	14	30	247	51	1067
5:45 PM	14	80	59	75	201	22	16	259	14	34	209	59	1042
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	197	1307	486	826	2106	265	217	2991	210	408	2294	555	11862
APPROACH □ 's :	9.90□	65.68□	24.42□	25.84□	65.87□	8.29□	6.35□	87.51□	6.14□	12.53□	70.43□	17.04□	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	57	361	197	306	812	84	59	1068	68	130	849	214	4205
PEAK HR FACTOR :		0.904			0.982			0.948			0.909		0.985

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□078 **Day:** THURSDAY

City: City of Los Angeles **Date:** 5□16□2013

AM

NS□EW Streets:	Sepulveda Blvd			Sepulveda Blvd			Palms Blvd			Palms Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	37	290	37	9	52	8	13	78	4	10	133	25	696
7:15 AM	56	319	41	7	65	16	22	120	9	19	125	30	829
7:30 AM	60	339	40	12	80	17	19	195	9	19	223	24	1037
7:45 AM	65	332	47	8	81	10	22	198	12	31	254	30	1090
8:00 AM	50	284	44	8	82	20	41	186	18	33	200	37	1003
8:15 AM	38	348	45	8	91	18	33	221	8	20	206	29	1065
8:30 AM	51	367	30	12	86	4	24	234	23	26	219	39	1115
8:45 AM	42	336	32	6	82	10	28	206	15	24	225	36	1042
9:00 AM	43	360	40	19	76	4	34	191	20	21	204	44	1056
9:15 AM	37	319	42	14	82	14	30	188	14	26	170	31	967
9:30 AM	35	305	32	14	84	8	37	135	22	18	177	31	898
9:45 AM	42	279	37	14	95	18	35	124	16	19	155	34	868
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	556	3878	467	131	956	147	338	2076	170	266	2291	390	11666
APPROACH □ 's :	11.34□	79.13□	9.53□	10.62□	77.47□	11.91□	13.08□	80.34□	6.58□	9.03□	77.74□	13.23□	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	174	1411	147	45	335	36	119	852	66	91	854	148	4278
PEAK HR FACTOR :		0.967			0.889			0.923			0.959		0.959

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: CA13□5256□078 **Day:** THURSDAY

City: City of Los Angeles **Date:** 5□16□2013

PM

NS□EW Streets:	Sepulveda Blvd			Sepulveda Blvd			Palms Blvd			Palms Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	29	257	46	22	156	19	36	235	28	32	189	18	1067
3:15 PM	29	253	43	23	182	14	41	244	29	32	168	37	1095
3:30 PM	36	292	50	18	202	19	31	240	33	35	191	24	1171
3:45 PM	32	266	36	20	223	21	29	274	28	27	160	23	1139
4:00 PM	35	296	47	20	233	32	29	287	47	32	155	26	1239
4:15 PM	24	265	46	23	217	33	31	298	31	30	185	21	1204
4:30 PM	23	287	41	21	261	49	25	320	33	21	179	23	1283
4:45 PM	24	270	43	21	274	26	33	316	34	28	194	17	1280
5:00 PM	31	254	66	22	256	36	40	304	40	28	199	26	1302
5:15 PM	29	288	68	20	257	39	19	348	40	21	219	28	1376
5:30 PM	25	275	50	24	283	43	26	324	40	24	236	23	1373
5:45 PM	23	241	61	19	246	51	31	324	36	30	212	24	1298
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	340	3244	597	253	2790	382	371	3514	419	340	2287	290	14827
APPROACH □ 's :	8.13□	77.59□	14.28□	7.39□	81.46□	11.15□	8.62□	81.64□	9.74□	11.66□	78.40□	9.94□	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	108	1058	245	85	1042	169	116	1300	156	103	866	101	5349
PEAK HR FACTOR :		0.916			0.926			0.966			0.945		0.972

CONTROL :

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: 14-5266-001 **Day:** Tuesday

City: Culver City **Date:** 5□□2014

AM

NS□EW Streets:	Higuera St			Higuera St			Washington Blvd			Washington Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
7:00 AM	6	65	22	12	18	5	15	131	3	11	260	34	582
7:15 AM	14	82	14	13	16	10	11	149	5	15	325	43	697
7:30 AM	13	94	25	15	25	6	11	207	18	11	354	41	820
7:45 AM	14	79	34	21	31	3	12	250	22	22	292	37	817
8:00 AM	12	73	37	23	24	10	22	250	23	29	327	51	881
8:15 AM	12	63	30	24	26	7	8	202	23	19	303	46	763
8:30 AM	16	55	26	11	35	17	10	215	23	9	310	33	760
8:45 AM	10	57	33	17	40	14	17	201	22	17	302	38	768
9:00 AM	16	62	24	16	46	9	13	176	36	20	270	41	729
9:15 AM	10	43	20	13	39	9	11	177	17	19	252	31	641
9:30 AM	10	36	10	14	35	9	6	144	14	23	223	33	557
9:45 AM	7	21	10	14	42	16	2	156	13	22	242	25	570
TOTAL VOLUMES :	NL 140	NT 730	NR 285	SL 193	ST 377	SR 115	EL 138	ET 2258	ER 219	WL 217	WT 3460	WR 453	TOTAL 8585
APPROACH □'s :	12.12□	63.20□	24.68□	28.18□	55.04□	16.79□	5.28□	86.35□	8.37□	5.25□	83.78□	10.97□	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	51	309	126	83	106	26	53	909	86	81	1276	175	3281
PEAK HR FACTOR :		0.920			0.943			0.888			0.941		0.931

UTURNS

NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: 14-5266-001 **Day:** Tuesday

City: Culver City **Date:** 5□□2014

PM

NS□EW Streets:	Higuera St			Higuera St			Washington Blvd			Washington Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
3:00 PM	6	29	18	13	31	17	19	230	14	17	190	47	631
3:15 PM	6	32	17	26	29	6	14	259	9	21	174	30	623
3:30 PM	16	38	10	21	40	12	18	261	16	13	179	40	664
3:45 PM	8	27	14	17	36	13	23	238	24	15	205	31	651
4:00 PM	8	28	24	29	39	12	20	195	12	16	165	32	580
4:15 PM	7	29	23	20	32	14	21	285	9	12	201	44	697
4:30 PM	10	29	22	32	31	14	17	292	12	19	210	45	733
4:45 PM	8	36	13	20	32	9	14	280	10	22	196	27	667
5:00 PM	13	45	22	27	42	11	21	280	10	20	192	45	728
5:15 PM	15	54	18	15	40	14	18	257	9	25	222	33	720
5:30 PM	10	56	29	20	41	6	26	270	13	34	227	55	787
5:45 PM	14	41	33	19	40	20	21	273	23	31	227	50	792
TOTAL VOLUMES :	NL 121	NT 444	NR 243	SL 259	ST 433	SR 148	EL 232	ET 3120	ER 161	WL 245	WT 2388	WR 479	TOTAL 8273
APPROACH □'s :	14.98□	54.95□	30.07□	30.83□	51.55□	17.62□	6.60□	88.81□	4.58□	7.87□	76.74□	15.39□	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	52	196	102	81	163	51	86	1080	55	110	868	183	3027
PEAK HR FACTOR :		0.921			0.922			0.963			0.919		0.955

UTURNS

NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: 14-5266-002 **Day:** Tuesday

City: Culver City **Date:** 5□□2014

AM

NS□EW Streets:	Ince Blvd			Ince Blvd			Washington Blvd			Washington Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 1	SL 1.5	ST 0.5	SR 1	EL 0	ET 0.5	ER 0.5	WL 1	WT 0	WR 2	TOTAL
7:00 AM	1	21	20	132	18	1		0	0	8		262	463
7:15 AM	0	24	23	158	15	0		1	0	9		324	554
7:30 AM	0	48	26	211	16	0		0	0	5		364	670
7:45 AM	0	42	21	274	22	0		0	0	6		284	649
8:00 AM	0	54	21	264	26	0		0	0	14		324	703
8:15 AM	0	56	23	227	33	1		0	2	11		294	647
8:30 AM	0	41	29	231	44	0		0	1	13		311	670
8:45 AM	0	40	15	233	37	0		1	0	16		306	648
9:00 AM	0	24	16	232	40	0		1	0	17		253	583
9:15 AM	0	21	14	191	31	0		1	0	13		251	522
9:30 AM	0	14	8	157	33	1		0	0	13		220	446
9:45 AM	0	16	19	156	30	3		1	1	20		236	482
TOTAL VOLUMES :	NL 1	NT 401	NR 235	SL 2466	ST 345	SR 6	EL 0	ET 5	ER 4	WL 145	WT 0	WR 3429	TOTAL 7037
APPROACH □'s :	0.16□	62.95□	36.89□	87.54□	12.25□	0.21□	0.00□	55.56□	44.44□	4.06□	0.00□	95.94□	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	193	94	996	125	1	0	0	3	44	0	1213	2669
PEAK HR FACTOR :		0.908			0.948			0.375			0.930		0.949

UTURNS

NB	SB	EB	WB
NB 0	SB 0	EB 0	WB 0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: 14-5266-002 **Day:** Tuesday

City: Culver City **Date:** 5□□2014

PM

NS□EW Streets:	Ince Blvd			Ince Blvd			Washington Blvd			Washington Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 1	SL 1.5	ST 0.5	SR 1	EL 0	ET 0.5	ER 0.5	WL 1	WT 0	WR 2	TOTAL
3:00 PM		14	17	243	25	0		2	1	15		189	506
3:15 PM		17	25	258	28	1		1	0	23		194	547
3:30 PM		19	22	305	14	2		0	0	24		200	586
3:45 PM		16	16	241	24	0		1	1	18		230	547
4:00 PM		24	29	216	17	2		1	2	24		184	499
4:15 PM		17	18	297	11	1		0	2	20		221	587
4:30 PM		20	15	307	9	0		0	0	24		233	608
4:45 PM		21	21	258	18	1		1	0	26		227	573
5:00 PM		22	29	278	20	0		0	0	40		197	586
5:15 PM		16	21	262	14	2		1	1	25		218	560
5:30 PM		40	25	290	21	4		2	2	29		239	652
5:45 PM		35	24	273	14	4		1	2	31		250	634
TOTAL VOLUMES :	0	261	262	3228	215	17	0	10	11	299	0	2582	6885
APPROACH □'s :	0.00□	49.90□	50.10□	93.29□	6.21□	0.49□	0.00□	47.62□	52.38□	10.38□	0.00□	89.62□	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	113	99	1103	69	10	0	4	5	125	0	904	2432
PEAK HR FACTOR :		0.815			0.938			0.563			0.915		0.933

UTURNS

NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: 14-5266-004 **Day:** Tuesday

City: Culver City **Date:** 5□□2014

AM

NS□EW Streets:	Duquesne			Duquesne			Washington Blvd			Washington Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
7:00 AM	36	47	14	3	27	10	3	78	9	4	152	4	387
7:15 AM	23	47	7	0	37	5	11	81	21	9	199	6	446
7:30 AM	44	79	19	7	61	19	6	102	22	16	219	11	605
7:45 AM	39	66	26	5	76	9	8	138	34	22	193	13	629
8:00 AM	34	54	23	8	53	8	10	134	31	12	190	13	570
8:15 AM	31	75	19	6	73	10	7	118	41	12	200	12	604
8:30 AM	27	51	10	2	80	10	10	137	42	20	184	11	584
8:45 AM	27	64	13	5	89	7	14	130	63	20	177	13	622
9:00 AM	28	73	17	3	77	12	11	141	57	33	164	10	626
9:15 AM	33	52	15	7	61	10	14	119	32	20	167	11	541
9:30 AM	20	58	14	4	53	14	10	110	24	17	127	14	465
9:45 AM	29	37	17	6	49	10	13	108	25	17	147	14	472
TOTAL VOLUMES :	NL 371	NT 703	NR 194	SL 56	ST 736	SR 124	EL 117	ET 1396	ER 401	WL 202	WT 2119	WR 132	TOTAL 6551
APPROACH □'s :	29.26□	55.44□	15.30□	6.11□	80.35□	13.54□	6.11□	72.94□	20.95□	8.23□	86.38□	5.38□	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	113	263	59	16	319	39	42	526	203	85	725	46	2436
PEAK HR FACTOR :		0.870			0.926			0.922			0.955		0.973

UTURNS	NB	SB	EB	WB
	0	0		
	0	0		
	0	0		
	1	0		
	0	0		
	0	0		
	0	0		
	0	1		
	1	0		
	0	0		
	0	0		
	1	0		
	NB 3	SB 1	EB 0	WB 0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: 14-5266-004 **Day:** Tuesday

City: Culver City **Date:** 5□□2014

PM

NS□EW Streets:	Duquesne			Duquesne			Washington Blvd			Washington Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
3:00 PM	25	43	2	12	61	14	11	171	30	15	155	21	560
3:15 PM	26	53	8	28	64	17	10	144	34	28	174	11	597
3:30 PM	22	60	7	33	62	10	24	196	50	25	155	22	666
3:45 PM	22	49	12	22	72	14	18	142	49	29	143	26	598
4:00 PM	19	50	6	24	73	19	14	144	45	27	133	26	580
4:15 PM	23	52	8	13	96	9	9	168	36	29	151	16	610
4:30 PM	22	35	10	20	77	14	11	198	47	23	159	20	636
4:45 PM	21	52	9	18	64	17	15	179	50	25	150	25	625
5:00 PM	20	45	7	10	87	14	9	201	37	24	162	24	640
5:15 PM	26	57	4	21	80	16	7	182	24	29	151	27	624
5:30 PM	23	58	9	22	82	10	9	193	38	28	169	25	666
5:45 PM	24	67	11	19	78	12	13	188	22	29	162	22	647
TOTAL VOLUMES :	NL 273	NT 621	NR 93	SL 242	ST 896	SR 166	EL 150	ET 2106	ER 462	WL 311	WT 1864	WR 265	TOTAL 7449
APPROACH □'s :	27.66□	62.92□	9.42□	18.56□	68.71□	12.73□	5.52□	77.48□	17.00□	12.75□	76.39□	10.86□	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	93	227	31	72	327	52	38	764	121	110	644	98	2577
PEAK HR FACTOR :		0.860			0.964			0.934			0.959		0.967

UTURNS	NB	SB	EB	WB
	0	0		0
	1	0		0
	1	0		0
	0	0		0
	0	1		0
	0	0		0
	1	1		0
	0	0		2
	0	0		0
	0	0		0
	0	0		1
	0	0		2
	NB 3	SB 2	EB 0	WB 5

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: 14-5266-005 **Day:** Tuesday

City: Culver City **Date:** 5□□2014

AM

NS□EW Streets:	Ince Blvd			Ince Blvd			Culver Blvd			Culver Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1.5	NT 0.5	NR 1	SL 0	ST 0	SR 1	EL 1	ET 2	ER 2	WL 1	WT 2	WR 0	TOTAL
7:00 AM	267	0	10			1	2	120	140	9	43	0	592
7:15 AM	335	0	10			1	0	141	158	6	46	0	697
7:30 AM	384	4	17			0	2	152	218	8	56	1	842
7:45 AM	316	2	9			0	2	172	276	24	46	0	847
8:00 AM	356	5	12			2	6	173	268	24	50	1	897
8:15 AM	319	8	17			4	3	164	229	23	53	1	821
8:30 AM	324	2	19			3	1	144	255	21	60	0	829
8:45 AM	339	1	10			1	2	143	239	27	53	4	819
9:00 AM	277	0	11			5	3	160	248	25	66	5	800
9:15 AM	266	1	14			5	3	155	201	19	57	0	721
9:30 AM	206	4	13			1	1	137	167	20	57	0	606
9:45 AM	227	3	26			3	3	119	177	16	59	2	635
TOTAL VOLUMES :	NL 3616	NT 30	NR 168	SL 0	ST 0	SR 26	EL 28	ET 1780	ER 2576	WL 222	WT 646	WR 14	TOTAL 9106
APPROACH □ 's :	94.81□	0.79□	4.40□	0.00□	0.00□	100.00□	0.64□	40.60□	58.76□	25.17□	73.24□	1.59□	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	1375	19	55	0	0	6	13	661	991	79	205	3	3407
PEAK HR FACTOR :	0.894			0.375			0.925			0.932			0.950

UTURNS	NB	SB	EB	WB
TOTAL VOLUMES :	0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: 14-5266-005 **Day:** Tuesday

City: Culver City **Date:** 5□□2014

PM

NS□EW Streets:	Ince Blvd			Ince Blvd			Culver Blvd			Culver Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1.5	NT 0.5	NR 1	SL 0	ST 0	SR 1	EL 1	ET 2	ER 2	WL 1	WT 2	WR 0	TOTAL
3:00 PM	185	4	17			25	12	151	247	25	90	7	763
3:15 PM	207	4	31			22	17	171	255	20	88	3	818
3:30 PM	194	7	21			24	15	181	289	20	84	7	842
3:45 PM	221	5	24			12	12	150	228	38	75	6	771
4:00 PM	178	5	18			19	9	165	222	25	73	7	721
4:15 PM	217	6	15			18	13	166	289	18	93	8	843
4:30 PM	209	7	23			12	8	185	305	16	95	4	864
4:45 PM	227	6	19			29	17	163	263	17	86	8	835
5:00 PM	201	4	15			19	21	180	289	15	92	5	841
5:15 PM	208	6	14			21	16	216	264	17	96	10	868
5:30 PM	250	10	19			25	16	197	282	23	84	9	915
5:45 PM	247	6	26			20	19	171	278	20	68	7	862
TOTAL VOLUMES :	NL 2544	NT 70	NR 242	SL 0	ST 0	SR 246	EL 175	ET 2096	ER 3211	WL 254	WT 1024	WR 81	TOTAL 9943
APPROACH □'s :	89.08□	2.45□	8.47□	0.00□	0.00□	100.00□	3.19□	38.23□	58.57□	18.69□	75.35□	5.96□	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	906	26	74	0	0	85	72	764	1113	75	340	31	3486
PEAK HR FACTOR :		0.901			0.850			0.982			0.907		0.952

UTURNS

NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: 14-5266-006 **Day:** Tuesday

City: Culver City **Date:** 5□□2014

AM

NS□EW Streets:	Sepulveda Blvd			Sepulveda Blvd			Venice Blvd			Venice Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1	ET 4	ER 0	WL 1	WT 4	WR 0	TOTAL
7:00 AM	40	319	37	9	54	31	29	180	69	41	232	19	1060
7:15 AM	35	343	38	13	69	38	26	184	69	36	285	30	1166
7:30 AM	42	329	60	25	90	50	38	228	71	51	339	19	1342
7:45 AM	68	252	59	28	91	63	45	240	62	53	347	19	1327
8:00 AM	59	236	58	20	105	56	36	328	80	44	312	28	1362
8:15 AM	37	290	66	26	107	38	42	359	77	48	345	24	1459
8:30 AM	62	287	77	33	113	44	40	358	71	50	384	22	1541
8:45 AM	61	302	82	18	103	59	41	302	84	45	316	19	1432
9:00 AM	41	256	70	20	101	40	37	265	93	48	264	24	1259
9:15 AM	40	262	61	23	90	39	27	290	93	45	254	25	1249
9:30 AM	34	219	79	21	103	32	37	198	81	43	233	19	1099
9:45 AM	43	208	50	19	99	31	43	215	89	36	220	26	1079
TOTAL VOLUMES :	NL 562	NT 3303	NR 737	SL 255	ST 1125	SR 521	EL 441	ET 3147	ER 939	WL 540	WT 3531	WR 274	TOTAL 15375
APPROACH □'s :	12.21□	71.77□	16.01□	13.41□	59.18□	27.41□	9.74□	69.52□	20.74□	12.43□	81.27□	6.31□	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	219	1115	283	97	428	197	159	1347	312	187	1357	93	5794
PEAK HR FACTOR :		0.908			0.950			0.951			0.897		0.940

UTURNS

NB	SB	EB	WB
		1	2
		0	4
		0	5
		1	3
		0	3
		1	2
		0	6
		0	3
		0	4
		0	3
		1	7
		1	4
NB 0	SB 0	EB 5	WB 46

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: 14-5266-006 **Day:** Tuesday

City: Culver City **Date:** 5□□2014

PM

NS□EW Streets:	Sepulveda Blvd			Sepulveda Blvd			Venice Blvd			Venice Blvd				UTURNS			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1	ET 4	ER 0	WL 1	WT 4	WR 0	TOTAL	NB	SB	EB	WB
3:00 PM	52	309	90	33	162	36	42	253	71	44	222	31	1345		0		6
3:15 PM	46	326	58	29	167	33	40	271	58	37	229	36	1330		0		3
3:30 PM	56	321	81	29	175	37	43	289	64	46	240	37	1418		0		5
3:45 PM	49	322	90	18	207	47	41	272	61	49	219	23	1398		0		6
4:00 PM	53	302	69	30	230	51	47	290	53	46	246	26	1443		0		2
4:15 PM	51	280	93	28	218	53	30	252	68	47	223	26	1369		0		7
4:30 PM	57	324	79	36	229	56	46	270	61	50	259	28	1495		0		5
4:45 PM	46	319	87	24	231	47	43	265	53	45	231	20	1411		0		2
5:00 PM	55	317	93	29	217	48	42	289	64	45	235	27	1461		0		1
5:15 PM	45	327	94	36	242	41	42	273	64	49	245	35	1493		0		4
5:30 PM	60	339	89	26	251	38	41	272	55	48	230	28	1477		1		8
5:45 PM	59	340	94	29	239	38	46	279	51	38	268	38	1519		0		4
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
TOTAL VOLUMES :	629	3826	1017	347	2568	525	503	3275	723	544	2847	355	17159	0	1	0	53
APPROACH □'s :	11.49□	69.92□	18.59□	10.09□	74.65□	15.26□	11.18□	72.76□	16.06□	14.52□	76.00□	9.48□					

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	219	1323	370	120	949	165	171	1113	234	180	978	128	5950
PEAK HR FACTOR :		0.970			0.967			0.961			0.935		0.979

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: 14-5266-007 **Day:** Tuesday

City: Culver City **Date:** 5□6□2014

AM

NS□EW Streets:	Sepulveda Blvd			Sepulveda Blvd			SR-405 Ramps			SR-405 Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1.5	ET 0	ER 0.5	WL 0	WT 1	WR 0	TOTAL
7:00 AM	122	300	0	1	64	95	81	0	6	0	0	0	669
7:15 AM	127	318	0	0	84	103	93	1	8	1	0	0	735
7:30 AM	126	330	1	0	108	104	104	0	10	0	1	1	785
7:45 AM	111	295	0	0	134	89	118	0	6	0	1	0	754
8:00 AM	121	268	0	0	132	100	99	0	10	0	0	0	730
8:15 AM	137	303	0	0	146	99	91	0	8	1	0	1	786
8:30 AM	113	332	0	0	122	112	93	0	5	0	0	0	777
8:45 AM	124	325	0	0	124	114	121	0	11	0	0	0	819
9:00 AM	107	254	1	0	133	114	122	0	14	0	0	1	746
9:15 AM	118	281	0	1	121	107	95	0	19	0	0	0	742
9:30 AM	92	232	1	0	128	91	103	0	15	1	0	0	663
9:45 AM	85	193	0	0	137	93	105	1	26	0	1	1	642
TOTAL VOLUMES :	NL 1383	NT 3431	NR 3	SL 2	ST 1433	SR 1221	EL 1225	ET 2	ER 138	WL 3	WT 3	WR 4	TOTAL 8848
APPROACH □'s :	28.71□	71.23□	0.06□	0.08□	53.95□	45.97□	89.74□	0.15□	10.11□	30.00□	30.00□	40.00□	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	481	1214	1	0	525	439	427	0	38	1	0	2	3128
PEAK HR FACTOR :		0.944			0.976			0.855			0.375		0.955

UTURNS

NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: 14-5266-007 **Day:** Tuesday

City: Culver City **Date:** 5□□2014

PM

NS□EW Streets:	Sepulveda Blvd			Sepulveda Blvd			SR-405 Ramps			SR-405 Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1.5	ET 0	ER 0.5	WL 0	WT 1	WR 0	TOTAL
3:00 PM	51	236	0	0	230	62	230	0	24	0	0	0	833
3:15 PM	59	240	2	1	206	38	199	1	35	1	0	1	783
3:30 PM	59	246	0	0	241	44	212	0	42	1	0	1	846
3:45 PM	52	243	1	0	277	35	217	0	27	0	0	1	853
4:00 PM	43	220	1	0	288	40	212	0	32	0	0	0	836
4:15 PM	43	214	0	0	293	44	228	1	33	0	0	0	856
4:30 PM	33	233	3	0	313	33	240	0	22	0	0	1	878
4:45 PM	44	241	1	0	297	42	200	0	36	1	0	0	862
5:00 PM	69	235	1	0	292	30	218	1	27	1	0	1	875
5:15 PM	41	253	3	0	303	37	203	0	25	1	0	0	866
5:30 PM	44	262	2	2	311	29	214	0	25	1	2	2	894
5:45 PM	41	246	1	0	289	34	233	0	27	0	0	1	872
TOTAL VOLUMES :	NL 579	NT 2869	NR 15	SL 3	ST 3340	SR 468	EL 2606	ET 3	ER 355	WL 6	WT 2	WR 8	TOTAL 10254
APPROACH □'s :	16.72□	82.85□	0.43□	0.08□	87.64□	12.28□	87.92□	0.10□	11.98□	37.50□	12.50□	50.00□	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	195	996	7	2	1195	130	868	1	104	3	2	4	3507
PEAK HR FACTOR :		0.972			0.970			0.936			0.450		0.981

UTURNS			
NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: 14-5266-008 **Day:** Tuesday

City: Culver City **Date:** 5□□2014

AM

NS□EW Streets:	Sawtelle Blvd			Sawtelle Blvd			SR-405 Ramps			SR-405 Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0.5	ET 0.5	ER 1	WL 0	WT 1	WR 0	TOTAL
7:00 AM	0	138	37	116	18	3	1	29	1	41	2	53	439
7:15 AM	1	183	42	121	32	5	5	28	3	41	1	58	520
7:30 AM	2	212	53	148	29	5	4	26	2	43	2	64	590
7:45 AM	2	207	37	143	43	4	4	43	2	45	5	84	619
8:00 AM	2	201	38	150	51	6	5	29	6	58	1	84	631
8:15 AM	4	201	53	118	50	4	7	32	13	47	5	66	600
8:30 AM	3	214	48	121	46	2	1	27	3	56	2	75	598
8:45 AM	2	192	33	130	42	1	4	19	2	46	3	86	560
9:00 AM	2	158	35	114	47	3	3	22	4	46	4	74	512
9:15 AM	2	154	24	112	49	2	3	16	3	44	1	80	490
9:30 AM	3	127	25	134	52	1	2	12	2	42	2	91	493
9:45 AM	2	99	18	89	44	2	3	16	2	61	4	72	412
TOTAL VOLUMES :	25	2086	443	1496	503	38	42	299	43	570	32	887	6464
APPROACH □'s :	0.98□	81.68□	17.35□	73.44□	24.69□	1.87□	10.94□	77.86□	11.20□	38.28□	2.15□	59.57□	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	11	823	176	532	190	16	17	131	24	206	13	309	2448
PEAK HR FACTOR :		0.953			0.891			0.827			0.923		0.970

UTURNS			
NB	SB	EB	WB
NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data □ Surveying Services

Project ID: 14-5266-008 **Day:** Tuesday

City: Culver City **Date:** 5□□2014

PM

NS□EW Streets:	Sawtelle Blvd			Sawtelle Blvd			SR-405 Ramps			SR-405 Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0.5	ET 0.5	ER 1	WL 0	WT 1	WR 0	TOTAL
3:00 PM	0	100	17	100	102	4	1	18	3	89	6	82	522
3:15 PM	3	105	35	90	85	5	2	22	8	81	3	73	512
3:30 PM	3	136	23	93	116	2	1	22	5	77	9	97	584
3:45 PM	4	124	24	124	126	3	4	25	6	76	3	75	594
4:00 PM	5	144	23	118	141	7	2	28	8	84	8	77	645
4:15 PM	8	147	23	119	152	1	0	28	6	83	8	77	652
4:30 PM	4	174	31	104	162	3	4	23	4	82	8	71	670
4:45 PM	5	175	27	109	140	2	3	27	9	70	5	90	662
5:00 PM	9	158	26	120	154	2	3	31	3	68	11	70	655
5:15 PM	4	165	25	112	152	6	3	13	11	83	9	66	649
5:30 PM	5	166	35	112	157	4	5	21	6	90	5	91	697
5:45 PM	5	159	21	122	139	3	3	24	8	73	7	72	636
TOTAL VOLUMES :	NL 55	NT 1753	NR 310	SL 1323	ST 1626	SR 42	EL 31	ET 282	ER 77	WL 956	WT 82	WR 941	TOTAL 7478
APPROACH □'s :	2.60□	82.77□	14.64□	44.23□	54.36□	1.40□	7.95□	72.31□	19.74□	48.31□	4.14□	47.55□	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	23	664	113	453	603	14	14	92	29	311	30	317	2663
PEAK HR FACTOR :		0.966			0.969			0.865			0.884		0.955

UTURNS

NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Centinela Ave — I/S # **70**

COUNT **1**

East/West Venice Blvd

Day: WEDNESDAY Date: 4/10/2013 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: 0

School Day: YES District: 0 I/S CODE 0

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	0	0	0
BIKES	0	0	0	0
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	401	8.15	392	8.45	340	9.00	365	8.45
PM PK 15 MIN	302	3.30	433	5.30	383	5.00	481	5.45
AM PK HOUR	1450	7.30	1346	8.00	1284	8.30	1329	8.45
PM PK HOUR	1066	3.00	1551	4.45	1471	4.30	1583	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	101	1225	49	1375
8-9	73	1155	94	1322
9-10	83	1123	109	1315
3-4	69	877	120	1066
4-5	65	788	99	952
5-6	65	872	82	1019
TOTAL	456	6040	553	7049

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	83	836	108	1027
8-9	142	1041	163	1346
9-10	153	985	128	1266
3-4	181	1109	130	1420
4-5	204	1127	94	1425
5-6	207	1235	100	1542
TOTAL	970	6333	723	8026

TOTAL N-S	**XING S/L** Ped	Sch	**XING N/L** Ped	Sch	
2402	0	0	0	0	4354
2668	0	0	0	0	5178
2581	0	0	0	0	5023
2486	0	0	0	0	5343
2377	0	0	0	0	5292
2561	0	0	0	0	5548
15075	0	0	0	0	

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	157	600	104	861
8-9	196	902	91	1189
9-10	229	829	104	1162
3-4	116	1139	140	1395
4-5	107	1136	190	1433
5-6	124	1136	144	1404
TOTAL	929	5742	773	7444

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	75	885	131	1091
8-9	124	1030	167	1321
9-10	143	1009	128	1280
3-4	175	1143	144	1462
4-5	194	1183	105	1482
5-6	192	1285	106	1583
TOTAL	903	6535	781	8219

TOTAL E-W	**XING W/L** Ped	Sch	**XING E/L** Ped	Sch
1952	0	0	0	0
2510	0	0	0	0
2442	0	0	0	0
2857	0	0	0	0
2915	0	0	0	0
2987	0	0	0	0
15663	0	0	0	0

(Rev Oct 06)

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Sepulveda Blvd — I/S # **88**

COUNT **1**

East/West Wilshire Blvd

Day: TUESDAY Date: 5/21/2013 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: 0

School Day: YES District: 0 I/S CODE 0

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	0	0	0
BIKES	0	0	0	0
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	211	8.15	273	8.00	793	7.45	675	7.45
PM PK 15 MIN	221	4.00	199	5.30	622	3.00	666	3.30
AM PK HOUR	758	7.45	988	7.45	2972	7.45	2527	7.45
PM PK HOUR	807	3.45	746	4.45	2119	3.00	2437	3.15

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	98	215	283	596
8-9	116	266	352	734
9-10	115	238	259	612
3-4	116	439	186	741
4-5	111	472	200	783
5-6	131	416	253	800
TOTAL	687	2046	1533	4266

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	153	367	263	783
8-9	194	464	317	975
9-10	126	308	196	630
3-4	144	304	237	685
4-5	139	354	234	727
5-6	145	311	271	727
TOTAL	901	2108	1518	4527

TOTAL N-S	**XING S/L** Ped	Sch	**XING N/L** Ped	Sch	
1379	0	0	0	0	6379
1709	0	0	0	0	7049
1242	0	0	0	0	6232
1426	0	0	0	0	5951
1510	0	0	0	0	5474
1527	0	0	0	0	5804
8793	0	0	0	0	

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	62	2370	126	2558
8-9	58	2674	139	2871
9-10	73	2375	167	2615
3-4	174	1864	81	2119
4-5	140	1644	33	1817
5-6	176	1793	7	1976
TOTAL	683	12720	553	13956

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	77	2305	60	2442
8-9	93	2313	63	2469
9-10	83	2241	51	2375
3-4	131	2182	93	2406
4-5	166	1890	91	2147
5-6	181	2019	101	2301
TOTAL	731	12950	459	14140

TOTAL E-W	**XING W/L** Ped	Sch	**XING E/L** Ped	Sch
5000	0	0	0	0
5340	0	0	0	0
4990	0	0	0	0
4525	0	0	0	0
3964	0	0	0	0
4277	0	0	0	0
28096	0	0	0	0

(Rev Oct 06)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5576-004 **Day:** Wednesday

City: Santa Monica **Date:** 10/30/2013

AM

NS/EW Streets:	La Cienega Blvd			La Cienega Blvd			Jefferson Blvd			Jefferson Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 1	EL 2	ET 2	ER 0	WL 2	WT 2	WR 1	TOTAL
7:00 AM	15	508	32	12	359	56	73	66	7	94	232	31	1485
7:15 AM	21	510	27	16	451	95	95	74	8	115	237	36	1685
7:30 AM	18	495	25	17	412	172	116	101	6	106	219	19	1706
7:45 AM	12	471	23	15	454	141	90	126	13	142	260	35	1782
8:00 AM	16	461	25	19	445	130	97	153	11	132	225	39	1753
8:15 AM	14	447	41	21	437	126	99	125	13	135	252	43	1753
8:30 AM	10	467	39	17	390	134	108	122	19	126	238	33	1703
8:45 AM	19	476	36	32	393	169	110	121	20	123	217	26	1742
9:00 AM	20	470	37	18	417	163	87	98	13	114	243	26	1706
9:15 AM	23	426	34	17	459	153	103	70	16	97	214	32	1644
9:30 AM	13	468	35	16	376	104	78	78	10	85	183	19	1465
9:45 AM	27	442	55	21	340	87	68	63	17	99	181	30	1430
TOTAL VOLUMES :	NL 208	NT 5641	NR 409	SL 221	ST 4933	SR 1530	EL 1124	ET 1197	ER 153	WL 1368	WT 2701	WR 369	TOTAL 19854
APPROACH %'s :	3.32%	90.14%	6.54%	3.31%	73.80%	22.89%	45.43%	48.38%	6.18%	30.82%	60.86%	8.31%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	60	1874	114	72	1748	569	402	505	43	515	956	136	6994
PEAK HR FACTOR :		0.952			0.979			0.910			0.919		0.981

UTURNS	NB	SB	EB	WB
	0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5576-004 **Day:** Wednesday

City: Santa Monica **Date:** 10/30/2013

PM

NS/EW Streets:	La Cienega Blvd			La Cienega Blvd			Jefferson Blvd			Jefferson Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 1	EL 2	ET 2	ER 0	WL 2	WT 2	WR 1	TOTAL
3:00 PM	20	498	66	16	506	46	121	131	37	73	70	31	1615
3:15 PM	10	439	61	19	533	66	100	133	35	82	84	26	1588
3:30 PM	6	458	63	25	538	66	132	134	30	97	88	22	1659
3:45 PM	11	477	67	19	559	85	101	142	39	101	107	16	1724
4:00 PM	8	480	62	15	548	53	110	130	23	112	102	24	1667
4:15 PM	14	424	79	10	479	58	111	185	38	115	98	22	1633
4:30 PM	13	536	84	12	559	71	123	152	25	128	131	17	1851
4:45 PM	12	500	78	12	513	67	136	197	30	105	124	22	1796
5:00 PM	8	511	72	16	531	65	121	175	33	131	128	17	1808
5:15 PM	12	496	93	13	522	69	131	189	32	122	133	24	1836
5:30 PM	10	523	72	14	568	48	128	183	37	129	146	22	1880
5:45 PM	11	432	67	24	499	57	113	159	26	150	120	29	1687
TOTAL VOLUMES :	NL 135	NT 5774	NR 864	SL 195	ST 6355	SR 751	EL 1427	ET 1910	ER 385	WL 1345	WT 1331	WR 272	TOTAL 20744
APPROACH %'s :	1.99%	85.25%	12.76%	2.67%	87.04%	10.29%	38.34%	51.32%	10.34%	45.62%	45.15%	9.23%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	42	2030	315	55	2134	249	516	744	132	487	531	85	7320
PEAK HR FACTOR :		0.986			0.967			0.959			0.928		0.973

UTURNS

NB	SB	EB	WB
NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5576-003 **Day:** Wednesday

City: Santa Monica **Date:** 10/30/2013

AM

NS/EW Streets:	Westwood Blvd			Westwood Blvd			Santa Monica Blvd			Santa Monica Blvd				UTURNS			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB
7:00 AM	23	153	16	23	43	22	30	343	16	29	302	44	1044	0	0	4	1
7:15 AM	22	253	26	35	95	25	34	343	17	45	283	32	1210	0	0	1	5
7:30 AM	22	253	20	42	146	33	41	426	14	50	355	50	1452	0	0	2	10
7:45 AM	33	241	14	60	116	31	30	366	20	59	336	39	1345	0	0	2	10
8:00 AM	30	245	17	50	108	25	42	427	12	48	378	48	1430	0	0	0	8
8:15 AM	19	248	23	54	130	22	28	397	5	52	355	49	1382	0	0	3	6
8:30 AM	14	220	19	58	112	21	35	385	6	54	314	64	1302	0	0	1	3
8:45 AM	29	226	9	60	160	22	30	365	10	46	294	43	1294	0	0	0	3
9:00 AM	17	197	18	48	129	21	45	387	17	32	310	56	1277	0	0	2	0
9:15 AM	25	214	22	32	122	22	45	397	23	44	307	54	1307	0	0	2	6
9:30 AM	27	194	15	57	117	30	46	382	32	45	340	50	1335	0	0	4	7
9:45 AM	27	222	19	41	148	28	48	334	37	49	320	41	1314	0	0	4	1
TOTAL VOLUMES :	NL 288	NT 2666	NR 218	SL 560	ST 1426	SR 302	EL 454	ET 4552	ER 209	WL 553	WT 3894	WR 570	TOTAL 15692	NB 0	SB 0	EB 25	WB 60
APPROACH %'s :	9.08%	84.05%	6.87%	24.48%	62.33%	13.20%	8.71%	87.29%	4.01%	11.02%	77.62%	11.36%					
PEAK HR START TIME :	730 AM												TOTAL				
PEAK HR VOL :	104	987	74	206	500	111	141	1616	51	209	1424	186	5609				
PEAK HR FACTOR :		0.987			0.924			0.940			0.959		0.966				

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5576-003 **Day:** Wednesday

City: Santa Monica **Date:** 10/30/2013

PM

NS/EW Streets:	Westwood Blvd			Westwood Blvd			Santa Monica Blvd			Santa Monica Blvd				UTURNS			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND							
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB
3:00 PM	23	214	19	62	301	52	36	350	24	71	285	63	1500	0	0	3	14
3:15 PM	25	157	34	61	279	44	54	397	19	54	367	60	1551	0	0	3	9
3:30 PM	23	220	18	47	271	42	56	304	25	56	350	59	1471	0	0	3	2
3:45 PM	24	169	27	53	260	32	53	397	27	64	368	57	1531	0	0	1	7
4:00 PM	29	219	38	59	316	49	42	360	25	61	278	54	1530	0	0	3	7
4:15 PM	31	203	30	54	274	32	44	310	34	63	351	73	1499	0	0	3	3
4:30 PM	21	242	25	49	337	31	32	345	35	79	334	46	1576	0	0	1	8
4:45 PM	23	230	33	63	293	34	44	381	25	77	290	51	1544	0	0	2	6
5:00 PM	27	264	26	63	325	41	46	364	20	68	308	80	1632	0	0	2	7
5:15 PM	25	212	30	49	254	18	53	392	27	87	332	57	1536	0	0	3	12
5:30 PM	30	270	36	52	333	33	41	373	35	72	296	56	1627	0	0	3	11
5:45 PM	40	241	35	56	284	34	58	409	30	76	363	85	1711	0	0	3	8
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
TOTAL VOLUMES :	321	2641	351	668	3527	442	559	4382	326	828	3922	741	18708	0	0	30	94
APPROACH %'s :	9.69%	79.72%	10.59%	14.41%	76.06%	9.53%	10.61%	83.20%	6.19%	15.08%	71.43%	13.49%					
PEAK HR START TIME :	500 PM												TOTAL				
PEAK HR VOL :	122	987	127	220	1196	126	198	1538	112	303	1299	278	6506				
PEAK HR FACTOR :		0.920			0.899			0.930			0.897		0.951				

CONTROL : Signalized

PREPARED BY NATIONAL DATA □SURVEYING SERVICES

PROJECT#: 13-5256-001
N□S Street: Cloverfield Blvd
E□W Street: Olympic Blvd
DATE: 5□14□2013 DAY: Tuesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	2	0	0	0	1	2	0	0
7:15 AM	1	0	0	0	1	0	0	0
7:30 AM	1	0	0	0	0	2	0	0
7:45 AM	0	3	0	0	1	0	0	0
8:00 AM	4	2	0	0	2	2	0	0
8:15 AM	0	3	0	0	3	0	1	0
8:30 AM	9	2	0	0	2	3	0	0
8:45 AM	4	2	0	0	2	1	0	0
9:00 AM	4	7	0	0	5	3	0	0
9:15 AM	1	7	0	0	6	1	0	0
9:30 AM	6	7	0	0	2	4	0	0
9:45 AM	8	4	0	0	6	4	0	0
TOTALS	**40**	**37**	**0**	**0**	**31**	**22**	**1**	**0**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	0	0	1	0	0	0	0
8:00 AM	1	0	0	0	0	0	0	0	0	0	3	0
8:15 AM	1	0	0	0	1	0	0	1	0	1	0	1
8:30 AM	0	1	0	0	0	0	0	0	0	0	1	0
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	1	0	0	1	0	0	0	0
9:15 AM	0	2	0	0	1	0	0	0	0	0	0	0
9:30 AM	0	2	0	0	0	0	0	0	0	1	0	0
9:45 AM	0	3	0	0	0	0	0	0	0	0	2	0
TOTALS	**2**	**10**	**0**	**0**	**7**	**0**	**0**	**3**	**0**	**2**	**6**	**1**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	7	9	0	0	3	7	0	0
3:15 PM	4	2	0	0	0	3	1	0
3:30 PM	6	7	0	0	4	3	0	1
3:45 PM	7	0	0	1	0	5	0	0
4:00 PM	6	1	0	0	0	3	0	0
4:15 PM	1	6	0	0	4	4	0	0
4:30 PM	8	7	0	0	2	2	0	0
4:45 PM	4	3	0	0	4	5	0	0
5:00 PM	7	11	0	0	3	2	1	0
5:15 PM	8	2	0	0	1	3	0	0
5:30 PM	3	3	0	0	3	1	0	0
5:45 PM	1	2	0	0	3	1	0	1
TOTALS	**62**	**53**	**0**	**1**	**27**	**39**	**2**	**2**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	1	0	0	1	0	0	2	0	0	1	0
3:15 PM	0	2	0	0	1	0	0	2	2	0	0	0
3:30 PM	0	0	0	0	1	0	0	0	0	0	1	0
3:45 PM	0	0	0	0	3	0	0	0	1	0	0	0
4:00 PM	0	0	0	0	0	1	0	0	0	1	1	0
4:15 PM	0	2	0	0	5	1	0	0	1	0	2	0
4:30 PM	0	1	0	0	1	0	0	1	0	0	0	1
4:45 PM	0	0	0	0	2	1	0	0	0	0	1	0
5:00 PM	0	1	0	1	0	1	0	0	0	1	1	0
5:15 PM	0	0	0	0	3	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	1	0	1	0	0
5:45 PM	0	0	0	0	3	0	0	0	0	0	0	0
TOTALS	**0**	**8**	**0**	**1**	**20**	**4**	**0**	**6**	**4**	**3**	**7**	**1**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-002
N□S Street: 26th St
E□W Street: Olympic Blvd
DATE: 5□14□2013 DAY: Tuesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	1	1	0	0	0	0	0	2
7:15 AM	0	1	0	0	0	0	1	0
7:30 AM	2	1	0	0	0	2	0	1
7:45 AM	2	0	0	0	0	0	0	1
8:00 AM	1	1	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	2	0	0	0	0	0	1	0
8:45 AM	0	1	0	0	1	0	0	1
9:00 AM	0	0	0	0	0	0	0	2
9:15 AM	1	4	0	0	2	1	1	3
9:30 AM	0	2	0	0	0	0	0	1
9:45 AM	1	1	0	0	0	1	2	0
TOTALS	**10**	**12**	**0**	**0**	**3**	**4**	**5**	**11**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	1	1	0	0	0
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0
8:15 AM	0	2	0	0	0	0	0	0	1	0	1	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	0	0	1	0
9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	1	0	0	1	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	2	0	0	4	0	0	1	0
TOTALS	**0**	**6**	**0**	**0**	**4**	**0**	**0**	**6**	**2**	**0**	**4**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	2	3	0	0	0	0	1	4
3:15 PM	1	1	0	0	0	0	1	2
3:30 PM	0	6	0	0	0	0	0	2
3:45 PM	2	1	0	0	0	0	3	0
4:00 PM	1	2	0	0	0	0	1	0
4:15 PM	4	1	0	0	0	0	1	0
4:30 PM	2	0	0	0	0	0	1	0
4:45 PM	2	0	0	0	0	0	6	0
5:00 PM	3	1	0	0	0	0	3	0
5:15 PM	3	0	0	0	0	0	5	0
5:30 PM	1	2	0	0	1	1	3	2
5:45 PM	2	1	0	0	0	0	0	0
TOTALS	**23**	**18**	**0**	**0**	**1**	**1**	**25**	**10**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	2	0	0	0	0	0	1	0	0	1	0
3:15 PM	1	1	0	0	0	0	0	0	0	0	1	0
3:30 PM	0	0	0	0	0	0	0	1	1	0	1	0
3:45 PM	0	0	0	0	0	0	0	1	0	0	0	0
4:00 PM	1	0	0	0	0	0	0	1	1	1	1	1
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	1	0	0	1	0
4:45 PM	0	0	0	0	2	0	0	0	1	0	0	0
5:00 PM	0	0	1	0	0	0	0	1	0	0	0	0
5:15 PM	1	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	1	1	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	0	0	1	0
TOTALS	**3**	**5**	**1**	**0**	**3**	**0**	**0**	**7**	**4**	**1**	**6**	**1**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-003
N□S Street: Stewart St
E□W Street: Olympic Blvd
DATE: 5□14□2013 DAY: Tuesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	1	2	0	0	0
7:15 AM	0	0	0	0	0	1	0	1
7:30 AM	0	0	1	0	0	0	0	1
7:45 AM	1	0	0	2	0	4	1	0
8:00 AM	1	1	0	2	0	2	3	2
8:15 AM	0	0	0	2	2	1	3	0
8:30 AM	0	0	0	1	1	0	1	0
8:45 AM	1	0	1	0	1	3	1	1
9:00 AM	0	0	0	2	5	4	2	1
9:15 AM	1	0	0	0	1	5	0	0
9:30 AM	0	4	1	0	1	1	1	2
9:45 AM	0	0	2	0	2	1	1	0
TOTALS	**4**	**5**	**5**	**10**	**15**	**22**	**13**	**8**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	1	0	0	0	1	0	0	0	0	0	0	0
7:15 AM	0	5	0	0	2	0	0	0	0	0	0	0
7:30 AM	0	4	0	0	1	0	0	0	0	0	0	0
7:45 AM	0	3	0	0	2	0	0	1	0	0	0	1
8:00 AM	1	5	1	0	3	0	0	0	0	0	0	0
8:15 AM	1	8	0	0	2	0	0	0	0	0	0	0
8:30 AM	0	4	0	0	1	0	0	2	0	0	0	0
8:45 AM	0	4	0	1	6	0	0	1	0	0	0	0
9:00 AM	1	5	0	1	1	0	0	0	1	0	0	0
9:15 AM	0	2	0	0	2	0	0	0	0	0	0	0
9:30 AM	0	4	0	0	4	0	0	0	1	0	1	0
9:45 AM	2	3	0	0	1	0	0	0	0	0	0	0
TOTALS	**6**	**47**	**1**	**2**	**26**	**0**	**0**	**4**	**2**	**0**	**1**	**1**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	2	0	2	2	0	2	2	0
3:15 PM	2	0	0	1	0	1	0	1
3:30 PM	0	0	0	0	2	0	0	0
3:45 PM	2	0	0	0	3	2	0	0
4:00 PM	0	0	0	1	0	3	0	1
4:15 PM	2	0	1	0	2	3	2	1
4:30 PM	1	0	2	0	2	2	0	1
4:45 PM	0	0	1	2	4	3	2	1
5:00 PM	1	0	0	0	2	1	1	0
5:15 PM	1	0	1	0	2	1	0	2
5:30 PM	2	0	0	0	1	1	0	2
5:45 PM	0	1	0	0	0	2	0	2
TOTALS	**13**	**1**	**7**	**6**	**18**	**21**	**7**	**11**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	1	1	0	4	0	0	2	0	1	0	0
3:15 PM	0	4	0	0	1	0	0	1	0	0	0	0
3:30 PM	0	2	0	0	1	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	3	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	4	0	0	1	0	0	0	0
4:15 PM	1	0	0	0	2	0	0	0	0	0	0	0
4:30 PM	0	1	0	1	4	0	0	0	1	0	0	0
4:45 PM	1	3	0	0	7	1	0	0	0	0	0	0
5:00 PM	0	1	0	1	4	0	0	0	0	0	0	0
5:15 PM	0	4	0	0	6	0	0	0	0	0	0	0
5:30 PM	0	3	0	0	4	0	0	0	0	1	0	0
5:45 PM	0	6	0	0	2	0	0	0	1	0	0	1
TOTALS	**2**	**25**	**1**	**2**	**42**	**1**	**0**	**4**	**2**	**2**	**0**	**1**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-004
N□S Street: Centinela Ave (West)
E□W Street: Olympic Blvd
DATE: 5□14□2013 DAY: Tuesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	2	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	1	0	0	0	0
7:45 AM	0	0	1	0	0	0	1	1
8:00 AM	0	0	2	2	0	0	0	0
8:15 AM	0	1	1	3	0	0	1	0
8:30 AM	0	0	0	0	0	0	1	0
8:45 AM	1	0	1	1	0	0	0	0
9:00 AM	1	0	2	1	0	0	2	0
9:15 AM	1	0	0	2	0	0	1	0
9:30 AM	0	0	2	0	0	0	0	0
9:45 AM	1	0	0	0	0	0	0	0
TOTALS	**4**	**1**	**10**	**12**	**0**	**0**	**6**	**2**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	1	0	0	0	0	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	1
7:30 AM	0	0	0	0	1	1	0	0	0	0	2	2
7:45 AM	0	0	0	1	0	0	0	1	0	0	0	0
8:00 AM	0	0	0	3	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	2	0	1	0	1	0	0	1	2
8:30 AM	0	0	0	2	0	2	0	2	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	1	0	0	2	0
9:00 AM	0	0	0	1	0	0	0	0	0	0	1	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	2	0	0	0	1	0	0	1	3
9:45 AM	0	0	0	1	0	1	0	1	0	0	0	0
TOTALS	**0**	**0**	**0**	**12**	**2**	**5**	**0**	**7**	**0**	**0**	**9**	**12**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	7	0	4	0	0	0	0	3
3:15 PM	1	0	1	3	0	0	1	1
3:30 PM	0	0	0	0	0	0	0	0
3:45 PM	1	2	1	1	0	0	1	1
4:00 PM	1	0	4	0	0	0	0	0
4:15 PM	0	0	2	0	0	0	0	0
4:30 PM	0	2	2	0	0	0	0	0
4:45 PM	1	1	2	1	0	0	0	3
5:00 PM	1	0	3	1	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	1	2	2	0	0	0	0	2
5:45 PM	0	1	4	0	0	0	0	4
TOTALS	**13**	**8**	**25**	**6**	**0**	**0**	**2**	**14**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	0	1	0	3	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	1	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	2
3:45 PM	0	0	0	1	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	2	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0
4:45 PM	0	0	0	2	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	1	0	0	0	0	0	0	1	0
5:15 PM	0	0	0	1	0	0	0	1	0	0	1	0
5:30 PM	0	0	0	1	0	0	0	1	0	0	0	0
5:45 PM	0	0	0	1	0	0	0	0	0	0	0	2
TOTALS	**0**	**0**	**0**	**7**	**0**	**1**	**0**	**9**	**0**	**0**	**2**	**5**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-005
N/S Street: Centinela Ave (East)
E/W Street: Olympic Blvd
DATE: 5/14/2013 DAY: Tuesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	1	0	0	0
7:30 AM	1	1	0	0	2	1	0	0
7:45 AM	1	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	1	0
8:15 AM	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	1	1
8:45 AM	0	1	0	0	1	0	1	1
9:00 AM	1	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	1	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	1
TOTALS	**3**	**2**	**0**	**0**	**5**	**1**	**3**	**6**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0
7:15 AM	0	2	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	2	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0
8:15 AM	0	3	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	2	0	0	2	0	0	0	0	0	0	0
8:45 AM	0	2	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	4	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	1	0	0	0	0	0	0	0
TOTALS	**0**	**15**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	0	1	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	1	0
3:45 PM	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	1
4:15 PM	0	1	0	0	0	0	0	1
4:30 PM	0	1	0	0	0	0	2	1
4:45 PM	0	0	0	0	0	0	1	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	2	0	0	0	0	0	0	2
5:30 PM	1	0	0	0	0	0	1	2
5:45 PM	0	0	0	0	0	0	0	0
TOTALS	**3**	**3**	**0**	**0**	**0**	**0**	**5**	**7**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	2	0	0	1	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	2	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	1	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	1	0	0	0	0	0	0	0
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	2	0	0	2	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	2	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	2	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	4	0	0	0	0	0	0	0
TOTALS	**0**	**7**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-006
N/S Street: Centinela Ave
E/W Street: I-10 WB On/Off Ramp
DATE: 5/14/2013 DAY: Tuesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	1	0	0	0
7:30 AM	1	1	0	0	2	1	0	0
7:45 AM	1	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	1	0
8:15 AM	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	1	1
8:45 AM	0	1	0	0	1	0	1	1
9:00 AM	1	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	1	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	1
TOTALS	**3**	**2**	**0**	**0**	**5**	**1**	**3**	**6**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0
7:15 AM	0	2	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	2	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0
8:15 AM	0	3	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	2	0	0	2	0	0	0	0	0	0	0
8:45 AM	0	2	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	4	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	1	0	0	0	0	0	0	0
TOTALS	**0**	**15**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

5/13/2013 0

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	0	1	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	1	0
3:45 PM	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	1
4:15 PM	0	1	0	0	0	0	0	1
4:30 PM	0	1	0	0	0	0	2	1
4:45 PM	0	0	0	0	0	0	1	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	2	0	0	0	0	0	0	2
5:30 PM	1	0	0	0	0	0	1	2
5:45 PM	0	0	0	0	0	0	0	0
TOTALS	**3**	**3**	**0**	**0**	**0**	**0**	**5**	**7**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	2	0	0	1	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	2	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	1	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	1	0	0	0	0	0	0	0
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	2	0	0	2	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	2	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	2	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	4	0	0	0	0	0	0	0
TOTALS	**0**	**7**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

PREPARED BY NATIONAL DATA □SURVEYING SERVICES

PROJECT#: 13-5256-007
N□S Street: I-10 EB Off Ramp
E□W Street: Pico Blvd
DATE: 5□14□2013 DAY: Tuesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	3	1	0	0	0	0	0
7:15 AM	0	1	1	1	0	0	1	0
7:30 AM	0	0	2	0	0	0	0	0
7:45 AM	1	0	1	3	0	0	0	0
8:00 AM	0	3	1	2	0	0	0	0
8:15 AM	1	0	2	4	0	0	0	0
8:30 AM	0	6	1	2	0	0	0	0
8:45 AM	3	1	0	1	0	0	0	0
9:00 AM	4	1	2	0	0	0	0	0
9:15 AM	1	1	1	1	0	0	0	0
9:30 AM	0	2	2	2	0	0	0	0
9:45 AM	1	0	4	0	0	0	0	0
TOTALS	**11**	**18**	**18**	**16**	**0**	**0**	**1**	**0**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	4	0
7:45 AM	0	0	1	0	0	0	0	1	0	0	5	0
8:00 AM	0	0	1	0	0	0	0	0	0	0	3	0
8:15 AM	0	0	0	0	0	0	0	2	0	1	1	0
8:30 AM	0	0	0	0	0	0	0	1	0	0	2	0
8:45 AM	1	0	1	0	0	0	0	1	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	1	0
9:15 AM	0	0	0	0	0	0	0	1	0	0	4	0
9:30 AM	1	0	1	0	0	0	0	3	1	0	0	0
9:45 AM	0	0	0	0	0	0	0	1	0	1	1	0
TOTALS	**2**	**0**	**4**	**0**	**0**	**1**	**0**	**11**	**1**	**2**	**22**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	1	2	1	3	0	0	2	0
3:15 PM	1	3	3	0	0	0	0	0
3:30 PM	4	2	2	0	0	0	1	0
3:45 PM	1	2	2	1	0	0	2	0
4:00 PM	2	2	1	0	0	0	0	0
4:15 PM	5	2	3	4	0	0	1	0
4:30 PM	2	1	3	2	0	0	0	2
4:45 PM	7	1	1	1	0	0	0	0
5:00 PM	1	3	2	2	0	0	1	0
5:15 PM	2	7	0	0	0	0	1	0
5:30 PM	4	2	3	5	0	0	2	0
5:45 PM	2	1	5	8	0	0	4	1
TOTALS	**32**	**28**	**26**	**26**	**0**	**0**	**14**	**3**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	0	0	0	2	0	0	4	0
3:15 PM	0	0	2	0	0	0	0	3	0	1	3	0
3:30 PM	0	0	0	0	0	0	0	2	0	0	1	0
3:45 PM	0	0	0	0	0	0	0	0	0	1	1	0
4:00 PM	0	0	1	0	0	0	0	3	1	0	2	0
4:15 PM	0	0	0	0	0	0	0	2	0	0	5	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	1	1	0	3	0
5:00 PM	0	0	0	0	0	0	0	3	0	0	0	0
5:15 PM	0	0	1	0	0	0	0	1	0	0	0	0
5:30 PM	2	0	1	0	0	0	0	3	0	2	3	0
5:45 PM	0	0	0	0	0	0	0	1	0	1	1	0
TOTALS	**2**	**0**	**6**	**0**	**0**	**0**	**0**	**22**	**2**	**5**	**23**	**0**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-008
N/S Street: Centinela Ave
E/W Street: Pico Blvd
DATE: 5/14/2013 DAY: Tuesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	2	2	0	0	0	0	2	0
7:15 AM	1	1	0	2	0	1	0	0
7:30 AM	1	0	2	0	2	1	1	0
7:45 AM	2	2	2	5	0	0	0	1
8:00 AM	0	1	3	1	1	1	0	0
8:15 AM	2	3	2	5	0	1	0	3
8:30 AM	2	7	3	0	2	0	1	0
8:45 AM	2	2	1	0	1	0	1	1
9:00 AM	4	0	6	0	4	0	0	0
9:15 AM	2	2	1	1	5	0	1	1
9:30 AM	0	2	2	4	1	0	0	0
9:45 AM	1	0	4	2	1	4	0	0
TOTALS	**19**	**22**	**26**	**20**	**17**	**8**	**6**	**6**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	1	0	0	0	1	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	1	0	0	1	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	5	0
7:45 AM	0	1	0	0	1	0	0	2	0	0	4	0
8:00 AM	0	0	1	0	1	0	0	1	0	0	2	1
8:15 AM	0	2	0	0	0	0	0	2	0	0	2	1
8:30 AM	0	2	1	0	1	0	0	0	0	0	2	0
8:45 AM	0	2	0	0	2	0	0	2	0	0	0	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	1	0
9:15 AM	0	0	0	1	0	0	0	1	0	1	4	0
9:30 AM	0	3	0	0	0	0	0	4	0	0	2	0
9:45 AM	0	0	0	0	0	0	0	1	0	0	2	0
TOTALS	**0**	**12**	**2**	**1**	**5**	**1**	**0**	**14**	**0**	**1**	**25**	**6**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	1	1	1	4	1	4	0	0
3:15 PM	3	3	1	0	5	3	0	0
3:30 PM	3	2	5	1	3	1	0	1
3:45 PM	1	2	3	5	3	1	1	2
4:00 PM	2	2	6	2	1	6	1	0
4:15 PM	6	1	6	4	0	2	1	0
4:30 PM	2	2	6	3	7	5	0	0
4:45 PM	4	1	2	3	2	3	0	2
5:00 PM	0	0	3	1	0	0	0	0
5:15 PM	3	2	0	1	2	1	2	0
5:30 PM	0	3	7	7	3	2	0	2
5:45 PM	3	4	6	5	0	2	2	2
TOTALS	**28**	**23**	**46**	**36**	**27**	**30**	**7**	**9**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	0	0	0	2	0	0	2	0
3:15 PM	0	0	0	1	0	0	1	1	0	0	3	0
3:30 PM	0	1	0	0	0	0	0	2	0	0	1	0
3:45 PM	1	0	0	0	2	0	0	0	0	0	1	0
4:00 PM	0	0	0	0	0	0	0	5	0	0	1	0
4:15 PM	0	1	0	0	0	0	0	2	0	0	4	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0
4:45 PM	0	0	0	2	2	0	1	2	0	0	3	0
5:00 PM	0	0	0	0	1	0	0	4	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	0	0	1	0
5:30 PM	0	0	1	1	0	0	0	4	0	0	2	0
5:45 PM	0	0	0	1	2	0	0	3	0	0	3	0
TOTALS	**1**	**2**	**1**	**5**	**7**	**0**	**2**	**27**	**0**	**0**	**21**	**0**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-009
N/S Street: Centinela Ave
E/W Street: I-10 EB On Ramp
DATE: 5/14/2013 DAY: Tuesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	3	1	0	0
7:30 AM	0	0	0	0	3	1	0	0
7:45 AM	0	0	0	0	2	0	0	0
8:00 AM	0	0	0	0	1	0	0	0
8:15 AM	1	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	1	0	0	0
8:45 AM	0	0	0	0	1	0	0	0
9:00 AM	0	0	0	0	1	3	0	0
9:15 AM	0	0	0	0	2	3	0	0
9:30 AM	0	0	0	0	0	1	0	0
9:45 AM	0	0	0	0	0	1	0	0
TOTALS	**1**	**0**	**0**	**0**	**14**	**10**	**0**	**0**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	3	0	0	1	0	0	0	0	0	0	0
8:45 AM	0	2	0	0	2	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	3	0	0	0	0	0	0	0
9:30 AM	0	3	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	**0**	**12**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**1**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	1	0	0
3:30 PM	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	1	0	0
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0
4:30 PM	0	0	0	0	1	2	0	0
4:45 PM	0	0	0	0	0	3	0	0
5:00 PM	0	0	0	0	0	2	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	6	1	0	0
5:45 PM	0	0	0	0	2	6	0	0
TOTALS	**0**	**0**	**0**	**0**	**10**	**16**	**0**	**0**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	1	1	0	0	0	0	0	0	0
3:30 PM	0	1	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	1	2	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	2	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	2	0	0	0	0	0	0	0
TOTALS	**0**	**2**	**0**	**2**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**2**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-010
N□S Street: Bundy Dr
E□W Street: Wilshire Blvd
DATE: 5□14□2013 DAY: Tuesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	8	5	5	5	2	2	5	7
7:15 AM	6	7	2	6	8	5	6	6
7:30 AM	4	6	6	5	5	2	6	2
7:45 AM	13	9	6	8	3	1	7	11
8:00 AM	9	3	5	2	5	2	8	10
8:15 AM	17	14	4	10	8	5	10	10
8:30 AM	14	7	10	8	11	4	6	21
8:45 AM	12	9	10	11	5	3	9	15
9:00 AM	12	14	11	10	7	5	11	7
9:15 AM	6	18	4	9	5	3	10	9
9:30 AM	14	8	4	9	10	10	7	7
9:45 AM	7	14	5	3	6	6	4	10
TOTALS	**122**	**114**	**72**	**86**	**75**	**48**	**89**	**115**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	1	0	0	0	0	0	1	0	0	1	0
7:15 AM	0	0	0	0	1	1	0	0	0	0	0	0
7:30 AM	0	1	0	0	1	0	0	0	1	0	0	0
7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0
8:00 AM	0	0	0	1	1	0	0	1	1	0	1	0
8:15 AM	0	2	0	0	4	0	0	1	0	1	1	0
8:30 AM	1	3	0	0	2	0	0	1	0	0	0	0
8:45 AM	0	3	0	0	0	0	0	3	0	0	0	0
9:00 AM	0	1	0	0	1	0	0	1	0	1	3	0
9:15 AM	0	1	1	0	3	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	3	0	0	1	1	0	1	0
9:45 AM	0	0	0	0	0	0	0	2	0	0	2	1
TOTALS	**1**	**12**	**1**	**1**	**17**	**1**	**0**	**11**	**3**	**2**	**9**	**1**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	16	15	14	9	13	14	6	10
3:15 PM	21	15	11	5	12	16	8	17
3:30 PM	26	7	10	3	5	26	4	10
3:45 PM	15	15	10	8	4	8	3	11
4:00 PM	21	13	11	10	6	19	2	9
4:15 PM	16	10	5	11	7	6	12	4
4:30 PM	10	8	12	5	8	6	5	12
4:45 PM	17	7	14	3	12	17	4	5
5:00 PM	9	8	11	3	6	3	5	14
5:15 PM	9	10	25	7	15	12	6	11
5:30 PM	13	13	16	9	24	6	10	8
5:45 PM	18	15	14	9	9	11	9	9
TOTALS	**191**	**136**	**153**	**82**	**121**	**144**	**74**	**120**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	0	0	0	2	0	0	1	1
3:15 PM	0	0	1	1	0	0	0	0	0	0	4	1
3:30 PM	0	0	0	0	0	0	0	2	0	0	1	0
3:45 PM	1	2	0	0	1	1	0	0	0	0	1	0
4:00 PM	0	1	1	0	0	1	0	2	0	0	1	1
4:15 PM	1	2	0	0	0	0	0	2	1	1	1	1
4:30 PM	0	0	0	0	0	1	0	0	0	0	1	0
4:45 PM	1	0	0	0	1	0	2	3	1	0	0	0
5:00 PM	1	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	3	0	1	1	1	0	0	0
5:30 PM	0	3	0	0	1	0	2	2	0	0	0	0
5:45 PM	2	1	3	0	0	0	0	1	1	1	2	0
TOTALS	**6**	**9**	**5**	**1**	**7**	**3**	**5**	**15**	**4**	**2**	**12**	**5**

PREPARED BY NATIONAL DATA □SURVEYING SERVICES

PROJECT#: 13-5256-011
N□S Street: Bundy Dr
E□W Street: Santa Monica Blvd
DATE: 5□14□2013 DAY: Tuesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	2	11	5	4	2	2	2	11
7:15 AM	2	9	8	11	3	6	5	23
7:30 AM	3	6	4	6	8	10	2	3
7:45 AM	2	12	3	9	3	6	4	15
8:00 AM	7	7	5	10	8	4	6	13
8:15 AM	1	14	5	7	3	8	1	6
8:30 AM	3	5	4	4	3	3	6	12
8:45 AM	5	8	11	6	4	4	9	10
9:00 AM	5	17	4	5	5	9	7	11
9:15 AM	5	10	11	6	4	9	3	12
9:30 AM	5	18	8	6	5	5	8	12
9:45 AM	4	7	3	9	5	8	10	14
TOTALS	**44**	**124**	**71**	**83**	**53**	**74**	**63**	**142**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	1	0	0	0	0	0	1	0	1	1	0
7:15 AM	0	0	0	0	2	0	0	3	0	1	1	0
7:30 AM	0	0	0	0	2	0	0	0	0	1	4	0
7:45 AM	0	1	0	0	1	0	0	1	0	3	2	0
8:00 AM	0	1	0	0	1	0	0	1	0	1	2	0
8:15 AM	0	1	0	0	7	0	0	1	1	1	3	0
8:30 AM	0	2	0	0	2	0	0	2	0	0	3	0
8:45 AM	0	0	0	0	1	0	1	0	0	1	4	0
9:00 AM	1	2	1	0	1	0	0	0	0	2	2	0
9:15 AM	0	0	0	0	1	0	0	2	0	0	4	0
9:30 AM	1	1	0	0	2	0	0	0	0	0	9	0
9:45 AM	0	1	0	0	2	0	0	0	0	0	6	0
TOTALS	**2**	**10**	**1**	**0**	**22**	**0**	**1**	**11**	**1**	**11**	**41**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	6	17	3	2	2	3	17	8
3:15 PM	11	17	5	7	6	7	6	15
3:30 PM	7	13	6	5	6	5	12	19
3:45 PM	10	7	3	6	2	3	12	8
4:00 PM	8	16	2	5	5	8	3	17
4:15 PM	10	18	5	5	2	3	7	15
4:30 PM	7	7	6	1	5	8	8	14
4:45 PM	9	11	4	4	1	4	6	21
5:00 PM	6	7	7	6	4	5	6	6
5:15 PM	3	5	13	4	8	1	2	19
5:30 PM	7	13	4	0	3	3	9	15
5:45 PM	5	15	6	5	4	2	6	6
TOTALS	**89**	**146**	**64**	**50**	**48**	**52**	**94**	**163**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	1	0	0	0	0	0	0	0	0	0	2	0
3:15 PM	0	0	0	0	0	0	1	2	0	0	1	0
3:30 PM	1	0	0	0	0	0	0	4	0	0	3	1
3:45 PM	1	3	1	0	1	0	0	7	1	1	3	0
4:00 PM	0	0	3	0	0	0	1	6	2	1	2	1
4:15 PM	1	1	0	1	3	0	1	7	0	0	4	0
4:30 PM	0	0	1	0	1	0	0	3	0	0	2	0
4:45 PM	0	0	0	0	0	1	0	1	1	2	6	0
5:00 PM	0	0	0	1	2	0	0	2	0	0	4	0
5:15 PM	0	2	0	0	1	0	0	4	1	0	4	0
5:30 PM	0	2	0	0	0	0	0	5	0	1	5	1
5:45 PM	0	3	0	0	1	0	0	0	0	0	5	0
TOTALS	**4**	**11**	**5**	**2**	**9**	**1**	**3**	**41**	**5**	**5**	**41**	**3**

PREPARED BY NATIONAL DATA □SURVEYING SERVICES

PROJECT#: 13-5256-012
N□S Street: Bundy Dr
E□W Street: Ohio Ave
DATE: 5□14□2013 DAY: Tuesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	3	3	7	2	1	1	9	2
7:15 AM	13	1	6	6	2	2	3	3
7:30 AM	2	3	1	5	4	0	2	28
7:45 AM	1	5	2	4	6	3	17	7
8:00 AM	5	4	7	8	4	2	3	3
8:15 AM	9	5	7	7	5	1	5	2
8:30 AM	1	4	8	6	2	2	8	3
8:45 AM	9	9	8	5	0	0	11	6
9:00 AM	5	2	1	2	5	0	8	2
9:15 AM	3	0	6	13	4	2	3	3
9:30 AM	32	8	2	4	9	1	5	3
9:45 AM	3	1	2	5	6	0	9	28
TOTALS	**86**	**45**	**57**	**67**	**48**	**14**	**83**	**90**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	1	0	0	2	0	0	0	0
7:15 AM	0	1	0	0	0	1	0	1	0	0	2	0
7:30 AM	0	0	0	0	2	0	0	2	0	0	0	0
7:45 AM	1	1	0	0	0	0	0	0	0	0	2	0
8:00 AM	0	0	0	0	0	0	0	2	1	0	2	0
8:15 AM	0	0	0	0	1	0	0	2	0	0	1	0
8:30 AM	0	2	0	0	0	0	0	1	0	0	3	0
8:45 AM	0	1	0	0	1	0	0	1	0	1	2	0
9:00 AM	0	0	0	0	2	0	0	0	0	0	3	0
9:15 AM	0	0	0	0	0	0	0	2	0	0	2	0
9:30 AM	0	1	0	0	1	0	0	2	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	3	0
TOTALS	**1**	**6**	**0**	**0**	**8**	**1**	**0**	**15**	**1**	**1**	**20**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	1	6	4	2	7	4	8	3
3:15 PM	8	6	7	2	0	1	6	12
3:30 PM	1	7	5	1	1	2	11	7
3:45 PM	8	1	8	6	5	8	5	12
4:00 PM	2	2	4	11	11	2	4	8
4:15 PM	7	2	2	9	2	13	8	1
4:30 PM	1	1	3	4	9	4	7	5
4:45 PM	3	3	1	0	8	1	10	2
5:00 PM	1	2	0	2	5	2	9	8
5:15 PM	2	1	2	2	1	5	3	2
5:30 PM	2	6	0	3	1	1	7	12
5:45 PM	1	1	3	6	5	5	6	4
TOTALS	**37**	**38**	**39**	**48**	**55**	**48**	**84**	**76**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	2	0	0	2	0	0	0	0
3:15 PM	0	1	0	0	0	0	0	3	0	1	2	0
3:30 PM	0	0	0	0	2	0	0	1	0	0	1	1
3:45 PM	0	0	0	0	0	0	1	0	0	0	0	0
4:00 PM	0	2	0	0	1	0	0	2	1	0	1	0
4:15 PM	0	0	0	0	0	0	0	3	0	0	2	0
4:30 PM	1	1	0	0	1	0	0	2	0	0	0	0
4:45 PM	0	0	0	0	2	1	0	4	0	1	2	0
5:00 PM	0	1	0	0	0	0	0	2	0	0	1	0
5:15 PM	0	0	0	0	1	0	0	0	0	1	0	0
5:30 PM	0	2	0	0	0	0	0	4	0	0	1	0
5:45 PM	0	1	0	0	1	0	0	3	0	0	0	0
TOTALS	**1**	**8**	**0**	**0**	**10**	**1**	**1**	**26**	**1**	**3**	**10**	**1**

PREPARED BY NATIONAL DATA □SURVEYING SERVICES

PROJECT#: 13-5256-013
N□S Street: Bundy Dr
E□W Street: Missouri Ave
DATE: 5□14□2013 DAY: Tuesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	2	0	0
7:15 AM	0	0	2	0	3	2	3	8
7:30 AM	0	2	0	0	3	2	0	2
7:45 AM	0	0	1	0	2	2	0	3
8:00 AM	0	0	5	0	2	4	0	6
8:15 AM	4	1	2	0	2	4	2	3
8:30 AM	0	0	1	2	0	2	1	2
8:45 AM	1	1	0	0	0	1	0	1
9:00 AM	2	0	0	2	1	4	1	0
9:15 AM	0	1	0	0	3	7	0	1
9:30 AM	1	0	2	0	2	8	0	4
9:45 AM	0	1	0	0	0	1	0	1
TOTALS	**8**	**6**	**13**	**4**	**18**	**39**	**7**	**31**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	1	0	0	2	0	0	1	0	0	0	0
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	0
7:30 AM	0	2	0	0	1	0	0	0	0	0	0	0
7:45 AM	0	5	0	0	1	0	0	0	0	0	0	0
8:00 AM	0	3	0	0	8	0	0	1	0	0	0	0
8:15 AM	0	2	0	0	3	0	0	1	0	0	0	0
8:30 AM	0	3	0	0	2	0	0	0	0	0	0	0
8:45 AM	0	3	0	0	2	0	0	2	0	0	1	0
9:00 AM	0	2	0	0	3	0	0	2	0	0	1	0
9:15 AM	0	5	0	0	0	0	0	0	0	0	2	0
9:30 AM	0	3	0	0	2	0	0	0	0	0	0	0
9:45 AM	0	1	0	0	2	0	0	0	0	0	0	0
TOTALS	**0**	**31**	**0**	**0**	**27**	**0**	**0**	**7**	**0**	**0**	**4**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	1	0	0	3	0	0
3:15 PM	0	0	0	0	1	1	0	0
3:30 PM	2	3	13	0	4	0	0	0
3:45 PM	1	0	0	0	1	1	0	0
4:00 PM	1	2	0	1	3	2	0	0
4:15 PM	4	0	2	0	2	1	0	0
4:30 PM	1	0	0	0	2	2	0	0
4:45 PM	0	0	0	0	1	1	0	0
5:00 PM	0	2	0	0	1	2	0	0
5:15 PM	1	0	0	0	2	0	0	0
5:30 PM	1	1	1	0	6	1	0	0
5:45 PM	0	1	0	0	0	2	0	0
TOTALS	**11**	**9**	**17**	**1**	**23**	**16**	**0**	**0**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	1	0	0	1	0	0	2	0	0	1	0
3:15 PM	0	1	1	0	1	0	0	2	1	0	0	0
3:30 PM	0	1	0	0	0	0	0	1	0	0	0	2
3:45 PM	0	2	0	0	1	0	0	0	0	0	0	1
4:00 PM	0	1	0	0	1	0	0	2	0	0	0	0
4:15 PM	0	2	0	0	2	0	0	0	0	1	1	0
4:30 PM	0	1	0	0	1	0	0	1	0	0	0	0
4:45 PM	0	3	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	3	0	0	2	0	0	1	0	0	0	1
5:15 PM	0	2	0	0	3	0	0	1	0	0	1	0
5:30 PM	0	0	0	1	2	0	0	0	0	0	0	0
5:45 PM	0	2	1	0	1	0	0	0	0	0	0	0
TOTALS	**0**	**19**	**2**	**1**	**15**	**0**	**0**	**10**	**1**	**1**	**3**	**4**

PREPARED BY NATIONAL DATA □SURVEYING SERVICES

PROJECT#: 13-5256-014
N□S Street: Bundy Dr
E□W Street: La Grange Ave
DATE: 5□14□2013 DAY: Tuesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	4	1	0	0	1	1	4	1
7:15 AM	1	1	0	0	6	3	0	3
7:30 AM	1	1	0	0	2	2	0	0
7:45 AM	3	3	0	0	4	3	2	2
8:00 AM	0	2	0	0	6	1	1	3
8:15 AM	2	2	0	0	2	4	2	2
8:30 AM	0	3	0	0	1	1	0	3
8:45 AM	1	1	0	0	2	1	0	0
9:00 AM	1	0	0	0	1	3	0	1
9:15 AM	2	5	0	0	6	5	0	2
9:30 AM	3	2	0	0	4	6	0	3
9:45 AM	2	2	0	0	0	4	0	0
TOTALS	**20**	**23**	**0**	**0**	**35**	**34**	**9**	**20**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	2	0	0	2	0	0	1	0	0	0	1
7:15 AM	0	1	0	0	1	0	0	1	0	0	0	0
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0
7:45 AM	0	3	0	0	1	0	0	0	0	0	0	0
8:00 AM	0	3	0	1	5	1	0	1	0	0	1	0
8:15 AM	0	1	0	1	3	0	0	0	0	0	0	0
8:30 AM	0	4	0	0	4	0	0	0	0	0	0	1
8:45 AM	0	1	0	0	2	0	0	0	0	1	0	0
9:00 AM	0	2	0	0	2	0	0	0	0	1	0	0
9:15 AM	0	2	0	0	0	0	0	0	0	0	2	0
9:30 AM	0	3	0	0	3	0	0	0	0	1	0	0
9:45 AM	0	0	0	1	0	0	0	0	0	0	0	0
TOTALS	**0**	**23**	**0**	**3**	**24**	**1**	**0**	**3**	**0**	**3**	**3**	**2**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	2	4	0	0	2	5	0	0
3:15 PM	0	2	0	0	5	7	0	0
3:30 PM	3	4	0	0	0	20	0	0
3:45 PM	2	1	0	0	1	4	0	0
4:00 PM	1	0	0	0	1	2	0	0
4:15 PM	1	1	0	0	3	3	0	0
4:30 PM	1	1	0	0	1	1	0	0
4:45 PM	0	3	0	0	3	0	0	0
5:00 PM	3	1	0	0	2	4	0	0
5:15 PM	1	1	0	0	3	2	0	0
5:30 PM	0	1	0	0	8	5	0	0
5:45 PM	1	2	0	0	3	1	1	5
TOTALS	**15**	**21**	**0**	**0**	**32**	**54**	**1**	**5**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	1	0	0	0	0	0	0	0
3:15 PM	0	0	0	1	1	0	0	0	0	2	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	1	0
3:45 PM	0	6	0	1	1	0	0	1	0	1	0	0
4:00 PM	1	1	1	0	1	0	0	0	0	0	0	0
4:15 PM	0	3	0	0	2	1	0	0	0	0	0	1
4:30 PM	0	1	1	0	1	1	0	0	0	1	0	0
4:45 PM	0	3	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	4	0	0	0	0	0	0	0
5:15 PM	0	2	0	0	1	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	1	0	0	3	0	0	0	0
5:45 PM	0	1	1	0	5	0	0	0	0	1	0	0
TOTALS	**1**	**18**	**3**	**2**	**18**	**2**	**0**	**4**	**0**	**5**	**1**	**2**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-015
N□S Street: Bundy Dr
E□W Street: Olympic Blvd
DATE: 5□14□2013 DAY: Tuesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	5	0	1	2	4	4	4
7:15 AM	0	3	5	1	7	2	1	2
7:30 AM	0	5	4	3	5	5	1	3
7:45 AM	3	4	1	1	8	1	2	2
8:00 AM	4	5	1	1	3	2	4	1
8:15 AM	3	7	0	7	11	9	1	0
8:30 AM	2	4	4	3	6	10	0	2
8:45 AM	5	1	3	5	8	4	6	4
9:00 AM	5	5	6	5	14	7	3	2
9:15 AM	0	3	1	4	4	5	1	2
9:30 AM	1	10	3	2	12	5	0	3
9:45 AM	2	9	0	6	5	7	1	2
TOTALS	**25**	**61**	**28**	**39**	**85**	**61**	**24**	**27**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	1	0
7:30 AM	1	2	0	0	1	0	0	0	0	1	2	0
7:45 AM	1	3	0	0	3	0	0	1	0	0	0	0
8:00 AM	0	2	0	1	1	0	0	1	0	0	0	0
8:15 AM	1	2	0	0	2	0	0	0	1	0	0	0
8:30 AM	0	4	0	0	2	1	0	1	0	0	0	0
8:45 AM	1	0	0	0	4	0	0	1	0	0	3	0
9:00 AM	0	0	0	0	2	0	0	0	0	0	1	1
9:15 AM	0	1	1	0	2	0	0	0	0	1	0	1
9:30 AM	0	2	0	1	1	1	0	1	0	1	2	0
9:45 AM	1	0	1	0	0	0	0	0	0	0	0	0
TOTALS	**5**	**17**	**2**	**2**	**19**	**2**	**0**	**5**	**1**	**3**	**9**	**2**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	9	6	3	5	2	6	3	5
3:15 PM	3	7	3	1	5	9	4	3
3:30 PM	6	6	4	4	3	24	0	8
3:45 PM	4	1	5	4	9	5	4	2
4:00 PM	10	3	0	8	2	10	2	5
4:15 PM	6	11	1	5	3	5	3	2
4:30 PM	2	7	2	7	5	6	2	2
4:45 PM	6	1	1	4	2	3	6	1
5:00 PM	12	6	5	5	2	6	4	6
5:15 PM	8	2	3	2	7	14	5	2
5:30 PM	9	2	2	3	5	7	1	5
5:45 PM	4	3	1	4	7	2	2	1
TOTALS	**79**	**55**	**30**	**52**	**52**	**97**	**36**	**42**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	1	1	0	0	3	0	0	1	0	0	0	0
3:15 PM	0	0	0	0	4	0	1	1	0	0	0	0
3:30 PM	0	3	0	0	0	0	0	0	0	0	1	0
3:45 PM	0	2	0	0	2	0	1	1	0	0	0	0
4:00 PM	0	2	0	0	2	0	0	1	0	0	0	0
4:15 PM	0	4	0	0	0	0	2	0	0	1	1	0
4:30 PM	0	0	0	1	1	0	0	0	0	0	1	0
4:45 PM	0	1	0	0	0	0	0	1	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	1	0	0	1	0	0	0	0
5:30 PM	0	2	0	0	2	0	0	3	1	0	0	0
5:45 PM	0	1	1	0	0	0	0	0	0	0	0	0
TOTALS	**1**	**16**	**1**	**1**	**15**	**0**	**4**	**9**	**1**	**1**	**3**	**0**

PREPARED BY NATIONAL DATA □SURVEYING SERVICES

PROJECT#: 13-5256-016
N□S Street: Bundy Dr
E□W Street: Pico Blvd
DATE: 5□14□2013 DAY: Tuesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	1	8	0	1	2	0	1	2
7:15 AM	7	15	0	3	1	1	6	13
7:30 AM	9	13	1	0	6	0	0	4
7:45 AM	2	6	1	2	2	2	2	6
8:00 AM	3	15	0	0	0	1	4	6
8:15 AM	8	9	3	1	2	0	4	8
8:30 AM	1	8	1	0	4	0	6	3
8:45 AM	1	6	0	2	1	0	7	2
9:00 AM	5	7	2	0	2	0	2	7
9:15 AM	7	7	1	5	3	3	0	1
9:30 AM	4	7	2	2	3	5	4	6
9:45 AM	6	10	3	0	8	2	12	2
TOTALS	**54**	**111**	**14**	**16**	**34**	**14**	**48**	**60**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	1	0	3	0	0	2	0
7:15 AM	0	2	0	0	0	0	0	1	0	0	1	0
7:30 AM	0	2	0	0	3	0	0	0	0	0	6	0
7:45 AM	0	1	0	0	1	0	0	2	0	0	4	0
8:00 AM	0	1	0	1	0	1	0	1	0	0	1	0
8:15 AM	1	0	0	0	1	3	1	0	0	0	1	1
8:30 AM	0	0	0	0	0	1	1	0	0	0	2	0
8:45 AM	0	0	0	0	2	0	1	0	0	0	0	0
9:00 AM	1	0	0	1	1	1	0	0	0	1	2	0
9:15 AM	0	1	0	0	0	0	0	0	1	0	5	0
9:30 AM	0	1	0	0	1	0	0	1	0	0	2	0
9:45 AM	0	0	0	0	0	0	0	3	0	0	2	0
TOTALS	**2**	**8**	**0**	**2**	**9**	**7**	**3**	**11**	**1**	**1**	**28**	**1**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	9	20	2	1	2	3	26	9
3:15 PM	6	6	0	3	0	2	10	6
3:30 PM	8	12	6	1	1	1	28	19
3:45 PM	8	6	2	5	1	4	27	8
4:00 PM	7	10	4	5	1	0	23	6
4:15 PM	8	13	6	3	5	1	11	16
4:30 PM	17	20	3	3	2	2	48	5
4:45 PM	2	8	2	2	0	1	20	16
5:00 PM	14	7	5	5	5	7	31	6
5:15 PM	5	2	1	1	2	3	30	1
5:30 PM	11	10	6	1	0	7	26	3
5:45 PM	13	7	2	0	1	1	17	4
TOTALS	**108**	**121**	**39**	**30**	**20**	**32**	**297**	**99**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	1	0	2	0	1	0	8	0	0	2	0
3:15 PM	0	0	0	0	2	1	1	1	0	1	1	0
3:30 PM	1	0	0	0	0	0	1	1	0	0	0	0
3:45 PM	2	0	0	0	3	0	0	1	0	0	0	0
4:00 PM	0	0	0	0	1	1	0	1	0	0	1	0
4:15 PM	1	0	0	2	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	2	5	0	0	2	0
4:45 PM	2	1	0	0	0	0	0	1	2	0	3	0
5:00 PM	0	0	0	1	0	0	1	4	0	1	4	0
5:15 PM	1	0	0	1	0	1	1	3	0	1	1	1
5:30 PM	1	0	0	1	2	0	0	1	1	0	2	0
5:45 PM	2	0	0	1	0	0	2	2	0	0	0	0
TOTALS	**10**	**2**	**0**	**8**	**8**	**4**	**8**	**28**	**3**	**3**	**16**	**1**

PREPARED BY NATIONAL DATA □SURVEYING SERVICES

PROJECT#: 13-5256-017
N□S Street: Bundy Dr
E□W Street: I-10 EB On-Ramp
DATE: 5□14□2013 DAY: Tuesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	1	0	0	0
7:15 AM	0	0	0	0	2	0	0	0
7:30 AM	0	0	0	0	2	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	1	0	0	0
8:30 AM	0	0	0	0	1	0	0	0
8:45 AM	0	0	0	0	1	0	0	0
9:00 AM	0	0	0	0	1	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	2	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**0**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	2	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	3	0	0	4	0	0	0	0	0	0	0
7:45 AM	0	2	0	0	1	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0
8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	4	0	0	0	0	0	0	0
9:00 AM	0	1	0	0	2	0	0	0	0	0	0	0
9:15 AM	0	3	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	1	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	1	0	0	0	0	0	0	0
TOTALS	**0**	**16**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	1	0	0
3:45 PM	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	1	1	0	0
4:15 PM	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	1	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	2	1	0	0
5:15 PM	0	0	0	0	1	4	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**0**	**0**	**4**	**8**	**0**	**0**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	2	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	2	0	0	2	0	0	0	0	0	0	0
4:00 PM	0	2	0	0	1	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	4	0	0	3	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	3	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	**0**	**11**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-018
N/S Street: Barrington Ave
E/W Street: Santa Monica Blvd
DATE: 5/14/2013 DAY: Tuesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	5	7	12	6	1	1	2
7:15 AM	5	3	2	7	5	5	4	3
7:30 AM	2	14	6	8	9	2	9	6
7:45 AM	3	14	11	10	17	4	17	5
8:00 AM	3	6	6	8	4	7	2	5
8:15 AM	3	8	7	9	8	9	8	8
8:30 AM	1	5	7	7	10	3	1	5
8:45 AM	2	5	8	6	4	8	4	3
9:00 AM	4	1	9	4	4	2	2	1
9:15 AM	3	4	15	5	5	2	5	7
9:30 AM	6	4	16	4	3	8	5	7
9:45 AM	5	4	9	6	9	2	5	5
TOTALS	**37**	**73**	**103**	**86**	**84**	**53**	**63**	**57**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	2	0	0	0	0	0	1	0	0	2	0
7:15 AM	0	7	0	0	1	1	0	5	1	0	2	0
7:30 AM	0	3	0	0	0	0	1	0	0	1	5	0
7:45 AM	0	1	0	0	2	1	0	5	1	0	3	0
8:00 AM	1	4	0	1	0	0	0	0	0	0	1	1
8:15 AM	0	2	0	2	0	0	0	2	0	0	2	0
8:30 AM	0	1	0	0	1	0	0	3	1	1	1	2
8:45 AM	0	3	0	0	1	0	0	6	0	0	4	0
9:00 AM	0	1	0	0	0	0	1	5	0	0	4	0
9:15 AM	0	1	0	1	0	0	0	1	1	1	5	0
9:30 AM	0	0	0	1	0	0	0	2	0	1	10	0
9:45 AM	0	2	0	0	0	0	0	3	0	0	6	1
TOTALS	**1**	**27**	**0**	**5**	**5**	**2**	**2**	**33**	**4**	**4**	**45**	**4**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	8	4	17	1	7	13	2	17
3:15 PM	13	4	14	6	4	11	8	27
3:30 PM	3	4	15	6	7	6	1	15
3:45 PM	11	3	12	8	6	7	4	3
4:00 PM	6	5	15	10	4	4	5	7
4:15 PM	12	9	6	3	6	7	5	2
4:30 PM	4	11	4	13	7	6	5	10
4:45 PM	6	10	16	3	13	11	4	19
5:00 PM	4	5	13	5	2	11	7	6
5:15 PM	12	6	10	8	1	13	9	6
5:30 PM	13	6	14	12	7	14	7	8
5:45 PM	10	10	9	6	13	11	2	8
TOTALS	**102**	**77**	**145**	**81**	**77**	**114**	**59**	**128**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	0	1	0	2	0	0	1	0
3:15 PM	0	0	0	1	1	0	0	6	1	0	3	0
3:30 PM	0	0	1	2	2	1	0	4	0	1	3	0
3:45 PM	0	2	0	0	1	0	0	3	0	0	4	0
4:00 PM	0	0	0	1	4	0	0	2	0	0	1	0
4:15 PM	0	2	2	0	3	1	0	6	0	1	6	1
4:30 PM	1	1	0	1	1	1	0	2	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	7	0	0	1	0
5:00 PM	0	0	0	0	2	0	0	3	0	1	4	0
5:15 PM	1	1	0	2	1	0	0	6	3	1	1	0
5:30 PM	1	2	1	0	2	2	1	2	0	0	4	0
5:45 PM	0	1	0	0	2	0	0	7	2	1	2	0
TOTALS	**3**	**9**	**4**	**7**	**19**	**6**	**1**	**50**	**6**	**5**	**31**	**1**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-019
N□S Street: Barrington Ave
E□W Street: Nebraska Ave
DATE: 5□14□2013 DAY: Tuesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	1	1	0	0	2	1	0	1
7:15 AM	4	2	4	2	2	1	2	2
7:30 AM	0	0	1	1	0	0	0	1
7:45 AM	5	1	4	2	2	0	6	1
8:00 AM	0	1	1	1	3	6	3	1
8:15 AM	3	2	1	6	1	4	0	0
8:30 AM	4	2	3	2	0	6	0	0
8:45 AM	3	0	0	1	2	4	0	0
9:00 AM	1	0	2	4	4	1	1	0
9:15 AM	1	9	2	1	0	0	2	6
9:30 AM	0	1	1	2	0	0	0	1
9:45 AM	1	1	1	0	0	1	1	0
TOTALS	**23**	**20**	**20**	**22**	**16**	**24**	**15**	**13**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	3	0	0	0	1	0	0	0	0	1	0
7:15 AM	0	6	0	0	3	0	0	1	0	0	1	0
7:30 AM	0	2	0	0	1	0	0	1	0	0	3	0
7:45 AM	2	2	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	3	0	0	0	0	1	3	0	0	3	0
8:15 AM	1	1	1	1	0	0	0	1	0	0	1	0
8:30 AM	1	0	0	0	0	1	0	1	0	0	0	0
8:45 AM	1	2	0	0	1	0	0	0	0	1	4	0
9:00 AM	0	1	0	0	0	0	0	1	0	0	2	0
9:15 AM	0	2	0	0	0	0	0	1	0	0	1	0
9:30 AM	0	1	0	1	1	0	0	1	0	0	0	0
9:45 AM	0	2	0	0	0	0	0	0	1	0	2	0
TOTALS	**5**	**25**	**1**	**2**	**6**	**2**	**1**	**10**	**1**	**1**	**18**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	2	2	0	6	2	2	4	4
3:15 PM	2	3	2	2	0	1	1	5
3:30 PM	2	1	11	2	2	0	5	4
3:45 PM	2	3	6	0	2	0	0	2
4:00 PM	2	4	2	1	1	0	1	5
4:15 PM	2	2	5	1	0	1	2	2
4:30 PM	3	7	4	2	0	2	1	4
4:45 PM	2	1	1	0	0	2	3	2
5:00 PM	1	1	2	6	0	1	1	4
5:15 PM	4	2	2	0	0	2	2	3
5:30 PM	3	2	1	5	0	4	3	3
5:45 PM	1	5	0	3	0	1	2	3
TOTALS	**26**	**33**	**36**	**28**	**7**	**16**	**25**	**41**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	1	0	0	0	0	0	3	0
3:15 PM	0	1	0	0	2	0	0	1	0	0	1	0
3:30 PM	1	0	0	0	3	0	0	1	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	2	3
4:00 PM	0	1	0	0	3	0	1	1	0	0	0	0
4:15 PM	0	2	0	0	2	0	0	1	0	0	3	0
4:30 PM	0	0	1	0	1	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	2	0	0	3	0	0	0	0
5:00 PM	0	1	0	0	1	0	0	0	0	0	1	0
5:15 PM	1	0	1	0	3	0	0	2	1	0	4	0
5:30 PM	1	0	0	0	3	0	0	2	1	0	0	0
5:45 PM	0	0	0	0	3	0	0	3	1	0	1	0
TOTALS	**3**	**5**	**2**	**0**	**24**	**0**	**1**	**14**	**3**	**0**	**15**	**3**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-020
N□S Street: Barrington Ave
E□W Street: Olympic Blvd
DATE: 5□14□2013 DAY: Tuesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	2	1	0	1	1	4	2	0
7:15 AM	1	3	0	2	2	6	2	0
7:30 AM	2	1	1	4	3	1	4	2
7:45 AM	2	5	2	2	3	1	7	3
8:00 AM	3	1	3	5	1	4	0	3
8:15 AM	3	4	5	2	4	8	2	4
8:30 AM	5	1	3	2	2	4	5	4
8:45 AM	1	3	0	2	5	6	1	2
9:00 AM	2	4	3	0	1	2	3	5
9:15 AM	0	2	1	2	1	0	0	2
9:30 AM	3	2	5	3	3	3	3	4
9:45 AM	0	6	2	2	4	5	1	3
TOTALS	**24**	**33**	**25**	**27**	**30**	**44**	**30**	**32**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	7	0	0	0	0	0	0	0	0	0	2
7:15 AM	1	2	0	0	3	0	0	0	0	0	1	0
7:30 AM	2	0	0	0	2	0	0	0	0	1	1	0
7:45 AM	0	2	0	0	1	0	0	0	0	0	0	0
8:00 AM	0	3	0	0	1	0	0	0	0	1	0	0
8:15 AM	0	5	1	0	0	0	0	0	0	0	0	0
8:30 AM	1	1	0	0	2	0	0	1	1	1	4	0
8:45 AM	1	1	0	0	3	0	0	0	0	0	1	0
9:00 AM	2	5	0	0	0	0	1	2	0	1	1	0
9:15 AM	0	2	0	0	0	0	0	1	0	0	1	1
9:30 AM	0	3	0	0	1	0	0	0	0	0	1	0
9:45 AM	0	5	0	0	2	0	0	1	0	0	2	0
TOTALS	**7**	**36**	**1**	**0**	**15**	**0**	**1**	**5**	**1**	**4**	**12**	**3**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	2	1	0	0	0	0	3	5
3:15 PM	1	3	0	0	0	0	4	2
3:30 PM	7	7	0	0	0	0	5	9
3:45 PM	3	2	0	0	2	3	5	3
4:00 PM	2	5	0	0	1	2	2	3
4:15 PM	4	2	0	0	2	0	5	6
4:30 PM	2	4	0	0	1	2	1	6
4:45 PM	0	6	0	0	3	0	4	3
5:00 PM	1	0	0	0	1	0	5	8
5:15 PM	0	10	1	1	2	3	3	9
5:30 PM	7	8	0	0	2	1	7	3
5:45 PM	2	2	1	1	3	1	7	4
TOTALS	**31**	**50**	**2**	**2**	**17**	**12**	**51**	**61**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	1	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	1	0	0	0	2	0	0	0	0	0	1	0
3:45 PM	1	0	0	0	1	0	0	1	0	0	0	0
4:00 PM	0	0	0	0	3	0	0	0	1	0	0	0
4:15 PM	0	1	0	0	4	0	0	0	0	0	1	0
4:30 PM	0	1	0	0	2	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	0	0	2	0	0
5:00 PM	0	0	0	0	1	0	0	0	0	1	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	2	0	0	5	0	0	0	0	0	1	0
5:45 PM	0	3	0	1	4	0	0	0	0	0	1	0
TOTALS	**3**	**8**	**0**	**1**	**24**	**0**	**0**	**1**	**1**	**3**	**4**	**0**

PREPARED BY NATIONAL DATA □SURVEYING SERVICES

PROJECT#: 13-5256-021
N□S Street: Barrington Ave
E□W Street: Missouri Ave
DATE: 5□14□2013 DAY: Tuesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	1	0	0	1
7:15 AM	0	0	0	0	2	1	0	1
7:30 AM	1	1	1	1	3	0	0	1
7:45 AM	2	0	0	0	2	0	2	2
8:00 AM	1	0	1	0	1	1	0	0
8:15 AM	1	1	0	0	0	7	1	1
8:30 AM	0	0	0	0	0	5	0	0
8:45 AM	0	0	0	0	2	1	1	0
9:00 AM	1	0	0	0	2	1	0	0
9:15 AM	0	0	0	0	0	1	2	2
9:30 AM	0	0	0	0	0	0	0	2
9:45 AM	0	0	0	0	0	2	2	1
TOTALS	**6**	**2**	**2**	**1**	**13**	**19**	**8**	**11**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	2	0	0	0	0	0	2	0	0	0	0
7:15 AM	0	6	0	0	2	0	0	0	0	0	0	0
7:30 AM	0	2	0	0	1	0	0	0	0	0	0	0
7:45 AM	0	3	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	2	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	4	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0
8:45 AM	0	1	0	0	4	0	0	0	1	0	0	1
9:00 AM	0	0	0	0	1	0	0	0	0	0	0	0
9:15 AM	0	2	0	0	0	0	0	0	0	0	1	0
9:30 AM	0	1	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	3	0	0	1	0	0	0	0	0	0	0
TOTALS	**0**	**26**	**0**	**0**	**9**	**0**	**0**	**3**	**1**	**0**	**1**	**1**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	0	0	1	1	2	4
3:15 PM	0	0	0	0	4	0	1	1
3:30 PM	1	1	2	0	2	0	1	2
3:45 PM	0	0	0	0	1	0	2	3
4:00 PM	1	3	0	0	4	0	0	2
4:15 PM	0	0	0	0	0	0	1	1
4:30 PM	0	0	2	0	1	0	1	3
4:45 PM	0	1	1	1	0	1	0	1
5:00 PM	1	0	1	0	0	0	2	6
5:15 PM	0	1	3	0	3	1	3	8
5:30 PM	1	1	0	0	0	0	1	2
5:45 PM	0	0	1	0	0	1	4	3
TOTALS	**4**	**7**	**10**	**1**	**16**	**4**	**18**	**36**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	1	0	0	1	0	0	0	0	0	0	0
3:15 PM	0	4	0	0	0	0	1	1	0	0	0	0
3:30 PM	0	4	0	0	2	0	0	1	1	0	0	0
3:45 PM	0	1	0	0	1	0	0	0	1	0	0	0
4:00 PM	0	2	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	1	0	0	0	0
4:30 PM	0	0	0	0	2	0	0	0	0	0	0	0
4:45 PM	0	2	0	0	3	0	0	0	0	0	3	0
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0
5:15 PM	0	2	0	0	4	1	0	0	0	0	0	1
5:30 PM	0	1	0	0	4	0	0	0	1	0	0	0
5:45 PM	0	0	0	0	3	0	0	0	0	0	0	0
TOTALS	**0**	**18**	**0**	**0**	**21**	**1**	**1**	**3**	**3**	**0**	**3**	**1**

PREPARED BY NATIONAL DATA □SURVEYING SERVICES

PROJECT#: 13-5256-022
N□S Street: Barrington Ave
E□W Street: La Grange Ave
DATE: 5□14□2013 DAY: Tuesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	1	2	0	1	0	0
7:15 AM	1	0	0	0	1	1	1	0
7:30 AM	0	1	0	1	1	0	2	1
7:45 AM	1	0	1	0	1	0	2	1
8:00 AM	0	0	1	3	1	0	1	3
8:15 AM	3	1	0	1	0	7	1	1
8:30 AM	0	0	0	2	1	4	1	4
8:45 AM	1	1	1	4	4	2	1	2
9:00 AM	1	0	0	2	1	3	0	1
9:15 AM	1	1	0	1	0	1	2	1
9:30 AM	1	0	0	3	1	2	2	3
9:45 AM	1	0	3	1	2	1	5	2
TOTALS	**10**	**4**	**7**	**20**	**13**	**22**	**18**	**19**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	1	0	0	1	0	0	0	0	0	2	0	0
7:15 AM	0	0	0	0	0	0	3	0	0	6	0	1
7:30 AM	0	0	0	0	0	0	1	0	0	2	0	0
7:45 AM	0	0	0	1	0	0	0	0	0	4	0	0
8:00 AM	0	0	0	1	0	0	2	0	0	2	0	2
8:15 AM	2	0	0	0	0	0	0	0	0	3	0	1
8:30 AM	0	1	0	0	0	0	0	0	0	2	0	1
8:45 AM	0	0	0	0	0	0	3	0	0	2	0	1
9:00 AM	0	0	0	1	0	0	0	0	0	1	0	0
9:15 AM	0	0	0	0	0	0	1	0	0	2	0	0
9:30 AM	0	0	0	1	0	0	0	0	0	1	0	1
9:45 AM	0	0	1	2	0	0	1	0	0	2	0	0
TOTALS	**3**	**1**	**1**	**7**	**0**	**0**	**11**	**0**	**0**	**29**	**0**	**7**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	3	0	1	1	0	2	5
3:15 PM	2	1	2	1	1	0	6	6
3:30 PM	2	0	9	2	2	1	1	5
3:45 PM	1	0	1	1	2	1	0	0
4:00 PM	2	0	2	3	0	2	1	3
4:15 PM	6	1	0	3	0	2	5	3
4:30 PM	2	1	2	1	1	1	3	4
4:45 PM	1	1	0	0	0	2	1	7
5:00 PM	1	2	0	2	0	1	2	4
5:15 PM	2	0	1	0	1	1	3	6
5:30 PM	3	0	1	0	0	0	8	1
5:45 PM	3	0	3	6	1	3	0	0
TOTALS	**25**	**9**	**21**	**20**	**9**	**14**	**32**	**44**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	1	0	1	1	0	0	1	0	1
3:15 PM	1	0	0	0	0	0	1	0	0	0	1	0
3:30 PM	0	0	0	0	0	1	2	0	0	0	0	0
3:45 PM	2	0	0	0	0	0	2	0	0	0	0	1
4:00 PM	2	0	0	0	0	0	2	0	0	1	0	0
4:15 PM	0	0	0	0	0	1	2	0	0	2	0	0
4:30 PM	0	0	0	0	0	0	1	0	1	0	0	0
4:45 PM	1	0	0	0	0	0	2	0	0	0	0	0
5:00 PM	0	0	1	0	0	0	0	0	0	1	0	0
5:15 PM	0	0	0	0	0	1	1	0	4	1	0	0
5:30 PM	1	0	0	1	0	0	4	0	1	1	0	0
5:45 PM	1	0	0	0	0	0	3	0	0	0	0	0
TOTALS	**8**	**0**	**1**	**2**	**0**	**4**	**21**	**0**	**6**	**7**	**1**	**2**

PREPARED BY NATIONAL DATA □SURVEYING SERVICES

PROJECT#: 13-5256-023
N□S Street: Barrington Ave
E□W Street: Mississippi Ave
DATE: 5□14□2013 DAY: Tuesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	1	0	7	2	0	0	0	0
7:15 AM	1	3	4	10	0	0	0	0
7:30 AM	2	0	4	1	0	0	0	0
7:45 AM	5	1	2	6	0	0	0	0
8:00 AM	7	5	7	14	0	0	0	0
8:15 AM	9	4	9	19	0	0	0	0
8:30 AM	4	5	3	1	0	0	0	0
8:45 AM	1	1	16	14	0	0	0	0
9:00 AM	2	4	5	9	0	0	0	0
9:15 AM	0	0	3	10	0	0	0	0
9:30 AM	5	4	5	5	0	0	0	0
9:45 AM	2	5	6	2	0	0	0	0
TOTALS	**39**	**32**	**71**	**93**	**0**	**0**	**0**	**0**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	6	0	1	4	0	0	0	0	0	0	0
7:30 AM	0	2	0	0	1	0	0	0	0	0	0	0
7:45 AM	0	3	0	0	0	0	0	0	1	0	0	0
8:00 AM	1	2	1	0	0	0	0	1	0	0	0	0
8:15 AM	1	4	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	0	0	0	1	0	0	0	0	1	0	0
8:45 AM	0	1	0	0	2	0	0	2	0	0	0	0
9:00 AM	1	1	1	0	0	0	0	0	0	0	0	0
9:15 AM	0	2	0	0	0	0	0	0	0	0	2	0
9:30 AM	0	2	1	0	0	0	0	0	0	0	1	0
9:45 AM	1	3	0	0	1	0	0	0	1	0	1	0
TOTALS	**5**	**28**	**3**	**1**	**9**	**0**	**0**	**3**	**2**	**1**	**4**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	4	5	5	18	0	0	0	0
3:15 PM	6	1	7	10	0	0	1	0
3:30 PM	9	3	6	33	0	0	2	0
3:45 PM	3	1	10	12	0	0	0	0
4:00 PM	1	2	7	10	0	0	0	0
4:15 PM	7	0	5	5	0	0	0	0
4:30 PM	4	1	3	4	0	0	0	0
4:45 PM	5	5	6	17	0	0	0	0
5:00 PM	6	0	1	2	0	0	1	0
5:15 PM	15	3	7	3	0	0	0	0
5:30 PM	3	1	11	5	0	0	0	0
5:45 PM	4	3	8	3	1	0	0	0
TOTALS	**67**	**25**	**76**	**122**	**1**	**0**	**4**	**0**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	2	1	0	1	1	0	0	1	0	0	0
3:15 PM	1	1	0	0	1	0	1	0	0	0	0	0
3:30 PM	0	0	0	0	2	0	0	0	0	0	1	0
3:45 PM	0	0	0	0	0	0	0	1	0	0	0	0
4:00 PM	0	2	0	0	2	0	0	2	0	0	0	0
4:15 PM	0	1	0	0	2	0	0	0	0	2	0	0
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	1	0	2	0	0	0	0
5:00 PM	0	0	0	0	1	0	0	1	0	0	1	0
5:15 PM	0	3	0	0	3	0	0	1	0	0	0	0
5:30 PM	0	1	1	0	7	0	0	0	1	0	0	0
5:45 PM	0	1	1	0	2	0	0	1	1	0	0	0
TOTALS	**1**	**13**	**3**	**0**	**22**	**2**	**1**	**8**	**3**	**2**	**2**	**0**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-024
N□S Street: Barrington Ave
E□W Street: Pico Blvd
DATE: 5□14□2013 DAY: Tuesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	1	1	1	0	1	0	2
7:15 AM	2	3	0	2	0	3	2	0
7:30 AM	3	1	1	7	2	1	4	1
7:45 AM	5	1	2	3	1	0	2	1
8:00 AM	1	5	3	1	0	2	3	5
8:15 AM	5	3	1	1	1	1	1	2
8:30 AM	2	4	1	3	2	2	1	2
8:45 AM	5	6	4	3	1	2	2	4
9:00 AM	1	8	1	0	2	0	3	2
9:15 AM	0	2	1	2	1	3	0	3
9:30 AM	1	2	3	0	5	7	2	2
9:45 AM	0	1	1	5	3	2	1	1
TOTALS	**25**	**37**	**19**	**28**	**18**	**24**	**21**	**25**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	1	0	1	0	0	0	0	0	0	0	7	0
7:15 AM	0	1	0	0	2	0	0	1	0	0	5	0
7:30 AM	0	0	0	0	0	0	0	2	1	3	5	0
7:45 AM	0	1	0	0	3	0	0	1	1	1	1	0
8:00 AM	0	2	0	0	0	0	1	1	0	0	4	0
8:15 AM	0	0	0	0	1	0	0	0	0	2	5	0
8:30 AM	0	0	1	0	2	0	0	3	0	3	1	0
8:45 AM	0	1	0	0	0	0	0	2	0	3	3	0
9:00 AM	0	0	0	1	0	0	1	1	0	0	9	0
9:15 AM	0	1	0	0	1	0	0	1	0	2	2	0
9:30 AM	0	0	0	1	1	0	0	0	0	1	4	1
9:45 AM	2	1	0	0	1	0	0	1	0	0	6	0
TOTALS	**3**	**7**	**2**	**2**	**11**	**0**	**2**	**13**	**2**	**15**	**52**	**1**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	2	6	3	5	1	2	2	4
3:15 PM	1	2	1	2	2	2	5	3
3:30 PM	2	1	6	4	3	1	2	5
3:45 PM	4	3	4	4	1	3	4	6
4:00 PM	1	1	1	1	2	2	1	0
4:15 PM	3	2	2	2	4	3	2	9
4:30 PM	2	4	3	1	2	1	5	9
4:45 PM	5	6	3	3	3	3	3	5
5:00 PM	1	0	3	1	4	2	1	6
5:15 PM	7	0	2	2	3	6	1	5
5:30 PM	3	4	2	4	5	4	5	5
5:45 PM	6	0	2	3	4	5	6	3
TOTALS	**37**	**29**	**32**	**32**	**34**	**34**	**37**	**60**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	1	0	0	1	0	0	1	0	0	0	0
3:15 PM	0	2	0	0	2	0	0	0	0	0	1	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	1	0	0	0	0	0	1	0	0	1	0
4:00 PM	0	1	0	0	3	0	0	1	0	0	1	0
4:15 PM	0	2	0	0	5	0	0	0	1	1	0	0
4:30 PM	0	2	0	0	6	0	1	6	0	0	3	0
4:45 PM	0	3	1	0	2	1	0	2	0	0	2	0
5:00 PM	1	1	0	1	3	0	0	3	1	0	6	0
5:15 PM	0	2	0	0	5	0	0	4	0	0	1	0
5:30 PM	1	4	0	0	7	0	0	3	1	1	0	0
5:45 PM	0	0	0	0	7	0	1	3	1	0	0	0
TOTALS	**2**	**19**	**1**	**1**	**41**	**1**	**2**	**24**	**4**	**2**	**15**	**0**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-025
N□S Street: Centinela Ave
E□W Street: Exposition Blvd
DATE: 5□14□2013 DAY: Tuesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	1	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	2	3	0	0	1	0
8:15 AM	0	0	2	3	0	0	0	0
8:30 AM	0	0	1	0	0	0	2	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**5**	**7**	**0**	**0**	**3**	**0**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	1	0	2	0	0	0	0	0	0	0	0	0
7:15 AM	1	0	0	0	0	0	0	0	0	1	2	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	0	0	0	0	2	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	1	2	0	0	0
8:15 AM	1	0	0	0	0	0	0	0	1	0	1	0
8:30 AM	1	0	0	0	0	0	0	2	0	1	0	0
8:45 AM	1	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	1	1	0	0
9:45 AM	0	0	0	0	0	0	0	1	1	0	0	0
TOTALS	**6**	**0**	**2**	**0**	**0**	**0**	**0**	**6**	**5**	**3**	**3**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	1	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0
4:00 PM	1	0	0	0	0	0	0	0
4:15 PM	1	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	1
5:45 PM	0	2	0	0	0	0	0	0
TOTALS	**2**	**6**	**0**	**0**	**0**	**0**	**0**	**1**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	1	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	1	0	0	0	0	0	0	0	0
4:45 PM	0	3	1	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	2	0	0	1	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	1
5:30 PM	0	0	0	0	0	1	0	0	0	0	1	0
5:45 PM	0	0	0	1	0	1	0	0	0	0	0	0
TOTALS	**0**	**3**	**1**	**2**	**0**	**2**	**1**	**2**	**0**	**1**	**3**	**2**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-026
N/S Street: Overland Ave
E/W Street: Venice Blvd
DATE: 5/15/2013 DAY: Wednesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	8	0	8	1	6	1	6	3
7:15 AM	5	8	6	1	5	4	3	5
7:30 AM	11	13	4	8	12	9	5	13
7:45 AM	5	8	4	4	2	3	3	9
8:00 AM	22	14	4	4	4	11	6	11
8:15 AM	10	11	5	13	3	12	6	14
8:30 AM	12	4	7	5	1	11	9	16
8:45 AM	11	8	7	7	4	7	6	12
9:00 AM	2	12	5	8	2	8	3	16
9:15 AM	4	8	6	4	9	4	5	19
9:30 AM	12	11	8	5	10	7	10	17
9:45 AM	5	9	5	4	4	5	5	11
TOTALS	**107**	**106**	**69**	**64**	**62**	**82**	**67**	**146**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	1	0	0	0	1	1	6	0
7:15 AM	0	2	0	0	1	0	0	5	0	4	3	0
7:30 AM	0	2	0	1	0	0	0	6	0	0	15	0
7:45 AM	0	3	0	0	4	0	1	1	0	0	6	0
8:00 AM	0	0	0	0	0	2	0	3	0	0	8	0
8:15 AM	0	2	0	0	1	0	0	5	0	0	8	0
8:30 AM	1	1	0	1	3	0	0	6	0	2	17	0
8:45 AM	0	1	0	0	5	0	1	9	0	0	13	0
9:00 AM	0	1	0	0	1	0	0	6	0	1	7	0
9:15 AM	0	3	0	0	0	1	0	3	0	0	11	0
9:30 AM	0	0	0	1	0	0	0	2	0	1	4	0
9:45 AM	0	1	0	0	1	0	0	1	0	1	7	0
TOTALS	**1**	**16**	**0**	**3**	**17**	**3**	**2**	**47**	**1**	**10**	**105**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	10	6	16	9	7	10	6	19
3:15 PM	29	9	15	7	8	23	12	15
3:30 PM	10	15	7	17	15	13	14	22
3:45 PM	13	12	12	3	7	14	14	5
4:00 PM	6	8	6	4	11	10	10	20
4:15 PM	11	5	8	6	10	11	7	8
4:30 PM	5	20	6	9	7	12	3	6
4:45 PM	8	7	10	7	7	6	2	8
5:00 PM	10	11	17	12	8	7	7	21
5:15 PM	19	5	5	3	10	4	7	7
5:30 PM	8	13	1	15	8	7	10	10
5:45 PM	17	11	13	0	12	4	3	15
TOTALS	**146**	**122**	**116**	**92**	**110**	**121**	**95**	**156**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	1	5	0	0	2	0	0	5	0	0	3	0
3:15 PM	0	1	0	0	1	0	0	4	0	0	9	0
3:30 PM	0	2	0	0	3	0	0	3	0	0	5	1
3:45 PM	0	1	0	0	1	0	0	2	0	0	5	0
4:00 PM	0	0	0	0	3	0	0	3	0	3	6	0
4:15 PM	0	1	0	1	5	0	0	6	1	0	9	0
4:30 PM	0	4	0	0	1	0	0	8	0	1	7	0
4:45 PM	0	1	0	0	1	0	0	3	0	1	7	0
5:00 PM	2	1	0	0	2	0	0	4	0	0	2	0
5:15 PM	0	4	2	1	1	1	1	6	0	1	9	1
5:30 PM	0	0	0	0	3	0	1	5	0	2	6	0
5:45 PM	0	1	0	0	2	0	1	5	0	0	7	0
TOTALS	**3**	**21**	**2**	**2**	**25**	**1**	**3**	**54**	**1**	**8**	**75**	**2**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-027
N□S Street: Overland Ave
E□W Street: Culver Blvd
DATE: 5□15□2013 DAY: Wednesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	2	0	2	3	0	3	2
7:15 AM	1	0	1	1	0	0	1	1
7:30 AM	0	1	0	3	0	0	0	2
7:45 AM	1	0	1	1	1	8	1	2
8:00 AM	2	0	3	3	1	3	8	6
8:15 AM	0	0	0	1	0	1	4	10
8:30 AM	1	0	0	0	0	3	5	4
8:45 AM	3	1	5	2	2	5	1	5
9:00 AM	0	1	0	2	1	2	7	2
9:15 AM	0	1	2	1	1	3	2	9
9:30 AM	1	0	5	6	1	2	3	2
9:45 AM	1	1	3	1	2	6	7	6
TOTALS	**10**	**7**	**20**	**23**	**12**	**33**	**42**	**51**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	1	1	0	0	1	0
7:15 AM	0	2	0	0	4	0	1	1	0	1	1	0
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	1
7:45 AM	0	2	0	0	3	0	0	2	0	0	0	0
8:00 AM	0	2	0	0	2	0	0	1	1	0	0	0
8:15 AM	0	0	0	0	2	1	0	1	0	0	1	0
8:30 AM	0	1	0	0	3	1	0	2	0	0	2	0
8:45 AM	0	2	0	1	3	0	0	3	0	1	0	0
9:00 AM	0	0	1	0	4	0	0	3	0	0	1	1
9:15 AM	0	1	0	0	2	0	0	1	0	0	0	0
9:30 AM	0	1	0	0	3	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	1	0	0	1	0	0	0	0
TOTALS	**0**	**12**	**1**	**1**	**28**	**2**	**2**	**16**	**1**	**2**	**6**	**2**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	1	3	0	1	4	1	7	5
3:15 PM	4	1	1	1	7	2	15	2
3:30 PM	1	1	2	0	3	2	18	4
3:45 PM	3	0	6	4	2	0	9	3
4:00 PM	1	1	1	0	2	1	5	5
4:15 PM	0	2	1	1	2	0	6	6
4:30 PM	0	2	7	0	5	0	5	12
4:45 PM	0	0	0	1	3	0	5	1
5:00 PM	1	1	5	0	1	0	2	5
5:15 PM	1	1	3	0	2	1	2	5
5:30 PM	0	0	1	5	3	1	8	4
5:45 PM	1	0	0	2	1	3	2	5
TOTALS	**13**	**12**	**27**	**15**	**35**	**11**	**84**	**57**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	3	0	0	3	0	1	1	0	0	0	0
3:15 PM	0	1	0	0	5	1	0	0	0	0	2	0
3:30 PM	1	3	0	0	3	0	1	2	0	1	0	0
3:45 PM	0	3	0	0	1	0	0	0	0	1	2	0
4:00 PM	0	2	1	0	3	0	0	2	0	0	0	0
4:15 PM	0	1	0	0	3	0	0	1	0	0	0	0
4:30 PM	0	2	0	1	0	0	0	2	0	0	0	0
4:45 PM	1	1	0	0	1	0	0	0	0	0	1	0
5:00 PM	0	1	0	1	1	0	0	5	0	0	2	0
5:15 PM	0	3	0	1	2	0	0	5	0	1	0	0
5:30 PM	0	1	0	0	5	0	0	3	0	0	4	0
5:45 PM	0	1	0	0	1	1	1	1	1	0	1	0
TOTALS	**2**	**22**	**1**	**3**	**28**	**2**	**3**	**22**	**1**	**3**	**12**	**0**

PREPARED BY NATIONAL DATA □SURVEYING SERVICES

PROJECT#: 13-5256-028
N□S Street: Motor Ave
E□W Street: Venice Blvd
DATE: 5□15□2013 DAY: Wednesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	6	6	2	1	6	10	2	3
7:15 AM	5	9	0	0	7	7	4	5
7:30 AM	6	8	0	0	5	5	1	9
7:45 AM	17	11	0	0	4	13	11	10
8:00 AM	7	12	1	2	3	6	10	10
8:15 AM	5	12	0	2	8	6	10	6
8:30 AM	7	8	0	0	6	5	5	8
8:45 AM	12	11	0	0	5	8	7	6
9:00 AM	6	14	0	0	7	3	4	7
9:15 AM	11	12	0	0	1	5	2	9
9:30 AM	23	11	0	0	6	15	6	2
9:45 AM	5	14	0	0	6	3	4	7
TOTALS	**110**	**128**	**3**	**5**	**64**	**86**	**66**	**82**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	3	0	0	1	0	0	0	0	0	8	0
7:15 AM	0	2	0	0	0	0	1	0	0	0	7	0
7:30 AM	0	1	0	0	0	0	0	5	1	0	10	1
7:45 AM	0	2	0	3	3	1	0	3	0	0	5	0
8:00 AM	0	0	0	2	0	0	0	0	0	0	10	1
8:15 AM	1	0	0	1	2	0	0	0	0	0	8	2
8:30 AM	0	1	0	1	1	0	1	1	0	0	17	0
8:45 AM	0	0	0	0	3	0	0	4	0	0	9	0
9:00 AM	0	3	0	1	1	0	0	0	0	0	8	0
9:15 AM	0	0	0	0	1	0	0	1	0	0	9	1
9:30 AM	0	2	0	0	1	1	0	1	0	0	7	0
9:45 AM	0	1	0	0	1	0	1	0	0	0	9	1
TOTALS	**1**	**15**	**0**	**8**	**14**	**2**	**3**	**15**	**1**	**0**	**107**	**6**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	22	9	0	0	7	28	4	9
3:15 PM	10	14	0	0	9	9	8	10
3:30 PM	17	17	0	0	6	13	10	7
3:45 PM	11	15	0	0	11	6	6	13
4:00 PM	15	8	0	0	9	11	5	2
4:15 PM	18	11	0	0	10	16	10	14
4:30 PM	19	17	0	0	5	14	9	6
4:45 PM	16	16	0	0	10	14	0	11
5:00 PM	20	8	0	0	2	11	14	20
5:15 PM	17	13	0	0	10	9	6	10
5:30 PM	17	11	0	0	9	11	6	9
5:45 PM	7	14	0	0	15	6	7	5
TOTALS	**189**	**153**	**0**	**0**	**103**	**148**	**85**	**116**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	2	0	0	2	0	0	1	0	0	1	0
3:15 PM	0	1	1	0	4	0	0	0	0	0	9	1
3:30 PM	0	2	1	1	1	0	0	2	0	1	6	1
3:45 PM	0	3	1	0	2	0	1	1	0	0	5	1
4:00 PM	0	4	0	1	1	1	0	0	0	1	4	0
4:15 PM	0	4	0	2	2	0	1	1	0	0	8	1
4:30 PM	1	3	0	1	2	0	0	1	0	1	5	1
4:45 PM	0	2	0	2	2	0	0	0	0	0	7	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	1
5:15 PM	0	3	0	0	3	1	0	3	0	0	11	2
5:30 PM	0	2	0	1	0	3	0	2	0	0	9	2
5:45 PM	0	2	0	2	2	0	0	0	0	0	7	0
TOTALS	**1**	**28**	**3**	**10**	**21**	**5**	**2**	**11**	**0**	**3**	**73**	**10**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT# 13-5256-029
N□S Street Hughes Ave
E□W Street Venice Blvd
DATE: 5□15□2013 DAY: Wednesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	2	4	0	1	2	5	0	1
7:15 AM	5	6	1	2	2	4	1	1
7:30 AM	1	11	2	2	2	2	3	1
7:45 AM	1	4	3	4	0	3	2	3
8:00 AM	0	0	1	1	1	6	0	1
8:15 AM	2	3	1	7	2	9	0	1
8:30 AM	0	5	4	0	3	4	0	7
8:45 AM	9	4	6	7	3	9	4	5
9:00 AM	0	6	4	4	1	1	2	6
9:15 AM	3	8	5	9	3	8	0	10
9:30 AM	5	4	5	3	3	2	1	3
9:45 AM	4	3	10	5	2	5	3	6
TOTALS	**32**	**58**	**42**	**45**	**24**	**58**	**16**	**45**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	1	0	0	0	2	1	0	3	0	0	4	0
7:15 AM	0	0	0	0	3	0	0	5	0	1	6	0
7:30 AM	1	0	0	0	1	0	1	3	0	1	6	0
7:45 AM	0	10	2	0	1	0	0	4	2	0	2	0
8:00 AM	1	2	0	0	2	0	1	4	0	1	6	0
8:15 AM	0	4	0	1	2	0	0	3	0	1	5	0
8:30 AM	0	1	0	0	1	0	0	4	0	0	3	0
8:45 AM	0	1	0	0	3	0	0	13	0	1	3	0
9:00 AM	1	0	0	1	1	0	0	5	1	1	5	0
9:15 AM	0	0	0	0	1	0	0	4	0	0	1	0
9:30 AM	0	0	0	0	1	1	0	4	1	0	1	0
9:45 AM	1	0	1	0	2	0	0	4	0	0	3	0
TOTALS	**5**	**18**	**3**	**2**	**20**	**2**	**2**	**56**	**4**	**6**	**45**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	2	2	10	7	9	1	2	5
3:15 PM	6	10	14	10	12	7	8	6
3:30 PM	3	6	7	10	12	8	4	8
3:45 PM	12	6	10	10	12	7	1	3
4:00 PM	2	7	6	7	9	0	4	3
4:15 PM	7	12	3	8	10	10	9	7
4:30 PM	7	6	1	10	5	3	12	0
4:45 PM	4	9	5	13	6	4	8	6
5:00 PM	2	5	11	6	14	8	5	3
5:15 PM	2	3	7	1	7	8	1	4
5:30 PM	10	5	5	5	2	2	5	1
5:45 PM	2	11	8	7	5	12	3	2
TOTALS	**59**	**82**	**87**	**94**	**103**	**70**	**62**	**48**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	0	0	0	5	0	0	3	0
3:15 PM	0	0	0	0	1	0	0	5	0	0	8	1
3:30 PM	0	2	0	0	0	0	0	8	0	0	3	0
3:45 PM	0	1	0	0	0	0	0	8	0	2	4	0
4:00 PM	1	2	0	0	0	0	0	3	0	0	6	1
4:15 PM	2	0	0	0	1	1	0	5	2	0	5	0
4:30 PM	0	0	2	0	0	0	1	8	0	0	4	1
4:45 PM	0	0	0	0	0	0	0	9	0	0	2	0
5:00 PM	0	3	0	0	2	0	0	4	0	0	2	0
5:15 PM	0	0	0	0	2	0	1	14	0	0	1	0
5:30 PM	0	0	1	0	0	0	0	13	0	2	1	0
5:45 PM	0	2	0	0	2	0	1	7	0	0	3	0
TOTALS												

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-030
N□S Street: Duquesne Ave
E□W Street: Culver Blvd
DATE: 5□15□2013 DAY: Wednesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	2	3	1	2	1	0	1	1
7:15 AM	2	0	3	2	4	5	0	0
7:30 AM	1	1	2	5	2	2	1	1
7:45 AM	2	2	1	4	4	2	0	0
8:00 AM	2	0	4	0	3	0	0	0
8:15 AM	0	0	3	8	1	8	1	0
8:30 AM	0	3	3	7	2	2	4	0
8:45 AM	3	4	5	3	5	4	4	4
9:00 AM	6	5	3	3	2	1	3	1
9:15 AM	0	5	3	0	2	1	2	2
9:30 AM	3	4	7	3	5	2	0	2
9:45 AM	1	4	0	6	2	2	1	1
TOTALS	**22**	**31**	**35**	**43**	**33**	**29**	**17**	**12**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	2	1	1	1	0	0	2	0
7:15 AM	0	0	2	1	3	0	0	1	0	3	1	0
7:30 AM	0	0	0	1	1	0	0	3	0	0	0	0
7:45 AM	0	14	0	2	2	0	0	1	0	2	4	0
8:00 AM	0	2	1	0	1	0	0	2	0	1	0	0
8:15 AM	0	3	0	0	3	0	0	4	0	0	0	0
8:30 AM	1	2	0	1	1	1	0	2	0	0	2	0
8:45 AM	0	1	0	0	5	0	0	2	1	1	1	0
9:00 AM	2	0	0	0	2	1	0	1	0	0	0	0
9:15 AM	0	0	1	0	2	0	1	1	0	0	0	0
9:30 AM	0	3	0	1	1	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	2	0	0	0	0	0	0	1
TOTALS	**3**	**25**	**4**	**6**	**25**	**3**	**2**	**18**	**1**	**7**	**10**	**1**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	10	8	10	10	5	3	3	8
3:15 PM	8	6	7	4	5	4	2	1
3:30 PM	4	14	7	7	4	3	3	5
3:45 PM	11	4	7	4	1	1	10	1
4:00 PM	4	0	5	2	4	5	3	2
4:15 PM	6	6	9	5	6	3	0	1
4:30 PM	7	6	4	4	3	5	7	3
4:45 PM	6	5	1	9	8	9	3	2
5:00 PM	5	1	10	3	11	7	1	5
5:15 PM	3	1	5	4	4	6	3	4
5:30 PM	9	1	5	4	3	6	2	7
5:45 PM	4	5	8	3	4	9	1	4
TOTALS	**77**	**57**	**78**	**59**	**58**	**61**	**38**	**43**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	1	2	0	0	0	0	0	0	0	1	0
3:15 PM	0	0	0	0	0	1	0	1	0	1	1	0
3:30 PM	0	2	0	0	2	1	1	1	0	0	0	1
3:45 PM	0	0	0	1	2	0	0	0	0	0	1	0
4:00 PM	0	1	2	0	2	0	0	1	1	0	3	2
4:15 PM	0	2	0	0	4	0	0	2	0	0	0	0
4:30 PM	0	1	0	2	1	0	0	1	0	0	0	0
4:45 PM	0	0	1	0	0	1	0	2	0	0	1	0
5:00 PM	0	4	0	0	1	0	0	3	0	0	4	0
5:15 PM	0	5	0	0	0	1	1	4	1	0	1	0
5:30 PM	0	4	1	0	3	0	0	1	0	0	0	0
5:45 PM	0	2	0	1	3	1	0	1	0	0	2	0
TOTALS	**0**	**22**	**6**	**4**	**18**	**5**	**2**	**17**	**2**	**1**	**14**	**3**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-031
N/S Street: Culver Blvd
E/W Street: Venice Blvd
DATE: 5/15/2013 DAY: Wednesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	3	2	5	3	0	0	5	2
7:15 AM	1	3	7	4	0	0	2	5
7:30 AM	4	6	4	5	0	0	3	5
7:45 AM	5	7	14	5	0	0	4	11
8:00 AM	0	6	7	8	0	0	6	7
8:15 AM	3	4	4	2	0	0	2	3
8:30 AM	5	2	3	10	0	0	9	4
8:45 AM	2	1	3	4	0	0	3	3
9:00 AM	1	3	5	3	0	0	3	9
9:15 AM	5	2	4	7	0	0	5	3
9:30 AM	2	4	7	4	0	0	5	8
9:45 AM	5	10	5	6	0	0	9	2
TOTALS	**36**	**50**	**68**	**61**	**0**	**0**	**56**	**62**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	1	0	1	0	0	4	0	0	7	0
7:15 AM	0	0	1	0	0	0	0	5	0	0	6	1
7:30 AM	0	0	0	0	0	0	0	4	0	0	6	0
7:45 AM	0	0	2	0	0	0	0	6	0	2	3	0
8:00 AM	0	0	1	1	0	0	0	3	0	0	9	0
8:15 AM	0	1	0	1	0	0	1	4	0	0	7	0
8:30 AM	0	0	0	0	2	0	0	5	0	0	13	0
8:45 AM	0	1	0	2	0	0	0	8	0	1	6	0
9:00 AM	0	0	1	0	1	0	1	6	0	0	6	0
9:15 AM	0	0	0	0	1	0	0	6	0	0	9	0
9:30 AM	0	0	1	0	0	0	0	4	0	0	7	0
9:45 AM	0	0	0	0	1	0	0	4	0	0	4	0
TOTALS	**0**	**2**	**7**	**4**	**6**	**0**	**2**	**59**	**0**	**3**	**83**	**1**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	4	6	7	8	1	0	5	10
3:15 PM	4	9	13	8	1	0	15	15
3:30 PM	8	6	11	15	0	0	21	14
3:45 PM	9	6	9	9	0	0	17	13
4:00 PM	6	6	9	16	1	0	20	12
4:15 PM	9	6	7	5	0	1	12	5
4:30 PM	4	5	14	5	0	0	8	17
4:45 PM	5	5	12	11	0	0	13	15
5:00 PM	3	6	5	11	0	0	12	10
5:15 PM	7	10	10	4	0	0	10	11
5:30 PM	4	4	14	14	0	1	11	8
5:45 PM	7	5	16	19	0	0	16	7
TOTALS	**70**	**74**	**127**	**125**	**3**	**2**	**160**	**137**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	1	0	3	2	0	9	0	0	4	0
3:15 PM	0	0	0	0	1	0	0	5	0	0	10	0
3:30 PM	2	0	0	0	0	0	0	4	0	0	6	0
3:45 PM	0	1	0	0	0	0	0	9	0	0	6	1
4:00 PM	1	0	0	0	1	0	0	7	0	0	2	0
4:15 PM	0	0	0	1	0	0	0	8	0	0	7	0
4:30 PM	0	0	0	1	0	0	2	4	0	2	3	1
4:45 PM	0	0	1	1	2	0	0	2	0	0	3	1
5:00 PM	0	1	0	0	1	0	0	5	0	0	1	0
5:15 PM	0	0	0	1	1	0	0	10	0	0	2	0
5:30 PM	0	0	0	1	0	1	0	7	0	0	5	0
5:45 PM	0	0	1	1	1	0	0	7	0	0	5	2
TOTALS	**3**	**2**	**3**	**6**	**10**	**3**	**2**	**77**	**0**	**2**	**54**	**5**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-032
N/S Street: Robertson Blvd
E/W Street: Venice Blvd
DATE: 5/15/2013 DAY: Wednesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	4	0	3	18	38	9	1	0
7:15 AM	1	5	4	15	16	1	0	0
7:30 AM	5	8	12	15	19	3	0	0
7:45 AM	7	1	4	16	27	7	0	0
8:00 AM	3	0	9	22	28	2	0	0
8:15 AM	7	6	10	3	13	5	0	1
8:30 AM	7	5	4	13	39	6	1	0
8:45 AM	5	4	5	7	21	2	0	0
9:00 AM	9	2	4	14	17	4	0	0
9:15 AM	3	5	6	11	13	4	0	1
9:30 AM	5	4	8	9	25	7	2	0
9:45 AM	5	12	5	13	8	4	0	0
TOTALS	**61**	**52**	**74**	**156**	**264**	**54**	**4**	**2**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	5	0	1	5	0
7:15 AM	0	0	0	0	0	0	0	6	0	0	3	0
7:30 AM	0	0	1	0	0	0	0	4	0	2	8	0
7:45 AM	0	0	0	1	0	0	1	6	0	0	3	0
8:00 AM	2	0	0	0	0	0	0	10	0	0	8	0
8:15 AM	0	0	0	0	0	0	0	6	0	0	2	0
8:30 AM	0	1	0	1	0	0	0	6	0	1	9	0
8:45 AM	0	1	0	0	1	0	0	10	0	2	4	0
9:00 AM	0	0	0	0	0	0	0	7	0	2	4	0
9:15 AM	1	0	1	0	1	0	0	4	0	1	4	0
9:30 AM	1	0	0	0	0	0	0	7	0	0	4	0
9:45 AM	0	0	0	0	0	0	0	3	0	0	7	0
TOTALS	**4**	**2**	**2**	**2**	**2**	**0**	**1**	**74**	**0**	**9**	**61**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	7	4	9	10	7	15	1	0
3:15 PM	6	9	8	9	16	11	0	1
3:30 PM	5	5	10	19	15	5	1	1
3:45 PM	7	7	14	18	12	9	0	0
4:00 PM	11	10	18	10	10	10	0	0
4:15 PM	5	6	9	6	7	2	0	0
4:30 PM	7	11	23	8	13	12	0	0
4:45 PM	4	5	19	16	15	6	0	0
5:00 PM	9	14	16	7	12	13	0	0
5:15 PM	9	13	9	7	11	14	0	0
5:30 PM	7	9	14	15	14	13	0	0
5:45 PM	9	10	17	25	13	14	0	0
TOTALS	**86**	**103**	**166**	**150**	**145**	**124**	**2**	**2**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	2	0	0	0	0	0	0	9	0	0	3	0
3:15 PM	0	0	0	1	0	0	0	6	0	0	6	0
3:30 PM	0	0	1	0	0	0	0	8	0	0	3	0
3:45 PM	0	0	0	1	1	0	0	8	0	0	7	0
4:00 PM	0	0	0	0	0	0	0	8	0	0	3	1
4:15 PM	0	0	0	0	0	0	1	7	0	0	5	0
4:30 PM	0	1	0	0	0	0	0	6	0	2	4	0
4:45 PM	0	0	0	0	0	0	0	8	0	0	3	0
5:00 PM	0	0	2	0	0	2	0	5	0	0	4	0
5:15 PM	0	1	0	0	0	0	0	12	0	0	6	0
5:30 PM	0	0	0	0	0	0	0	12	0	0	6	0
5:45 PM	0	0	0	0	0	1	1	8	0	1	4	0
TOTALS	**2**	**2**	**3**	**2**	**1**	**3**	**2**	**97**	**0**	**3**	**54**	**1**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-033
N/S Street: Robertson Blvd
E/W Street: Cattaraugus Ave
DATE: 5/15/2013 DAY: Wednesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	8	14	4	4	5	2	18	1
7:15 AM	40	57	4	13	8	1	47	1
7:30 AM	44	137	9	68	36	1	109	3
7:45 AM	10	90	5	78	35	3	157	0
8:00 AM	4	34	0	29	13	2	43	2
8:15 AM	1	9	2	5	6	2	15	3
8:30 AM	0	7	1	5	1	0	11	0
8:45 AM	1	2	0	2	2	2	3	0
9:00 AM	5	3	1	2	1	2	1	0
9:15 AM	3	5	0	5	1	0	6	0
9:30 AM	1	6	2	4	1	2	4	3
9:45 AM	2	1	0	3	0	1	2	1
TOTALS	**119**	**365**	**28**	**218**	**109**	**18**	**416**	**14**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	1	0	0	1	0	0	1	0	0	0	1
7:15 AM	1	2	0	0	0	0	0	1	0	0	0	0
7:30 AM	1	0	1	0	1	0	0	0	0	0	1	0
7:45 AM	0	2	0	0	1	1	0	1	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	1	0	1	1	0
8:15 AM	0	1	0	0	0	0	0	0	0	1	0	0
8:30 AM	0	0	0	1	1	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0
9:00 AM	0	1	0	0	1	0	1	0	0	0	1	0
9:15 AM	0	0	0	0	0	0	0	2	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	1	1
9:45 AM	0	1	0	0	0	0	0	0	0	0	1	0
TOTALS	**2**	**8**	**1**	**1**	**5**	**1**	**1**	**6**	**0**	**2**	**7**	**2**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	302	44	50	6	3	127	5	272
3:15 PM	41	23	15	6	3	7	9	20
3:30 PM	33	24	1	0	3	11	4	11
3:45 PM	16	44	1	14	7	6	17	2
4:00 PM	15	28	2	4	4	7	6	14
4:15 PM	70	20	9	13	0	14	11	66
4:30 PM	2	1	15	1	0	1	17	14
4:45 PM	6	0	5	3	2	3	9	7
5:00 PM	9	1	6	0	0	1	15	7
5:15 PM	3	1	4	4	0	4	6	1
5:30 PM	3	2	0	2	0	1	3	2
5:45 PM	7	2	0	0	2	4	0	1
TOTALS	**507**	**190**	**108**	**53**	**24**	**186**	**102**	**417**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	1	0	0	1	2	0	0	0
3:15 PM	0	0	0	0	1	0	0	0	1	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	2	0
3:45 PM	0	1	0	0	0	0	0	0	0	0	1	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	1	0	0	0	0	0	1	0	1	0
4:30 PM	0	1	0	0	0	0	1	2	0	0	0	0
4:45 PM	0	0	0	0	3	0	0	0	0	0	3	0
5:00 PM	0	2	0	0	0	0	0	1	0	0	1	0
5:15 PM	0	0	0	0	2	0	0	0	0	0	0	0
5:30 PM	0	2	0	0	1	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	1	0	0	2	0
TOTALS	**0**	**7**	**1**	**0**	**9**	**0**	**1**	**5**	**4**	**0**	**10**	**0**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-034
N/S Street: Robertson Blvd
E/W Street: I-10 WB Off Ramp/Lincardine Ave
DATE: 5/15/2013 DAY: Wednesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	1	2	2	2	5	0	11	5
7:15 AM	0	24	1	1	11	1	51	3
7:30 AM	1	41	0	2	21	1	112	2
7:45 AM	1	23	3	8	7	4	101	4
8:00 AM	0	11	1	3	2	2	17	2
8:15 AM	0	2	0	1	3	1	11	0
8:30 AM	1	5	2	7	1	0	2	2
8:45 AM	1	0	3	2	0	5	2	3
9:00 AM	0	1	0	0	1	2	0	1
9:15 AM	0	0	2	0	0	3	2	3
9:30 AM	1	3	1	1	5	0	1	2
9:45 AM	0	1	3	0	0	1	0	0
TOTALS	**6**	**113**	**18**	**27**	**56**	**20**	**310**	**27**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	1	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0
8:30 AM	0	1	0	0	2	0	0	0	0	0	0	0
8:45 AM	0	2	0	0	0	0	0	0	0	0	1	0
9:00 AM	0	0	0	0	1	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	1	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	1	0	0	0	0	0	0	0
TOTALS	**0**	**5**	**0**	**0**	**5**	**0**	**1**	**2**	**0**	**0**	**1**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	4	1	2	5	3	2	11	34
3:15 PM	17	5	7	1	7	5	21	81
3:30 PM	5	11	5	2	2	2	4	37
3:45 PM	2	2	11	6	3	0	11	11
4:00 PM	5	1	6	1	5	2	2	2
4:15 PM	4	3	8	2	2	3	1	21
4:30 PM	0	0	3	5	3	1	5	57
4:45 PM	1	0	2	2	1	1	12	34
5:00 PM	1	3	4	1	1	1	15	15
5:15 PM	3	2	1	0	3	2	2	2
5:30 PM	2	1	0	2	3	1	5	8
5:45 PM	1	0	2	2	0	0	3	12
TOTALS	**45**	**29**	**51**	**29**	**33**	**20**	**92**	**314**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	2	0	0	1	0	0	0	0	0	0	0
3:15 PM	0	1	0	0	0	0	0	0	0	0	1	0
3:30 PM	0	0	0	0	0	0	1	1	0	0	0	0
3:45 PM	0	0	0	0	2	1	0	0	0	0	1	0
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0
4:30 PM	1	0	0	0	2	0	2	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	1	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	0	1	0
5:15 PM	0	0	0	0	0	1	1	0	0	0	0	0
5:30 PM	0	2	0	0	1	0	0	1	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	**1**	**7**	**0**	**0**	**8**	**2**	**4**	**3**	**0**	**0**	**3**	**1**

PREPARED BY NATIONAL DATA □SURVEYING SERVICES

PROJECT#: 13-5256-035
N□S Street: Robertson Blvd
E□W Street: National Blvd
DATE: 5□15□2013 DAY: Wednesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	2	11	0	4	1	0	2	1
7:15 AM	3	23	7	6	0	0	8	3
7:30 AM	6	28	3	11	8	0	15	3
7:45 AM	17	22	1	6	8	4	19	3
8:00 AM	5	16	0	8	3	0	11	1
8:15 AM	2	5	1	0	3	0	1	0
8:30 AM	5	4	2	5	1	2	4	3
8:45 AM	2	5	2	4	0	0	3	4
9:00 AM	2	4	0	7	1	0	6	0
9:15 AM	3	2	2	4	2	0	4	2
9:30 AM	3	3	5	2	0	0	5	7
9:45 AM	4	0	6	1	2	0	3	2
TOTALS	**54**	**123**	**29**	**58**	**29**	**6**	**81**	**29**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	1	3
7:45 AM	0	1	0	0	0	0	0	1	0	0	1	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	3	0
8:15 AM	0	0	0	0	1	0	0	1	0	0	0	0
8:30 AM	0	0	0	0	0	1	0	0	0	0	1	0
8:45 AM	0	0	0	0	1	0	0	0	0	0	2	0
9:00 AM	0	0	0	2	0	0	0	1	0	0	0	0
9:15 AM	0	0	0	0	0	1	0	2	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	1	0	0	2	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	1	1
TOTALS	**0**	**2**	**0**	**2**	**2**	**2**	**0**	**6**	**0**	**0**	**12**	**5**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	113	2	12	5	0	0	0	21
3:15 PM	27	6	9	2	0	0	3	11
3:30 PM	11	1	1	2	0	0	0	3
3:45 PM	5	2	11	13	0	0	2	2
4:00 PM	24	1	8	2	0	0	1	10
4:15 PM	16	6	5	5	0	0	3	7
4:30 PM	11	5	4	4	0	0	5	2
4:45 PM	9	2	2	11	0	0	2	7
5:00 PM	3	2	2	5	0	0	1	2
5:15 PM	8	3	4	1	0	0	4	6
5:30 PM	9	0	1	5	0	0	6	2
5:45 PM	7	1	6	3	0	0	3	4
TOTALS	**243**	**31**	**65**	**58**	**0**	**0**	**30**	**77**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	2	0	0	0	0	0	0	0
3:15 PM	0	0	0	1	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	1	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	2	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0
5:45 PM	0	1	0	2	0	0	0	0	0	0	0	0
TOTALS	**0**	**1**	**0**	**3**	**5**	**0**	**0**	**0**	**0**	**0**	**5**	**0**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-036
N□S Street: National Blvd
E□W Street: Venice Blvd
DATE: 5□15□2013 DAY: Wednesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	7	5	12	1	18	2	10	4
7:15 AM	9	9	29	1	49	2	25	7
7:30 AM	14	14	62	3	68	3	25	5
7:45 AM	8	7	20	1	26	5	13	3
8:00 AM	12	9	25	3	25	3	15	8
8:15 AM	11	7	6	2	8	5	4	1
8:30 AM	9	4	11	1	7	4	15	4
8:45 AM	10	8	10	2	7	1	8	1
9:00 AM	15	2	2	3	9	3	17	6
9:15 AM	9	7	13	1	7	1	11	1
9:30 AM	5	3	6	1	10	4	4	2
9:45 AM	6	11	4	2	9	3	8	7
TOTALS	**115**	**86**	**200**	**21**	**243**	**36**	**155**	**49**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	1	5	0	0	1	0	0	5	0	1	8	0
7:15 AM	0	2	0	0	0	0	1	2	0	0	4	0
7:30 AM	3	6	0	0	0	0	0	3	0	1	9	0
7:45 AM	1	1	0	0	1	0	1	1	1	1	5	0
8:00 AM	0	1	0	0	3	0	1	4	0	1	4	0
8:15 AM	1	0	0	0	0	0	0	2	0	0	3	0
8:30 AM	0	2	0	0	1	0	1	4	0	1	8	0
8:45 AM	0	1	0	0	1	0	0	3	0	0	8	1
9:00 AM	1	3	0	0	1	1	1	1	0	0	5	0
9:15 AM	1	0	0	1	2	0	0	1	0	0	8	0
9:30 AM	0	1	0	0	1	0	0	5	0	0	5	0
9:45 AM	0	3	0	0	0	0	0	2	0	0	6	2
TOTALS	**8**	**25**	**0**	**1**	**11**	**1**	**5**	**33**	**1**	**5**	**73**	**3**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	16	44	3	28	4	73	24	33
3:15 PM	5	26	6	32	6	50	8	33
3:30 PM	13	6	10	4	5	13	10	11
3:45 PM	3	25	11	5	3	4	6	15
4:00 PM	12	12	12	4	11	9	11	10
4:15 PM	12	25	8	4	4	21	1	26
4:30 PM	7	29	5	11	2	24	10	34
4:45 PM	16	15	8	1	6	4	5	5
5:00 PM	12	13	8	1	6	13	12	7
5:15 PM	3	4	6	3	3	7	10	8
5:30 PM	4	8	2	2	2	6	6	14
5:45 PM	3	9	8	4	3	8	6	8
TOTALS	**106**	**216**	**87**	**99**	**55**	**232**	**109**	**204**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	1	0	0	4	0	0	5	0	0	8	0
3:15 PM	0	0	0	0	0	0	0	4	0	0	10	0
3:30 PM	0	0	0	0	2	0	0	1	1	0	4	0
3:45 PM	0	0	0	0	0	0	0	8	0	0	4	0
4:00 PM	0	2	0	1	0	0	0	3	1	0	3	0
4:15 PM	0	1	0	1	5	0	1	4	0	0	4	0
4:30 PM	0	0	0	0	1	0	0	3	1	0	5	0
4:45 PM	1	3	0	0	0	0	0	5	0	0	2	0
5:00 PM	0	4	0	0	0	0	0	2	0	2	5	0
5:15 PM	3	0	0	1	0	1	0	8	0	1	6	0
5:30 PM	0	1	0	0	1	1	0	4	0	0	4	0
5:45 PM	0	0	0	0	1	0	0	4	0	0	4	1
TOTALS	**4**	**12**	**0**	**3**	**14**	**2**	**1**	**51**	**3**	**3**	**59**	**1**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-037
N□S Street: National Blvd
E□W Street: Washington Blvd
DATE: 5□15□2013 DAY: Wednesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	1	0	0	1	0	0	1
7:15 AM	0	1	0	3	1	0	0	3
7:30 AM	2	0	0	3	1	0	1	2
7:45 AM	0	1	1	4	0	0	1	2
8:00 AM	2	1	1	1	0	1	0	1
8:15 AM	3	4	0	1	0	4	1	2
8:30 AM	6	0	6	0	0	1	0	5
8:45 AM	3	3	2	1	3	1	0	5
9:00 AM	2	2	2	0	0	2	1	2
9:15 AM	1	1	0	1	1	0	2	6
9:30 AM	2	0	2	1	0	1	0	5
9:45 AM	3	1	1	0	0	0	1	1
TOTALS	**24**	**15**	**15**	**15**	**7**	**10**	**7**	**35**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	2	0	1	0	0	0	0	1	0	2	0
7:15 AM	3	4	0	0	1	0	0	1	1	0	1	1
7:30 AM	1	3	0	0	1	0	0	1	0	0	0	4
7:45 AM	2	2	0	0	1	0	0	1	0	0	2	0
8:00 AM	0	0	0	1	2	0	0	3	0	0	0	1
8:15 AM	0	1	0	0	0	0	0	4	0	0	1	0
8:30 AM	0	1	0	0	0	0	0	0	1	0	2	0
8:45 AM	1	0	0	0	1	0	0	3	0	0	1	0
9:00 AM	0	0	0	0	0	0	0	1	0	0	1	0
9:15 AM	0	1	0	0	1	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	1	0	0	0	1
9:45 AM	0	0	0	0	0	0	0	0	0	0	1	0
TOTALS	**7**	**14**	**0**	**2**	**7**	**0**	**0**	**15**	**3**	**0**	**11**	**7**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	1	2	2	9	4	1	6	0
3:15 PM	0	3	4	0	2	1	2	0
3:30 PM	3	4	5	5	3	0	8	1
3:45 PM	0	0	0	0	0	2	0	0
4:00 PM	1	0	4	2	1	0	0	3
4:15 PM	0	2	4	0	2	0	0	0
4:30 PM	2	1	1	1	0	0	5	2
4:45 PM	3	2	0	1	0	0	1	2
5:00 PM	6	5	1	0	3	3	1	5
5:15 PM	0	4	2	2	0	0	2	2
5:30 PM	0	2	0	0	2	0	4	1
5:45 PM	2	2	2	2	0	1	2	0
TOTALS	**18**	**27**	**25**	**22**	**17**	**8**	**31**	**16**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	3	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	1	0	0	1	0	0	1	0
3:30 PM	0	1	0	1	1	0	0	1	2	0	2	0
3:45 PM	0	0	0	0	1	0	0	3	0	0	1	1
4:00 PM	0	1	0	1	0	0	0	2	0	0	1	0
4:15 PM	1	0	0	0	1	0	0	2	0	0	2	1
4:30 PM	0	0	0	1	1	0	0	0	0	0	3	0
4:45 PM	0	2	0	0	0	0	0	1	0	0	0	0
5:00 PM	0	2	0	0	0	0	0	2	2	0	4	0
5:15 PM	0	0	0	2	1	0	0	0	0	0	3	0
5:30 PM	0	2	0	1	2	0	0	2	0	0	3	0
5:45 PM	0	2	0	0	0	0	0	5	1	0	2	0
TOTALS	**1**	**10**	**0**	**6**	**11**	**0**	**0**	**19**	**5**	**0**	**22**	**2**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-038
N□S Street: National Blvd
E□W Street: I-10 EB On-Ramp
DATE: 5□15□2013 DAY: Wednesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	2	1	0	0	0	0	4	0
7:15 AM	2	1	0	0	0	0	4	1
7:30 AM	3	1	0	0	0	0	22	5
7:45 AM	4	1	0	0	0	0	8	1
8:00 AM	1	2	0	0	0	0	7	0
8:15 AM	0	2	0	0	0	0	1	1
8:30 AM	1	0	0	0	0	0	4	2
8:45 AM	2	1	0	0	0	0	4	0
9:00 AM	4	2	0	0	0	0	6	2
9:15 AM	3	0	0	0	0	0	7	0
9:30 AM	2	3	0	0	0	0	3	2
9:45 AM	4	5	0	0	0	0	3	5
TOTALS	**28**	**19**	**0**	**0**	**0**	**0**	**73**	**19**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	2	0	0	1	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	4	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	2	0	0	2	0	0	0	0	0	0	0
8:00 AM	0	3	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	4	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	2	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	1	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	1	0	0	0	0	0	0	0
9:45 AM	0	2	0	0	0	0	0	0	0	0	0	0
TOTALS	**0**	**19**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	1	0	0	0	0	0	2	2
3:15 PM	1	0	0	0	0	0	1	1
3:30 PM	0	3	0	0	0	0	3	3
3:45 PM	0	1	0	0	0	0	1	1
4:00 PM	0	2	0	0	0	0	5	5
4:15 PM	2	2	0	0	0	0	5	1
4:30 PM	1	1	0	0	0	0	1	2
4:45 PM	2	2	0	0	0	0	3	2
5:00 PM	0	0	0	0	0	0	2	1
5:15 PM	0	0	0	0	0	0	1	4
5:30 PM	1	1	0	0	0	0	2	3
5:45 PM	1	0	0	0	0	0	4	3
TOTALS	**9**	**12**	**0**	**0**	**0**	**0**	**30**	**28**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	2	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	1	0	0	0	0	0	0	0
3:45 PM	0	1	0	0	2	0	0	0	0	0	0	0
4:00 PM	0	3	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	2	0	0	2	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0
5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0
TOTALS	**0**	**12**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-039
N/S Street: La Cienega Blvd
E/W Street: Venice Blvd
DATE: 5/15/2013 DAY: Wednesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	5	4	1	1	0	1	1	2
7:15 AM	5	0	0	4	2	0	2	2
7:30 AM	3	8	3	6	0	0	4	2
7:45 AM	3	4	2	6	0	3	5	4
8:00 AM	3	3	1	1	2	1	1	2
8:15 AM	5	4	2	3	3	3	1	6
8:30 AM	5	3	1	3	1	1	1	4
8:45 AM	5	4	1	1	0	0	0	1
9:00 AM	1	4	4	1	4	0	1	3
9:15 AM	6	3	3	3	2	2	5	6
9:30 AM	2	1	4	1	0	0	2	3
9:45 AM	1	1	4	4	1	2	5	3
TOTALS	**44**	**39**	**26**	**34**	**15**	**13**	**28**	**38**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	1	0	0	1	1	0	4	0	0	1	1
7:15 AM	0	2	0	0	3	0	0	2	0	0	5	0
7:30 AM	0	2	0	0	4	0	0	2	1	0	9	0
7:45 AM	0	1	0	0	2	0	0	1	0	0	6	0
8:00 AM	0	2	0	0	0	0	0	4	1	0	4	0
8:15 AM	0	3	0	0	3	0	0	0	0	0	2	0
8:30 AM	0	0	0	0	0	0	0	3	0	0	7	0
8:45 AM	0	3	0	0	1	0	0	3	0	0	8	0
9:00 AM	0	1	0	0	0	0	1	5	2	0	3	0
9:15 AM	0	2	0	0	2	0	0	2	0	0	10	0
9:30 AM	0	3	0	0	1	0	0	2	0	0	5	0
9:45 AM	0	0	0	0	1	0	1	3	0	0	7	0
TOTALS	**0**	**20**	**0**	**0**	**18**	**1**	**2**	**31**	**4**	**0**	**67**	**1**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	5	2	4	3	3	0	2	1
3:15 PM	6	3	10	2	2	0	4	7
3:30 PM	3	3	7	3	1	2	2	11
3:45 PM	1	3	5	4	1	2	2	6
4:00 PM	2	1	4	1	3	1	0	1
4:15 PM	1	2	3	1	2	2	3	1
4:30 PM	3	4	5	3	1	3	7	4
4:45 PM	2	5	2	2	0	2	4	4
5:00 PM	4	7	3	4	4	1	2	4
5:15 PM	2	4	0	1	0	3	7	2
5:30 PM	3	5	1	1	0	0	2	2
5:45 PM	2	1	3	1	3	2	3	5
TOTALS	**34**	**40**	**47**	**26**	**20**	**18**	**38**	**48**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	2	0	0	0	0	0	4	0	0	3	0
3:15 PM	0	0	0	0	2	0	0	5	1	0	6	0
3:30 PM	0	1	0	0	0	0	0	3	0	0	1	0
3:45 PM	0	2	0	0	3	0	0	7	0	0	1	0
4:00 PM	0	1	0	0	0	0	0	2	0	0	1	0
4:15 PM	0	1	0	0	2	0	0	1	0	0	3	0
4:30 PM	0	1	0	0	1	0	0	3	0	0	3	0
4:45 PM	0	1	0	0	3	0	0	4	0	0	2	0
5:00 PM	0	0	0	0	2	0	1	4	0	0	2	0
5:15 PM	0	2	0	0	2	0	0	2	0	0	3	0
5:30 PM	0	2	0	0	1	0	0	6	0	0	4	0
5:45 PM	0	1	0	0	4	0	0	11	0	0	4	0
TOTALS	**0**	**14**	**0**	**0**	**20**	**0**	**1**	**52**	**1**	**0**	**33**	**0**

PREPARED BY NATIONAL DATA □SURVEYING SERVICES

PROJECT#: 13-5256-040
N□S Street: La Cienega Blvd
E□W Street: Washington Blvd
DATE: 5□15□2013 DAY: Wednesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	1	1	3	1	0	3	0
7:15 AM	1	3	2	3	3	0	5	4
7:30 AM	0	5	2	2	3	0	2	0
7:45 AM	0	0	3	10	0	1	9	0
8:00 AM	1	6	1	3	1	1	0	1
8:15 AM	1	4	1	3	1	2	3	2
8:30 AM	1	2	3	3	1	3	1	3
8:45 AM	1	2	1	3	2	1	0	0
9:00 AM	0	1	1	3	0	1	1	0
9:15 AM	1	2	1	0	0	0	0	2
9:30 AM	1	1	6	1	0	0	1	2
9:45 AM	0	1	1	0	0	0	0	1
TOTALS	**7**	**28**	**23**	**34**	**12**	**9**	**25**	**15**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	2	0	0	0	0	0	2	0	0	2	0
7:15 AM	0	1	0	0	0	0	0	0	1	0	1	0
7:30 AM	0	0	0	0	0	0	0	0	0	1	2	0
7:45 AM	0	1	0	0	2	0	0	2	0	0	4	0
8:00 AM	0	1	0	0	0	0	0	1	0	0	2	0
8:15 AM	0	0	0	0	3	0	1	3	0	1	2	0
8:30 AM	0	1	0	0	0	0	0	0	0	0	4	0
8:45 AM	0	1	0	0	0	0	0	1	0	0	2	0
9:00 AM	0	0	0	0	1	0	0	0	0	0	1	0
9:15 AM	0	0	0	0	1	0	0	1	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	1	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	2	0
TOTALS	**0**	**7**	**0**	**0**	**7**	**0**	**1**	**10**	**1**	**2**	**23**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	5	3	5	2	3	2	6	2
3:15 PM	28	2	6	0	0	21	3	8
3:30 PM	23	1	20	1	0	14	2	14
3:45 PM	3	2	3	1	1	4	3	3
4:00 PM	3	1	5	1	0	0	1	7
4:15 PM	3	1	4	3	0	4	3	2
4:30 PM	2	0	3	0	0	0	5	4
4:45 PM	8	0	7	3	0	3	1	7
5:00 PM	3	0	5	1	1	4	2	0
5:15 PM	1	0	2	1	2	3	1	1
5:30 PM	3	1	3	3	1	1	3	1
5:45 PM	2	0	3	1	0	0	0	0
TOTALS	**84**	**11**	**66**	**17**	**8**	**56**	**30**	**49**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	1	0	0	8	0	0	1	0
3:15 PM	0	1	0	1	1	0	1	5	0	0	1	0
3:30 PM	0	1	0	0	0	0	0	1	0	0	0	0
3:45 PM	0	2	0	0	0	0	0	1	0	0	0	0
4:00 PM	0	1	0	0	0	0	0	0	0	0	2	0
4:15 PM	0	2	0	0	3	0	0	2	0	0	1	0
4:30 PM	0	0	0	0	1	0	0	2	0	0	1	0
4:45 PM	0	1	0	0	1	0	0	3	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	1	0	0	1	0
5:15 PM	0	0	0	0	1	0	0	2	0	0	6	0
5:30 PM	0	2	0	0	1	0	0	2	0	0	0	0
5:45 PM	0	1	0	0	2	0	0	1	0	0	0	0
TOTALS	**0**	**12**	**0**	**1**	**11**	**0**	**1**	**28**	**0**	**0**	**13**	**0**

PREPARED BY NATIONAL DATA □SURVEYING SERVICES

PROJECT#: 13-5256-041
N□S Street: Jefferson Blvd
E□W Street: National Blvd
DATE: 5□15□2013 DAY: Wednesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	1	0	2	1	2	0	0
7:15 AM	1	0	0	1	0	1	0	0
7:30 AM	0	2	0	0	0	0	0	0
7:45 AM	0	1	0	1	0	1	0	0
8:00 AM	0	3	0	6	1	2	0	0
8:15 AM	1	0	0	4	0	0	0	0
8:30 AM	0	0	0	3	0	0	1	0
8:45 AM	1	0	0	11	0	3	0	0
9:00 AM	1	0	0	6	1	3	0	0
9:15 AM	2	0	0	6	0	7	0	0
9:30 AM	2	0	1	5	1	1	0	0
9:45 AM	0	0	2	2	1	1	0	0
TOTALS	**8**	**7**	**3**	**47**	**5**	**21**	**1**	**0**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	4	0	0	0	0
7:30 AM	0	0	0	0	1	0	0	1	1	0	2	0
7:45 AM	0	1	0	0	1	0	0	0	0	0	2	0
8:00 AM	0	1	0	0	3	0	0	1	0	0	1	0
8:15 AM	0	1	0	0	0	0	0	2	0	0	2	0
8:30 AM	0	0	0	0	2	0	1	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	2	0	0	2	0
9:00 AM	0	2	0	0	2	1	0	2	0	0	2	0
9:15 AM	0	0	0	0	1	0	0	2	0	0	1	0
9:30 AM	0	0	0	0	0	1	0	2	0	0	1	0
9:45 AM	0	2	0	0	1	0	0	1	0	0	3	0
TOTALS	**0**	**7**	**0**	**0**	**12**	**2**	**1**	**17**	**1**	**0**	**16**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	1	0	3	1	1	0	0
3:15 PM	0	0	3	1	3	1	0	0
3:30 PM	0	1	10	2	4	0	0	0
3:45 PM	0	1	2	0	0	0	0	0
4:00 PM	0	0	4	2	0	1	0	0
4:15 PM	2	2	1	0	0	0	0	0
4:30 PM	1	0	4	0	0	0	0	1
4:45 PM	0	1	4	0	2	0	0	0
5:00 PM	2	0	8	3	1	1	0	0
5:15 PM	3	0	11	0	1	1	0	0
5:30 PM	0	0	5	4	0	1	0	0
5:45 PM	0	3	12	1	3	0	0	0
TOTALS	**8**	**9**	**64**	**16**	**15**	**6**	**0**	**1**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	1	0	2	0	0	0	1	0	0	0	0
3:15 PM	0	1	0	4	0	1	0	0	0	0	0	1
3:30 PM	0	0	0	5	0	0	1	0	0	0	0	0
3:45 PM	1	1	0	0	0	0	1	0	0	0	0	1
4:00 PM	0	0	1	3	0	1	2	0	2	0	0	1
4:15 PM	0	0	0	4	0	1	2	0	0	0	0	3
4:30 PM	0	1	0	9	1	0	0	0	0	0	0	3
4:45 PM	2	1	0	2	0	0	0	0	0	1	0	1
5:00 PM	0	0	1	4	0	0	1	0	0	0	0	2
5:15 PM	0	0	0	3	0	1	0	0	0	0	0	0
5:30 PM	0	0	0	5	0	0	2	1	0	1	0	0
5:45 PM	0	0	1	1	0	0	1	0	0	0	0	2
TOTALS	**3**	**5**	**3**	**42**	**1**	**4**	**10**	**2**	**2**	**2**	**0**	**14**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-042
N□S Street: Overland Ave
E□W Street: Palms Blvd
DATE: 5□15□2013 DAY: Wednesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	6	4	8	4	6	6	4	4
7:15 AM	11	16	8	9	15	8	11	6
7:30 AM	17	35	8	27	16	12	7	4
7:45 AM	8	9	7	4	4	6	6	8
8:00 AM	3	3	4	2	4	4	4	2
8:15 AM	2	4	2	2	8	6	0	3
8:30 AM	5	7	3	5	9	4	2	2
8:45 AM	6	5	0	5	1	5	2	0
9:00 AM	4	3	3	4	7	5	1	2
9:15 AM	6	6	2	4	6	2	2	1
9:30 AM	2	2	3	4	4	3	1	3
9:45 AM	6	2	3	3	3	3	7	3
TOTALS	**76**	**96**	**51**	**73**	**83**	**64**	**47**	**38**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	1	0	0	0	0	0	1	0
7:30 AM	0	0	0	1	3	0	0	1	0	0	2	1
7:45 AM	0	3	0	0	0	1	0	1	1	0	2	0
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0
8:45 AM	1	2	0	0	0	0	0	0	0	1	3	0
9:00 AM	0	0	0	0	0	0	0	1	0	0	1	1
9:15 AM	0	1	0	0	0	0	0	0	1	0	0	0
9:30 AM	0	1	1	0	0	0	0	0	0	1	0	0
9:45 AM	0	0	0	0	1	0	0	0	0	0	0	0
TOTALS	**1**	**8**	**1**	**1**	**6**	**1**	**0**	**3**	**2**	**4**	**9**	**2**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	131	19	62	6	8	43	7	14
3:15 PM	15	13	11	9	9	33	1	4
3:30 PM	6	7	8	7	2	8	4	3
3:45 PM	3	4	3	0	9	4	4	2
4:00 PM	1	6	9	1	12	6	2	3
4:15 PM	3	2	2	9	8	6	8	0
4:30 PM	2	8	2	3	8	4	2	2
4:45 PM	0	1	3	5	7	4	3	4
5:00 PM	1	3	7	4	7	4	2	1
5:15 PM	0	4	8	2	11	1	3	6
5:30 PM	5	18	10	11	11	7	4	9
5:45 PM	3	15	2	10	15	2	4	4
TOTALS	**170**	**100**	**127**	**67**	**107**	**122**	**44**	**52**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	3	0	0	0	0	0	0	0	0	1	0
3:15 PM	0	0	0	0	1	0	0	1	0	0	0	0
3:30 PM	0	0	0	0	2	1	0	2	0	1	0	0
3:45 PM	1	1	0	1	0	0	0	0	0	1	0	0
4:00 PM	0	1	0	0	2	0	0	0	0	0	0	0
4:15 PM	0	0	1	0	0	0	0	1	0	0	0	2
4:30 PM	0	1	0	0	1	0	0	0	0	0	1	0
4:45 PM	1	2	0	0	0	0	0	1	0	1	0	0
5:00 PM	0	2	1	1	0	1	0	1	0	0	1	2
5:15 PM	0	1	1	1	1	0	0	1	0	0	3	0
5:30 PM	1	0	1	0	3	0	0	1	1	0	0	0
5:45 PM	0	1	0	0	0	1	1	0	0	0	1	0
TOTALS	**3**	**12**	**4**	**3**	**10**	**3**	**1**	**8**	**1**	**3**	**7**	**4**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-043
N□S Street: Motor Ave
E□W Street: National Blvd
DATE: 5□15□2013 DAY: Wednesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	2	0
7:15 AM	5	1	0	0	1	2	1	0
7:30 AM	10	0	2	1	4	1	3	0
7:45 AM	7	2	1	0	2	0	0	0
8:00 AM	3	1	1	3	2	0	3	2
8:15 AM	4	1	2	0	6	0	2	1
8:30 AM	3	0	1	0	1	1	3	1
8:45 AM	8	3	2	0	4	1	1	1
9:00 AM	4	3	1	2	4	4	1	2
9:15 AM	2	17	2	2	3	4	3	1
9:30 AM	2	0	1	2	3	1	1	1
9:45 AM	1	3	1	1	0	2	1	3
TOTALS	**49**	**31**	**14**	**11**	**30**	**16**	**21**	**12**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	2	0	0	0	0	0	0	3	1
7:15 AM	2	3	0	1	0	0	0	1	0	0	3	0
7:30 AM	0	3	0	0	0	0	0	1	0	0	4	0
7:45 AM	1	0	0	0	0	0	0	1	0	0	2	0
8:00 AM	0	0	0	1	0	0	0	0	0	0	2	0
8:15 AM	0	4	0	0	0	0	0	1	0	0	3	1
8:30 AM	0	0	0	0	0	0	0	2	1	0	4	2
8:45 AM	1	0	0	0	0	0	0	0	1	0	2	0
9:00 AM	1	0	0	0	0	0	0	0	0	0	3	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	1	1	0	1	0	0	0	0	0	0	0	0
9:45 AM	1	1	0	0	0	0	0	0	1	0	1	0
TOTALS	**7**	**12**	**0**	**5**	**0**	**0**	**0**	**6**	**3**	**0**	**27**	**4**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	2	7	6	2	1	4	3	3
3:15 PM	27	10	0	2	0	0	20	3
3:30 PM	3	4	0	3	0	2	6	4
3:45 PM	5	1	1	2	3	1	1	1
4:00 PM	2	2	3	1	1	2	0	3
4:15 PM	1	6	1	3	2	0	0	4
4:30 PM	0	4	0	2	3	3	3	2
4:45 PM	0	8	2	1	3	1	1	1
5:00 PM	2	6	3	3	0	2	1	6
5:15 PM	2	1	2	2	3	2	0	1
5:30 PM	3	0	1	4	2	3	6	3
5:45 PM	2	4	1	4	3	1	6	2
TOTALS	**49**	**53**	**20**	**29**	**21**	**21**	**47**	**33**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	0	0	0	2	0	0	0	0
3:15 PM	0	1	0	1	0	0	0	0	0	0	0	0
3:30 PM	2	0	0	0	0	0	0	1	0	0	2	0
3:45 PM	0	2	0	1	1	0	0	3	2	0	0	0
4:00 PM	0	0	0	0	1	0	0	2	0	0	1	0
4:15 PM	0	2	0	1	1	0	1	3	1	0	0	0
4:30 PM	0	0	1	0	2	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	8	1	0	0	0
5:00 PM	1	0	0	0	1	0	1	0	1	1	1	1
5:15 PM	0	0	0	2	2	1	0	6	1	0	1	0
5:30 PM	0	3	0	0	2	0	0	1	1	0	0	0
5:45 PM	0	0	0	1	0	0	0	1	3	0	1	0
TOTALS	**3**	**8**	**1**	**6**	**10**	**2**	**2**	**27**	**10**	**1**	**6**	**1**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-044
N□S Street: Motor Ave
E□W Street: Palms Blvd
DATE: 5□15□2013 DAY: Wednesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	3	4	4	1	1	2	7	3
7:15 AM	2	4	6	1	3	4	5	5
7:30 AM	2	9	3	11	6	5	7	3
7:45 AM	6	11	20	8	13	10	3	7
8:00 AM	10	13	34	13	15	20	11	22
8:15 AM	3	8	3	9	8	4	9	5
8:30 AM	3	5	2	1	5	3	6	7
8:45 AM	2	4	3	1	5	3	3	1
9:00 AM	3	8	3	3	9	6	5	8
9:15 AM	1	3	1	3	4	1	6	3
9:30 AM	3	3	3	0	0	0	5	2
9:45 AM	4	3	3	1	0	1	5	4
TOTALS	**42**	**75**	**85**	**52**	**69**	**59**	**72**	**70**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	1	0	0	0	0	0	0	1	0	0	0
7:15 AM	0	3	0	1	0	0	0	0	0	0	1	0
7:30 AM	1	4	0	0	0	0	0	0	1	0	2	1
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	3	1	0
8:15 AM	1	2	0	0	0	0	0	0	1	0	0	0
8:30 AM	0	0	0	0	3	0	0	1	0	1	1	0
8:45 AM	2	1	0	0	0	0	0	1	0	0	3	0
9:00 AM	0	0	0	0	0	0	1	1	0	1	2	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	4	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	2	0	0	0	0	1	0	0	0	3	0
TOTALS	**4**	**17**	**0**	**1**	**3**	**0**	**2**	**3**	**4**	**5**	**13**	**1**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	7	5	25	5	6	6	2	21
3:15 PM	25	4	15	8	4	15	12	19
3:30 PM	3	5	6	11	6	2	5	4
3:45 PM	2	1	0	1	2	2	3	1
4:00 PM	0	1	2	3	8	2	1	3
4:15 PM	3	6	7	11	4	1	11	12
4:30 PM	4	1	2	5	3	5	5	6
4:45 PM	3	2	2	7	4	9	2	4
5:00 PM	1	4	11	7	7	4	9	6
5:15 PM	5	1	4	3	7	0	8	6
5:30 PM	3	11	7	6	23	3	2	6
5:45 PM	1	3	8	3	7	4	8	8
TOTALS	**57**	**44**	**89**	**70**	**81**	**53**	**68**	**96**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	1	1	0	0	0	0	0	0	0	1	0	0
3:15 PM	0	1	0	0	1	0	1	3	0	0	0	0
3:30 PM	0	1	0	0	0	0	0	1	1	0	1	0
3:45 PM	2	0	0	0	0	0	0	2	0	0	1	1
4:00 PM	0	2	0	0	2	0	0	1	0	1	2	0
4:15 PM	0	2	0	0	5	0	0	1	0	0	0	0
4:30 PM	0	0	0	1	1	0	0	0	0	0	1	1
4:45 PM	0	1	0	0	5	0	0	1	0	0	0	0
5:00 PM	0	2	0	0	1	2	1	0	0	0	1	0
5:15 PM	1	1	0	0	4	0	1	1	1	1	1	0
5:30 PM	1	3	0	0	1	0	0	4	0	0	0	0
5:45 PM	0	0	0	1	3	0	0	1	0	1	1	0
TOTALS	**5**	**14**	**0**	**2**	**23**	**2**	**3**	**15**	**2**	**4**	**8**	**2**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-045
N□S Street: Exposition Blvd□National Blvd
E□W Street: Palms Blvd
DATE: 5□15□2013 DAY: Wednesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	9	3	0	0	5	4
7:15 AM	0	0	6	2	0	0	7	3
7:30 AM	0	1	7	3	0	0	8	1
7:45 AM	0	0	2	3	0	0	3	2
8:00 AM	0	0	3	3	0	0	6	3
8:15 AM	0	0	1	4	1	0	7	0
8:30 AM	0	0	2	4	0	0	3	0
8:45 AM	0	0	3	7	0	0	6	3
9:00 AM	0	0	5	3	0	0	3	1
9:15 AM	1	0	2	2	0	0	5	1
9:30 AM	0	1	2	6	0	0	7	1
9:45 AM	0	0	1	4	0	0	4	2
TOTALS	**1**	**2**	**43**	**44**	**1**	**0**	**64**	**21**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	2
7:15 AM	1	4	0	0	0	0	0	1	0	0	0	0
7:30 AM	0	2	2	1	2	0	0	2	0	0	1	1
7:45 AM	0	0	1	0	0	0	0	2	0	0	1	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	1
8:15 AM	0	0	1	0	0	0	0	1	0	0	2	1
8:30 AM	0	3	1	0	1	0	0	0	1	1	0	0
8:45 AM	0	2	0	0	1	0	0	0	0	0	0	2
9:00 AM	1	2	0	1	1	0	0	2	0	0	0	0
9:15 AM	1	2	1	0	0	0	0	0	2	0	1	0
9:30 AM	0	0	0	0	0	0	0	2	0	0	2	0
9:45 AM	0	0	0	0	1	0	0	1	0	0	0	1
TOTALS	**3**	**15**	**6**	**2**	**6**	**0**	**0**	**11**	**3**	**1**	**9**	**10**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	5	3	0	0	2	8
3:15 PM	0	0	4	15	0	0	2	1
3:30 PM	0	1	10	9	0	0	9	2
3:45 PM	0	0	10	6	0	0	4	2
4:00 PM	0	0	4	8	0	0	2	3
4:15 PM	0	0	5	6	0	0	1	3
4:30 PM	0	0	1	4	0	0	5	7
4:45 PM	0	0	3	7	0	0	9	3
5:00 PM	0	0	3	7	0	0	5	2
5:15 PM	0	0	5	5	0	0	2	2
5:30 PM	0	1	7	2	0	0	1	3
5:45 PM	0	0	10	4	0	0	2	3
TOTALS	**0**	**2**	**67**	**76**	**0**	**0**	**44**	**39**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	0	0	0	0	1	0	2	1
3:15 PM	0	2	0	1	1	0	0	2	0	0	2	0
3:30 PM	0	0	0	1	0	0	0	1	0	0	1	2
3:45 PM	0	0	0	1	4	0	0	0	1	0	0	0
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	1
4:15 PM	1	1	0	1	2	0	0	1	0	0	0	0
4:30 PM	0	0	1	2	1	0	0	0	0	1	0	0
4:45 PM	0	0	0	0	3	0	0	1	1	0	1	0
5:00 PM	0	2	0	0	2	1	0	1	0	0	2	0
5:15 PM	0	0	0	0	1	0	0	0	0	0	2	0
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	1	0	0	2	0
TOTALS	**1**	**5**	**1**	**6**	**16**	**1**	**0**	**8**	**3**	**1**	**12**	**4**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-046
N/S Street: Manning Ave/I-10 WB Off Ramp
E/W Street: National Blvd
DATE: 5/15/2013 DAY: Wednesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	4	1	1	5	0	0
7:15 AM	0	0	1	1	1	2	0	0
7:30 AM	0	1	6	5	2	7	0	0
7:45 AM	0	0	0	3	1	2	0	0
8:00 AM	0	0	6	3	1	5	0	0
8:15 AM	0	0	1	2	0	2	0	0
8:30 AM	0	0	2	6	1	3	0	0
8:45 AM	0	0	1	1	0	1	0	0
9:00 AM	0	0	5	5	0	2	0	0
9:15 AM	0	0	1	1	1	1	0	0
9:30 AM	0	0	1	1	0	1	0	0
9:45 AM	0	0	1	2	0	0	0	0
TOTALS	**0**	**1**	**29**	**31**	**8**	**31**	**0**	**0**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	0	0	0	3	0
7:15 AM	0	0	0	1	0	0	0	1	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	6	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	2	0	0	3	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0
8:15 AM	0	0	0	0	0	0	0	2	0	0	2	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	1	0	0	0	0	0	3	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	1	0	0	2	0
9:30 AM	1	0	0	0	0	0	0	1	0	0	2	0
9:45 AM	0	0	0	0	0	0	0	1	0	0	0	0
TOTALS	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**17**	**0**	**0**	**17**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	3	4	4	2	0	0
3:15 PM	0	0	3	14	3	6	0	0
3:30 PM	0	1	10	6	1	5	0	0
3:45 PM	1	1	7	6	6	3	0	0
4:00 PM	0	0	3	5	2	1	0	0
4:15 PM	0	0	4	6	7	10	0	0
4:30 PM	0	0	3	4	1	0	0	0
4:45 PM	0	0	3	7	6	5	0	0
5:00 PM	0	0	4	4	3	6	0	0
5:15 PM	0	0	3	4	5	0	0	0
5:30 PM	0	0	5	2	2	1	0	0
5:45 PM	0	0	12	7	7	3	0	0
TOTALS	**1**	**2**	**60**	**69**	**47**	**42**	**0**	**0**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	0	0	0	0	0	0	4	0
3:15 PM	0	0	0	0	0	0	1	2	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	2	0	0	3	0
3:45 PM	0	0	0	0	0	0	0	1	0	1	0	0
4:00 PM	0	0	0	0	0	0	0	1	0	0	2	0
4:15 PM	0	0	0	0	0	0	0	4	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	3	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	1	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	3	0
5:15 PM	0	0	0	0	0	0	0	1	0	0	3	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0
5:45 PM	0	0	0	1	0	0	1	0	0	0	1	0
TOTALS	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**16**	**0**	**1**	**19**	**0**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-047
N□S Street: Castle Heights Ave
E□W Street: National Blvd
DATE: 5□15□2013 DAY: Thursday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	3	3	6	0	1	1	0	1
7:15 AM	1	2	5	4	3	4	1	2
7:30 AM	7	1	5	3	6	4	2	0
7:45 AM	1	3	5	3	6	2	0	0
8:00 AM	1	3	1	4	8	3	0	1
8:15 AM	2	4	2	2	1	3	1	3
8:30 AM	4	1	4	1	6	0	2	1
8:45 AM	0	1	0	3	1	2	0	0
9:00 AM	2	3	4	3	5	1	0	1
9:15 AM	0	1	4	0	1	0	0	1
9:30 AM	0	2	2	0	2	0	0	4
9:45 AM	0	2	0	2	0	0	0	1
TOTALS	**21**	**26**	**38**	**25**	**40**	**20**	**6**	**15**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	2	0	0	0	0	0	0	0
7:15 AM	1	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	2	0
7:45 AM	0	2	0	0	0	0	7	1	0	0	1	0
8:00 AM	0	2	0	0	1	0	0	0	0	0	3	0
8:15 AM	0	0	1	0	1	0	0	1	0	0	4	0
8:30 AM	0	1	0	0	0	0	0	1	0	0	1	0
8:45 AM	1	0	0	0	0	0	1	1	0	0	1	1
9:00 AM	0	0	0	0	0	0	1	0	0	0	1	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	1	0	0	0	0	2	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	3	0
TOTALS	**2**	**5**	**1**	**0**	**4**	**1**	**9**	**4**	**0**	**0**	**18**	**1**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	4	1	4	2	2	0	2
3:15 PM	0	12	4	4	4	3	0	6
3:30 PM	0	2	2	7	1	3	0	2
3:45 PM	2	2	9	0	5	2	3	2
4:00 PM	1	4	3	0	2	1	0	4
4:15 PM	1	3	2	5	2	0	3	3
4:30 PM	0	3	3	2	1	3	0	2
4:45 PM	0	3	4	2	3	0	0	3
5:00 PM	0	3	4	0	5	2	0	0
5:15 PM	2	1	6	0	4	2	1	3
5:30 PM	4	0	3	3	3	2	2	0
5:45 PM	2	4	3	1	0	3	2	2
TOTALS	**12**	**41**	**44**	**28**	**32**	**23**	**11**	**29**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	0	0	0	1	0	0	2	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	2	0
3:30 PM	0	1	0	1	0	0	2	0	0	0	2	0
3:45 PM	0	0	0	0	0	0	1	1	0	0	0	0
4:00 PM	0	0	0	0	0	0	1	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	2	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	1	0	2	0
4:45 PM	0	0	0	0	0	0	0	2	0	0	1	0
5:00 PM	0	1	0	0	0	0	0	0	1	0	1	0
5:15 PM	2	1	0	0	1	0	1	1	1	1	1	0
5:30 PM	0	0	0	0	4	0	0	0	0	0	1	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1
TOTALS	**2**	**3**	**0**	**1**	**5**	**0**	**7**	**5**	**3**	**1**	**12**	**2**

PREPARED BY NATIONAL DATA □SURVEYING SERVICES

PROJECT#: 13-5256-048
N□S Street: Bundy Dr
E□W Street: National Blvd
DATE: 5□14□2013 DAY: Tuesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	2	0	0	0	1	0	0
7:15 AM	0	2	0	0	2	0	0	0
7:30 AM	0	0	0	0	0	1	0	0
7:45 AM	4	0	0	0	0	1	0	0
8:00 AM	1	3	0	0	2	0	0	0
8:15 AM	0	0	0	0	1	1	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	1	0	0	0
9:00 AM	0	1	0	0	0	0	0	0
9:15 AM	0	1	0	0	2	2	0	0
9:30 AM	1	2	0	1	0	2	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	**6**	**11**	**0**	**1**	**8**	**8**	**0**	**0**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0
7:15 AM	0	2	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	3	0	0	1	0	0	0	0	0	0	1
7:45 AM	0	7	2	0	5	0	0	0	0	1	0	1
8:00 AM	0	2	1	0	3	0	0	0	0	1	0	0
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0
8:30 AM	0	7	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	3	0	0	0	0	1	0	0
9:00 AM	0	0	0	0	3	0	0	0	0	2	0	0
9:15 AM	0	2	0	0	3	0	0	0	0	0	0	0
9:30 AM	0	2	0	0	1	0	0	0	0	2	0	0
9:45 AM	0	5	0	1	1	0	0	0	0	0	0	1
TOTALS	**0**	**31**	**4**	**1**	**21**	**0**	**0**	**0**	**0**	**7**	**0**	**3**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	1	0	0	1	1	0	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	2	0	0	0	1	5	0	0
3:45 PM	0	0	0	0	0	0	0	0
4:00 PM	2	0	0	0	1	1	0	0
4:15 PM	1	0	0	0	0	1	0	0
4:30 PM	1	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	1	1	0	0
5:00 PM	4	0	0	0	3	3	0	0
5:15 PM	1	0	0	0	0	0	0	0
5:30 PM	1	0	0	0	1	1	0	0
5:45 PM	2	1	0	0	2	2	0	0
TOTALS	**14**	**3**	**0**	**0**	**10**	**15**	**0**	**0**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	1	1	1	1	0	0	0	0	0	0	0
3:15 PM	0	1	0	2	5	0	0	0	0	0	0	0
3:30 PM	0	2	1	0	4	0	0	0	0	0	0	1
3:45 PM	0	1	0	2	1	0	0	0	0	1	0	0
4:00 PM	0	1	0	1	3	0	0	0	0	0	0	0
4:15 PM	0	3	0	1	1	0	0	0	0	0	0	0
4:30 PM	0	3	1	0	4	0	0	0	0	1	0	0
4:45 PM	0	2	0	0	3	0	0	0	0	0	0	0
5:00 PM	0	0	1	0	6	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	1	0	0	0	0	1	0	0
5:30 PM	0	1	1	2	2	0	0	0	0	1	0	0
5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0
TOTALS	**0**	**18**	**5**	**9**	**31**	**0**	**0**	**0**	**0**	**4**	**0**	**1**

PREPARED BY NATIONAL DATA □SURVEYING SERVICES

PROJECT#: 13-5256-049
N□S Street: Bundy Dr
E□W Street: Ocean Park Blvd
DATE: 5□14□2013 DAY: Friday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	1	1	5	1	6	2	0
7:45 AM	0	1	0	4	4	1	1	0
8:00 AM	0	0	3	1	2	0	0	1
8:15 AM	0	0	1	2	1	0	0	1
8:30 AM	0	0	2	0	3	1	1	0
8:45 AM	1	2	1	4	2	0	1	1
9:00 AM	0	2	1	0	1	0	0	1
9:15 AM	0	1	2	3	1	1	0	0
9:30 AM	0	0	0	2	0	0	0	0
9:45 AM	1	3	0	3	3	0	1	0
TOTALS	**2**	**10**	**11**	**24**	**18**	**9**	**6**	**4**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	5	0	0	0	0	0	0	0	0	2	0
7:45 AM	0	2	0	0	1	0	0	0	0	0	2	0
8:00 AM	0	1	1	0	0	0	0	1	1	0	3	0
8:15 AM	1	1	1	0	1	0	0	0	0	0	9	1
8:30 AM	0	4	0	0	0	0	0	3	2	0	5	0
8:45 AM	1	1	1	0	2	0	0	1	0	0	2	0
9:00 AM	1	2	0	0	2	0	0	0	0	0	6	0
9:15 AM	1	2	0	0	0	0	0	1	0	0	5	1
9:30 AM	1	0	0	0	1	0	0	0	0	1	3	0
9:45 AM	1	2	0	0	0	0	0	0	0	0	2	0
TOTALS	**6**	**20**	**3**	**0**	**7**	**0**	**0**	**6**	**3**	**1**	**39**	**2**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	3	2	1	3	0	3	2	0
3:15 PM	0	0	3	0	1	0	1	0
3:30 PM	7	0	1	4	1	0	5	1
3:45 PM	0	6	2	0	1	1	0	5
4:00 PM	0	1	6	3	1	0	1	1
4:15 PM	3	1	2	3	3	4	2	0
4:30 PM	0	3	7	1	3	3	1	1
4:45 PM	2	0	2	2	1	0	3	0
5:00 PM	1	1	3	0	1	0	1	0
5:15 PM	2	1	1	3	2	1	0	1
5:30 PM	0	4	4	3	1	2	0	3
5:45 PM	0	5	1	1	2	0	0	4
TOTALS	**18**	**24**	**33**	**23**	**17**	**14**	**16**	**16**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	1	1	0	1	0	3	1	0	1	0	0
3:15 PM	2	2	0	0	1	0	0	0	1	0	0	0
3:30 PM	0	1	0	0	1	0	0	1	0	0	2	0
3:45 PM	0	2	1	0	1	1	0	3	0	0	1	0
4:00 PM	0	2	2	0	1	0	1	0	0	0	0	0
4:15 PM	1	1	0	0	1	0	1	2	0	0	0	0
4:30 PM	3	2	0	0	0	0	0	0	0	0	3	0
4:45 PM	1	2	10	0	2	0	1	2	0	0	3	0
5:00 PM	0	0	1	0	1	0	0	4	0	1	0	0
5:15 PM	0	1	0	0	0	0	0	2	0	0	2	0
5:30 PM	0	0	0	0	3	0	1	1	0	0	1	0
5:45 PM	0	1	0	0	2	0	0	1	0	0	1	0
TOTALS	**7**	**15**	**15**	**0**	**14**	**1**	**7**	**17**	**1**	**2**	**13**	**0**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-050
N□S Street: Barrington Ave
E□W Street: Gateway Blvd
DATE: 5□14□2013 DAY: Tuesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	1	2	0	0	0	2
7:15 AM	1	4	4	4	1	0	0	1
7:30 AM	0	0	2	5	0	2	3	1
7:45 AM	0	0	2	3	1	2	1	0
8:00 AM	2	0	2	4	0	1	0	1
8:15 AM	0	0	3	3	2	2	0	1
8:30 AM	1	2	3	2	7	0	2	0
8:45 AM	1	1	2	2	4	0	0	1
9:00 AM	1	0	0	3	0	2	1	0
9:15 AM	0	0	0	1	1	0	0	1
9:30 AM	0	1	0	2	2	0	2	0
9:45 AM	0	2	2	1	0	0	2	5
TOTALS	**6**	**10**	**21**	**32**	**18**	**9**	**11**	**13**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	1	3	0	1	1	0	1	0	0	0	1	0
7:15 AM	1	4	0	0	1	0	0	2	0	0	1	0
7:30 AM	0	3	0	0	2	1	0	2	0	0	0	0
7:45 AM	0	2	0	0	0	0	0	1	0	0	0	0
8:00 AM	1	2	0	0	1	0	1	1	0	0	2	0
8:15 AM	1	2	1	0	3	1	1	3	0	0	2	0
8:30 AM	1	6	0	0	2	1	0	1	0	0	0	0
8:45 AM	0	1	1	0	1	1	0	1	0	0	1	0
9:00 AM	0	4	0	0	1	0	2	3	0	0	2	0
9:15 AM	1	7	0	0	1	0	2	2	0	0	2	0
9:30 AM	0	4	1	1	3	1	0	1	0	0	3	0
9:45 AM	1	1	2	0	0	0	0	0	0	0	1	0
TOTALS	**7**	**39**	**5**	**2**	**16**	**5**	**7**	**17**	**0**	**0**	**15**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	3	2	0	0	1	1
3:15 PM	2	0	3	5	0	0	7	0
3:30 PM	3	0	3	4	2	0	2	0
3:45 PM	0	2	3	6	0	1	0	2
4:00 PM	0	0	0	2	1	2	1	0
4:15 PM	0	0	2	3	0	2	2	1
4:30 PM	2	2	2	0	0	0	2	0
4:45 PM	2	0	1	4	1	0	0	0
5:00 PM	0	2	2	1	0	0	3	1
5:15 PM	1	0	0	1	1	1	1	0
5:30 PM	1	0	6	2	1	0	1	4
5:45 PM	3	0	3	3	0	1	6	1
TOTALS	**14**	**6**	**28**	**33**	**6**	**7**	**26**	**10**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	1	2	0	0	0	0	0	0
3:15 PM	0	2	0	0	2	2	3	0	0	0	3	0
3:30 PM	0	0	1	0	6	0	2	0	0	0	1	0
3:45 PM	1	0	1	1	6	2	0	0	0	0	2	0
4:00 PM	1	2	0	0	6	0	1	2	0	1	1	0
4:15 PM	0	0	1	0	2	0	1	3	0	0	0	0
4:30 PM	1	2	0	0	1	0	0	1	0	0	0	0
4:45 PM	0	2	0	0	4	0	1	1	0	1	2	0
5:00 PM	0	1	0	0	1	0	0	4	0	0	0	0
5:15 PM	0	7	0	0	9	1	0	2	1	0	1	0
5:30 PM	0	1	0	0	6	1	1	0	0	0	1	0
5:45 PM	0	1	0	1	4	0	1	1	0	0	0	0
TOTALS	**3**	**18**	**3**	**2**	**48**	**8**	**10**	**14**	**1**	**2**	**11**	**0**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-051
N□S Street: Gateway Blvd
E□W Street: Pico Blvd
DATE: 5□14□2013 DAY: Tuesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	2	0	0	1	0
7:15 AM	0	0	0	2	0	0	0	0
7:30 AM	0	0	1	2	0	0	1	0
7:45 AM	0	0	2	0	0	0	0	0
8:00 AM	0	0	1	2	0	0	1	0
8:15 AM	0	0	0	4	0	0	1	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	1	0	0	0	0	0
9:00 AM	0	0	0	1	0	0	2	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	1	0	0	1	1
9:45 AM	0	0	4	3	0	0	0	0
TOTALS	**0**	**0**	**9**	**17**	**0**	**0**	**7**	**1**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	2	0	0	0	0	0	0	1	1	0
7:15 AM	0	0	0	0	0	0	0	1	0	1	2	0
7:30 AM	0	0	1	0	0	0	0	1	0	0	4	0
7:45 AM	0	0	1	0	0	0	0	2	0	0	2	0
8:00 AM	0	0	1	0	0	0	0	0	0	1	2	0
8:15 AM	0	0	1	0	0	0	0	0	0	0	3	0
8:30 AM	0	0	2	0	0	0	0	0	0	0	1	0
8:45 AM	0	0	1	0	0	0	0	0	0	1	4	0
9:00 AM	0	0	2	0	0	0	0	2	0	0	3	0
9:15 AM	0	0	0	0	0	0	0	0	0	2	3	0
9:30 AM	0	0	6	0	0	0	0	1	0	2	3	0
9:45 AM	0	0	1	0	0	0	0	1	0	0	0	0
TOTALS	**0**	**0**	**18**	**0**	**0**	**0**	**0**	**8**	**0**	**8**	**28**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	0	2	0	0	4	1
3:15 PM	0	0	1	2	0	0	0	1
3:30 PM	0	0	6	2	0	0	0	4
3:45 PM	0	0	5	3	0	0	0	0
4:00 PM	0	0	1	2	0	0	1	0
4:15 PM	0	0	1	3	0	0	1	0
4:30 PM	0	0	4	5	0	0	0	3
4:45 PM	0	0	1	4	0	0	2	1
5:00 PM	0	0	2	2	0	0	0	2
5:15 PM	0	0	4	1	0	0	1	3
5:30 PM	0	0	5	2	0	0	1	5
5:45 PM	0	0	4	1	0	0	0	2
TOTALS	**0**	**0**	**34**	**29**	**0**	**0**	**10**	**22**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	0	0	0	1	0	0	2	0
3:15 PM	0	0	0	0	0	0	0	1	0	1	3	0
3:30 PM	0	0	0	0	0	0	0	2	0	1	1	0
3:45 PM	0	0	0	0	0	0	0	1	0	2	2	0
4:00 PM	0	0	2	0	0	0	0	2	0	2	3	0
4:15 PM	1	0	4	0	0	0	0	3	0	2	5	0
4:30 PM	0	0	0	0	0	0	0	2	0	0	3	0
4:45 PM	0	0	0	0	0	0	0	4	0	2	4	0
5:00 PM	0	0	1	0	0	0	0	5	0	0	0	0
5:15 PM	0	0	2	0	0	0	0	6	0	0	2	0
5:30 PM	1	0	1	0	0	0	0	2	0	0	3	0
5:45 PM	0	0	1	0	0	0	0	5	0	1	4	0
TOTALS	**2**	**0**	**11**	**0**	**0**	**0**	**0**	**34**	**0**	**11**	**32**	**0**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-052
N/S Street: Sawtelle Blvd
E/W Street: Santa Monica Blvd
DATE: 5/15/2013 DAY: Tuesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	5	10	2	2	6	3	0	6
7:15 AM	2	8	3	3	6	5	2	1
7:30 AM	6	7	6	1	7	6	1	5
7:45 AM	5	7	3	4	8	3	1	7
8:00 AM	8	6	4	5	10	2	0	3
8:15 AM	2	4	6	7	6	6	2	1
8:30 AM	8	8	1	2	4	3	1	2
8:45 AM	3	5	4	2	3	4	2	0
9:00 AM	2	7	4	3	4	2	1	1
9:15 AM	2	7	7	5	7	4	1	5
9:30 AM	4	5	7	6	11	9	2	4
9:45 AM	8	7	3	2	4	4	4	4
TOTALS	**55**	**81**	**50**	**42**	**76**	**51**	**17**	**39**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	2	0	0	3	0
7:15 AM	0	2	0	0	0	0	0	0	0	0	2	0
7:30 AM	0	3	0	0	1	0	0	1	0	0	3	0
7:45 AM	0	1	0	0	1	0	1	2	0	0	1	0
8:00 AM	1	1	0	0	0	0	0	0	0	0	7	0
8:15 AM	0	0	0	0	2	0	2	3	1	0	1	0
8:30 AM	0	2	0	0	0	0	0	5	0	2	2	0
8:45 AM	0	1	0	0	0	0	2	2	0	0	5	0
9:00 AM	0	1	0	0	1	0	0	2	0	0	10	0
9:15 AM	0	0	0	0	0	0	0	1	0	0	4	0
9:30 AM	1	1	0	0	0	0	0	2	0	0	3	0
9:45 AM	0	0	0	0	1	0	2	0	1	1	6	0
TOTALS	**2**	**12**	**0**	**0**	**6**	**0**	**7**	**20**	**2**	**3**	**47**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	6	7	5	5	5	4	2	3
3:15 PM	23	7	13	9	7	8	1	9
3:30 PM	6	7	10	7	6	3	0	2
3:45 PM	11	12	9	5	9	5	3	8
4:00 PM	10	10	10	5	4	6	4	6
4:15 PM	7	22	13	13	6	9	4	8
4:30 PM	11	14	7	6	9	8	6	3
4:45 PM	13	8	16	3	6	13	7	4
5:00 PM	16	14	16	4	9	4	10	8
5:15 PM	10	6	14	5	11	7	8	5
5:30 PM	5	20	2	4	6	2	8	5
5:45 PM	6	17	3	4	5	2	3	11
TOTALS	**124**	**144**	**118**	**70**	**83**	**71**	**56**	**72**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	2	0	0	0	0	0	1	0	1	5	0
3:15 PM	1	1	1	0	0	0	0	1	0	0	2	0
3:30 PM	0	0	0	0	3	0	0	1	0	0	1	1
3:45 PM	0	0	0	0	3	0	0	1	0	0	3	0
4:00 PM	2	0	0	0	1	0	1	2	0	0	2	1
4:15 PM	0	1	0	0	1	0	1	5	0	0	1	0
4:30 PM	0	0	0	0	3	1	0	6	0	0	4	0
4:45 PM	1	0	0	1	2	0	0	3	0	0	3	0
5:00 PM	1	2	0	0	0	1	0	5	0	0	5	0
5:15 PM	0	0	0	0	3	0	1	1	0	1	6	0
5:30 PM	0	0	0	0	1	0	0	3	0	1	6	0
5:45 PM	0	0	0	0	2	1		5	0	1	6	0
TOTALS	**5**	**6**	**1**	**1**	**19**	**3**	**3**	**34**	**0**	**4**	**44**	**2**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-053
N/S Street: Beloit Ave/I-405 SB On/Off Ramps
E/W Street: Santa Monica Blvd
DATE: 5/15/2013 DAY: Friday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	8	3	0	0	0	0	2	1
7:15 AM	8	15	0	0	0	0	0	2
7:30 AM	6	10	0	0	0	0	0	1
7:45 AM	10	14	1	1	0	0	6	2
8:00 AM	6	7	0	0	0	0	2	0
8:15 AM	11	11	1	0	0	0	5	1
8:30 AM	6	8	0	2	0	0	0	0
8:45 AM	5	10	0	0	0	0	4	1
9:00 AM	10	5	0	1	0	0	2	1
9:15 AM	9	6	0	0	0	0	2	2
9:30 AM	8	17	1	0	0	0	6	3
9:45 AM	8	5	0	0	0	0	2	3
TOTALS	**95**	**111**	**3**	**4**	**0**	**0**	**31**	**17**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	1	0	0	0	0	0	1	0	0	1	0
7:15 AM	0	0	0	1	0	0	0	1	0	0	2	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	2	0
7:45 AM	0	1	0	0	0	0	0	3	0	0	1	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	1	0	0	3	0
8:30 AM	0	0	0	0	0	0	0	2	0	0	4	0
8:45 AM	0	0	0	0	0	0	0	4	0	0	4	0
9:00 AM	0	1	0	0	0	0	0	2	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	3	0	0	4	0
9:30 AM	0	1	0	0	0	0	0	0	0	0	6	0
9:45 AM	0	0	0	0	0	0	0	4	0	0	3	0
TOTALS	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**22**	**0**	**0**	**30**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	13	13	0	0	0	0	7	1
3:15 PM	19	12	2	0	0	0	2	1
3:30 PM	24	29	0	0	0	0	2	2
3:45 PM	11	16	0	0	0	0	3	2
4:00 PM	9	12	3	0	0	0	3	3
4:15 PM	11	13	0	0	0	0	3	2
4:30 PM	10	20	3	0	0	0	0	2
4:45 PM	9	5	1	0	0	0	2	0
5:00 PM	14	14	0	0	0	0	3	3
5:15 PM	15	7	0	0	0	0	3	1
5:30 PM	9	8	0	0	0	0	0	4
5:45 PM	11	12	0	0	0	0	2	6
TOTALS	**155**	**161**	**9**	**0**	**0**	**0**	**30**	**27**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	0	0	0	0	0	0	1	0
3:15 PM	0	0	0	0	1	0	0	5	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	3	0	0	6	0
3:45 PM	0	0	0	0	0	0	0	8	0	0	6	0
4:00 PM	0	0	0	0	1	0	0	0	0	0	5	0
4:15 PM	0	0	0	0	1	0	0	1	0	0	5	0
4:30 PM	1	0	0	0	0	0	0	3	0	0	3	0
4:45 PM	0	0	1	0	2	0	0	1	0	0	1	0
5:00 PM	0	0	0	0	0	0	0	7	0	0	5	0
5:15 PM	0	0	1	0	0	0	0	3	0	0	8	0
5:30 PM	0	0	0	1	1	0	0	8	0	0	7	0
5:45 PM	0	1	0	1	0	0	0	6	0	0	1	0
TOTALS	**1**	**1**	**2**	**2**	**6**	**0**	**0**	**45**	**0**	**0**	**48**	**0**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-054
N□S Street: Sawtelle Blvd
E□W Street: Olympic Blvd
DATE: 5□14□2013 DAY: Tuesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	2	1	6	8	0	4	2	0
7:15 AM	2	3	7	11	5	9	2	1
7:30 AM	2	3	6	11	6	6	2	1
7:45 AM	3	3	3	6	3	4	1	0
8:00 AM	3	2	6	6	4	4	3	2
8:15 AM	2	1	13	15	7	8	2	1
8:30 AM	1	4	9	18	2	3	2	2
8:45 AM	3	1	6	12	8	10	5	4
9:00 AM	2	4	17	18	7	5	4	2
9:15 AM	4	4	11	12	7	3	5	3
9:30 AM	1	5	15	14	12	2	7	3
9:45 AM	5	2	10	19	7	14	7	1
TOTALS	**30**	**33**	**109**	**150**	**68**	**72**	**42**	**20**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	1	0	0	0	0	0	0	0	0	3	0
7:15 AM	0	1	0	0	2	0	0	2	0	0	1	1
7:30 AM	0	2	0	0	1	0	0	2	0	0	1	0
7:45 AM	0	1	0	0	0	1	1	0	0	0	2	0
8:00 AM	0	1	0	0	0	0	0	0	0	1	5	0
8:15 AM	0	2	0	3	1	0	0	1	0	0	2	0
8:30 AM	0	1	0	1	1	0	1	0	0	0	7	0
8:45 AM	0	3	0	1	3	0	1	0	0	0	2	1
9:00 AM	0	1	1	1	0	0	0	1	0	0	1	0
9:15 AM	0	0	0	1	1	0	0	1	0	0	6	0
9:30 AM	0	1	1	1	0	0	1	1	1	0	1	1
9:45 AM	0	1	0	1	0	0	0	1	0	0	1	0
TOTALS	**0**	**15**	**2**	**9**	**9**	**1**	**4**	**9**	**1**	**1**	**32**	**3**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	6	5	22	16	10	13	9	15
3:15 PM	12	4	14	29	10	14	16	4
3:30 PM	6	3	20	21	10	14	5	10
3:45 PM	8	2	19	23	10	18	14	3
4:00 PM	6	11	17	12	16	23	6	5
4:15 PM	13	2	25	13	5	8	9	10
4:30 PM	11	11	14	15	20	14	7	6
4:45 PM	8	9	18	17	7	11	3	8
5:00 PM	11	8	14	20	21	21	12	5
5:15 PM	12	8	16	15	19	12	8	14
5:30 PM	8	6	10	12	11	20	9	4
5:45 PM	11	9	11	10	14	8	10	7
TOTALS	**112**	**78**	**200**	**203**	**153**	**176**	**108**	**91**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	1	0	0	1	0	0	0	0	0	3	1
3:15 PM	1	4	0	0	3	0	0	1	0	0	3	0
3:30 PM	0	1	0	0	3	0	0	1	0	0	0	0
3:45 PM	0	0	0	0	3	0	0	0	0	0	3	0
4:00 PM	0	1	0	1	4	0	0	1	0	0	0	0
4:15 PM	0	4	0	0	0	0	0	2	0	0	2	0
4:30 PM	0	0	0	0	1	0	0	0	0	1	1	0
4:45 PM	0	1	0	0	1	0	0	6	1	0	1	1
5:00 PM	1	2	0	0	0	0	0	1	0	0	2	0
5:15 PM	0	2	0	0	0	0	0	0	0	0	4	0
5:30 PM	0	0	0	1	2	0	0	1	0	0	0	0
5:45 PM	0	0	0	0	2	0	0	3	1	0	2	0
TOTALS	**2**	**16**	**0**	**2**	**20**	**0**	**0**	**16**	**2**	**1**	**21**	**2**

PREPARED BY NATIONAL DATA □SURVEYING SERVICES

PROJECT#: 13-5256-055
N□S Street: Sawtelle Blvd
E□W Street: I-405 SB Off Ramp
DATE: 5□14□2013 DAY: Tuesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	2	1	1	4	3	0
7:15 AM	0	0	1	0	6	2	0	3
7:30 AM	0	0	0	0	2	4	2	1
7:45 AM	0	0	0	0	2	2	2	0
8:00 AM	0	0	0	0	7	3	3	2
8:15 AM	0	0	0	0	5	2	2	1
8:30 AM	0	0	0	1	3	2	4	1
8:45 AM	0	0	0	0	2	6	6	1
9:00 AM	0	0	0	1	4	4	1	3
9:15 AM	0	0	0	1	4	1	1	1
9:30 AM	0	0	0	1	5	3	6	0
9:45 AM	0	0	0	1	8	1	3	3
TOTALS	**0**	**0**	**3**	**6**	**49**	**34**	**33**	**16**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	2	0	0	0	0	0	0	0
7:15 AM	0	3	0	0	2	0	1	0	0	0	0	0
7:30 AM	0	2	0	0	1	0	0	0	0	0	0	0
7:45 AM	0	2	0	0	1	0	0	0	0	0	0	0
8:00 AM	0	2	0	0	1	2	0	0	0	0	0	0
8:15 AM	0	2	0	0	1	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0
8:45 AM	0	4	0	0	2	0	0	0	0	0	0	0
9:00 AM	0	1	0	0	1	0	0	0	0	0	0	0
9:15 AM	1	1	0	0	1	0	0	0	0	0	0	0
9:30 AM	0	2	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	3	0	0	1	0	1	0	0	0	0	0
TOTALS	**1**	**23**	**0**	**0**	**14**	**2**	**2**	**0**	**0**	**0**	**0**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	1	0	7	1	6	4
3:15 PM	0	0	0	2	4	8	9	3
3:30 PM	0	0	0	1	4	3	2	2
3:45 PM	0	0	1	2	6	9	3	4
4:00 PM	1	0	1	3	8	6	5	1
4:15 PM	0	0	2	1	8	8	1	5
4:30 PM	0	0	0	0	1	2	1	4
4:45 PM	0	0	1	3	3	9	1	5
5:00 PM	0	0	1	1	4	6	6	1
5:15 PM	0	0	1	3	8	9	5	5
5:30 PM	0	0	0	0	5	5	5	6
5:45 PM	0	0	0	3	4	5	7	3
TOTALS	**1**	**0**	**8**	**19**	**62**	**71**	**51**	**43**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	2	0	0	0	1	0	0	0	0	0	0
3:15 PM	0	3	0	0	1	2	0	0	0	0	0	0
3:30 PM	0	2	0	0	2	0	0	0	0	0	0	0
3:45 PM	0	1	0	0	2	0	0	0	0	0	0	0
4:00 PM	0	2	0	0	3	1	0	0	1	0	0	0
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	4	0	0	0	0	0	0	0
4:45 PM	0	3	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	2	0	0	1	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	1	0	0	0	0	0	0
5:45 PM	0	3	0	0	3	0	0	0	0	0	0	0
TOTALS	**0**	**20**	**0**	**0**	**17**	**5**	**0**	**0**	**1**	**0**	**0**	**0**

PREPARED BY NATIONAL DATA □SURVEYING SERVICES

PROJECT#: 13-5256-056
N□S Street: Sawtelle Blvd
E□W Street: Pico Blvd
DATE: 5□14□2013 DAY: Tuesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	3	3	4	2	4	1	2	4
7:15 AM	6	3	5	6	7	2	4	3
7:30 AM	12	2	5	4	7	7	4	6
7:45 AM	1	0	3	9	2	2	7	4
8:00 AM	4	1	4	4	9	5	7	8
8:15 AM	6	8	2	4	5	3	6	4
8:30 AM	7	0	5	1	1	7	2	5
8:45 AM	4	4	3	1	10	2	1	4
9:00 AM	8	1	3	3	2	7	5	2
9:15 AM	7	2	3	5	1	5	6	4
9:30 AM	2	1	7	5	3	6	2	9
9:45 AM	2	1	5	3	6	3	10	4
TOTALS	**62**	**26**	**49**	**47**	**57**	**50**	**56**	**57**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	1	0	0	0	3	0	0	3	1	0	2	0
7:15 AM	0	2	0	0	1	0	0	1	0	0	1	0
7:30 AM	0	1	0	0	0	0	0	1	0	0	4	0
7:45 AM	0	1	0	0	1	0	0	1	2	0	1	0
8:00 AM	0	1	0	0	0	0	0	1	0	0	0	0
8:15 AM	1	1	0	0	1	0	0	1	1	0	0	0
8:30 AM	0	2	0	0	0	0	0	5	1	0	1	0
8:45 AM	0	2	0	0	0	0	1	1	1	0	1	0
9:00 AM	0	1	0	1	1	0	0	1	1	1	1	0
9:15 AM	0	2	0	0	1	0	0	1	1	0	1	0
9:30 AM	0	3	0	0	5	0	0	1	2	1	1	0
9:45 AM	0	0	0	0	0	0	0	2	0	0	0	0
TOTALS	**2**	**16**	**0**	**1**	**13**	**0**	**1**	**19**	**10**	**2**	**13**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	12	5	13	8	9	7	11	9
3:15 PM	5	2	5	11	3	7	4	4
3:30 PM	2	7	6	6	7	5	11	6
3:45 PM	6	2	7	5	2	4	9	12
4:00 PM	7	11	9	10	6	5	19	12
4:15 PM	3	5	9	7	5	7	8	9
4:30 PM	4	4	3	4	2	4	4	8
4:45 PM	1	2	8	4	2	3	13	9
5:00 PM	2	9	4	6	3	5	2	3
5:15 PM	5	11	7	7	12	2	11	15
5:30 PM	3	6	4	10	3	10	5	2
5:45 PM	4	9	4	9	2	2	8	6
TOTALS	**54**	**73**	**79**	**87**	**56**	**61**	**105**	**95**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	4	0	2	2	0	0	2	0	0	2	0
3:15 PM	0	3	0	0	1	0	0	1	1	0	0	0
3:30 PM	0	4	0	0	3	0	0	1	0	0	1	0
3:45 PM	1	2	0	0	2	0	0	0	0	0	2	1
4:00 PM	0	3	0	1	0	0	0	0	0	0	1	0
4:15 PM	0	3	0	1	6	0	0	0	1	0	2	0
4:30 PM	2	2	0	0	1	0	0	0	0	1	1	0
4:45 PM	1	5	0	0	4	0	0	0	0	0	1	0
5:00 PM	0	1	0	1	5	0	0	1	0	0	1	0
5:15 PM	2	1	0	0	3	0	0	3	0	0	1	0
5:30 PM	0	2	0	0	6	0	0	0	0	0	1	0
5:45 PM	0	0	0	0	1	0	0	0	0	0	1	0
TOTALS	**6**	**30**	**0**	**5**	**34**	**0**	**0**	**8**	**2**	**1**	**14**	**1**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-057
N□S Street: Sawtelle Blvd
E□W Street: National Blvd
DATE: 5□16□2013 DAY: Thursday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	1	3	4	5	1	1	8	4
7:15 AM	3	12	4	3	7	1	7	7
7:30 AM	4	11	4	10	7	3	5	6
7:45 AM	1	10	5	15	4	4	9	3
8:00 AM	2	2	2	7	3	1	5	2
8:15 AM	0	1	2	12	3	0	4	5
8:30 AM	7	3	4	7	1	0	4	0
8:45 AM	5	5	3	5	1	2	10	2
9:00 AM	5	3	1	6	1	3	5	4
9:15 AM	3	5	2	7	2	0	1	2
9:30 AM	4	5	4	5	4	1	2	2
9:45 AM	8	5	3	5	0	1	4	6
TOTALS	**43**	**65**	**38**	**87**	**34**	**17**	**64**	**43**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	2	1	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	1	3	0	0	1	0
7:30 AM	0	4	0	2	2	0	0	4	1	0	6	0
7:45 AM	1	3	0	0	0	0	0	1	0	0	4	0
8:00 AM	0	0	1	0	1	0	1	2	0	0	5	0
8:15 AM	0	4	0	0	1	0	2	3	0	0	0	1
8:30 AM	0	2	0	0	1	0	0	2	1	0	3	0
8:45 AM	0	1	0	0	2	0	0	1	0	0	7	0
9:00 AM	0	1	0	0	2	0	0	3	0	0	0	0
9:15 AM	0	2	0	0	2	0	0	5	0	0	4	0
9:30 AM	0	4	0	0	0	0	0	2	0	0	5	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	1	0
TOTALS	**1**	**24**	**2**	**2**	**11**	**0**	**4**	**26**	**2**	**0**	**36**	**1**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	5	5	13	8	2	2	5	26
3:15 PM	16	5	35	5	1	2	13	58
3:30 PM	4	5	8	2	2	3	7	9
3:45 PM	2	13	6	7	8	1	16	2
4:00 PM	6	6	7	3	5	5	6	6
4:15 PM	10	7	10	2	0	2	8	14
4:30 PM	7	7	10	4	2	2	5	11
4:45 PM	7	9	3	3	3	3	3	6
5:00 PM	7	5	6	4	5	2	4	3
5:15 PM	3	4	9	2	5	3	8	8
5:30 PM	6	12	5	4	4	2	2	6
5:45 PM	10	3	3	3	1	5	12	3
TOTALS	**83**	**81**	**115**	**47**	**38**	**32**	**89**	**152**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	1	0	0	4	0	0	2	0	0	2	0
3:15 PM	0	1	0	0	1	0	0	1	0	0	1	0
3:30 PM	0	2	0	0	2	0	0	2	0	0	3	1
3:45 PM	0	2	0	0	2	0	0	2	0	0	1	0
4:00 PM	0	2	0	0	4	0	0	2	0	0	7	0
4:15 PM	0	0	0	0	4	0	0	2	0	0	5	0
4:30 PM	0	2	0	0	5	0	0	2	0	0	1	0
4:45 PM	0	0	0	0	2	0	0	1	0	0	1	0
5:00 PM	0	1	0	0	1	0	0	3	0	0	5	0
5:15 PM	0	0	0	0	2	0	0	3	0	0	1	0
5:30 PM	0	2	1	0	2	0	0	5	0	1	3	0
5:45 PM	0	2	0	0	2	0	0	2	0	0	2	0
TOTALS	**0**	**15**	**1**	**0**	**31**	**0**	**0**	**27**	**0**	**1**	**32**	**1**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-058
N□S Street: I-405 SB On□Off Ramp
E□W Street: National Blvd
DATE: 5□16□2013 DAY: Thursday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	1	2	3	2	0	0	0	0
7:15 AM	3	5	8	10	0	0	1	0
7:30 AM	2	9	11	14	0	0	0	0
7:45 AM	2	2	17	10	0	0	0	0
8:00 AM	4	0	15	3	0	0	0	0
8:15 AM	0	4	5	12	0	0	0	0
8:30 AM	3	2	15	7	0	0	0	0
8:45 AM	0	2	13	3	0	0	0	0
9:00 AM	2	3	18	1	0	0	0	0
9:15 AM	2	5	6	3	0	0	0	0
9:30 AM	4	2	11	4	0	0	0	0
9:45 AM	6	2	8	2	0	0	0	0
TOTALS	**29**	**38**	**130**	**71**	**0**	**0**	**1**	**0**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	4	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	3	0	0	9	0
7:45 AM	0	0	0	0	0	0	0	5	0	0	3	0
8:00 AM	0	0	0	0	0	0	0	4	0	0	4	0
8:15 AM	0	0	0	0	0	0	0	2	0	0	6	0
8:30 AM	0	0	0	0	0	0	0	2	0	0	4	0
8:45 AM	0	0	0	0	0	0	0	1	0	0	5	0
9:00 AM	0	0	0	0	0	0	0	3	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	6	0	0	6	0
9:30 AM	0	0	0	0	0	0	0	3	0	0	3	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	1	0
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**0**	**0**	**42**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	7	3	15	7	0	0	0	0
3:15 PM	13	5	30	6	0	0	0	0
3:30 PM	9	7	11	17	0	0	0	0
3:45 PM	3	13	3	8	0	0	0	0
4:00 PM	4	2	9	8	0	0	0	0
4:15 PM	5	5	7	7	0	0	0	0
4:30 PM	4	8	15	9	0	0	0	0
4:45 PM	3	5	3	5	0	0	0	0
5:00 PM	5	3	6	5	0	0	0	0
5:15 PM	5	6	9	8	0	0	0	0
5:30 PM	4	6	6	9	0	0	0	0
5:45 PM	5	6	15	16	0	0	0	0
TOTALS	**67**	**69**	**129**	**105**	**0**	**0**	**0**	**0**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	0	0	0	3	0	0	1	0
3:15 PM	0	0	0	0	0	0	0	4	0	0	2	0
3:30 PM	0	0	0	0	0	0	0	2	0	0	4	0
3:45 PM	0	0	0	0	0	0	0	3	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	4	0	0	4	0
4:15 PM	0	0	0	0	0	0	0	2	0	0	7	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	2	0
4:45 PM	0	0	0	0	0	0	0	2	0	0	4	0
5:00 PM	0	0	0	0	0	0	0	3	0	0	5	0
5:15 PM	0	0	0	0	0	0	0	4	0	0	2	0
5:30 PM	0	0	0	0	0	0	0	4	0	0	5	0
5:45 PM	0	0	0	0	0	0	0	2	0	0	2	0
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**0**	**0**	**38**	**0**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-059
N/S Street: Cotner Ave/I-405 Nb On/Off Ramps
E/W Street: Santa Monica Blvd
DATE: 5/15/2013 DAY: Wednesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	4	9	1	0	3	1	0	0
7:15 AM	7	13	0	0	1	2	0	0
7:30 AM	6	11	0	0	1	3	0	0
7:45 AM	3	9	1	0	1	2	0	0
8:00 AM	17	8	0	1	4	2	0	0
8:15 AM	4	7	0	0	1	5	0	0
8:30 AM	11	10	1	1	1	2	0	0
8:45 AM	5	8	0	0	1	2	0	0
9:00 AM	8	5	1	1	1	5	0	0
9:15 AM	7	5	1	2	2	2	0	0
9:30 AM	13	17	1	0	1	2	0	0
9:45 AM	8	7	1	0	1	2	0	0
TOTALS	**93**	**109**	**7**	**5**	**18**	**30**	**0**	**0**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	1	0	0	2	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	4	0
7:45 AM	0	0	0	0	0	0	0	2	0	0	2	0
8:00 AM	0	0	0	0	0	0	0	2	0	0	1	0
8:15 AM	0	0	0	0	0	0	0	1	0	0	4	0
8:30 AM	0	0	0	0	0	0	0	3	0	0	2	0
8:45 AM	0	0	0	0	0	0	0	2	0	0	5	0
9:00 AM	0	0	0	0	0	0	0	2	0	0	1	0
9:15 AM	0	1	0	0	0	0	0	2	0	0	1	1
9:30 AM	0	0	0	0	0	0	0	1	0	0	5	0
9:45 AM	0	0	0	0	0	0	0	4	0	0	2	0
TOTALS	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**21**	**0**	**0**	**31**	**1**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	15	11	0	0	3	2	0	0
3:15 PM	7	6	1	0	1	1	0	0
3:30 PM	16	20	0	0	2	5	0	0
3:45 PM	15	18	0	1	6	8	0	0
4:00 PM	6	12	1	0	0	6	0	0
4:15 PM	4	14	0	0	2	1	0	0
4:30 PM	11	16	2	0	2	4	0	0
4:45 PM	9	10	1	0	3	3	0	0
5:00 PM	4	9	1	0	0	1	0	0
5:15 PM	12	7	0	0	4	4	0	0
5:30 PM	8	3	0	0	0	5	0	0
5:45 PM	2	5	0	0	1	1	0	0
TOTALS	**109**	**131**	**6**	**1**	**24**	**41**	**0**	**0**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	0	0	0	1	0	0	2	0
3:15 PM	0	0	0	0	0	0	0	2	0	0	1	0
3:30 PM	0	0	0	0	0	0	0	3	0	0	2	0
3:45 PM	0	0	0	0	0	0	0	5	0	0	3	0
4:00 PM	0	0	0	0	0	0	0	3	0	0	5	1
4:15 PM	0	1	0	0	0	0	0	1	0	0	4	0
4:30 PM	0	0	0	0	0	0	0	6	0	0	2	0
4:45 PM	0	0	0	0	0	0	0	6	0	0	3	0
5:00 PM	0	1	0	0	0	0	0	5	0	0	2	0
5:15 PM	0	0	0	0	0	0	0	5	0	0	6	0
5:30 PM	0	0	0	0	0	0	0	4	2	0	5	0
5:45 PM	0	0	0	0	0	0	0	4	0	0	4	0
TOTALS	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**45**	**2**	**0**	**39**	**1**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-060
N□S Street: Sepulveda Blvd
E□W Street: Santa Monica Blvd
DATE: 5□15□2013 DAY: Wednesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	7	2	11	2	7	0	0	5
7:15 AM	3	11	9	13	0	7	9	3
7:30 AM	6	9	10	2	9	10	1	3
7:45 AM	6	8	6	7	9	10	20	11
8:00 AM	9	11	3	0	3	8	3	2
8:15 AM	5	7	11	6	3	8	13	14
8:30 AM	6	17	9	6	7	8	7	12
8:45 AM	2	7	7	6	3	3	11	10
9:00 AM	4	7	2	6	7	7	12	14
9:15 AM	3	5	3	9	4	11	12	9
9:30 AM	5	6	12	5	7	3	23	9
9:45 AM	13	6	6	1	9	9	8	15
TOTALS	**69**	**96**	**89**	**63**	**68**	**84**	**119**	**107**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	2	1	1	0	0	1	3	0
7:15 AM	0	1	0	0	5	0	0	2	0	0	3	0
7:30 AM	0	0	0	0	0	0	0	2	0	0	2	0
7:45 AM	0	2	0	1	0	0	0	4	0	0	0	2
8:00 AM	0	1	0	0	0	0	0	0	0	1	0	0
8:15 AM	0	0	0	1	0	0	0	1	0	1	4	0
8:30 AM	0	3	0	1	0	0	0	4	0	3	0	0
8:45 AM	0	2	0	1	0	1	0	1	0	0	2	0
9:00 AM	0	1	0	1	0	0	0	1	0	1	1	0
9:15 AM	0	0	0	1	0	0	0	4	0	0	0	0
9:30 AM	0	0	0	2	0	0	0	1	0	2	2	0
9:45 AM	0	0	0	0	0	0	0	2	0	0	2	0
TOTALS	**0**	**10**	**0**	**8**	**7**	**2**	**1**	**22**	**0**	**9**	**19**	**2**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	1	0	13	6	6	8	10	19
3:15 PM	2	0	8	11	5	15	8	7
3:30 PM	0	0	20	29	9	14	13	10
3:45 PM	0	3	15	10	13	9	5	5
4:00 PM	3	6	22	10	7	16	19	5
4:15 PM	2	3	19	16	7	5	12	17
4:30 PM	2	3	9	6	7	13	8	8
4:45 PM	2	4	18	9	4	14	11	12
5:00 PM	4	5	18	5	5	12	2	13
5:15 PM	1	0	17	9	9	6	6	6
5:30 PM	4	6	17	9	6	6	9	15
5:45 PM	3	1	15	4	9	4	14	6
TOTALS	**24**	**31**	**191**	**124**	**87**	**122**	**117**	**123**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	1	0	0	0	1	0	0	0	2
3:15 PM	0	0	0	0	2	0	0	1	0	0	0	0
3:30 PM	0	0	0	0	1	0	0	2	0	1	1	0
3:45 PM	0	0	0	0	0	0	0	3	0	1	0	2
4:00 PM	0	1	0	1	1	0	0	3	0	2	0	1
4:15 PM	0	0	0	0	0	0	0	1	0	1	0	2
4:30 PM	1	2	0	2	1	1	0	3	0	0	0	0
4:45 PM	0	0	0	3	1	0	0	1	0	0	0	1
5:00 PM	0	1	0	5	0	0	2	6	2	1	1	2
5:15 PM	0	1	0	4	0	1	0	3	0	1	0	0
5:30 PM	0	0	0	4	0	0	0	11	0	0	0	0
5:45 PM	1	0	0	3	0	1	0	6	0	0	0	1
TOTALS	**2**	**5**	**0**	**23**	**6**	**3**	**2**	**41**	**2**	**7**	**2**	**11**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-061
N/S Street: Sepulveda Blvd
E/W Street: Olympic Blvd
DATE: 5/14/2013 DAY: Tuesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	1	1	2	0	6	0	0	0
7:15 AM	2	1	4	4	4	6	2	1
7:30 AM	2	2	4	3	3	8	1	3
7:45 AM	2	1	4	2	3	6	0	3
8:00 AM	0	1	6	0	1	2	0	1
8:15 AM	2	8	1	2	4	4	2	1
8:30 AM	0	10	3	7	5	7	0	5
8:45 AM	3	11	6	5	5	7	0	3
9:00 AM	1	2	5	6	6	4	3	0
9:15 AM	3	9	6	4	3	2	2	6
9:30 AM	6	8	5	6	4	4	4	3
9:45 AM	1	8	9	1	5	3	1	6
TOTALS	**23**	**62**	**55**	**40**	**49**	**53**	**15**	**32**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	1	0	0	0	0	0	0	0	0	2	0
7:15 AM	0	1	0	0	1	0	0	3	0	0	1	0
7:30 AM	0	1	0	0	1	0	0	2	0	0	2	0
7:45 AM	0	3	0	0	1	0	0	0	0	0	5	0
8:00 AM	0	0	0	0	2	0	0	0	0	0	4	0
8:15 AM	0	2	0	0	1	0	0	1	0	0	4	0
8:30 AM	0	2	0	0	1	0	0	0	0	0	3	0
8:45 AM	0	2	0	0	0	0	0	0	0	0	1	0
9:00 AM	0	5	0	0	1	0	0	2	0	0	1	0
9:15 AM	0	0	0	0	3	0	0	1	0	0	1	0
9:30 AM	0	2	0	0	1	0	0	0	0	0	2	0
9:45 AM	0	2	0	0	0	0	0	1	0	0	4	0
TOTALS	**0**	**21**	**0**	**0**	**12**	**0**	**0**	**10**	**0**	**0**	**30**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	4	6	9	9	6	9	3	1
3:15 PM	3	6	3	2	7	8	2	5
3:30 PM	3	3	7	4	13	4	0	2
3:45 PM	9	3	1	3	6	10	1	1
4:00 PM	3	4	7	2	9	7	2	4
4:15 PM	3	3	6	5	7	8	1	5
4:30 PM	3	3	5	9	6	5	2	4
4:45 PM	3	9	3	4	4	3	3	1
5:00 PM	2	5	2	5	5	2	2	2
5:15 PM	6	2	1	2	7	6	1	0
5:30 PM	4	3	3	2	10	3	0	1
5:45 PM	3	7	1	6	5	0	1	3
TOTALS	**46**	**54**	**48**	**53**	**85**	**65**	**18**	**29**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	2	0	0	2	0	0	0	0	0	3	0
3:15 PM	0	1	0	0	0	0	0	1	0	0	1	0
3:30 PM	0	0	0	0	1	0	0	2	0	0	1	0
3:45 PM	0	0	0	0	2	0	0	2	0	0	1	0
4:00 PM	0	0	0	0	2	0	1	4	0	0	1	0
4:15 PM	0	1	0	0	4	0	1	3	0	0	3	0
4:30 PM	0	1	0	0	2	0	0	2	0	0	0	0
4:45 PM	0	1	0	0	2	0	0	6	0	0	0	0
5:00 PM	0	0	0	0	2	0	0	2	0	0	0	0
5:15 PM	0	1	0	0	1	0	0	0	0	0	1	0
5:30 PM	0	0	0	0	1	0	0	1	0	0	0	0
5:45 PM	0	0	0	0	2	0	0	3	0	0	1	0
TOTALS	**0**	**7**	**0**	**0**	**21**	**0**	**2**	**26**	**0**	**0**	**12**	**0**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-062
N□S Street: Cotner Ave
E□W Street: Pico Blvd
DATE: 5□14□2013 DAY: Tuesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	1	0	0	0	0	1	0
7:15 AM	0	4	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	1
7:45 AM	0	2	0	0	0	0	0	1
8:00 AM	1	0	0	0	0	0	1	0
8:15 AM	0	2	0	0	0	0	1	1
8:30 AM	0	1	0	0	0	0	1	0
8:45 AM	1	0	0	0	0	0	1	0
9:00 AM	0	1	0	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	1	0
9:30 AM	0	1	0	0	0	0	4	2
9:45 AM	2	7	0	0	0	0	2	3
TOTALS	**4**	**19**	**0**	**0**	**0**	**0**	**12**	**9**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	4	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	3	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	2	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	3	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	1	0
9:15 AM	0	0	0	0	0	1	0	0	0	0	2	0
9:30 AM	0	1	0	0	1	1	1	2	0	0	1	0
9:45 AM	0	0	0	0	0	0	0	1	0	0	0	0
TOTALS	**0**	**1**	**0**	**0**	**1**	**2**	**1**	**5**	**0**	**0**	**19**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	2	1	0	0	0	0	0	0
3:15 PM	2	3	0	0	0	0	2	2
3:30 PM	0	2	0	0	0	0	2	1
3:45 PM	1	5	0	0	0	0	2	4
4:00 PM	4	0	0	0	0	0	3	0
4:15 PM	2	6	0	0	0	0	1	4
4:30 PM	8	9	0	0	0	0	2	1
4:45 PM	1	2	0	0	0	0	1	1
5:00 PM	3	2	0	0	0	0	0	1
5:15 PM	0	2	0	0	0	0	0	0
5:30 PM	0	5	0	0	0	0	0	3
5:45 PM	3	1	0	0	0	0	3	2
TOTALS	**26**	**38**	**0**	**0**	**0**	**0**	**16**	**19**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	0	0	0	1	0	0	0	0
3:15 PM	1	0	0	0	0	2	0	0	0	0	2	0
3:30 PM	0	0	0	0	0	0	0	2	0	0	0	0
3:45 PM	0	0	0	0	1	0	0	0	0	0	4	0
4:00 PM	0	0	0	0	0	0	0	0	1	0	2	0
4:15 PM	0	0	0	0	0	0	1	2	0	0	4	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	1	0	0	0	0	3	0
5:00 PM	0	0	0	0	0	0	0	2	0	0	0	0
5:15 PM	0	0	0	0	0	1	0	0	0	0	1	0
5:30 PM	0	1	0	0	0	1	0	2	0	0	3	0
5:45 PM	0	0	0	1	0	0	0	0	0	0	2	0
TOTALS	**1**	**1**	**0**	**1**	**1**	**5**	**1**	**9**	**1**	**0**	**22**	**0**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-063
N/S Street: Sepulveda Blvd
E/W Street: Pico Blvd
DATE: 5/14/2013 DAY: Tuesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	2	3	0	5	4	4	1	4
7:15 AM	4	1	4	4	3	3	3	2
7:30 AM	4	2	11	11	9	0	2	3
7:45 AM	0	1	0	7	4	5	2	5
8:00 AM	3	4	7	7	4	2	0	4
8:15 AM	3	7	5	7	9	6	4	4
8:30 AM	2	3	8	8	7	5	5	3
8:45 AM	5	2	5	9	8	6	9	1
9:00 AM	9	1	1	3	8	5	5	5
9:15 AM	6	5	6	1	5	2	8	2
9:30 AM	1	8	2	2	2	4	4	2
9:45 AM	2	1	3	5	4	3	5	1
TOTALS	**41**	**38**	**52**	**69**	**67**	**45**	**48**	**36**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	1	0	0	1	0	0	5	1	0	4	0
7:15 AM	0	4	0	0	2	0	0	3	0	2	7	0
7:30 AM	0	3	0	0	3	0	0	4	0	0	2	0
7:45 AM	0	3	1	0	2	0	0	1	0	1	5	0
8:00 AM	0	0	0	0	2	0	0	4	0	0	5	0
8:15 AM	0	4	0	0	2	0	0	2	0	0	5	0
8:30 AM	0	2	0	0	2	0	0	2	0	0	3	0
8:45 AM	0	1	0	0	1	0	0	3	0	0	5	0
9:00 AM	0	3	0	0	3	0	0	4	0	0	4	0
9:15 AM	0	1	0	0	2	0	0	5	0	0	2	0
9:30 AM	0	2	0	0	1	0	0	2	0	0	8	0
9:45 AM	0	0	0	0	2	0	0	2	0	0	0	0
TOTALS	**0**	**24**	**1**	**0**	**23**	**0**	**0**	**37**	**1**	**3**	**50**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	5	10	4	10	3	4	3	6
3:15 PM	3	6	4	6	3	5	2	15
3:30 PM	1	3	8	9	3	4	4	2
3:45 PM	3	2	11	6	12	5	5	4
4:00 PM	2	5	2	11	4	8	2	3
4:15 PM	3	1	2	3	1	3	2	4
4:30 PM	0	3	4	4	6	1	1	6
4:45 PM	0	6	4	1	3	1	2	9
5:00 PM	4	2	10	9	7	6	2	1
5:15 PM	4	6	8	7	5	8	5	7
5:30 PM	0	1	3	5	4	2	0	6
5:45 PM	1	2	5	8	3	6	3	11
TOTALS	**26**	**47**	**65**	**79**	**54**	**53**	**31**	**74**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	3	0	0	2	0	0	6	0	0	8	0
3:15 PM	0	3	0	0	3	0	0	2	0	0	3	0
3:30 PM	0	6	0	0	3	0	0	5	0	0	4	0
3:45 PM	0	9	0	0	6	0	0	2	0	2	3	0
4:00 PM	0	4	0	0	2	0	0	2	0	0	5	0
4:15 PM	0	2	0	0	2	0	0	1	0	0	0	0
4:30 PM	0	3	0	0	3	0	0	0	0	0	4	0
4:45 PM	0	2	0	0	2	0	0	3	0	0	4	1
5:00 PM	0	2	0	0	2	0	0	4	0	1	3	0
5:15 PM	0	1	0	1	2	1	0	1	0	0	3	0
5:30 PM	0	4	0	0	1	0	0	3	0	1	2	0
5:45 PM	0	5	0	0	3	1	0	6	0	0	7	0
TOTALS	**0**	**44**	**0**	**1**	**31**	**2**	**0**	**35**	**0**	**4**	**46**	**1**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-064
N□S Street: Sepulveda Blvd
E□W Street: Exposition Blvd
DATE: 5□14□2013 DAY: Tuesday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	2	2	2	0	4	0
7:15 AM	0	0	3	1	2	0	6	0
7:30 AM	0	0	4	3	0	0	3	3
7:45 AM	0	0	0	5	1	0	5	1
8:00 AM	0	0	1	9	0	0	4	0
8:15 AM	0	0	0	7	1	0	12	0
8:30 AM	0	0	13	1	3	1	3	3
8:45 AM	0	0	0	6	0	0	5	1
9:00 AM	0	0	1	7	1	1	7	1
9:15 AM	0	0	2	6	0	0	8	3
9:30 AM	1	0	0	5	1	0	9	0
9:45 AM	0	0	2	10	1	0	10	3
TOTALS	**1**	**0**	**28**	**62**	**12**	**2**	**76**	**15**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	4	0	0	1	0	0	2	0	0	1	0
7:45 AM	0	1	1	0	0	0	0	0	0	0	1	1
8:00 AM	0	1	0	0	0	0	1	1	0	0	1	0
8:15 AM	0	2	1	0	0	0	0	1	0	0	1	1
8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0
8:45 AM	1	2	0	0	0	0	0	1	0	0	3	1
9:00 AM	0	2	0	0	0	0	0	0	1	1	2	0
9:15 AM	0	1	0	0	1	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	1	0	0	0	0
9:45 AM	0	3	0	0	0	1	0	0	0	0	2	0
TOTALS	**1**	**20**	**2**	**0**	**2**	**1**	**1**	**6**	**1**	**1**	**11**	**3**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	5	15	0	2	8	2
3:15 PM	0	0	6	3	0	1	3	6
3:30 PM	0	0	14	0	0	0	0	8
3:45 PM	0	0	9	2	2	4	3	11
4:00 PM	0	0	7	2	5	4	2	15
4:15 PM	0	0	9	3	0	1	0	7
4:30 PM	0	0	5	4	0	1	1	1
4:45 PM	0	0	5	0	0	0	1	3
5:00 PM	0	0	0	0	0	0	2	2
5:15 PM	0	0	1	5	2	1	1	4
5:30 PM	0	0	8	2	0	2	1	2
5:45 PM	1	0	2	3	0	1	0	4
TOTALS	**1**	**0**	**71**	**39**	**9**	**17**	**22**	**65**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	2	0	0	1	0	0	0	1
3:15 PM	0	0	0	0	1	0	0	0	0	0	1	0
3:30 PM	0	0	0	0	1	0	0	0	0	0	0	0
3:45 PM	0	1	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	3	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	2	1	0	1	1	0	1	0
4:30 PM	0	4	0	1	3	1	1	0	0	0	1	0
4:45 PM	0	1	0	0	1	0	0	1	0	0	0	0
5:00 PM	0	0	0	0	1	0	0	1	0	0	0	0
5:15 PM	0	2	0	0	3	0	0	1	0	0	0	0
5:30 PM	0	0	0	0	3	0	0	0	0	0	1	0
5:45 PM	0	0	0	0	4	0	0	2	0	0	0	0
TOTALS	**0**	**9**	**0**	**1**	**24**	**2**	**1**	**7**	**1**	**0**	**4**	**1**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-065
N□S Street: I-405 NB Off Ramp
E□W Street: National Blvd
DATE: 5□16□2013 DAY: Thursday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	8	9	0	0	0	0
7:15 AM	0	0	6	7	0	0	0	0
7:30 AM	0	0	11	15	0	0	0	0
7:45 AM	0	0	19	5	0	0	0	0
8:00 AM	0	0	14	2	0	0	0	0
8:15 AM	0	0	6	14	0	0	0	1
8:30 AM	0	0	15	6	0	0	0	0
8:45 AM	0	0	11	6	0	0	0	0
9:00 AM	0	0	18	2	0	0	0	0
9:15 AM	0	0	8	2	0	0	0	0
9:30 AM	0	0	9	3	0	0	0	0
9:45 AM	0	0	9	2	0	0	0	0
TOTALS	**0**	**0**	**134**	**73**	**0**	**0**	**0**	**1**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	4	0	0	4	0
7:30 AM	0	0	0	0	0	0	0	3	0	0	4	0
7:45 AM	0	0	0	0	0	0	0	3	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	3	0	0	3	0
8:15 AM	0	0	0	0	0	0	0	4	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0
9:00 AM	0	0	0	0	0	0	0	3	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	6	0	0	2	0
9:30 AM	0	0	0	0	0	0	0	2	0	0	3	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**0**	**0**	**17**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	16	7	0	0	0	0
3:15 PM	0	0	33	8	0	0	0	0
3:30 PM	0	0	11	13	0	0	0	0
3:45 PM	0	0	4	11	0	0	0	0
4:00 PM	0	0	10	5	0	0	0	0
4:15 PM	0	0	7	14	0	0	0	0
4:30 PM	0	0	11	8	1	0	0	0
4:45 PM	0	0	4	6	0	0	0	0
5:00 PM	0	0	5	6	0	0	0	0
5:15 PM	0	0	7	5	0	0	0	0
5:30 PM	0	0	5	9	0	0	0	0
5:45 PM	0	0	9	4	0	0	0	0
TOTALS	**0**	**0**	**122**	**96**	**1**	**0**	**0**	**0**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	0	0	0	2	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	2	0	0	1	0
3:30 PM	0	0	0	0	0	0	0	2	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	1	0
4:00 PM	0	0	0	0	0	0	0	2	0	0	3	0
4:15 PM	0	0	0	0	0	0	0	2	0	0	2	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	2	0	0	1	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	1	0
5:15 PM	0	0	0	0	0	0	0	5	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**0**	**0**	**9**	**0**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-066
N□S Street: Sepulveda Blvd
E□W Street: National Blvd
DATE: 5□16□2013 DAY: Thursday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	3	7	7	7	8	1	0	1
7:15 AM	1	3	3	6	7	6	1	2
7:30 AM	3	4	10	14	15	2	3	3
7:45 AM	2	2	20	8	9	3	1	5
8:00 AM	1	4	26	4	6	5	1	6
8:15 AM	0	3	12	15	7	2	1	6
8:30 AM	3	2	13	5	14	10	5	7
8:45 AM	2	2	14	9	5	3	2	3
9:00 AM	1	6	20	3	9	4	2	0
9:15 AM	0	4	8	9	11	4	0	4
9:30 AM	3	3	12	6	5	3	3	2
9:45 AM	8	4	11	2	12	11	2	0
TOTALS	**27**	**44**	**156**	**88**	**108**	**54**	**21**	**39**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	1	0	0	0	0	0	1	0	0	0	0
7:15 AM	0	2	0	0	0	0	0	3	1	0	1	0
7:30 AM	2	2	0	0	0	0	0	4	0	0	4	1
7:45 AM	0	3	0	0	0	0	0	5	0	0	1	0
8:00 AM	0	4	1	0	0	0	0	3	0	0	3	0
8:15 AM	1	1	0	0	0	0	0	2	0	0	4	0
8:30 AM	1	6	1	0	0	0	0	1	0	0	2	0
8:45 AM	0	1	0	0	0	0	0	0	0	0	2	0
9:00 AM	0	4	0	0	1	0	0	2	1	0	2	0
9:15 AM	1	1	0	0	0	0	0	3	0	0	3	0
9:30 AM	1	2	2	0	1	0	0	2	0	0	2	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	**6**	**27**	**4**	**0**	**2**	**0**	**0**	**26**	**2**	**0**	**24**	**1**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	4	1	11	8	6	7	2	6
3:15 PM	5	4	6	10	15	2	4	3
3:30 PM	3	7	14	22	9	5	3	7
3:45 PM	1	5	5	11	9	3	5	0
4:00 PM	6	3	11	17	6	4	7	3
4:15 PM	6	5	12	12	7	3	9	8
4:30 PM	4	7	12	8	7	7	9	10
4:45 PM	5	6	11	13	14	9	3	8
5:00 PM	4	5	7	14	9	8	3	4
5:15 PM	6	8	8	11	11	8	6	6
5:30 PM	5	5	14	9	6	10	4	6
5:45 PM	6	9	9	17	8	11	5	7
TOTALS	**55**	**65**	**120**	**152**	**107**	**77**	**60**	**68**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	2	0	0	1	0	0	1	0	0	2	0
3:15 PM	1	0	0	0	2	1	0	1	0	0	0	0
3:30 PM	0	3	0	0	1	0	0	2	0	0	1	0
3:45 PM	0	2	0	0	2	0	0	0	1	0	1	0
4:00 PM	0	1	0	0	1	0	0	2	0	0	2	0
4:15 PM	0	0	0	0	1	0	1	1	1	0	4	0
4:30 PM	0	2	0	0	2	0	0	1	0	0	3	0
4:45 PM	0	0	0	0	1	0	0	0	0	0	1	0
5:00 PM	0	2	0	0	2	1	0	3	0	0	4	0
5:15 PM	0	1	0	0	4	0	0	5	1	0	1	0
5:30 PM	0	3	0	0	1	0	0	1	0	1	4	0
5:45 PM	0	0	0	1	0	0	0	1	0	0	2	0
TOTALS	**1**	**16**	**0**	**1**	**18**	**2**	**1**	**18**	**3**	**1**	**25**	**0**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-067
N□S Street: Westwood Blvd
E□W Street: Olympic Blvd
DATE: 5□16□2013 DAY: Thursday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	1	0	5	2	2	1	2	6
7:15 AM	0	3	1	2	2	0	1	1
7:30 AM	2	6	1	1	8	5	1	4
7:45 AM	6	0	4	2	8	6	5	0
8:00 AM	2	5	0	5	5	4	5	3
8:15 AM	1	0	4	0	2	3	1	4
8:30 AM	2	0	1	0	8	2	3	5
8:45 AM	1	1	2	3	5	5	4	3
9:00 AM	7	5	2	1	2	4	0	3
9:15 AM	6	4	2	1	5	2	7	4
9:30 AM	4	3	1	2	10	4	2	9
9:45 AM	3	6	2	7	7	5	5	4
TOTALS	**35**	**33**	**25**	**26**	**64**	**41**	**36**	**46**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	2	0	0	0	1	0	0	0	0	0	0
7:15 AM	1	3	0	1	0	0	0	0	0	0	0	0
7:30 AM	1	3	0	0	1	0	0	0	0	0	2	0
7:45 AM	0	6	0	0	2	0	0	0	0	0	0	0
8:00 AM	0	6	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	3	1	0	2	0	0	0	0	1	0	0
8:30 AM	0	5	0	0	0	0	0	0	0	0	2	0
8:45 AM	1	4	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	1	0	0	3	0	0	0	0	0	2	0
9:15 AM	0	4	0	0	0	0	0	0	0	0	1	0
9:30 AM	0	1	0	0	2	1	0	0	0	0	6	0
9:45 AM	0	4	0	0	1	0	0	0	0	0	0	0
TOTALS	**3**	**42**	**1**	**1**	**11**	**2**	**0**	**0**	**0**	**1**	**13**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	1	3	3	2	4	3	0	4
3:15 PM	2	4	5	6	6	10	4	9
3:30 PM	3	5	3	3	13	2	6	11
3:45 PM	3	4	7	3	4	3	3	10
4:00 PM	5	1	0	1	2	6	5	3
4:15 PM	3	5	8	7	4	6	5	11
4:30 PM	2	4	7	3	1	4	3	9
4:45 PM	6	3	5	3	8	5	6	8
5:00 PM	5	4	5	2	0	2	4	8
5:15 PM	2	2	2	1	5	9	1	1
5:30 PM	7	1	3	3	6	10	3	7
5:45 PM	0	2	3	2	3	3	3	7
TOTALS	**39**	**38**	**51**	**36**	**56**	**63**	**43**	**88**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	2	0	0	2	0	0	0	0	0	0	0
3:15 PM	0	1	0	0	3	1	0	2	0	0	3	1
3:30 PM	0	0	0	0	4	0	0	2	0	0	0	0
3:45 PM	0	0	0	0	5	0	0	1	0	0	0	0
4:00 PM	0	2	0	0	2	0	0	1	1	0	0	0
4:15 PM	0	2	0	0	4	0	0	2	0	0	3	0
4:30 PM	0	1	0	0	3	0	0	0	0	0	1	0
4:45 PM	0	2	0	0	5	0	0	1	1	0	0	0
5:00 PM	0	3	0	0	1	0	0	0	1	0	0	0
5:15 PM	0	5	0	0	4	0	0	1	1	1	0	0
5:30 PM	2	1	0	0	1	2	0	0	0	0	0	0
5:45 PM	0	0	0	1	0	0	0	0	0	1	0	0
TOTALS	**2**	**19**	**0**	**1**	**34**	**3**	**0**	**10**	**4**	**2**	**7**	**1**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-068
N□S Street: Westwood Blvd
E□W Street: Pico Blvd
DATE: 5□16□2013 DAY: Thursday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	4	11	4	1	5	2	5	7
7:15 AM	1	4	4	3	7	7	2	0
7:30 AM	7	10	8	4	4	7	2	9
7:45 AM	0	5	3	4	7	5	3	2
8:00 AM	0	10	11	4	9	7	2	2
8:15 AM	2	5	7	6	14	7	5	2
8:30 AM	1	3	8	1	8	3	3	1
8:45 AM	4	3	9	4	11	15	3	1
9:00 AM	1	3	10	15	8	4	4	4
9:15 AM	9	6	9	6	5	6	1	8
9:30 AM	5	3	13	9	11	16	1	10
9:45 AM	4	13	8	13	5	14	2	7
TOTALS	**38**	**76**	**94**	**70**	**94**	**93**	**33**	**53**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	7	0	0	0	0	0	1	0	0	0	0
7:15 AM	0	4	0	0	1	0	0	0	0	0	0	0
7:30 AM	0	4	0	0	1	1	0	0	0	0	1	0
7:45 AM	1	11	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	8	0	0	0	0	0	0	0	0	0	0
8:15 AM	1	5	0	0	0	0	0	1	0	0	0	1
8:30 AM	0	4	0	3	0	0	0	3	0	4	0	1
8:45 AM	0	3	0	3	0	1	0	0	1	2	0	0
9:00 AM	0	2	0	1	0	0	0	1	0	1	0	0
9:15 AM	0	3	0	0	0	0	1	1	0	3	0	0
9:30 AM	1	2	0	1	0	1	0	0	0	2	0	0
9:45 AM	0	3	0	2	0	0	0	0	0	1	0	0
TOTALS	**3**	**56**	**0**	**10**	**2**	**3**	**1**	**7**	**1**	**13**	**1**	**2**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	8	6	23	27	11	19	2	15
3:15 PM	9	5	20	17	17	11	5	8
3:30 PM	10	6	20	9	12	20	14	9
3:45 PM	10	11	21	25	15	15	4	13
4:00 PM	8	7	35	17	15	14	8	12
4:15 PM	7	5	22	17	14	11	5	11
4:30 PM	10	10	22	22	23	16	8	12
4:45 PM	14	10	10	17	15	13	9	9
5:00 PM	7	8	22	13	19	8	2	11
5:15 PM	10	10	16	13	19	12	4	9
5:30 PM	5	4	19	12	9	15	10	9
5:45 PM	14	5	22	17	18	14	2	9
TOTALS	**112**	**87**	**252**	**206**	**187**	**168**	**73**	**127**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	1	0	0	0	1	0	0	0	0	0	0
3:15 PM	0	2	0	1	0	0	0	1	0	1	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	1	0	3	0	0	0	0
4:00 PM	0	2	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	3	1	0	0	0
4:30 PM	0	1	0	0	0	0	1	1	0	0	1	0
4:45 PM	0	2	0	0	2	0	0	1	1	0	0	0
5:00 PM	0	1	0	0	2	0	0	2	0	0	0	0
5:15 PM	0	2	0	0	0	2	0	1	0	0	0	0
5:30 PM	0	2	0	0	2	0	0	2	0	0	0	0
5:45 PM	0	1	0	0	2	0	0	1	0	0	0	0
TOTALS	**0**	**14**	**0**	**1**	**9**	**4**	**1**	**15**	**2**	**1**	**1**	**0**

PREPARED BY NATIONAL DATA □SURVEYING SERVICES

PROJECT#: 13-5256-069
N□S Street: Westwood Blvd
E□W Street: Exposition Blvd (South)
DATE: 5□16□2013 DAY: Thursday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	1	1	3
7:15 AM	0	0	1	0	1	1	4	2
7:30 AM	0	0	0	0	1	1	3	3
7:45 AM	0	0	0	0	1	1	13	4
8:00 AM	0	0	0	0	2	1	12	4
8:15 AM	0	0	0	0	1	0	8	11
8:30 AM	0	1	0	0	6	1	0	2
8:45 AM	0	0	0	0	2	2	4	1
9:00 AM	0	0	0	0	3	1	1	2
9:15 AM	0	0	0	0	1	2	0	2
9:30 AM	0	0	0	0	2	0	2	2
9:45 AM	0	0	0	0	2	1	1	2
TOTALS	**0**	**1**	**1**	**0**	**22**	**12**	**49**	**38**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	7	0	0	0	0	0	1	0	0	0	0
7:15 AM	0	5	0	0	1	0	0	0	0	0	1	0
7:30 AM	0	3	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	14	0	0	0	0	0	1	0	0	0	0
8:00 AM	0	6	0	0	2	0	0	0	0	0	0	0
8:15 AM	0	6	0	0	0	0	0	0	2	0	0	0
8:30 AM	1	3	0	0	2	0	0	0	0	0	0	0
8:45 AM	1	3	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	3	0	0	2	0	1	0	0	0	0	0
9:15 AM	0	3	0	0	1	0	0	0	0	0	0	0
9:30 AM	0	3	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	5	0	0	2	2	0	0	0	0	0	0
TOTALS	**2**	**61**	**0**	**0**	**10**	**2**	**1**	**2**	**2**	**0**	**1**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	0	0	0	2	1	4
3:15 PM	0	0	0	0	2	0	0	3
3:30 PM	0	0	0	0	0	2	4	4
3:45 PM	0	0	0	0	0	0	2	2
4:00 PM	0	0	0	0	1	1	1	7
4:15 PM	0	0	0	0	2	0	1	1
4:30 PM	0	0	0	0	3	3	0	3
4:45 PM	0	0	0	0	0	1	0	2
5:00 PM	0	0	0	0	0	1	2	2
5:15 PM	0	0	0	0	1	0	0	1
5:30 PM	0	0	0	0	1	0	0	1
5:45 PM	0	0	0	0	1	1	3	4
TOTALS	**0**	**0**	**0**	**0**	**11**	**11**	**14**	**34**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	1	0	0	1	0	0	0	0	0	0	0
3:15 PM	0	2	0	0	2	1	0	0	1	0	0	0
3:30 PM	0	0	0	0	1	0	0	0	0	0	0	0
3:45 PM	0	1	0	0	3	0	0	0	1	0	0	0
4:00 PM	0	1	0	0	5	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	5	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	4	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	6	0	0	0	0	0	0	0
5:00 PM	1	2	0	0	5	0	0	0	0	0	0	0
5:15 PM	0	2	0	0	6	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	5	1	0	0	1	0	0	0
5:45 PM	0	1	0	0	4	0	0	0	0	0	0	0
TOTALS	**1**	**14**	**0**	**0**	**47**	**2**	**0**	**0**	**3**	**0**	**0**	**0**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-070
N□S Street: Westwood Blvd
E□W Street: National Blvd
DATE: 5□16□2013 DAY: Thursday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	3	3	2	3	0	0	4	1
7:15 AM	2	2	1	0	1	1	0	4
7:30 AM	2	3	2	0	7	0	1	1
7:45 AM	2	4	5	0	4	1	1	3
8:00 AM	7	3	0	0	6	1	5	0
8:15 AM	6	3	3	3	6	0	5	2
8:30 AM	3	4	2	0	3	0	0	1
8:45 AM	3	1	3	0	5	0	2	2
9:00 AM	1	6	1	1	1	1	6	10
9:15 AM	10	2	1	1	1	0	1	0
9:30 AM	8	2	1	1	3	1	3	4
9:45 AM	2	3	2	0	3	0	0	2
TOTALS	**49**	**36**	**23**	**9**	**40**	**5**	**28**	**30**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	3	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	4	0	0	0	0	0	0	0	0	1	0
7:30 AM	2	3	0	0	0	0	0	1	0	0	0	0
7:45 AM	1	7	0	1	3	0	0	3	0	0	0	1
8:00 AM	2	4	0	0	1	0	0	0	0	0	1	0
8:15 AM	0	2	0	0	0	0	1	0	0	0	0	0
8:30 AM	2	3	0	0	3	0	0	0	0	0	0	0
8:45 AM	1	3	0	0	1	0	0	0	0	0	0	0
9:00 AM	0	5	0	0	0	0	0	0	1	0	0	0
9:15 AM	0	5	0	0	0	0	0	1	0	0	0	0
9:30 AM	0	2	0	0	0	0	0	0	0	0	0	0
9:45 AM	1	1	0	0	0	0	0	0	0	0	0	0
TOTALS	**9**	**42**	**0**	**1**	**8**	**0**	**1**	**5**	**1**	**0**	**2**	**1**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	2	4	1	1	0	4	7	1
3:15 PM	2	9	0	0	1	1	3	2
3:30 PM	2	4	1	2	4	1	3	3
3:45 PM	0	5	0	4	1	3	2	9
4:00 PM	2	6	2	6	2	4	8	4
4:15 PM	3	3	4	2	1	3	2	6
4:30 PM	0	11	2	4	1	7	1	2
4:45 PM	2	2	4	9	2	9	1	8
5:00 PM	5	4	1	0	0	1	4	2
5:15 PM	3	5	2	1	0	1	1	7
5:30 PM	4	2	1	1	1	2	5	2
5:45 PM	2	6	5	2	2	4	1	7
TOTALS	**27**	**61**	**23**	**32**	**15**	**40**	**38**	**53**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	1	0	0	3	0	0	0	0	0	1	0
3:15 PM	0	1	0	0	0	0	0	0	0	0	1	0
3:30 PM	1	1	0	0	1	0	0	0	0	0	0	0
3:45 PM	0	1	0	0	2	0	0	0	2	0	0	0
4:00 PM	0	0	0	0	1	0	0	0	0	0	2	0
4:15 PM	0	0	0	0	2	0	0	0	1	0	1	0
4:30 PM	0	1	0	0	0	0	0	1	0	0	0	0
4:45 PM	0	2	0	0	11	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	1	0	0	0	0	0	1	0
5:15 PM	1	3	0	0	6	0	0	2	0	0	0	0
5:30 PM	0	1	0	0	5	0	0	0	1	0	0	0
5:45 PM	0	3	0	0	8	0	0	2	0	0	2	0
TOTALS	**2**	**15**	**0**	**0**	**40**	**0**	**0**	**5**	**4**	**0**	**8**	**0**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-071
N□S Street: Military Ave
E□W Street: National Blvd
DATE: 5□16□2013 DAY: Thursday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	3	2	1	0	0	0	2
7:15 AM	2	0	0	2	2	0	3	2
7:30 AM	0	1	3	1	0	3	0	2
7:45 AM	2	11	0	3	5	1	1	9
8:00 AM	1	10	4	3	6	5	3	34
8:15 AM	1	2	2	1	6	1	4	1
8:30 AM	2	0	0	2	0	0	2	1
8:45 AM	0	0	4	0	0	1	0	0
9:00 AM	1	0	5	2	0	0	0	0
9:15 AM	1	0	0	2	0	0	0	0
9:30 AM	1	2	3	3	0	2	0	2
9:45 AM	3	0	4	0	3	2	0	0
TOTALS	**14**	**29**	**27**	**20**	**22**	**15**	**13**	**53**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	3	0
7:30 AM	0	2	1	0	0	0	1	1	0	0	3	1
7:45 AM	0	3	0	0	1	0	0	1	0	0	2	0
8:00 AM	0	5	0	0	2	0	0	0	0	0	2	1
8:15 AM	1	5	0	0	0	1	0	3	0	0	1	0
8:30 AM	0	1	0	0	1	0	0	0	0	0	4	2
8:45 AM	0	2	0	1	0	0	0	0	0	0	1	0
9:00 AM	0	2	0	0	0	0	1	1	0	0	0	0
9:15 AM	0	1	0	0	0	1	0	1	0	0	0	1
9:30 AM	0	1	0	0	0	0	3	0	0	0	1	0
9:45 AM	0	1	1	0	0	0	0	0	0	0	1	0
TOTALS	**1**	**25**	**2**	**1**	**4**	**2**	**5**	**7**	**0**	**0**	**18**	**5**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	2	0	0	1	0	0	1
3:15 PM	1	4	0	2	0	0	0	2
3:30 PM	0	0	2	2	0	1	2	1
3:45 PM	2	2	2	4	0	1	0	0
4:00 PM	0	2	1	2	1	2	0	0
4:15 PM	1	1	0	4	0	2	2	1
4:30 PM	0	1	1	1	1	0	0	0
4:45 PM	0	1	1	1	2	0	0	0
5:00 PM	2	2	1	2	0	3	2	1
5:15 PM	0	5	5	3	0	1	2	5
5:30 PM	0	4	1	0	0	3	1	5
5:45 PM	0	5	3	0	2	2	0	0
TOTALS	**6**	**29**	**17**	**21**	**7**	**15**	**9**	**16**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	0	0	0	1	1	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	1	0	0	0	0	0	1	0
3:45 PM	0	1	0	1	0	1	0	0	0	0	1	0
4:00 PM	0	1	0	0	1	0	0	2	0	0	1	0
4:15 PM	0	1	0	0	0	1	0	1	0	1	0	0
4:30 PM	0	0	0	0	1	1	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0
5:00 PM	0	1	0	0	0	0	0	1	0	0	3	0
5:15 PM	0	0	0	0	2	1	0	3	0	1	1	0
5:30 PM	0	1	0	0	3	0	0	1	0	0	0	0
5:45 PM	0	1	0	0	1	0	0	0	0	0	2	0
TOTALS	**0**	**6**	**0**	**1**	**9**	**4**	**0**	**9**	**1**	**2**	**10**	**0**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-072
N/S Street: Overland Ave
E/W Street: Pico Blvd
DATE: 5/16/2013 DAY: Thursday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	3	2	1	0	1	0	3
7:15 AM	1	5	0	1	0	1	1	1
7:30 AM	0	1	1	0	0	1	3	0
7:45 AM	1	1	1	0	0	1	0	3
8:00 AM	4	3	0	0	3	2	0	1
8:15 AM	5	0	3	0	0	1	0	0
8:30 AM	0	7	3	1	2	1	0	1
8:45 AM	0	5	4	0	4	2	3	2
9:00 AM	2	9	6	4	2	3	1	4
9:15 AM	4	6	4	4	0	1	1	3
9:30 AM	1	4	2	3	1	0	0	0
9:45 AM	3	6	7	7	1	2	1	4
TOTALS	**21**	**50**	**33**	**21**	**13**	**16**	**10**	**22**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	3	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	0	0	4	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0
9:00 AM	0	1	2	0	2	0	0	0	1	0	3	0
9:15 AM	0	0	1	0	0	0	0	0	1	0	1	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	1	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	2	1
TOTALS	**0**	**3**	**3**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**17**	**1**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	1	5	6	3	6	3	0	3
3:15 PM	2	4	5	2	2	2	2	1
3:30 PM	4	1	4	5	2	2	2	4
3:45 PM	2	5	2	2	0	0	2	5
4:00 PM	1	2	5	3	4	1	3	0
4:15 PM	4	2	2	6	0	0	2	4
4:30 PM	4	5	7	6	0	0	1	7
4:45 PM	5	0	2	2	1	4	3	0
5:00 PM	5	4	3	2	2	2	3	5
5:15 PM	2	5	2	6	1	1	3	3
5:30 PM	5	5	2	6	0	1	6	4
5:45 PM	1	2	3	2	3	1	2	1
TOTALS	**36**	**40**	**43**	**45**	**21**	**17**	**29**	**37**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	0	0	0	2	1	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	2	0
3:30 PM	0	0	0	0	4	0	0	0	0	0	2	0
3:45 PM	0	0	1	0	0	0	0	1	0	0	1	0
4:00 PM	0	1	1	0	1	0	0	2	0	0	0	0
4:15 PM	0	2	0	0	0	0	0	3	0	1	1	0
4:30 PM	0	0	1	0	1	0	0	4	1	0	3	0
4:45 PM	0	1	1	0	1	0	0	0	0	0	2	0
5:00 PM	0	0	0	0	2	0	0	2	1	0	1	0
5:15 PM	0	1	0	0	0	0	0	4	0	0	1	0
5:30 PM	0	0	0	0	1	0	0	1	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	3	0	0	1	0
TOTALS	**0**	**5**	**4**	**0**	**10**	**0**	**0**	**22**	**3**	**1**	**14**	**1**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-073
N/S Street: Overland Ave
E/W Street: National Blvd/I-10 WB On/Off Ramps
DATE: 5/16/2013 DAY: Thursday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	1	0	0	0	0	0	1	1
7:15 AM	0	1	0	0	1	0	0	3
7:30 AM	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	1	0	0	0	0	0	0	0
8:15 AM	3	0	0	0	0	0	2	1
8:30 AM	0	2	0	0	3	0	0	0
8:45 AM	2	1	0	0	0	0	1	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	**7**	**4**	**0**	**0**	**4**	**0**	**4**	**7**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	3	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	**0**	**4**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	3	0	0	0	0	0	0	0
3:15 PM	2	6	1	0	0	0	1	4
3:30 PM	1	1	0	0	0	0	1	0
3:45 PM	0	1	1	0	0	0	2	0
4:00 PM	0	0	0	0	1	1	1	0
4:15 PM	3	2	0	0	0	2	0	0
4:30 PM	2	1	0	1	1	1	0	1
4:45 PM	1	9	0	0	1	2	0	1
5:00 PM	1	5	0	0	1	4	2	2
5:15 PM	1	4	0	0	3	0	1	2
5:30 PM	2	1	0	0	1	0	1	1
5:45 PM	1	2	0	0	2	0	0	0
TOTALS	**17**	**32**	**2**	**1**	**10**	**10**	**9**	**11**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	1	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	3	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	1	0	0	0	0
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	**0**	**1**	**0**	**0**	**2**	**0**	**1**	**4**	**0**	**0**	**0**	**0**

PREPARED BY NATIONAL DATA □SURVEYING SERVICES

PROJECT#: 13-5256-074
N□S Street: Overland Ave
E□W Street: I-10 EB On Ramp
DATE: 5□16□2013 DAY: Thursday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	1	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	1	0	0
8:15 AM	0	0	0	0	1	0	0	0
8:30 AM	0	0	0	0	3	0	0	0
8:45 AM	0	0	0	0	2	0	0	0
9:00 AM	0	0	0	0	1	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	2	0	0	0
9:45 AM	0	0	0	0	1	0	0	0
TOTALS	**0**	**0**	**0**	**0**	**12**	**1**	**0**	**0**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	3	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	2	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	1	0	0	1	0	0	0	0	0	0	0
9:15 AM	0	1	0	0	1	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	**0**	**7**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	1	0	0
3:30 PM	0	0	0	0	1	2	0	0
3:45 PM	0	0	0	0	1	4	0	0
4:00 PM	0	0	0	0	1	3	0	0
4:15 PM	0	0	0	0	0	3	0	0
4:30 PM	0	0	0	0	1	2	0	0
4:45 PM	0	0	0	0	1	4	0	0
5:00 PM	0	0	0	0	0	4	0	0
5:15 PM	0	0	0	0	3	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	2	0	0	0
TOTALS	**0**	**0**	**0**	**0**	**10**	**23**	**0**	**0**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	1	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	2	0	0	0	0	0	0	0
TOTALS	**0**	**3**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

PREPARED BY NATIONAL DATA □SURVEYING SERVICES

PROJECT#: 13-5256-075
N□S Street: Overland Ave
E□W Street: National Pl
DATE: 5□16□2013 DAY: Thursday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	7	2	1	4	1
7:15 AM	0	0	2	3	2	0	3	2
7:30 AM	0	0	1	10	0	2	6	1
7:45 AM	1	1	2	5	1	0	2	0
8:00 AM	2	2	0	3	0	1	6	0
8:15 AM	0	0	1	8	2	1	5	0
8:30 AM	0	0	1	5	2	2	0	0
8:45 AM	0	0	2	3	0	2	1	0
9:00 AM	0	0	3	3	3	1	3	2
9:15 AM	0	0	1	4	0	0	3	2
9:30 AM	0	0	1	4	4	2	1	1
9:45 AM	0	0	1	7	1	0	7	0
TOTALS	**3**	**3**	**15**	**62**	**17**	**12**	**41**	**9**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	3	0	0	0	0	0	0	0	0	3	0
7:15 AM	0	0	1	0	0	0	0	0	0	1	5	1
7:30 AM	0	1	0	0	0	0	0	1	0	0	2	0
7:45 AM	0	0	0	0	2	0	0	2	0	0	5	0
8:00 AM	0	3	0	1	0	5	2	0	0	1	0	0
8:15 AM	0	0	0	0	0	0	0	1	0	0	3	0
8:30 AM	0	0	0	0	0	0	0	1	0	0	2	0
8:45 AM	0	0	0	0	0	0	0	1	0	0	1	0
9:00 AM	0	2	0	0	0	0	0	0	0	0	2	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	3	0
9:30 AM	0	0	0	1	0	0	0	0	0	0	2	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	2	0
TOTALS	**0**	**9**	**1**	**2**	**2**	**5**	**2**	**6**	**0**	**2**	**30**	**1**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	2	1	3	1	1	1
3:15 PM	0	0	3	2	1	2	2	1
3:30 PM	0	1	1	1	0	1	3	1
3:45 PM	0	0	2	4	1	1	5	0
4:00 PM	0	0	4	0	1	1	2	1
4:15 PM	0	2	3	2	0	3	1	2
4:30 PM	0	0	3	1	2	1	2	1
4:45 PM	0	0	4	1	2	1	0	3
5:00 PM	0	1	6	1	3	6	1	6
5:15 PM	0	0	1	1	1	1	0	3
5:30 PM	0	0	3	0	2	1	1	1
5:45 PM	0	0	5	2	0	0	0	2
TOTALS	**0**	**4**	**37**	**16**	**16**	**19**	**18**	**22**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	0	0	0	0	0	0	1	0
3:15 PM	0	1	0	0	1	0	0	1	0	0	0	0
3:30 PM	0	0	0	0	1	0	0	1	0	0	1	0
3:45 PM	0	0	0	0	0	0	0	2	0	0	1	0
4:00 PM	1	0	0	0	0	0	0	1	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	3	0	0	0	0
4:30 PM	0	0	0	2	0	0	0	0	0	0	0	0
4:45 PM	3	0	0	0	0	0	0	5	0	1	0	0
5:00 PM	0	0	1	0	0	0	0	0	0	1	1	0
5:15 PM	2	1	0	0	0	0	0	4	0	0	1	0
5:30 PM	0	0	0	0	0	1	1	2	0	0	1	0
5:45 PM	0	0	0	0	0	0	0	5	0	0	2	1
TOTALS	**6**	**2**	**1**	**2**	**2**	**1**	**1**	**24**	**0**	**2**	**9**	**1**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-076
N□S Street: I-10 WB Off Ramp
E□W Street: National Blvd
DATE: 5□16□2013 DAY: Thursday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	1	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0
7:30 AM	0	2	0	0	0	0	0	0
7:45 AM	2	2	0	0	0	0	0	0
8:00 AM	2	2	0	0	0	0	0	0
8:15 AM	1	1	0	0	0	0	0	0
8:30 AM	0	2	0	0	0	0	0	0
8:45 AM	0	3	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	1	0	0	0	0	0	0	0
9:45 AM	3	0	0	0	0	0	0	0
TOTALS	**9**	**14**	**0**	**0**	**0**	**0**	**0**	**0**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	0	0	0	3	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	7	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	3	0
7:45 AM	0	0	0	0	0	0	0	4	0	0	6	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	3	0
8:15 AM	0	0	0	0	0	0	0	1	0	0	5	0
8:30 AM	0	0	0	0	0	0	0	1	0	0	3	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	3	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	3	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	4	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	1	0
9:45 AM	0	0	0	0	0	0	0	1	0	0	2	0
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**43**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	1	1	0	0	0	0	0	0
3:15 PM	1	2	0	0	0	0	0	0
3:30 PM	0	3	0	0	0	0	0	0
3:45 PM	0	1	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0
4:30 PM	3	0	0	0	0	0	0	0
4:45 PM	2	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0
5:15 PM	1	1	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0
TOTALS	**8**	**11**	**0**	**0**	**0**	**0**	**0**	**0**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	0	0	0	2	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	1	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	2	0	0	1	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	3	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	2	0
4:45 PM	0	0	0	0	0	0	0	3	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0
5:15 PM	0	0	0	0	0	0	0	4	0	0	2	0
5:30 PM	0	0	0	0	0	0	0	2	0	0	1	0
5:45 PM	0	0	0	0	0	0	0	3	0	0	2	0
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**0**	**0**	**10**	**0**

PREPARED BY NATIONAL DATA □SURVEYING SERVICES

PROJECT#: 13-5256-077
N□S Street: Sawtelle Blvd
E□W Street: Palms Blvd
DATE: 5□16□2013 DAY: Thursday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	2	3	0	0	0	0	2	1
7:15 AM	3	2	0	0	2	1	2	2
7:30 AM	4	5	3	4	2	1	2	10
7:45 AM	4	6	1	3	2	3	5	7
8:00 AM	3	4	4	3	2	1	2	4
8:15 AM	2	3	4	2	1	3	0	3
8:30 AM	0	3	0	0	0	0	1	3
8:45 AM	3	2	2	0	1	0	0	1
9:00 AM	3	7	0	3	3	1	2	3
9:15 AM	4	2	2	2	2	0	2	1
9:30 AM	5	3	2	1	2	1	3	4
9:45 AM	5	3	1	0	2	3	1	1
TOTALS	**38**	**43**	**19**	**18**	**19**	**14**	**22**	**40**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	1	0	0	2	0	0	2	0
7:30 AM	0	3	0	0	2	0	0	1	0	0	2	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	1	0
8:00 AM	0	2	0	0	0	0	0	0	0	0	2	0
8:15 AM	0	2	0	0	1	0	0	0	0	0	3	0
8:30 AM	0	1	0	0	0	0	0	2	0	0	2	0
8:45 AM	0	1	0	0	1	0	0	4	0	0	1	0
9:00 AM	0	0	0	0	2	0	0	1	0	0	1	0
9:15 AM	0	0	0	0	0	1	0	0	0	0	1	1
9:30 AM	0	0	0	0	0	0	0	0	0	0	1	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	1	0
TOTALS	**0**	**10**	**0**	**0**	**7**	**1**	**0**	**11**	**0**	**0**	**17**	**1**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	4	1	1	0	1	3	2	0
3:15 PM	2	3	4	3	2	1	4	4
3:30 PM	5	2	0	0	0	1	2	1
3:45 PM	2	7	1	1	1	3	4	2
4:00 PM	2	3	0	5	2	0	2	0
4:15 PM	2	3	0	0	1	2	1	0
4:30 PM	0	3	2	5	0	0	3	3
4:45 PM	4	7	1	0	3	0	0	1
5:00 PM	4	4	1	1	3	1	4	1
5:15 PM	8	5	1	2	2	4	2	0
5:30 PM	8	3	2	3	2	3	2	1
5:45 PM	3	7	0	0	5	2	2	0
TOTALS	**44**	**48**	**13**	**20**	**22**	**20**	**28**	**13**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	3	0	0	0	0	0	0	0	0	2	0
3:15 PM	0	0	0	0	1	0	0	2	0	0	3	0
3:30 PM	0	1	1	0	0	0	0	1	0	0	0	0
3:45 PM	0	1	0	0	0	1	0	4	0	0	0	0
4:00 PM	0	0	0	0	2	0	0	0	1	0	1	2
4:15 PM	0	2	0	0	3	0	0	3	0	0	1	0
4:30 PM	0	1	0	0	2	2	0	1	0	0	1	0
4:45 PM	0	1	0	0	0	0	0	4	1	0	2	0
5:00 PM	0	1	0	1	0	0	0	0	0	1	4	0
5:15 PM	0	1	0	1	2	0	0	1	0	0	1	1
5:30 PM	0	2	0	0	1	0	0	3	0	0	4	0
5:45 PM	0	0	0	2	1	0	0	4	0	0	3	0
TOTALS	**0**	**13**	**1**	**4**	**12**	**3**	**0**	**23**	**2**	**1**	**22**	**3**

PREPARED BY NATIONAL DATA □ SURVEYING SERVICES

PROJECT#: 13-5256-078
N□S Street: Sepulveda Blvd
E□W Street: Palms Blvd
DATE: 5□16□2013 DAY: Thursday
CITY: Los Angeles

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	3	8	2	1	5	4	4	2
7:15 AM	9	1	2	0	2	0	3	0
7:30 AM	2	5	1	3	6	3	1	1
7:45 AM	7	4	9	3	5	7	1	3
8:00 AM	7	2	5	2	4	9	0	1
8:15 AM	1	3	2	2	16	5	1	3
8:30 AM	7	5	2	3	5	3	3	0
8:45 AM	1	5	0	0	9	6	1	0
9:00 AM	0	0	4	3	8	6	4	0
9:15 AM	9	2	1	4	3	5	1	1
9:30 AM	3	1	5	1	3	4	0	1
9:45 AM	6	4	4	0	5	1	0	0
TOTALS	**55**	**40**	**37**	**22**	**71**	**53**	**19**	**12**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	1	0	1	0	1	0
7:30 AM	0	2	0	0	1	0	0	1	0	0	2	0
7:45 AM	0	2	0	0	0	0	0	1	0	0	1	3
8:00 AM	0	3	0	0	0	0	0	1	0	0	1	0
8:15 AM	1	0	0	0	0	0	0	0	0	0	1	1
8:30 AM	0	8	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	2	0	0	1	0
9:00 AM	0	2	0	0	0	0	0	2	0	0	0	1
9:15 AM	1	0	0	0	0	0	0	0	0	0	1	0
9:30 AM	1	4	1	0	0	0	0	1	0	1	2	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	**3**	**24**	**1**	**0**	**1**	**0**	**1**	**8**	**1**	**1**	**10**	**5**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	5	6	4	4	3	2	3	2
3:15 PM	0	2	1	5	6	7	1	0
3:30 PM	10	6	3	2	8	11	2	4
3:45 PM	5	3	5	7	6	5	2	1
4:00 PM	5	0	2	5	1	2	1	2
4:15 PM	4	5	7	0	13	8	2	0
4:30 PM	1	5	1	6	2	4	3	4
4:45 PM	7	3	3	4	4	13	4	1
5:00 PM	5	8	1	4	10	5	1	2
5:15 PM	14	8	0	7	7	5	9	4
5:30 PM	10	2	4	2	6	4	1	4
5:45 PM	20	11	6	1	7	11	1	5
TOTALS	**86**	**59**	**37**	**47**	**73**	**77**	**30**	**29**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	2	0	1	0	0	0	1	0	0	1	0
3:15 PM	0	1	0	0	1	0	1	3	0	0	1	0
3:30 PM	0	1	0	0	2	0	1	1	0	0	0	0
3:45 PM	0	1	0	0	2	0	0	1	0	0	0	0
4:00 PM	0	0	0	0	1	0	0	0	0	1	1	0
4:15 PM	0	1	0	0	1	0	0	1	0	0	0	0
4:30 PM	0	1	0	0	2	0	0	2	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	2	0	0	3	0
5:15 PM	0	0	0	0	4	0	0	3	0	0	1	0
5:30 PM	0	1	0	0	5	0	0	4	0	0	3	0
5:45 PM	0	0	0	0	2	0	0	2	0	0	0	0
TOTALS	**0**	**9**	**0**	**1**	**20**	**0**	**2**	**20**	**0**	**1**	**10**	**0**

PREPARED BY NATIONAL DATA □SURVEYING SERVICES

PROJECT#: 14-5266-001
N□S Street: Higuera St
E□W Street: Washington Blvd
DATE: 5□6□2014 DAY: Tuesday
CITY: Culver City

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	3	0	1	1	0	3	1
7:15 AM	2	3	0	3	2	1	0	1
7:30 AM	3	4	4	3	1	3	1	4
7:45 AM	3	3	2	0	2	5	0	3
8:00 AM	1	5	1	1	2	3	1	4
8:15 AM	2	4	3	0	4	0	2	4
8:30 AM	1	3	3	2	4	3	1	4
8:45 AM	4	3	3	1	1	5	3	10
9:00 AM	0	1	3	4	2	3	1	3
9:15 AM	2	1	0	5	4	3	0	4
9:30 AM	0	1	2	2	2	2	1	3
9:45 AM	3	5	1	2	0	2	4	5
TOTALS	**21**	**36**	**22**	**24**	**25**	**30**	**17**	**46**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	1	0	0	0	0	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0
7:30 AM	0	1	0	0	1	0	0	0	0	0	3	0
7:45 AM	0	2	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	1	0	0	0	0	0	1	0
8:15 AM	0	1	0	0	0	0	0	1	0	0	1	0
8:30 AM	0	0	0	0	3	0	0	0	1	0	0	0
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0
9:00 AM	0	2	1	0	4	0	0	0	0	0	1	0
9:15 AM	0	2	0	0	3	0	0	0	0	0	0	0
9:30 AM	0	0	0	1	3	0	0	0	1	0	0	0
9:45 AM	0	1	0	1	0	0	0	0	0	0	0	0
TOTALS	**0**	**10**	**1**	**2**	**17**	**0**	**0**	**1**	**2**	**1**	**7**	**1**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	5	1	0	1	2	1	5	9
3:15 PM	2	2	1	1	1	10	5	3
3:30 PM	4	0	4	2	1	2	2	6
3:45 PM	0	2	4	2	1	2	4	4
4:00 PM	4	0	0	2	2	5	2	1
4:15 PM	8	2	0	1	12	4	2	1
4:30 PM	3	0	1	1	2	2	1	5
4:45 PM	2	1	1	2	1	2	2	0
5:00 PM	2	3	3	1	5	0	2	6
5:15 PM	5	4	1	5	1	0	3	6
5:30 PM	1	2	2	0	3	2	3	2
5:45 PM	1	1	2	2	2	1	5	7
TOTALS	**37**	**18**	**19**	**20**	**33**	**31**	**36**	**50**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	2	0	0	3	0	0	0	0	0	0	0
3:15 PM	2	3	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	3	0	0	0	0	0	0	0
3:45 PM	0	0	1	0	2	0	0	0	0	1	0	0
4:00 PM	0	2	0	0	1	0	0	1	0	0	0	0
4:15 PM	1	3	0	0	2	0	0	0	0	1	0	0
4:30 PM	0	2	0	0	4	0	0	0	0	0	0	0
4:45 PM	0	5	1	1	0	0	0	0	0	0	0	0
5:00 PM	1	1	0	0	1	0	0	1	0	0	0	0
5:15 PM	0	4	0	0	4	0	0	0	0	0	0	0
5:30 PM	0	2	0	0	4	0	0	1	0	1	0	1
5:45 PM	1	3	0	1	6	0	0	0	0	0	1	0
TOTALS	**5**	**27**	**2**	**2**	**30**	**0**	**0**	**3**	**0**	**3**	**1**	**1**

PREPARED BY NATIONAL DATA □SURVEYING SERVICES

PROJECT#: 14-5266-002
N□S Street: Washington Blvd
E□W Street: Ince Blvd
DATE: 5□6□2014 DAY: Tuesday
CITY: Culver City

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	9	0	1	0	0	2	2	4
7:15 AM	2	0	1	6	2	0	1	2
7:30 AM	6	0	1	0	1	1	3	3
7:45 AM	5	0	0	1	1	4	2	1
8:00 AM	3	1	1	0	2	2	1	4
8:15 AM	5	0	2	0	6	0	2	5
8:30 AM	5	1	1	0	2	3	0	3
8:45 AM	11	0	0	1	0	6	3	3
9:00 AM	13	1	1	0	2	3	2	5
9:15 AM	6	2	1	2	1	2	4	5
9:30 AM	7	1	3	2	0	3	2	10
9:45 AM	15	3	2	0	1	6	1	5
TOTALS	**87**	**9**	**14**	**12**	**18**	**32**	**23**	**50**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	1	0	0	0	0	0	0	2	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	1	0
7:30 AM	0	0	3	0	1	3	0	0	0	1	0	2
7:45 AM	1	1	0	0	0	0	0	0	0	3	0	0
8:00 AM	0	1	1	1	1	0	0	0	2	0	0	0
8:15 AM	0	1	2	0	0	2	0	1	0	1	0	0
8:30 AM	0	0	3	0	3	3	0	0	0	0	1	0
8:45 AM	0	1	2	0	0	1	0	2	0	2	0	0
9:00 AM	0	1	0	0	1	4	2	1	0	1	0	1
9:15 AM	0	2	5	0	0	2	1	0	0	2	0	0
9:30 AM	0	1	1	0	0	4	0	0	0	2	0	0
9:45 AM	0	1	3	0	0	0	0	0	0	0	1	0
TOTALS	**1**	**9**	**21**	**1**	**6**	**19**	**3**	**4**	**2**	**15**	**3**	**3**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	9	4	3	5	4	1	12	4
3:15 PM	3	8	1	2	13	3	6	5
3:30 PM	5	9	3	6	7	7	3	9
3:45 PM	8	7	0	3	5	3	3	9
4:00 PM	8	6	5	5	14	8	9	4
4:15 PM	4	5	1	2	2	2	19	12
4:30 PM	3	7	3	4	3	6	11	20
4:45 PM	5	7	1	3	5	2	7	1
5:00 PM	12	7	1	2	4	6	2	5
5:15 PM	6	6	3	1	3	2	10	11
5:30 PM	3	5	0	3	3	0	12	17
5:45 PM	1	12	0	1	1	3	7	6
TOTALS	**67**	**83**	**21**	**37**	**64**	**43**	**101**	**103**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	1	2	1	2	2	1	0	0	1	2	0
3:15 PM	0	1	2	0	0	0	1	0	0	1	0	0
3:30 PM	0	1	2	1	1	2	0	0	1	0	1	0
3:45 PM	1	1	0	0	1	1	0	0	0	0	0	0
4:00 PM	0	1	2	0	0	2	2	0	0	1	2	1
4:15 PM	1	1	2	0	3	1	0	0	0	0	0	0
4:30 PM	0	2	1	0	0	3	0	0	0	3	0	0
4:45 PM	0	2	2	0	0	0	2	0	0	0	0	0
5:00 PM	1	0	0	0	1	0	1	1	0	1	1	1
5:15 PM	0	2	2	0	3	4	3	0	1	1	0	0
5:30 PM	0	0	1	0	1	3	1	0	0	2	1	0
5:45 PM	1	1	1	0	4	2	2	0	0	0	3	0
TOTALS	**4**	**13**	**17**	**2**	**16**	**20**	**13**	**1**	**2**	**10**	**10**	**2**

PREPARED BY NATIONAL DATA □SURVEYING SERVICES

PROJECT#: 14-5266-004
N□S Street: Duquesne
E□W Street: Washington Blvd
DATE: 5□6□2014 DAY: Tuesday
CITY: Culver City

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	4	1	0	0	1	3	0	0
7:15 AM	2	0	1	0	0	2	0	0
7:30 AM	5	0	2	0	0	4	0	1
7:45 AM	6	1	0	1	4	1	0	0
8:00 AM	3	1	2	0	1	1	0	3
8:15 AM	7	3	2	1	4	3	1	3
8:30 AM	2	6	2	1	5	7	2	3
8:45 AM	5	1	1	1	2	5	0	0
9:00 AM	7	7	0	1	5	3	1	2
9:15 AM	2	6	1	2	4	2	2	1
9:30 AM	9	1	2	0	3	4	0	1
9:45 AM	8	6	1	1	4	9	0	1
TOTALS	**60**	**33**	**14**	**8**	**33**	**44**	**6**	**15**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	1	0	0	1	0	0	2	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	2	0	0	0	0
7:30 AM	0	0	1	0	1	0	1	1	1	0	0	0
7:45 AM	0	0	0	0	1	0	0	1	0	0	3	0
8:00 AM	0	1	0	1	0	0	0	0	0	1	2	0
8:15 AM	0	1	0	0	0	0	0	2	0	0	2	0
8:30 AM	0	1	0	0	0	1	0	0	0	2	0	0
8:45 AM	0	1	0	0	1	0	1	1	0	0	0	0
9:00 AM	0	0	1	0	1	0	0	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	0	4	0	0	0	0
9:30 AM	0	1	0	0	2	0	1	0	0	0	1	0
9:45 AM	0	3	0	1	0	1	0	0	0	0	0	0
TOTALS	**0**	**9**	**2**	**2**	**7**	**2**	**3**	**13**	**1**	**3**	**8**	**1**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	2	2	2	2	5	3	2	1
3:15 PM	4	7	2	0	3	4	0	3
3:30 PM	3	5	3	2	3	2	0	1
3:45 PM	3	8	5	2	5	3	2	4
4:00 PM	3	8	3	1	6	2	3	2
4:15 PM	8	5	3	2	3	3	1	1
4:30 PM	2	3	5	0	6	2	0	3
4:45 PM	10	6	2	0	6	0	1	2
5:00 PM	6	8	1	2	11	4	1	2
5:15 PM	7	8	1	0	6	6	0	0
5:30 PM	5	8	1	4	2	2	5	3
5:45 PM	11	5	1	0	1	4	0	2
TOTALS	**64**	**73**	**29**	**15**	**57**	**35**	**15**	**24**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	0	0	0	0	0	0	1	0
3:15 PM	0	0	0	0	2	0	0	2	0	0	2	0
3:30 PM	0	3	0	0	2	0	0	2	0	0	1	0
3:45 PM	0	1	0	0	1	0	0	1	0	0	0	0
4:00 PM	0	0	0	0	3	0	0	1	0	1	0	0
4:15 PM	1	0	0	0	0	0	0	1	0	0	1	0
4:30 PM	0	3	0	0	2	0	0	1	0	0	0	0
4:45 PM	0	1	0	0	2	0	0	0	0	0	1	0
5:00 PM	0	1	0	0	1	0	1	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	0	0	1	1
5:30 PM	0	2	0	0	3	1	0	2	0	0	2	0
5:45 PM	0	0	0	0	1	0	0	2	0	0	2	0
TOTALS	**1**	**11**	**0**	**0**	**17**	**1**	**1**	**13**	**0**	**1**	**11**	**1**

PREPARED BY NATIONAL DATA □SURVEYING SERVICES

PROJECT#: 14-5266-005
N□S Street: Ince Blvd
E□W Street: Culver Blvd
DATE: 5□6□2014 DAY: Tuesday
CITY: Culver City

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	5	1	1	0	0	0	6
7:15 AM	1	1	1	1	0	0	1	1
7:30 AM	0	2	1	2	1	0	1	4
7:45 AM	0	3	2	1	0	0	2	4
8:00 AM	0	4	4	2	0	0	2	10
8:15 AM	0	4	4	4	0	0	2	7
8:30 AM	1	5	3	5	0	0	3	6
8:45 AM	2	5	1	8	0	0	5	12
9:00 AM	1	11	4	5	0	0	1	10
9:15 AM	3	9	1	4	0	0	6	7
9:30 AM	5	4	7	2	0	0	7	4
9:45 AM	7	3	9	3	0	0	9	6
TOTALS	**20**	**56**	**38**	**38**	**1**	**0**	**39**	**77**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	1	1	0	0	1	1
7:15 AM	0	0	1	0	0	0	0	1	0	0	0	0
7:30 AM	3	0	0	0	0	0	0	2	0	0	2	0
7:45 AM	0	0	0	0	0	1	0	0	0	0	1	0
8:00 AM	0	1	0	0	0	1	0	1	0	1	0	0
8:15 AM	1	0	0	0	1	0	0	1	0	0	0	0
8:30 AM	3	1	0	1	0	0	0	1	0	0	2	0
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0
9:00 AM	1	1	0	0	0	0	0	0	0	0	1	0
9:15 AM	1	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	4	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	1	0	0	1	0
TOTALS	**13**	**4**	**1**	**1**	**1**	**2**	**1**	**8**	**0**	**1**	**8**	**1**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	7	7	37	56	2	0	32	56
3:15 PM	12	8	28	33	0	0	36	32
3:30 PM	3	10	48	31	0	0	40	29
3:45 PM	10	12	32	34	0	0	24	31
4:00 PM	5	12	29	36	0	0	27	32
4:15 PM	14	12	29	36	0	0	26	42
4:30 PM	11	13	46	41	0	0	41	37
4:45 PM	11	8	29	36	0	0	24	29
5:00 PM	12	14	46	44	1	0	45	44
5:15 PM	14	6	30	38	0	0	22	30
5:30 PM	10	4	34	57	0	0	26	59
5:45 PM	20	6	42	34	0	0	44	35
TOTALS	**129**	**112**	**430**	**476**	**3**	**0**	**387**	**456**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	3	1	0	1	0	1	0	0	0	0	0	0
3:15 PM	0	1	0	0	2	0	0	2	0	0	2	0
3:30 PM	1	0	0	0	0	1	0	2	0	0	2	0
3:45 PM	2	0	0	0	0	1	0	1	0	0	2	0
4:00 PM	1	1	1	0	0	1	0	2	1	0	3	0
4:15 PM	0	0	2	0	0	2	0	0	2	0	0	0
4:30 PM	3	1	0	0	0	0	0	2	1	0	1	0
4:45 PM	0	0	0	0	0	0	0	2	3	0	1	0
5:00 PM	1	0	0	0	1	0	0	2	0	0	0	0
5:15 PM	3	1	0	1	3	0	0	1	1	1	1	0
5:30 PM	1	2	0	0	0	0	0	3	0	0	4	0
5:45 PM	6	0	1	0	0	2	0	3	0	1	3	0
TOTALS	**21**	**7**	**4**	**2**	**6**	**8**	**0**	**20**	**8**	**2**	**19**	**0**

PREPARED BY NATIONAL DATA □SURVEYING SERVICES

PROJECT#: 14-5266-006
N□S Street: Ince Blvd
E□W Street: Sepulveda Blvd
DATE: 5□6□2014 DAY: Tuesday
CITY: Culver City

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	5	5	3	6	3	11	2	2
7:15 AM	9	7	5	1	3	13	4	5
7:30 AM	5	6	5	5	7	14	3	7
7:45 AM	4	4	7	3	4	14	1	5
8:00 AM	6	4	6	3	4	12	3	7
8:15 AM	6	5	6	3	4	12	3	7
8:30 AM	8	4	4	7	5	11	1	5
8:45 AM	7	5	4	7	5	11	1	5
9:00 AM	3	4	5	6	5	13	1	3
9:15 AM	2	2	4	4	6	14	0	2
9:30 AM	2	2	4	3	6	15	0	2
9:45 AM	4	7	4	6	6	12	2	4
TOTALS	**61**	**55**	**57**	**54**	**58**	**152**	**21**	**54**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	1	0	0	0	0	0	0	2	0	0	5	0
7:15 AM	1	0	0	0	2	0	1	5	0	2	11	0
7:30 AM	0	2	0	1	0	1	0	4	1	1	2	0
7:45 AM	0	0	0	0	0	0	1	3	1	0	5	0
8:00 AM	1	0	0	0	0	0	0	3	0	1	9	0
8:15 AM	0	1	0	0	0	0	0	3	0	1	10	0
8:30 AM	0	3	0	0	1	0	1	11	1	0	7	2
8:45 AM	0	0	1	0	1	1	1	14	0	0	6	2
9:00 AM	1	0	0	0	2	0	0	4	0	0	9	0
9:15 AM	1	1	0	0	0	0	0	2	0	0	13	0
9:30 AM	0	1	0	1	0	0	0	4	0	2	7	0
9:45 AM	0	0	0	0	0	0	0	3	0	2	8	0
TOTALS	**5**	**8**	**1**	**2**	**6**	**2**	**4**	**58**	**3**	**9**	**92**	**4**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	5	2	6	6	5	19	0	1
3:15 PM	11	6	5	7	12	9	3	1
3:30 PM	9	8	13	7	12	18	5	4
3:45 PM	7	4	1	5	8	6	2	1
4:00 PM	4	3	20	6	9	8	6	1
4:15 PM	6	4	1	4	12	11	0	2
4:30 PM	9	7	15	5	11	5	6	4
4:45 PM	11	6	9	10	11	9	13	2
5:00 PM	7	4	16	4	17	13	6	4
5:15 PM	3	7	14	13	5	12	6	3
5:30 PM	2	8	10	6	11	18	2	8
5:45 PM	2	5	9	6	8	10	2	4
TOTALS	**76**	**64**	**119**	**79**	**121**	**138**	**51**	**35**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	1	0	1	1	0	7	0	0	2	1
3:15 PM	0	0	1	1	0	1	0	6	0	0	1	0
3:30 PM	0	0	0	0	2	0	1	4	0	1	8	0
3:45 PM	0	0	1	0	0	0	1	7	0	2	4	0
4:00 PM	0	0	1	1	0	0	0	6	0	1	6	0
4:15 PM	0	1	0	1	0	0	1	10	0	0	9	0
4:30 PM	0	1	0	1	1	0	0	5	1	0	5	1
4:45 PM	0	3	1	1	1	0	2	7	0	0	8	0
5:00 PM	1	2	0	0	0	0	1	11	0	0	1	0
5:15 PM	0	0	0	0	1	0	0	5	0	1	6	0
5:30 PM	3	0	2	1	0	0	0	10	0	0	8	0
5:45 PM	0	0	1	2	2	0	0	11	0	0	5	0
TOTALS	**4**	**7**	**8**	**8**	**8**	**2**	**6**	**89**	**1**	**5**	**63**	**2**

PREPARED BY NATIONAL DATA □SURVEYING SERVICES

PROJECT#: 14-5266-007
N□S Street: Sepulveda Blvd
E□W Street: SR-405 Ramps
DATE: 5□6□2014 DAY: Tuesday
CITY: Culver City

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	1	0	4	0	1
7:30 AM	0	0	0	0	2	2	1	1
7:45 AM	0	0	1	0	1	4	1	2
8:00 AM	0	0	1	0	1	5	0	1
8:15 AM	0	0	0	1	6	6	0	1
8:30 AM	0	0	0	0	0	5	0	0
8:45 AM	0	0	0	0	2	3	0	2
9:00 AM	0	0	2	2	2	2	0	0
9:15 AM	0	0	0	0	1	3	0	3
9:30 AM	0	0	0	0	3	3	0	0
9:45 AM	0	0	2	4	3	6	0	0
TOTALS	**0**	**0**	**6**	**8**	**21**	**43**	**2**	**11**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	5	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	2	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	2	0	0	0	0	0	0	0
8:45 AM	0	2	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	2	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	2	0	0	0	0	0	0	0
9:30 AM	0	1	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	3	0	0	1	0	0	0	0	0	0	0
TOTALS	**0**	**16**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	1	0	4	4	1	4
3:15 PM	0	0	1	1	2	0	2	2
3:30 PM	0	0	1	0	2	4	2	2
3:45 PM	0	0	1	2	3	5	2	1
4:00 PM	0	0	6	2	12	1	2	4
4:15 PM	0	0	0	3	1	5	6	2
4:30 PM	0	0	2	1	3	1	1	3
4:45 PM	0	0	1	1	3	6	0	2
5:00 PM	0	0	1	0	4	3	1	0
5:15 PM	0	0	0	1	4	2	0	0
5:30 PM	0	0	5	3	5	6	0	3
5:45 PM	0	0	1	0	4	4	0	1
TOTALS	**0**	**0**	**20**	**14**	**47**	**41**	**17**	**24**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	1	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	1	0	0	0	0	1	0	0
3:30 PM	0	1	0	0	1	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	1	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	2	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	3	0	0	0	0	0	0	0
5:15 PM	0	2	0	0	1	0	0	0	0	0	0	0
5:30 PM	0	4	0	0	2	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	3	0	0	0	0	0	0	0
TOTALS	**0**	**9**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**1**	**0**	**0**

PREPARED BY NATIONAL DATA □SURVEYING SERVICES

PROJECT#: 14-5266-008
N□S Street: Sawtelle Blvd
E□W Street: SR-405 Ramps
DATE: 5□6□2014 DAY: Tuesday
CITY: Culver City

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	2
7:15 AM	0	3	0	0	0	0	0	1
7:30 AM	0	0	1	0	2	0	0	1
7:45 AM	0	0	0	3	0	0	1	1
8:00 AM	0	0	0	1	0	0	0	0
8:15 AM	0	1	0	1	1	0	3	1
8:30 AM	0	1	0	0	1	1	1	0
8:45 AM	0	0	0	0	0	1	1	0
9:00 AM	0	1	0	0	1	0	2	0
9:15 AM	1	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	1	1
9:45 AM	0	0	0	0	1	0	1	0
TOTALS	**1**	**6**	**1**	**5**	**6**	**2**	**10**	**7**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	1	1	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	1	1	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	2	0	0	0	0	0	0	1	0	0	0
9:45 AM	0	0	0	0	1	0	0	0	0	0	0	0
TOTALS	**0**	**6**	**0**	**0**	**5**	**2**	**0**	**0**	**1**	**0**	**0**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	0	0	0	0	1	0
3:15 PM	0	0	0	0	1	1	1	2
3:30 PM	1	0	0	0	2	4	0	1
3:45 PM	0	0	0	0	1	0	0	1
4:00 PM	1	1	0	0	0	0	0	1
4:15 PM	0	4	0	0	2	0	2	0
4:30 PM	0	0	0	0	0	1	0	3
4:45 PM	0	0	2	0	0	2	2	0
5:00 PM	1	0	0	0	0	1	1	2
5:15 PM	0	1	0	0	5	0	0	0
5:30 PM	1	0	0	0	1	1	1	0
5:45 PM	0	0	0	0	0	0	1	1
TOTALS	**4**	**6**	**2**	**0**	**12**	**10**	**9**	**11**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	1	0	0	1	0	0	0	0	0	0	0
3:30 PM	0	1	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	2	0	0	1	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	5	0	0	0	0	0	0	0
TOTALS	**0**	**5**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 13-5576-004
N/S Street: La Cienega Blvd
E/W Street: Jefferson Blvd
DATE: 10/30/2013 DAY: Wednesday
CITY: Santa Monica

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	2	4	2	7	23	16	1	3
7:15 AM	1	6	2	4	27	12	10	3
7:30 AM	2	4	0	2	10	19	2	2
7:45 AM	1	2	1	4	16	2	2	1
8:00 AM	3	5	1	0	24	4	3	4
8:15 AM	2	4	0	0	3	2	6	2
8:30 AM	0	1	1	1	9	1	4	2
8:45 AM	4	2	0	0	14	8	3	3
9:00 AM	1	3	1	1	4	2	1	2
9:15 AM	1	6	4	2	13	3	5	6
9:30 AM	6	3	0	3	10	2	6	1
9:45 AM	1	4	5	1	8	7	1	2
TOTALS	**24**	**44**	**17**	**25**	**161**	**78**	**44**	**31**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	0	0	0	2	1	0	0	2	0	3	3	0
7:15 AM	1	1	0	0	0	0	0	0	0	0	6	0
7:30 AM	0	1	0	1	0	0	0	0	0	1	3	0
7:45 AM	2	0	0	0	2	0	0	0	1	0	7	0
8:00 AM	0	1	0	0	2	0	0	3	0	0	3	0
8:15 AM	0	0	0	0	1	0	0	0	0	0	1	0
8:30 AM	0	0	2	0	2	1	0	0	0	0	1	0
8:45 AM	0	3	0	0	0	2	0	2	0	0	4	0
9:00 AM	0	1	0	0	0	0	1	0	0	0	1	0
9:15 AM	0	2	0	0	0	0	1	0	0	0	3	0
9:30 AM	0	0	0	0	0	1	0	0	0	0	2	0
9:45 AM	0	0	1	0	1	0	0	1	0	0	1	0
TOTALS	**3**	**9**	**3**	**3**	**9**	**4**	**2**	**8**	**1**	**4**	**35**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	4	7	5	3	12	18	0	8
3:15 PM	2	8	6	4	19	5	6	6
3:30 PM	6	4	6	3	13	3	2	6
3:45 PM	1	10	7	3	18	26	0	8
4:00 PM	3	3	4	3	7	16	4	3
4:15 PM	1	3	7	3	8	11	1	4
4:30 PM	14	10	3	1	8	6	3	10
4:45 PM	0	2	4	4	7	15	3	4
5:00 PM	2	6	0	1	5	9	5	15
5:15 PM	3	1	8	4	13	5	4	3
5:30 PM	6	7	4	1	12	2	7	6
5:45 PM	2	3	7	0	12	8	2	6
TOTALS	**44**	**64**	**61**	**30**	**134**	**124**	**37**	**79**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	0	1	0	0	0	0	0	1	0	1	2	0
3:15 PM	0	2	0	0	0	0	1	0	0	0	1	0
3:30 PM	0	1	0	0	0	1	1	3	0	0	3	0
3:45 PM	0	0	0	0	0	0	1	0	0	1	1	0
4:00 PM	0	1	1	0	0	0	1	2	0	0	2	0
4:15 PM	0	1	0	0	0	0	3	1	0	0	1	0
4:30 PM	0	3	1	0	0	0	0	6	0	0	2	0
4:45 PM	0	0	1	1	3	2	0	5	0	0	3	0
5:00 PM	0	1	0	0	0	1	0	4	0	0	2	0
5:15 PM	0	2	0	0	1	1	1	5	0	0	2	0
5:30 PM	0	1	1	1	1	1	0	2	0	0	2	0
5:45 PM	0	0	1	0	2	0	0	3	1	1	4	0
TOTALS	**0**	**13**	**5**	**2**	**7**	**6**	**8**	**32**	**1**	**3**	**25**	**0**

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 13-5576-003
N/S Street: Westwood Blvd
E/W Street: Santa Monica Blvd
DATE: 10/30/2013 DAY: Wednesday
CITY: Santa Monica

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	3	6	3	3	2	3	5	1
7:15 AM	4	13	1	1	8	10	6	5
7:30 AM	2	7	2	0	11	4	4	6
7:45 AM	8	7	1	0	6	10	7	5
8:00 AM	7	8	7	3	9	5	3	5
8:15 AM	14	6	5	2	9	13	6	5
8:30 AM	9	9	3	5	10	9	0	5
8:45 AM	7	6	7	4	8	8	1	7
9:00 AM	0	0	0	1	12	10	0	0
9:15 AM	8	1	1	1	12	11	6	5
9:30 AM	9	11	9	9	8	6	5	6
9:45 AM	15	1	2	3	8	6	2	8
TOTALS	**86**	**75**	**41**	**32**	**103**	**95**	**45**	**58**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00 AM	1	5	0	0	0	0	0	1	0	0	2	0
7:15 AM	1	4	0	0	2	0	1	0	0	0	2	1
7:30 AM	0	9	0	1	1	1	0	0	0	0	2	1
7:45 AM	0	1	0	0	2	0	0	0	0	0	2	0
8:00 AM	0	2	1	0	0	0	0	5	0	0	8	0
8:15 AM	1	7	0	1	1	1	0	5	0	0	6	1
8:30 AM	1	7	0	0	0	0	0	1	0	1	4	2
8:45 AM	1	6	1	0	0	0	1	1	0	0	6	0
9:00 AM	0	1	0	1	1	0	0	1	0	0	8	0
9:15 AM	1	6	0	0	1	1	1	1	0	0	7	0
9:30 AM	1	7	0	1	0	0	1	0	0	0	6	0
9:45 AM	0	0	0	0	3	0	0	0	1	0	0	0
TOTALS	**7**	**55**	**2**	**4**	**11**	**3**	**4**	**15**	**1**	**1**	**53**	**5**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	4	0	58	9	11	8	20	8
3:15 PM	0	2	13	12	5	6	9	4
3:30 PM	0	1	25	14	8	4	19	3
3:45 PM	2	3	4	12	6	6	10	3
4:00 PM	4	3	8	7	15	5	14	4
4:15 PM	3	2	11	12	8	12	16	3
4:30 PM	1	2	14	14	12	5	13	9
4:45 PM	3	2	8	7	10	5	8	5
5:00 PM	0	2	7	9	6	9	10	8
5:15 PM	0	1	13	12	11	3	10	2
5:30 PM	1	10	8	11	17	12	18	7
5:45 PM	2	7	6	21	11	5	17	3
TOTALS	**20**	**35**	**175**	**140**	**120**	**80**	**164**	**59**

BIKES

TIME	NB			SB			EB			WB		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
3:00 PM	1	6	1	0	3	0	0	4	0	1	0	0
3:15 PM	0	2	0	1	1	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	2	0	0	2	0
3:45 PM	0	5	0	0	0	0	0	4	0	0	0	0
4:00 PM	1	4	0	0	2	0	0	2	0	0	0	0
4:15 PM	0	5	1	0	0	0	1	1	0	0	0	0
4:30 PM	0	5	0	0	0	0	1	3	0	0	0	0
4:45 PM	0	4	1	1	0	0	0	0	0	4	0	0
5:00 PM	1	7	1	0	1	0	0	3	0	0	3	1
5:15 PM	0	8	1	0	1	0	1	2	0	0	1	0
5:30 PM	0	6	0	0	0	1	0	2	1	0	1	0
5:45 PM	0	8	0	0	1	0	0	5	1	0	2	0
TOTALS	**3**	**60**	**5**	**2**	**9**	**1**	**3**	**28**	**2**	**5**	**9**	**1**

Appendix H-2
Intersection Turning Volumes

TABLE B-1
EXISTING
INTERSECTION TURNING MOVMENT VOLUMES

			AM PEAK HOUR												PM PEAK HOUR											
Int	**N/S Street**	**E/W Street**	**SR**	**ST**	**SL**	**WR**	**WT**	**WL**	**NR**	**NT**	**NL**	**ER**	**ET**	**EL**	**SR**	**ST**	**SL**	**WR**	**WT**	**WL**	**NR**	**NT**	**NL**	**ER**	**ET**	**EL**
1	Cloverfield Blvd	Olympic Blvd	30	860	86	218	554	271	0	1166	219	293	594	163	55	935	96	108	786	351	0	785	198	282	682	131
2	26th St	Olympic Blvd	220	0	199	402	797	0	68	395	17	0	621	66	355	0	334	145	1042	0	64	284	13	0	748	48
3	Stewart St	Olympic Blvd	40	144	79	188	1058	59	157	399	119	71	720	52	52	281	157	81	1077	110	61	182	42	101	1051	41
4	Centinela Ave (West)	Olympic Blvd	54	0	459	722	1334	8	0	0	0	4	883	23	86	0	597	434	1099	6	0	0	0	11	1237	34
5	Centinela Ave (East)	Olympic Blvd	2	4	2	2	1393	150	182	0	717	334	1026	0	0	37	15	2	1215	127	107	0	357	551	1282	0
6	Centinela Ave	Exposition Blvd	69	379	0	0	0	0	0	891	179	36	0	12	16	612	0	0	0	0	0	520	24	129	0	49
7	Centinela Ave	I-10 WB On/Off Ramp	95	342	0	0	0	0	0	511	434	357	0	603	85	691	0	0	0	0	0	228	371	262	0	317
8	I-10 EB Off Ramp	Pico Blvd	69	44	538	0	1004	18	47	0	25	18	785	0	22	12	162	0	702	35	29	0	10	35	1494	0
9	Centinela Ave	Pico Blvd	210	438	41	371	742	29	43	455	69	310	897	164	144	733	94	275	551	91	64	288	36	423	1194	68
10	Centinela Ave	I-10 EB On Ramp	0	383	383	0	0	0	223	566	0	0	0	0	0	816	478	0	0	0	204	410	0	0	0	0
11	Bundy Dr	Wilshire Blvd	80	594	116	79	1199	110	108	642	240	103	1008	72	86	659	104	85	1053	127	135	717	160	114	1030	124
12	Bundy Dr	Santa Monica Blvd	55	815	102	141	1138	0	77	827	105	133	685	36	43	789	88	87	905	0	101	984	130	125	898	73
13	Bundy Dr	Ohio Ave	107	847	0	6	180	135	48	943	84	95	159	65	65	881	0	15	80	67	49	1102	63	146	207	98
14	Bundy Dr	Missouri Ave	0	1117	65	53	0	89	50	1251	0	0	0	0	0	1171	84	55	0	57	66	1256	0	0	0	0
15	Bundy Dr	La Grange Ave	18	1073	68	50	8	73	49	1289	42	7	1	1	3	1126	113	96	5	107	66	1256	13	14	7	0
16	Bundy Dr	Olympic Blvd	124	829	231	304	1296	186	128	928	163	79	880	113	87	830	142	267	1225	223	164	974	86	293	1228	158
17	Bundy Dr	Pico Blvd	68	996	47	53	860	92	191	1084	259	76	774	125	73	1204	75	58	571	113	218	1056	190	199	836	93
18	Bundy Dr	I-10 EB On-Ramp	0	994	581	0	0	0	386	983	0	0	0	0	0	1319	716	0	0	0	371	751	0	0	0	0
19	Bundy Dr	Ocean Park Blvd	367	562	21	41	670	78	211	1344	668	326	520	62	131	1196	56	41	416	147	175	747	364	794	788	167
20	Bundy Dr	National Blvd	0	816	183	406	0	218	361	1851	0	0	0	0	0	1660	462	207	0	459	342	1085	0	0	0	0
21	Barrington Ave	Santa Monica Blvd	64	476	96	106	1246	70	90	548	109	73	986	48	40	574	85	84	846	61	78	456	93	156	957	88
22	Barrington Ave	Nebraska Ave	21	659	10	26	74	45	28	739	18	41	67	18	10	634	62	16	59	21	32	602	24	45	209	18
23	Barrington Ave	Missouri Ave	4	715	17	27	8	15	10	760	32	68	0	0	15	689	58	12	7	2	31	625	13	124	0	0
24	Barrington Ave	La Grange Ave	32	711	16	14	67	32	18	779	45	88	51	10	19	729	40	16	43	48	36	613	30	121	189	26
25	Barrington Ave	Mississippi Ave	20	773	21	24	43	34	71	813	88	80	49	17	4	881	22	12	38	63	85	631	43	224	193	33
26	Barrington Ave	Olympic Blvd	83	487	278	201	1692	85	302	802	546	78	1013	20	56	930	185	181	1336	114	122	477	207	213	975	59
27	Barrington Ave	Pico Blvd	85	541	72	58	654	21	32	1433	179	64	722	146	72	1362	142	39	562	77	27	557	53	167	825	122
28	Barrington Ave	Gateway Blvd	121	496	33	8	359	59	196	1421	200	70	569	217	152	1371	89	17	440	171	67	532	95	326	496	131
29	Gateway Blvd	Pico Blvd	4	0	1	0	827	355	856	0	0	30	740	0	5	0	7	0	712	427	513	0	0	35	962	0
30	Sawtelle Blvd	Santa Monica Blvd	3	105	67	210	1409	121	243	302	86	26	1317	30	20	351	113	77	855	124	219	241	66	90	1248	25
31	Beloit Ave/I-405 SB On/Off Ramps	Santa Monica Blvd	272	213	625	0	1497	658	0	0	0	487	1116	0	290	310	483	0	864	712	0	0	0	357	1295	0
32	Sawtelle Blvd	Olympic Blvd	44	238	245	84	1751	131	486	486	356	58	1369	27	46	471	387	97	1905	396	344	319	240	52	840	11
33	Sawtelle Blvd	I-405 SB Off Ramp	25	382	0	616	155	342	0	789	156	82	0	46	48	1005	0	317	117	429	0	523	68	275	0	131
34	Sawtelle Blvd	Pico Blvd	101	469	271	78	955	75	417	760	208	54	1438	61	101	1291	264	70	947	245	230	451	63	229	1182	59
35	Sawtelle Blvd	National Blvd	47	336	345	426	703	106	169	918	145	51	919	92	90	919	516	235	513	119	138	501	73	57	1116	95
36	I-405 SB On/Off Ramp	National Blvd	0	0	0	0	1244	348	0	0	0	486	1058	0	0	0	0	0	898	599	0	0	0	709	1100	0
37	Sawtelle Blvd	Palms Blvd	56	267	140	312	782	158	171	862	103	69	710	130	84	812	306	214	849	130	197	361	57	68	1068	59
38	Cotner Ave/I-405 Nb On/Off Ramps	Santa Monica Blvd	0	0	0	256	1284	0	809	392	869	0	1319	397	0	0	0	314	1224	0	494	483	337	0	1318	476
39	Sepulveda Blvd	Santa Monica Blvd	137	460	138	119	1285	160	175	819	162	187	1786	149	126	856	171	127	1214	192	163	774	159	149	1548	146
40	Sepulveda Blvd	Olympic Blvd	114	362	72	130	2289	88	159	872	133	53	1944	68	130	825	78	134	2422	161	153	770	85	118	1389	64
41	Sepulveda Blvd	Pico Blvd	77	401	71	98	1169	171	203	1094	258	85	1211	85	125	920	60	65	966	414	188	883	188	159	1212	78
42	Cotner Ave	Pico Blvd	42	0	27	344	1088	0	0	0	0	0	1485	587	153	0	68	219	1090	0	0	0	0	0	1378	305
43	Sepulveda Blvd	Exposition Blvd	34	540	0	136	0	0	36	1540	55	29	64	6	47	1456	0	105	0	0	12	1136	67	110	178	11
44	I-405 NB Off Ramp	National Blvd	5	0	0	4	1117	0	615	0	467	0	1056	0	50	0	0	5	1206	0	450	0	259	0	1052	0
45	Sepulveda Blvd	National Blvd	195	273	60	64	684	69	284	1215	247	162	1085	354	36	732	89	183	878	180	156	1035	297	316	951	135
46	Sepulveda Blvd	Palms Blvd	36	335	45	148	854	91	147	1411	174	66	852	119	169	1042	85	101	866	103	245	1058	108	156	1300	116
47	Military Ave	National Blvd	71	36	29	40	707	61	80	140	83	19	1167	148	210	237	92	30	927	145	35	44	19	33	1058	63
48	Westwood Blvd	Olympic Blvd	112	516	116	136	2091	64	95	1005	96	72	2117	58	155	1064	147	126	2207	126	113	895	87	71	1419	61
49	Westwood Blvd	Pico Blvd	79	381	139	256	1252	51	149	812	131	38	1292	176	119	911	115	266	1124	255	110	622	118	187	1050	161
50	Westwood Blvd	Exposition Blvd (South)	17	500	0	0	0	0	2	1109	8	27	0	9	33	1372	0	1	1	2	3	709	41	72	0	19
51	Westwood Blvd	National Blvd	153	240	151	184	392	29	26	467	207	116	847	327	428	679	182	204	507	47	12	219	80	307	658	169
52	Overland Ave	Pico Blvd	33	398	31	30	1225	447	912	553	298	129	1327	55	33	609	43	36	1310	769	527	521	287	235	1013	52
53	Overland Ave	National Blvd/I-10 WB On/Off Ramps	101	649	348	356	354	60	642	1144	41	409	102	448	106	1166	503	638	511	233	441	716	54	475	103	267
54	Overland Ave	I-10 EB On Ramp	0	420	670	0	0	0	434	1919	0	0	0	0	0	1089	734	0	0	0	424	1263	0	0	0	0
55	Overland Ave	National Pl	28	392	41	713	495	203	11	1611	304	192	146	50	25	936	102	336	169	220	22	1155	120	421	458	190
56	I-10 WB Off Ramp	National Blvd	690	0	358	0	652	0	0	0	0	0	343	0	389	0	410	0	353	0	0	0	0	0	594	0
57	Overland Ave	Palms Blvd	63	699	74	167	720	109	131	1407	144	100	843	184	131	1366	76	80	748	100	169	1159	90	164	1095	140
58	Overland Ave	Venice Blvd	113	727	176	187	1042	257	120	1019	105	129	1307	281	205	1170	172	174	1077	260	127	968	106	139	1188	245
59	Overland Ave	Culver Blvd	180	627	157	160	686	82	186	1025	203	109	1178	278	269	1072	161	164	753	191	157	886	144	164	942	260
60	Motor Ave	National Blvd	163	268	32	0	393	17	10	527	31	220	544	0	150	470	66	45	179	7	20	385	109	207	620	113
61	Motor Ave	Palms Blvd	75	367	76	21	672	60	123	420	261	80	920	84	114	523	102	23	764	88	101	383	143	95	1112	105
62	Motor Ave	Venice Blvd	150	326	159	78	1215	57	44	359	52	43	1438	125	217	432	140	112	1189	72	33	314	41	42	1370	136
63	Exposition Blvd/National Blvd	Palms Blvd	18	155	157	180	715	0	116	249	121	85	1205	0	26	505	271	127	946	0	99	135	55	255	975	0
64	Hughes Ave	Venice Blvd	37	156	22	21	1146	172	71	133	82	120	1393	34	31	135	27	29	1186	113	74	188	107	98	1284	67
65	Duquesne Ave	Culver Blvd	102	229	39	43	730	71	107	315	148	106	996	106	248	329	154	35	670	76	111	236	109	102	868	85
66	Manning Ave/I-10 WB Off Ramp	National Blvd	40	0	110	368	696	0	24	166	159	0	1077	381	135	0	104	222	472	0	89	230	454	0	1180	182
67	Castle Heights Ave	National Blvd	180	94	148	97	792	20	42	206	57	31	909	198	224	113	217	72	486	20	28	59	50	77	930	271
68	Culver Blvd	Venice Blvd	33	41	121	109	1094	304	502	56	61	34	1278	19	42	68	231	157	988	354	609	65	57	20	989	13
69	Robertson Blvd	Venice Blvd	414	228	404	97	1009	0	46	301	62	46	1554	256	392	192	456	71	977	0	57	273	73	29	1559	217
70	Robertson Blvd	National Blvd	209	718	520	452	584	223	19	432	64	192	552	292	234	787	668	270	349	150	56	414	44	65	874	236
71	National Blvd	I-10 EB On-Ramp	421	688	0	0	0	0	0	1160	38	0	0	0	534	1099	0	0	0	0	0	774	84	0	0	0
72	National Blvd	Venice Blvd	53	546	92	168	877	122	52	811	131	232	1332	135	65	852	160	95	859	76	89	579	115	243	1390	141
73	National Blvd	Washington Blvd	165	598	126	167	1126	96	62	794	248	196	746	57	123	908	196	130	849	102	91	648	208	254	1097	80
74	Robertson Blvd	I-10 WB Off Ramp/Kincardine Ave	84	1307	0	136	54	126	0	1100	65	77	0	75	49	1413	0	500	37	298	0	874	44	67	0	51
75	Robertson Blvd	Cattaraugus Ave	84	1296	33	94	260	96	1	1292	93	59	76	68	82	1422	63	51	73	44	10	1321	54	60	207	126
76	La Cienega Blvd	Venice Blvd	217	1285	37	48	1135	183	70	1730	89	106	1034	379	180	1377	55	24	831	217	66	1138	66	159	1376	272
77	La Cienega Blvd	Washington Blvd	42	1194	106	343	1216	43	17	1555	229	124	718	62	44	1366	215	118	775	56	40	1056	90	129	1208	91
78	Jefferson Blvd	National Blvd	741	874	12	5	14	1	25	658	277	217	28	296	266	458	3	27	31	6	18	777	162	361	8	548
79	Higuera St	Washington Blvd	26	106	83	175	1276	81	126	309	51	86	909	53	51	163	81	183	868	110	102	196	52	55	1080	86
80	Ince Blvd	Washington Blvd	1	125	996	1213	0	44	94	193	0	3	0	0	10	69	1103	904	0	125	99	113	0	5	4	0
81	Ince Blvd	Culver Blvd	6	0	0	3	205	79	55	19	1375	991	661	13	85	0	0	31	340	75	74	26	906	1113	764	72
82	Irving Pl	Washington Blvd	29	37	514	811	741	53	82	76	36	58	1176	0	24	14	820	629	686	96	70	32	22	40	1196	0
83	Duquesne	Washington Blvd	39	319	16	46	725	85	59	263	113	203	526	42	52	327	72	98	644	110	31	227	93	121	764	38
84	Sepulveda Blvd	Venice Blvd	197	428	97	93	1357	187	283	1115	219	312	1347	159	165	949	120	128	978	180	370	1323	219	234	1113	171
85	Sepulveda Blvd	I-405 NB On/Off-Ramps	439	525	0	2	0	1	1	1214	481	38	0	427	130	1195	2	4	2	3	7	996	195	104	0	869
86	Sawtelle Blvd	I-405 SB On/Off-Ramps	16	190	532	309	13	206	176	823	11	24	131	17	14	603	453	317	30	311	113	664	23	29	92	14

TABLE B-2
BASELINE
INTERSECTION TURNING MOVMENT VOLUMES

			AM PEAK HOUR												PM PEAK HOUR											
Int	**N/S Street**	**E/W Street**	**SR**	**ST**	**SL**	**WR**	**WT**	**WL**	**NR**	**NT**	**NL**	**ER**	**ET**	**EL**	**SR**	**ST**	**SL**	**WR**	**WT**	**WL**	**NR**	**NT**	**NL**	**ER**	**ET**	**EL**
1	Cloverfield Blvd	Olympic Blvd	31	877	88	222	565	276	0	1189	223	299	606	166	56	954	98	110	802	358	0	801	202	288	696	134
2	26th St	Olympic Blvd	224	0	203	410	813	0	69	403	17	0	633	67	362	0	341	148	1063	0	65	290	13	0	763	49
3	Stewart St	Olympic Blvd	41	147	81	192	1079	60	160	407	121	72	734	53	53	287	160	83	1099	112	62	186	43	103	1072	42
4	Centinela Ave (West)	Olympic Blvd	55	0	468	736	1361	8	0	0	0	4	901	23	88	0	609	443	1121	6	0	0	0	11	1262	35
5	Centinela Ave (East)	Olympic Blvd	2	4	2	2	1421	153	186	0	731	341	1047	0	0	38	15	2	1239	130	109	0	364	562	1308	0
6	Centinela Ave	Exposition Blvd	70	387	0	0	0	0	0	909	183	37	0	12	16	624	0	0	0	0	0	530	24	132	0	50
7	Centinela Ave	I-10 WB On/Off Ramp	97	349	0	0	0	0	0	521	443	364	0	615	87	705	0	0	0	0	0	233	378	267	0	323
8	I-10 EB Off Ramp	Pico Blvd	70	45	549	0	1024	18	48	0	26	18	801	0	22	12	165	0	716	36	30	0	10	36	1524	0
9	Centinela Ave	Pico Blvd	214	447	42	378	757	30	44	464	70	316	915	167	147	748	96	281	562	93	65	294	37	431	1218	69
10	Centinela Ave	I-10 EB On Ramp	0	391	391	0	0	0	227	577	0	0	0	0	0	832	488	0	0	0	208	418	0	0	0	0
11	Bundy Dr	Wilshire Blvd	82	606	118	81	1223	112	110	655	245	105	1028	73	88	672	106	87	1074	130	138	731	163	116	1051	126
12	Bundy Dr	Santa Monica Blvd	56	831	104	144	1161	0	79	844	107	136	699	37	44	805	90	89	923	0	103	1004	133	128	916	74
13	Bundy Dr	Ohio Ave	109	864	0	6	184	138	49	962	86	97	162	66	66	899	0	15	82	68	50	1124	64	149	211	100
14	Bundy Dr	Missouri Ave	0	1139	66	54	0	91	51	1276	0	0	0	0	0	1194	86	56	0	58	67	1281	0	0	0	0
15	Bundy Dr	La Grange Ave	18	1094	69	51	8	74	50	1315	43	7	1	1	3	1149	115	98	5	109	67	1281	13	14	7	0
16	Bundy Dr	Olympic Blvd	126	846	236	310	1322	190	131	947	166	81	898	115	89	847	145	272	1250	227	167	993	88	299	1253	161
17	Bundy Dr	Pico Blvd	69	1016	48	54	877	94	195	1106	264	78	789	128	74	1228	77	59	582	115	222	1077	194	203	853	95
18	Bundy Dr	I-10 EB On-Ramp	0	1014	593	0	0	0	394	1003	0	0	0	0	0	1345	730	0	0	0	378	766	0	0	0	0
19	Bundy Dr	Ocean Park Blvd	374	573	21	42	683	80	215	1371	681	333	530	63	134	1220	57	42	424	150	179	762	371	810	804	170
20	Bundy Dr	National Blvd	0	832	187	414	0	222	368	1888	0	0	0	0	0	1693	471	211	0	468	349	1107	0	0	0	0
21	Barrington Ave	Santa Monica Blvd	65	486	98	108	1271	71	92	559	111	74	1006	49	41	585	87	86	863	62	80	465	95	159	976	90
22	Barrington Ave	Nebraska Ave	21	672	10	27	75	46	29	754	18	42	68	18	10	647	63	16	60	21	33	614	24	46	213	18
23	Barrington Ave	Missouri Ave	4	729	17	28	8	15	10	775	33	69	0	0	15	703	59	12	7	2	32	638	13	126	0	0
24	Barrington Ave	La Grange Ave	33	725	16	14	68	33	18	795	46	90	52	10	19	744	41	16	44	49	37	625	31	123	193	27
25	Barrington Ave	Mississippi Ave	20	788	21	24	44	35	72	829	90	82	50	17	4	899	22	12	39	64	87	644	44	228	197	34
26	Barrington Ave	Olympic Blvd	85	497	284	205	1726	87	308	818	557	80	1033	20	57	949	189	185	1363	116	124	487	211	217	995	60
27	Barrington Ave	Pico Blvd	87	552	73	59	667	21	33	1462	183	65	736	149	73	1389	145	40	573	79	28	568	54	170	842	124
28	Barrington Ave	Gateway Blvd	123	506	34	8	366	60	200	1449	204	71	580	221	155	1398	91	17	449	174	68	543	97	333	506	134
29	Gateway Blvd	Pico Blvd	0	0	0	0	844	362	873	0	0	31	755	0	0	0	0	0	726	436	523	0	0	36	981	0
30	Sawtelle Blvd	Santa Monica Blvd	3	107	68	214	1437	123	248	308	88	27	1343	31	20	358	115	79	872	126	223	246	67	92	1273	26
31	Beloit Ave/I-405 SB On/Off Ramps	Santa Monica Blvd	277	217	638	0	1527	671	0	0	0	497	1138	0	296	316	493	0	881	726	0	0	0	364	1321	0
32	Sawtelle Blvd	Olympic Blvd	45	243	250	86	1786	134	496	496	363	59	1396	28	47	480	395	99	1943	404	351	325	245	53	857	11
33	Sawtelle Blvd	I-405 SB Off Ramp	26	390	0	628	158	349	0	805	159	84	0	47	49	1025	0	323	119	438	0	533	69	281	0	134
34	Sawtelle Blvd	Pico Blvd	103	478	276	80	974	77	425	775	212	55	1467	62	103	1317	269	71	966	250	235	460	64	234	1206	60
35	Sawtelle Blvd	National Blvd	48	343	352	435	717	108	172	936	148	52	937	94	92	937	526	240	523	121	141	511	74	58	1138	97
36	I-405 SB On/Off Ramp	National Blvd	0	0	0	0	1269	355	0	0	0	496	1079	0	0	0	0	0	916	611	0	0	0	723	1122	0
37	Sawtelle Blvd	Palms Blvd	57	272	143	318	798	161	174	879	105	70	724	133	86	828	312	218	866	133	201	368	58	69	1089	60
38	Cotner Ave/I-405 Nb On/Off Ramps	Santa Monica Blvd	0	0	0	261	1310	0	825	400	886	0	1345	405	0	0	0	320	1248	0	504	493	344	0	1344	486
39	Sepulveda Blvd	Santa Monica Blvd	140	469	141	121	1311	163	179	835	165	191	1822	152	129	873	174	130	1238	196	166	789	162	152	1579	149
40	Sepulveda Blvd	Olympic Blvd	116	369	73	133	2335	90	162	889	136	54	1983	69	133	842	80	137	2470	164	156	785	87	120	1417	65
41	Sepulveda Blvd	Pico Blvd	79	409	72	100	1192	174	207	1116	263	87	1235	87	128	938	61	66	985	422	192	901	192	162	1236	80
42	Cotner Ave	Pico Blvd	43	0	28	351	1110	0	0	0	0	0	1515	599	156	0	69	223	1112	0	0	0	0	0	1406	311
43	Sepulveda Blvd	Exposition Blvd	35	551	0	139	0	0	37	1571	56	30	65	6	48	1485	0	107	0	0	12	1159	68	112	182	11
44	I-405 NB Off Ramp	National Blvd	5	0	0	4	1139	0	627	0	476	0	1077	0	51	0	0	5	1230	0	459	0	264	0	1073	0
45	Sepulveda Blvd	National Blvd	199	278	61	65	698	70	290	1239	252	165	1107	361	37	747	91	187	896	184	159	1056	303	322	970	138
46	Sepulveda Blvd	Palms Blvd	37	342	46	151	871	93	150	1439	177	67	869	121	172	1063	87	103	883	105	250	1079	110	159	1326	118
47	Military Ave	National Blvd	72	37	30	41	721	62	82	143	85	19	1190	151	214	242	94	31	946	148	36	45	19	34	1079	64
48	Westwood Blvd	Olympic Blvd	114	526	118	139	2133	65	97	1025	98	73	2159	59	158	1085	150	129	2251	129	115	913	89	72	1447	62
49	Westwood Blvd	Pico Blvd	81	389	142	261	1277	52	152	828	134	39	1318	180	121	929	117	271	1146	260	112	634	120	191	1071	164
50	Westwood Blvd	Exposition Blvd (South)	0	527	0	0	0	0	2	1131	0	37	0	0	0	1433	0	4	0	0	3	723	0	92	0	0
51	Westwood Blvd	National Blvd	156	245	154	188	400	30	27	476	211	118	864	334	437	693	186	208	517	48	12	223	82	313	671	172
52	Overland Ave	Pico Blvd	34	406	32	31	1250	456	930	564	304	132	1354	56	34	621	44	37	1336	784	538	531	293	240	1033	53
53	Overland Ave	National Blvd/I-10 WB On/Off Ramps	103	662	355	363	361	61	655	1209	0	417	104	457	108	1189	513	651	521	238	450	785	0	485	105	272
54	Overland Ave	I-10 EB On Ramp	0	428	683	0	0	0	443	1957	0	0	0	0	0	1111	749	0	0	0	432	1288	0	0	0	0
55	Overland Ave	National Pl	29	400	42	727	505	207	11	1643	310	196	149	51	26	955	104	343	172	224	22	1178	122	429	467	194
56	I-10 WB Off Ramp	National Blvd	704	0	365	0	665	0	0	0	0	0	350	0	397	0	418	0	360	0	0	0	0	0	606	0
57	Overland Ave	Palms Blvd	64	713	75	170	734	111	134	1435	147	102	860	188	134	1393	78	82	763	102	172	1182	92	167	1117	143
58	Overland Ave	Venice Blvd	115	742	180	191	1063	262	122	1039	107	132	1333	287	209	1193	175	177	1099	265	130	987	108	142	1212	250
59	Overland Ave	Culver Blvd	184	640	160	163	700	84	190	1046	207	111	1202	284	274	1093	164	167	768	195	160	904	147	167	961	265
60	Motor Ave	National Blvd	166	273	33	0	401	17	10	538	32	224	555	0	153	479	67	46	183	7	20	393	111	211	632	115
61	Motor Ave	Palms Blvd	77	374	78	21	685	61	125	428	266	82	938	86	116	533	104	23	779	90	103	391	146	97	1134	107
62	Motor Ave	Venice Blvd	153	333	162	80	1239	58	45	366	53	44	1467	128	221	441	143	114	1213	73	34	320	42	43	1397	139
63	Exposition Blvd/National Blvd	Palms Blvd	18	158	160	184	729	0	118	254	123	87	1229	0	27	515	276	130	965	0	101	138	56	260	995	0
64	Hughes Ave	Venice Blvd	38	159	22	21	1169	175	72	136	84	122	1421	35	32	138	28	30	1210	115	75	192	109	100	1310	68
65	Duquesne Ave	Culver Blvd	104	234	40	44	745	72	109	321	151	108	1016	108	253	336	157	36	683	78	113	241	111	104	885	87
66	Manning Ave/I-10 WB Off Ramp	National Blvd	41	0	112	375	710	0	24	169	162	0	1099	389	138	0	106	226	481	0	91	235	463	0	1204	186
67	Castle Heights Ave	National Blvd	184	96	151	99	808	20	43	210	58	32	927	202	228	115	221	73	496	20	29	60	51	79	949	276
68	Culver Blvd	Venice Blvd	34	42	123	111	1116	310	512	57	62	35	1304	19	43	69	236	160	1008	361	621	66	58	20	1009	13
69	Robertson Blvd	Venice Blvd	422	233	412	99	1029	0	47	307	63	47	1585	261	400	196	465	72	997	0	58	278	74	30	1590	221
70	Robertson Blvd	National Blvd	213	732	530	461	596	227	19	441	65	196	563	298	239	803	681	275	356	153	57	422	45	66	891	241
71	National Blvd	I-10 EB On-Ramp	429	702	0	0	0	0	0	1183	39	0	0	0	545	1121	0	0	0	0	0	789	86	0	0	0
72	National Blvd	Venice Blvd	54	557	94	171	895	124	53	827	134	237	1359	138	66	869	163	97	876	78	91	591	117	248	1418	144
73	National Blvd	Washington Blvd	168	610	129	170	1149	98	63	810	253	200	761	58	125	926	200	133	866	104	93	661	212	259	1119	82
74	Robertson Blvd	I-10 WB Off Ramp/Kincardine Ave	86	1333	0	139	55	129	0	1122	66	79	0	77	50	1441	0	510	38	304	0	891	45	68	0	52
75	Robertson Blvd	Cattaraugus Ave	86	1322	34	96	265	98	1	1318	95	60	78	69	84	1450	64	52	74	45	10	1347	55	61	211	129
76	La Cienega Blvd	Venice Blvd	221	1311	38	49	1158	187	71	1765	91	108	1055	387	184	1405	56	24	848	221	67	1161	67	162	1404	277
77	La Cienega Blvd	Washington Blvd	43	1218	108	350	1240	44	17	1586	234	126	732	63	45	1393	219	120	791	57	41	1077	92	132	1232	93
78	Jefferson Blvd	National Blvd	756	891	12	5	14	1	26	671	283	221	29	302	271	467	3	28	32	6	18	793	165	368	8	559
79	Higuera St	Washington Blvd	27	108	85	179	1302	83	129	315	52	88	927	54	52	166	83	187	885	112	104	200	53	56	1102	88
80	Ince Blvd	Washington Blvd	1	128	1016	1237	0	45	96	197	0	3	0	0	10	70	1125	922	0	128	101	115	0	5	4	0
81	Ince Blvd	Culver Blvd	6	0	0	3	209	81	56	19	1403	1011	674	13	87	0	0	32	347	77	75	27	924	1135	779	73
82	Irving Pl	Washington Blvd	30	38	524	827	756	54	84	78	37	59	1200	0	24	14	836	642	700	98	71	33	22	41	1220	0
83	Duquesne	Washington Blvd	40	325	16	47	740	87	60	268	115	207	537	43	53	334	73	100	657	112	32	232	95	123	779	39
84	Sepulveda Blvd	Venice Blvd	201	437	99	95	1384	191	289	1137	223	318	1374	162	168	968	122	131	998	184	377	1349	223	239	1135	174
85	Sepulveda Blvd	I-405 NB On/Off-Ramps	448	536	0	2	0	1	1	1238	491	39	0	436	133	1219	2	4	2	3	7	1016	199	106	0	886
86	Sawtelle Blvd	I-405 SB On/Off-Ramps	16	194	543	315	13	210	180	839	11	24	134	17	14	615	462	323	31	317	115	677	23	30	94	14

TABLE B-3
BASELINE PLUS PROJECT
INTERSECTION TURNING MOVMENT VOLUMES

			AM PEAK HOUR												PM PEAK HOUR											
Int	**N/S Street**	**E/W Street**	**SR**	**ST**	**SL**	**WR**	**WT**	**WL**	**NR**	**NT**	**NL**	**ER**	**ET**	**EL**	**SR**	**ST**	**SL**	**WR**	**WT**	**WL**	**NR**	**NT**	**NL**	**ER**	**ET**	**EL**
1	Cloverfield Blvd	Olympic Blvd	31	877	88	132	595	346	0	1259	203	279	656	166	56	954	98	110	832	368	0	791	222	248	706	144
2	26th St	Olympic Blvd	254	0	223	420	753	0	69	403	17	0	713	87	362	0	331	138	1113	0	35	320	13	0	783	39
3	Stewart St	Olympic Blvd	41	157	111	202	1039	60	160	407	121	62	794	53	53	287	140	93	1139	112	62	186	53	123	1032	42
4	Centinela Ave (West)	Olympic Blvd	55	0	478	726	1291	8	0	0	0	4	991	63	88	0	629	483	1161	6	0	0	0	11	1242	15
5	Centinela Ave (East)	Olympic Blvd	2	4	2	2	1321	163	206	0	751	381	1097	0	0	38	15	2	1309	150	119	0	364	592	1278	0
6	Centinela Ave	Exposition Blvd	70	437	0	0	0	0	0	949	183	37	0	12	16	694	0	0	0	0	0	550	24	132	0	50
7	Centinela Ave	I-10 WB On/Off Ramp	97	399	0	0	0	0	0	581	453	424	0	585	107	805	0	0	0	0	0	243	388	267	0	333
8	I-10 EB Off Ramp	Pico Blvd	70	45	579	0	1004	18	58	0	46	18	841	0	22	12	165	0	766	56	30	0	30	36	1514	0
9	Centinela Ave	Pico Blvd	254	527	32	368	717	10	54	524	50	306	975	197	147	848	96	321	592	113	65	264	37	441	1168	89
10	Centinela Ave	I-10 EB On Ramp	0	451	411	0	0	0	227	637	0	0	0	0	0	882	568	0	0	0	288	408	0	0	0	0
11	Bundy Dr	Wilshire Blvd	82	616	118	81	1223	112	110	645	245	105	1028	73	88	672	106	87	1074	130	138	741	193	116	1051	126
12	Bundy Dr	Santa Monica Blvd	56	871	104	154	1171	0	79	844	97	146	699	37	44	785	100	89	923	0	103	1024	123	138	906	74
13	Bundy Dr	Ohio Ave	119	914	0	6	174	138	49	952	86	87	182	66	56	899	0	15	92	68	60	1144	64	149	231	80
14	Bundy Dr	Missouri Ave	0	1159	66	64	0	91	51	1276	0	0	0	0	0	1184	96	66	0	58	67	1321	0	0	0	0
15	Bundy Dr	La Grange Ave	18	1124	59	51	8	104	50	1275	43	7	1	1	3	1139	105	98	5	109	77	1321	13	14	7	0
16	Bundy Dr	Olympic Blvd	166	856	266	300	1292	200	141	937	196	91	938	165	129	867	145	292	1300	237	177	1013	98	319	1253	191
17	Bundy Dr	Pico Blvd	79	1026	58	64	887	104	195	1106	264	108	829	148	84	1318	87	69	642	165	252	1097	194	183	883	95
18	Bundy Dr	I-10 EB On-Ramp	0	1014	593	0	0	0	374	1103	0	0	0	0	0	1385	850	0	0	0	288	846	0	0	0	0
19	Bundy Dr	Ocean Park Blvd	344	593	21	102	663	80	205	1411	771	323	540	53	174	1230	47	52	424	150	159	822	351	900	844	80
20	Bundy Dr	National Blvd	0	812	207	444	0	222	368	1998	0	0	0	0	0	1783	481	251	0	478	369	1087	0	0	0	0
21	Barrington Ave	Santa Monica Blvd	55	506	108	98	1311	81	102	549	111	74	1026	59	41	585	87	76	883	62	90	485	105	159	996	90
22	Barrington Ave	Nebraska Ave	21	692	10	37	105	46	29	744	18	42	78	18	20	657	63	16	70	21	33	644	24	46	223	18
23	Barrington Ave	Missouri Ave	4	749	27	28	18	15	10	765	53	69	0	0	25	693	59	12	27	2	42	658	23	126	0	0
24	Barrington Ave	La Grange Ave	53	715	26	14	68	43	28	795	36	100	62	20	19	754	51	26	74	49	37	635	41	123	203	47
25	Barrington Ave	Mississippi Ave	20	808	21	24	84	35	62	829	90	92	70	17	4	889	22	12	69	54	87	674	44	228	237	34
26	Barrington Ave	Olympic Blvd	85	507	294	205	1736	107	318	808	597	60	1123	20	57	939	189	185	1453	156	114	497	191	227	1085	60
27	Barrington Ave	Pico Blvd	77	552	73	109	697	21	33	1562	173	65	786	149	83	1459	155	30	643	79	38	598	64	180	902	104
28	Barrington Ave	Gateway Blvd	123	506	34	0	356	60	200	1559	204	71	620	241	195	1478	91	17	459	164	68	553	97	333	486	144
29	Gateway Blvd	Pico Blvd	0	0	0	0	894	342	873	0	0	31	805	0	0	0	0	0	806	446	503	0	0	36	1061	0
30	Sawtelle Blvd	Santa Monica Blvd	3	147	68	234	1517	143	248	318	88	27	1403	21	30	348	115	79	882	126	253	246	67	92	1363	26
31	Beloit Ave/I-405 SB On/Off Ramps	Santa Monica Blvd	307	217	588	0	1597	661	0	0	0	537	1188	0	306	316	473	0	881	726	0	0	0	394	1411	0
32	Sawtelle Blvd	Olympic Blvd	45	283	280	96	2066	74	496	506	323	79	1446	28	47	490	415	129	2013	394	341	325	245	53	857	11
33	Sawtelle Blvd	I-405 SB Off Ramp	26	390	0	598	228	339	0	815	339	84	0	47	49	955	0	333	129	408	0	483	109	491	0	164
34	Sawtelle Blvd	Pico Blvd	83	468	296	100	1044	97	395	905	212	55	1517	112	83	1417	289	81	1076	220	235	460	64	234	1326	30
35	Sawtelle Blvd	National Blvd	48	333	362	525	727	108	182	986	148	52	947	64	112	917	626	240	543	151	141	511	74	58	1138	97
36	I-405 SB On/Off Ramp	National Blvd	0	0	0	0	1359	365	0	0	0	496	1109	0	0	0	0	0	966	611	0	0	0	773	1172	0
37	Sawtelle Blvd	Palms Blvd	57	272	133	378	808	141	184	939	105	90	744	113	86	858	342	218	876	143	201	378	48	69	1109	50
38	Cotner Ave/I-405 Nb On/Off Ramps	Santa Monica Blvd	0	0	0	261	1350	0	795	400	896	0	1335	435	0	0	0	330	1248	0	494	553	364	0	1404	516
39	Sepulveda Blvd	Santa Monica Blvd	140	469	141	141	1321	183	159	825	175	241	1782	132	129	853	184	170	1208	186	176	839	172	182	1619	129
40	Sepulveda Blvd	Olympic Blvd	126	419	93	133	2475	110	122	919	156	44	1933	49	123	872	100	167	2420	134	176	825	77	120	1487	95
41	Sepulveda Blvd	Pico Blvd	89	389	82	160	1292	154	177	1226	263	87	1185	67	108	1008	111	46	1015	402	212	881	192	162	1356	90
42	Cotner Ave	Pico Blvd	63	0	0	341	1200	0	0	0	0	0	1505	649	196	0	79	213	1172	0	0	0	0	0	1526	331
43	Sepulveda Blvd	Exposition Blvd	35	541	0	189	0	0	37	1681	56	30	65	6	48	1565	20	97	0	0	12	1169	68	112	192	21
44	I-405 NB Off Ramp	National Blvd	5	0	0	4	1159	0	587	0	526	0	1107	0	51	0	0	5	1250	0	439	0	284	0	1123	0
45	Sepulveda Blvd	National Blvd	179	268	71	65	728	60	270	1359	262	175	1097	351	37	817	101	197	906	194	159	1056	313	322	1000	138
46	Sepulveda Blvd	Palms Blvd	27	312	66	171	911	103	160	1499	197	67	869	141	172	1093	117	113	903	115	260	1069	110	189	1346	118
47	Military Ave	National Blvd	82	37	30	81	731	72	112	143	85	19	1170	161	204	252	124	21	986	168	36	45	19	34	1119	74
48	Westwood Blvd	Olympic Blvd	124	536	158	119	2263	55	97	1045	98	73	2049	79	158	1085	150	149	2201	129	115	943	79	92	1537	82
49	Westwood Blvd	Pico Blvd	91	389	142	261	1347	52	152	848	144	39	1318	180	141	929	117	291	1096	260	122	644	120	201	1151	164
50	Westwood Blvd	Exposition Blvd (South)	0	537	0	0	0	0	2	1131	0	37	0	0	0	1443	0	4	0	0	3	733	0	142	0	0
51	Westwood Blvd	National Blvd	156	245	154	238	410	30	27	486	241	118	874	334	447	713	196	218	537	48	12	223	92	313	671	172
52	Overland Ave	Pico Blvd	34	406	32	31	1310	466	980	564	304	132	1354	56	34	631	44	37	1306	814	518	541	313	270	1123	53
53	Overland Ave	National Blvd/I-10 WB On/Off Ramps	173	672	355	323	351	61	645	1349	0	437	104	447	138	1239	523	651	521	238	470	785	0	505	105	272
54	Overland Ave	I-10 EB On Ramp	0	438	693	0	0	0	433	2087	0	0	0	0	0	1171	759	0	0	0	432	1308	0	0	0	0
55	Overland Ave	National Pl	19	430	32	837	515	157	11	1663	320	196	149	51	26	1025	94	363	162	224	22	1188	142	419	507	194
56	I-10 WB Off Ramp	National Blvd	734	0	365	0	705	0	0	0	0	0	340	0	397	0	438	0	350	0	0	0	0	0	636	0
57	Overland Ave	Palms Blvd	64	693	65	170	784	111	144	1465	167	102	860	188	134	1443	98	82	773	122	162	1202	92	157	1177	143
58	Overland Ave	Venice Blvd	115	722	190	221	1123	272	132	1069	117	142	1333	287	209	1223	195	207	1119	255	150	967	108	172	1252	260
59	Overland Ave	Culver Blvd	204	650	160	163	720	84	190	1086	207	111	1202	294	284	1123	164	167	778	195	170	904	147	167	981	275
60	Motor Ave	National Blvd	166	283	33	0	441	17	10	558	32	224	555	0	153	509	67	46	173	7	30	403	131	231	652	115
61	Motor Ave	Palms Blvd	67	364	78	31	715	61	135	438	286	82	948	86	136	583	114	23	779	100	103	421	156	107	1154	107
62	Motor Ave	Venice Blvd	153	323	162	70	1309	78	65	376	83	64	1467	138	221	481	153	114	1233	73	14	330	72	33	1447	159
63	Exposition Blvd/National Blvd	Palms Blvd	38	168	160	184	699	10	118	254	123	87	1229	0	47	525	266	150	955	0	101	198	56	260	1065	0
64	Hughes Ave	Venice Blvd	38	149	32	31	1219	175	82	146	84	122	1441	45	32	148	48	30	1240	125	75	192	119	100	1340	78
65	Duquesne Ave	Culver Blvd	114	234	40	44	735	72	109	341	171	98	1016	128	263	366	157	36	693	88	113	241	111	104	895	107
66	Manning Ave/I-10 WB Off Ramp	National Blvd	51	0	112	385	740	0	24	179	162	0	1079	399	138	0	116	236	481	0	91	225	473	0	1254	196
67	Castle Heights Ave	National Blvd	184	96	151	109	828	20	43	210	68	52	907	202	228	115	221	53	496	20	29	60	71	89	969	296
68	Culver Blvd	Venice Blvd	34	42	133	111	1176	310	502	57	62	35	1314	19	43	69	236	160	1048	351	621	66	48	40	1049	13
69	Robertson Blvd	Venice Blvd	452	213	432	139	1049	10	47	317	83	47	1595	261	390	226	485	72	1007	0	58	288	74	20	1630	231
70	Robertson Blvd	National Blvd	213	732	530	441	626	227	19	441	65	196	553	308	239	803	681	295	336	153	57	422	45	66	941	251
71	National Blvd	I-10 EB On-Ramp	439	702	0	0	0	0	0	1203	39	0	0	0	545	1181	0	0	0	0	0	809	86	0	0	0
72	National Blvd	Venice Blvd	54	567	114	181	935	124	63	837	154	237	1369	128	66	889	183	117	906	98	91	581	137	258	1448	164
73	National Blvd	Washington Blvd	188	600	129	170	1179	98	63	850	243	200	771	68	125	976	200	133	896	104	93	671	212	259	1149	82
74	Robertson Blvd	I-10 WB Off Ramp/Kincardine Ave	96	1343	0	139	55	129	0	1092	76	79	0	77	60	1431	0	510	38	304	0	931	55	68	0	62
75	Robertson Blvd	Cattaraugus Ave	106	1312	44	96	285	88	1	1328	85	60	78	79	84	1460	64	62	64	55	20	1337	55	71	211	129
76	La Cienega Blvd	Venice Blvd	231	1331	28	39	1208	207	81	1785	111	108	1055	387	184	1435	46	24	858	231	97	1181	67	182	1464	287
77	La Cienega Blvd	Washington Blvd	43	1228	108	360	1290	44	17	1646	234	126	732	63	45	1433	239	120	791	57	31	1097	82	132	1272	93
78	Jefferson Blvd	National Blvd	816	881	12	5	14	1	26	681	283	221	29	322	271	467	3	28	32	6	18	793	165	378	8	579
79	Higuera St	Washington Blvd	27	118	85	179	1352	83	129	335	42	138	917	14	62	176	83	197	905	112	104	210	63	56	1132	88
80	Ince Blvd	Washington Blvd	1	128	1016	1277	0	45	96	197	0	3	0	0	10	70	1145	942	0	138	101	115	0	5	4	0
81	Ince Blvd	Culver Blvd	6	0	0	3	209	81	56	19	1443	1011	674	13	87	0	0	32	347	77	75	27	944	1155	779	73
82	Irving Pl	Washington Blvd	30	38	524	877	756	54	84	88	37	59	1200	0	24	24	846	662	700	98	71	33	12	41	1240	0
83	Duquesne	Washington Blvd	30	335	6	47	800	87	60	348	125	197	557	53	53	354	73	100	687	112	32	282	105	143	799	39
84	Sepulveda Blvd	Venice Blvd	201	477	99	105	1434	201	289	1127	253	318	1374	202	208	1018	122	131	1008	184	377	1429	223	259	1185	184
85	Sepulveda Blvd	I-405 NB On/Off-Ramps	458	516	0	2	0	1	1	1278	481	39	0	446	133	1249	2	4	2	3	7	1016	199	106	0	896
86	Sawtelle Blvd	I-405 SB On/Off-Ramps	6	194	523	375	13	210	180	909	11	24	174	7	0	655	472	353	31	317	115	707	23	30	104	0

TABLE B-4
FUTURE
INTERSECTION TURNING MOVMENT VOLUMES

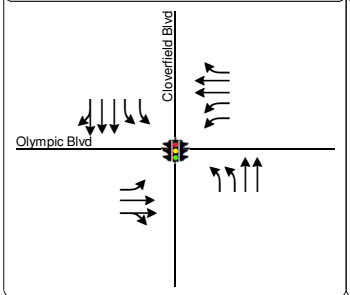
			AM PEAK HOUR												PM PEAK HOUR											
Int	N/S Street	E/W Street	SR	ST	SL	WR	WT	WL	NR	NT	NL	ER	ET	EL	SR	ST	SL	WR	WT	WL	NR	NT	NL	ER	ET	EL
1	Cloverfield Blvd	Olympic Blvd	30	860	90	430	500	280	0	1420	250	230	740	80	60	940	100	120	930	380	10	800	160	280	700	110
2	26th St	Olympic Blvd	200	0	180	430	970	0	100	340	20	0	760	90	420	0	310	160	1150	0	100	270	20	0	910	80
3	Stewart St	Olympic Blvd	40	80	180	180	1270	50	170	390	110	50	890	70	80	250	220	230	1190	110	70	190	50	60	1250	40
4	Centinela Ave (West)	Olympic Blvd	40	0	530	710	1630	10	0	0	0	10	1120	50	90	0	590	500	1390	10	0	0	0	20	1500	30
5	Centinela Ave (East)	Olympic Blvd	10	10	10	10	1440	100	170	0	930	440	1230	0	0	40	20	10	1370	130	30	0	560	720	1370	0
6	Centinela Ave	Exposition Blvd	30	490	0	0	0	0	0	1050	180	40	0	20	20	850	0	0	0	0	0	560	30	130	0	50
7	Centinela Ave	I-10 WB On/Off Ramp	100	400	0	0	0	0	0	550	440	310	0	660	130	830	0	0	0	0	0	220	450	190	0	400
8	I-10 EB Off Ramp	Pico Blvd	90	30	640	0	1060	20	60	0	50	20	940	0	30	10	170	0	850	60	30	0	10	40	1630	0
9	Centinela Ave	Pico Blvd	170	460	50	300	730	50	80	480	210	460	1000	180	150	800	100	290	700	70	130	360	90	580	1190	40
10	Centinela Ave	I-10 EB On Ramp	0	420	520	0	0	0	120	750	0	0	0	0	0	910	570	0	0	0	130	590	0	0	0	0
11	Bundy Dr	Wilshire Blvd	110	690	110	80	1200	110	150	630	610	110	1010	80	80	660	110	90	1060	130	220	820	650	120	1030	130
12	Bundy Dr	Santa Monica Blvd	60	1040	410	330	1120	0	80	1020	150	170	740	40	50	990	240	90	910	0	100	1240	160	180	870	80
13	Bundy Dr	Ohio Ave	210	1000	0	10	140	150	50	1040	90	110	100	170	130	1010	0	20	110	40	50	1360	60	150	230	140
14	Bundy Dr	Missouri Ave	0	1170	100	60	0	90	50	1310	0	0	0	0	0	1270	110	80	0	60	70	1370	0	0	0	0
15	Bundy Dr	La Grange Ave	20	1110	90	50	10	60	70	1350	50	10	10	10	10	1240	110	110	10	130	60	1360	20	20	10	0
16	Bundy Dr	Olympic Blvd	120	840	230	330	1310	190	130	1040	200	90	1060	150	90	990	150	280	1340	230	170	1040	120	320	1250	170
17	Bundy Dr	Pico Blvd	70	1040	50	50	920	90	200	1090	260	150	870	100	60	1440	80	60	670	140	200	1130	260	70	920	100
18	Bundy Dr	I-10 EB On-Ramp	0	1000	590	0	0	0	410	1000	0	0	0	0	0	1380	770	0	0	0	350	820	0	0	0	0
19	Bundy Dr	Ocean Park Blvd	320	660	30	60	630	80	290	1280	660	380	560	150	150	1230	80	60	490	190	240	790	410	770	730	150
20	Bundy Dr	National Blvd	0	890	270	470	0	230	420	1790	0	0	0	0	0	1550	630	180	0	580	240	1280	0	0	0	0
21	Barrington Ave	Santa Monica Blvd	20	520	250	130	1410	70	120	520	140	110	1340	110	100	530	120	220	1140	120	150	450	130	190	1100	80
22	Barrington Ave	Nebraska Ave	30	680	40	30	70	50	30	750	20	50	80	20	10	640	70	30	80	30	40	640	30	50	220	20
23	Barrington Ave	Missouri Ave	10	730	30	30	20	20	20	770	40	70	0	0	20	700	70	30	30	20	50	660	20	130	0	0
24	Barrington Ave	La Grange Ave	40	720	40	40	80	40	30	780	70	100	70	10	30	720	70	50	40	60	20	640	50	140	200	30
25	Barrington Ave	Mississippi Ave	30	780	30	30	40	60	70	840	90	80	80	20	10	900	30	20	40	80	80	640	50	230	220	40
26	Barrington Ave	Olympic Blvd	80	520	280	200	1800	50	370	820	550	150	1100	30	60	960	190	190	1420	170	130	480	260	270	1050	70
27	Barrington Ave	Pico Blvd	20	620	80	20	780	30	40	1520	170	60	770	220	130	1460	140	50	620	90	40	640	40	160	920	110
28	Barrington Ave	Gateway Blvd	140	560	40	30	320	60	180	1460	200	70	710	220	180	1400	100	20	530	220	80	580	100	330	510	170
29	Gateway Blvd	Pico Blvd	0	0	0	0	920	320	860	0	0	40	780	0	0	0	0	0	770	550	540	0	0	40	1050	0
30	Sawtelle Blvd	Santa Monica Blvd	10	140	60	150	1560	100	330	230	80	30	1670	70	80	330	50	80	910	130	310	200	70	80	1540	30
31	Beloit Ave/I-405 SB On/Off Ramps	Santa Monica Blvd	210	180	730	0	1630	760	0	0	0	530	1500	0	280	290	480	0	870	720	0	0	0	260	1670	0
32	Sawtelle Blvd	Olympic Blvd	50	230	270	130	1800	210	440	500	490	40	1520	30	50	470	430	80	2020	500	300	330	280	60	840	20
33	Sawtelle Blvd	I-405 SB Off Ramp	30	430	0	750	160	250	0	750	260	120	0	50	50	1070	0	300	120	430	0	530	80	330	0	140
34	Sawtelle Blvd	Pico Blvd	130	470	230	90	1020	70	400	800	210	60	1560	80	160	1320	310	120	1080	280	200	440	70	230	1310	60
35	Sawtelle Blvd	National Blvd	50	330	440	600	760	140	280	840	150	60	1230	80	70	820	820	340	570	200	250	510	80	60	1320	30
36	I-405 SB On/Off Ramp	National Blvd	0	0	0	0	1510	470	0	0	0	740	1240	0	0	0	0	0	1130	730	0	0	0	1180	1240	0
37	Sawtelle Blvd	Palms Blvd	60	240	130	380	780	200	210	870	130	60	740	170	100	790	340	260	880	150	200	440	60	90	1090	90
38	Cotner Ave/I-405 Nb On/Off Ramps	Santa Monica Blvd	0	0	0	290	1520	0	1030	400	870	0	1730	470	0	0	0	320	1230	0	580	480	370	0	1460	700
39	Sepulveda Blvd	Santa Monica Blvd	140	460	140	150	1480	80	400	850	200	190	2320	220	260	950	170	100	1740	270	160	740	250	210	1690	170
40	Sepulveda Blvd	Olympic Blvd	170	350	100	160	2410	100	130	1010	150	70	2040	100	170	930	120	180	2590	150	110	810	100	150	1500	50
41	Sepulveda Blvd	Pico Blvd	110	410	30	60	1250	220	220	1120	270	90	1190	200	250	830	120	50	1060	430	210	820	190	160	1250	160
42	Cotner Ave	Pico Blvd	20	0	40	410	1180	0	0	0	0	0	1630	530	170	0	80	290	1280	0	0	0	0	0	1600	230
43	Sepulveda Blvd	Exposition Blvd	40	650	50	170	70	20	40	1630	70	20	60	10	50	1620	160	200	40	30	20	1240	80	130	130	10
44	I-405 NB Off Ramp	National Blvd	10	0	0	10	1360	0	460	0	610	0	1240	0	50	0	0	10	1520	0	380	0	320	0	1210	0
45	Sepulveda Blvd	National Blvd	300	260	90	60	810	100	240	1280	270	180	1110	380	240	700	90	190	960	200	120	1130	330	360	1060	140
46	Sepulveda Blvd	Palms Blvd	50	370	40	140	920	130	180	1440	200	80	900	110	170	1040	90	130	940	110	290	1130	130	180	1340	110
47	Military Ave	National Blvd	70	40	40	60	800	60	80	140	100	20	1120	170	210	250	140	80	1040	140	40	60	30	40	1010	50
48	Westwood Blvd	Olympic Blvd	170	510	70	220	2220	90	100	1010	100	60	2210	10	190	1290	160	100	2370	80	100	920	80	40	1500	100
49	Westwood Blvd	Pico Blvd	130	420	90	280	1290	60	140	1020	130	40	1300	180	110	1140	50	250	1170	230	120	670	130	180	1150	140
50	Westwood Blvd	Exposition Blvd (South)	0	560	0	0	0	0	10	1110	0	40	0	0	0	1600	0	30	0	0	10	760	0	80	0	0
51	Westwood Blvd	National Blvd	170	240	200	440	500	30	30	450	180	160	760	260	420	700	360	280	610	50	20	230	110	310	660	170
52	Overland Ave	Pico Blvd	40	400	40	30	1290	520	990	590	280	120	1240	60	50	610	50	40	1230	890	640	530	280	190	1020	60
53	Overland Ave	National Blvd/I-10 WB On/Off Ramps	280	700	370	250	660	60	630	1740	0	460	130	370	280	1180	540	570	630	190	440	1060	0	670	110	270
54	Overland Ave	I-10 EB On Ramp	0	510	710	0	0	0	430	2400	0	0	0	0	0	1250	820	0	0	0	400	1530	0	0	0	0
55	Overland Ave	National Pl	40	440	60	980	500	140	20	1770	270	240	230	100	30	1030	160	470	230	200	30	1270	100	430	520	180
56	I-10 WB Off Ramp	National Blvd	760	0	400	0	830	0	0	0	0	0	340	0	460	0	360	0	460	0	0	0	0	0	710	0
57	Overland Ave	Palms Blvd	70	720	80	200	810	110	110	1500	160	120	850	180	110	1430	140	130	800	60	120	1260	160	170	1160	140
58	Overland Ave	Venice Blvd	140	760	160	200	1290	310	120	1090	100	200	1300	280	200	1230	170	130	1290	240	150	1110	170	150	1280	260
59	Overland Ave	Culver Blvd	180	670	160	150	930	100	200	1130	180	130	1140	400	320	1210	150	170	890	210	180	980	150	170	1130	280
60	Motor Ave	National Blvd	170	280	40	0	540	20	30	520	30	220	550	0	160	490	50	60	190	40	20	380	150	210	700	110
61	Motor Ave	Palms Blvd	110	400	70	10	800	60	130	430	250	90	910	80	120	540	90	50	800	70	110	480	140	140	1210	50
62	Motor Ave	Venice Blvd	170	360	120	90	1490	190	30	360	80	40	1430	130	200	490	180	110	1360	60	120	430	40	70	1450	130
63	Exposition Blvd/National Blvd	Palms Blvd	110	260	130	170	820	100	130	210	130	90	1210	20	40	520	260	110	980	230	120	220	60	260	1040	100
64	Hughes Ave	Venice Blvd	50	190	10	30	1570	240	70	130	100	120	1310	40	60	150	20	10	1290	100	100	240	120	140	1490	70
65	Duquesne Ave	Culver Blvd	150	190	40	50	990	120	90	350	180	120	960	100	280	350	160	40	770	60	140	280	100	150	1030	100
66	Manning Ave/I-10 WB Off Ramp	National Blvd	30	0	110	420	860	0	30	200	170	0	1090	350	140	0	130	210	760	0	90	280	390	0	1250	200
67	Castle Heights Ave	National Blvd	190	100	160	190	1010	20	50	210	50	30	930	160	240	120	230	120	540	20	30	60	50	50	1080	250
68	Culver Blvd	Venice Blvd	40	50	130	110	1580	470	530	60	70	40	1250	20	50	70	240	160	1160	430	770	70	70	40	1290	20
69	Robertson Blvd	Venice Blvd	770	290	380	140	1270	160	10	410	100	50	1540	260	660	350	420	80	980	80	60	280	80	120	1860	290
70	Robertson Blvd	National Blvd	210	720	520	680	730	230	20	440	70	140	550	230	240	790	670	510	360	150	60	420	50	20	1070	180
71	National Blvd	I-10 EB On-Ramp	470	720	0	0	0	0	0	1260	20	0	0	0	640	1180	0	0	0	0	0	860	80	0	0	0
72	National Blvd	Venice Blvd	150	640	130	220	1120	130	60	850	190	210	1300	120	70	1010	270	90	880	80	90	680	30	210	1590	150
73	National Blvd	Washington Blvd	180	610	180	170	1270	100	70	930	260	200	730	20	120	1080	160	130	840	110	100	690	220	270	1310	60
74	Robertson Blvd	I-10 WB Off Ramp/Kincardine Ave	90	1440	0	140	60	130	0	1140	80	80	0	80	50	1590	0	500	40	300	0	930	60	70	0	60
75	Robertson Blvd	Cattaraugus Ave	90	1420	30	90	320	120	30	1350	190	60	80	110	70	1590	90	50	100	60	20	1480	130	40	240	190
76	La Cienega Blvd	Venice Blvd	240	1220	70	50	1420	200	100	1870	170	110	1030	370	160	1470	80	30	870	260	90	1260	80	260	1610	290
77	La Cienega Blvd	Washington Blvd	50	1220	100	490	1380	20	30	1630	230	130	680	70	50	1480	340	160	750	70	60	1090	110	110	1370	100
78	Jefferson Blvd	National Blvd	840	1070	20	10	20	10	30	660	210	70	30	330	300	520	10	30	40	10	20	970	50	230	10	650
79	Higuera St	Washington Blvd	350	140	50	160	1380	110	130	440	60	90	910	60	200	280	50	190	850	120	110	290	50	90	1300	170
80	Ince Blvd	Washington Blvd	0	140	1130	1370	0	50	110	240	0	0	0	0	10	90	1380	1130	0	160	120	140	0	10	10	0
81	Ince Blvd	Culver Blvd	10	0	0	0	230	90	60	20	1560	1150	750	10	110	0	0	40	430	90	90	30	1140	1400	960	90
82	Irving Pl	Washington Blvd	30	80	490	1090	1030	60	90	110	60	80	1100	0	30	80	960	630	730	100	70	110	70	60	1360	0
83	Duquesne	Washington Blvd	70	360	40	60	1020	90	60	270	140	180	520	40	50	360	80	130	690	120	40	270	110	140	960	50
84	Sepulveda Blvd	Venice Blvd	180	550	100	90	1560	240	300	1240	270	380	1430	90	70	1060	120	130	1200	220	470	1360	310	260	1180	230
85	Sepulveda Blvd	I-405 NB On/Off-Ramps	500	670	0	10	0	10	10	1270	400	40	0	510	190	1250	10	10	10	10	10	1110	160	110	0	930
86	Sawtelle Blvd	I-405 SB On/Off-Ramps	30	200	590	310	20	210	180	820	20	30	100	30	60	610	470	300	30	250	120	790	30	30	110	40

TABLE B-5
FUTURE PLUS PROJECT
INTERSECTION TURNING MOVMENT VOLUMES

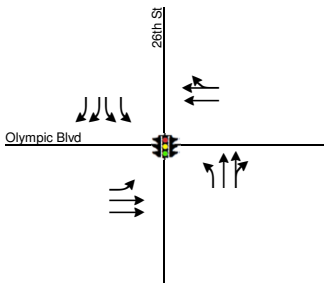
			AM PEAK HOUR												PM PEAK HOUR											
Int	**N/S Street**	**E/W Street**	**SR**	**ST**	**SL**	**WR**	**WT**	**WL**	**NR**	**NT**	**NL**	**ER**	**ET**	**EL**	**SR**	**ST**	**SL**	**WR**	**WT**	**WL**	**NR**	**NT**	**NL**	**ER**	**ET**	**EL**
1	Cloverfield Blvd	Olympic Blvd	30	860	90	340	530	350	0	1490	230	210	790	80	60	940	100	120	960	390	10	790	180	240	710	120
2	26th St	Olympic Blvd	230	0	200	440	910	0	100	340	20	0	840	110	420	0	300	150	1200	0	70	300	20	0	930	70
3	Stewart St	Olympic Blvd	40	90	210	190	1230	50	170	390	110	40	950	70	80	250	200	240	1230	110	70	190	60	80	1210	40
4	Centinela Ave (West)	Olympic Blvd	40	0	540	700	1560	10	0	0	0	10	1210	90	90	0	610	540	1430	10	0	0	0	20	1480	10
5	Centinela Ave (East)	Olympic Blvd	10	10	10	10	1340	110	190	0	950	480	1280	0	0	40	20	10	1440	150	40	0	560	750	1340	0
6	Centinela Ave	Exposition Blvd	30	540	0	0	0	0	0	1090	180	40	0	20	20	920	0	0	0	0	0	580	30	130	0	50
7	Centinela Ave	I-10 WB On/Off Ramp	100	450	0	0	0	0	0	610	450	370	0	630	150	930	0	0	0	0	0	230	460	190	0	410
8	I-10 EB Off Ramp	Pico Blvd	90	30	670	0	1040	20	70	0	70	20	980	0	30	10	170	0	900	80	30	0	30	40	1620	0
9	Centinela Ave	Pico Blvd	210	540	40	290	690	30	90	540	190	450	1060	210	150	900	100	330	730	90	130	330	90	590	1140	60
10	Centinela Ave	I-10 EB On Ramp	0	480	540	0	0	0	120	810	0	0	0	0	0	960	650	0	0	0	210	580	0	0	0	0
11	Bundy Dr	Wilshire Blvd	110	700	110	80	1200	110	150	620	610	110	1010	80	80	660	110	90	1060	130	220	830	680	120	1030	130
12	Bundy Dr	Santa Monica Blvd	60	1080	410	340	1130	0	80	1020	140	180	740	40	50	970	250	90	910	0	100	1260	150	190	860	80
13	Bundy Dr	Ohio Ave	220	1050	0	10	130	150	50	1030	90	100	120	170	120	1010	0	20	120	40	60	1380	60	150	250	120
14	Bundy Dr	Missouri Ave	0	1190	100	70	0	90	50	1310	0	0	0	0	0	1260	120	90	0	60	70	1410	0	0	0	0
15	Bundy Dr	La Grange Ave	20	1140	80	50	10	90	70	1310	50	10	10	10	10	1230	100	110	10	130	70	1400	20	20	10	0
16	Bundy Dr	Olympic Blvd	160	850	260	320	1280	200	140	1030	230	100	1100	200	130	1010	150	300	1390	240	180	1060	130	340	1250	200
17	Bundy Dr	Pico Blvd	80	1050	60	60	930	100	200	1090	260	180	910	120	70	1530	90	70	730	190	230	1150	260	50	950	100
18	Bundy Dr	I-10 EB On-Ramp	0	1000	590	0	0	0	390	1100	0	0	0	0	0	1420	890	0	0	0	260	900	0	0	0	0
19	Bundy Dr	Ocean Park Blvd	290	680	30	120	610	80	280	1320	750	370	570	140	190	1240	70	70	490	190	220	850	390	860	770	60
20	Bundy Dr	National Blvd	0	870	290	500	0	230	420	1900	0	0	0	0	0	1640	640	220	0	590	260	1260	0	0	0	0
21	Barrington Ave	Santa Monica Blvd	10	540	260	120	1450	80	130	510	140	110	1360	120	100	530	120	210	1160	120	160	470	140	190	1120	80
22	Barrington Ave	Nebraska Ave	30	700	40	40	100	50	30	740	20	50	90	20	20	650	70	30	90	30	40	670	30	50	230	20
23	Barrington Ave	Missouri Ave	10	750	40	30	30	20	20	760	60	70	0	0	30	690	70	30	50	20	60	680	30	130	0	0
24	Barrington Ave	La Grange Ave	60	710	50	40	80	50	40	780	60	110	80	20	30	730	80	60	70	60	20	650	60	140	210	50
25	Barrington Ave	Mississippi Ave	30	800	30	30	80	60	60	840	90	90	100	20	10	890	30	20	70	70	80	670	50	230	260	40
26	Barrington Ave	Olympic Blvd	80	530	290	200	1810	70	380	810	590	130	1190	30	60	950	190	190	1510	210	120	490	240	280	1140	70
27	Barrington Ave	Pico Blvd	10	620	80	70	810	30	40	1620	160	60	820	220	140	1530	150	40	690	90	50	670	50	170	980	90
28	Barrington Ave	Gateway Blvd	140	560	40	20	310	60	180	1570	200	70	750	240	220	1480	100	20	540	210	80	590	100	330	490	180
29	Gateway Blvd	Pico Blvd	0	0	0	0	970	300	860	0	0	40	830	0	0	0	0	0	850	560	520	0	0	40	1130	0
30	Sawtelle Blvd	Santa Monica Blvd	10	180	60	170	1640	120	330	240	80	30	1730	60	90	320	50	80	920	130	340	200	70	80	1630	30
31	Beloit Ave/I-405 SB On/Off Ramps	Santa Monica Blvd	240	180	680	0	1700	750	0	0	0	570	1550	0	290	290	460	0	870	720	0	0	0	290	1760	0
32	Sawtelle Blvd	Olympic Blvd	50	270	300	140	2080	150	440	510	450	60	1570	30	50	480	450	110	2090	490	290	330	280	60	840	20
33	Sawtelle Blvd	I-405 SB Off Ramp	30	430	0	720	230	240	0	760	440	120	0	50	50	1000	0	310	130	400	0	480	120	540	0	170
34	Sawtelle Blvd	Pico Blvd	110	460	250	110	1090	90	370	930	210	60	1610	130	140	1420	330	130	1190	250	200	440	70	230	1430	30
35	Sawtelle Blvd	National Blvd	50	320	450	690	770	140	290	890	150	60	1240	50	90	800	920	340	590	230	250	510	80	60	1320	30
36	I-405 SB On/Off Ramp	National Blvd	0	0	0	0	1600	480	0	0	0	740	1270	0	0	0	0	0	1180	730	0	0	0	1230	1290	0
37	Sawtelle Blvd	Palms Blvd	60	240	120	440	790	180	220	930	130	80	760	150	100	820	370	260	890	160	200	450	50	90	1110	80
38	Cotner Ave/I-405 Nb On/Off Ramps	Santa Monica Blvd	0	0	0	290	1560	0	1000	400	880	0	1720	500	0	0	0	330	1230	0	570	540	390	0	1520	730
39	Sepulveda Blvd	Santa Monica Blvd	140	460	140	170	1490	100	380	840	210	240	2280	200	260	930	180	140	1710	260	170	790	260	240	1730	150
40	Sepulveda Blvd	Olympic Blvd	180	400	120	160	2550	120	90	1040	170	60	1990	80	160	960	140	210	2540	120	130	850	90	150	1570	80
41	Sepulveda Blvd	Pico Blvd	120	390	40	120	1350	200	190	1230	270	90	1140	180	230	900	170	30	1090	410	230	800	190	160	1370	170
42	Cotner Ave	Pico Blvd	40	0	10	400	1270	0	0	0	0	0	1620	580	210	0	90	280	1340	0	0	0	0	0	1720	250
43	Sepulveda Blvd	Exposition Blvd	40	640	40	210	80	20	40	1740	70	20	60	10	50	1700	180	190	40	30	20	1250	80	130	140	20
44	I-405 NB Off Ramp	National Blvd	10	0	0	10	1380	0	420	0	660	0	1270	0	50	0	0	10	1540	0	360	0	340	0	1260	0
45	Sepulveda Blvd	National Blvd	280	250	100	60	840	90	220	1400	280	190	1100	370	240	770	100	200	970	210	120	1130	340	360	1090	140
46	Sepulveda Blvd	Palms Blvd	40	340	60	160	960	140	190	1500	220	80	900	130	170	1070	120	140	960	120	300	1120	130	210	1360	110
47	Military Ave	National Blvd	80	40	40	100	810	70	110	140	100	20	1100	180	200	260	170	70	1080	160	40	60	30	40	1050	60
48	Westwood Blvd	Olympic Blvd	180	520	110	200	2350	80	100	1030	100	60	2100	30	190	1290	160	120	2320	80	100	950	70	60	1590	120
49	Westwood Blvd	Pico Blvd	140	420	90	280	1360	60	140	1040	140	40	1300	180	130	1140	50	270	1120	230	130	680	130	190	1230	140
50	Westwood Blvd	Exposition Blvd (South)	0	570	0	0	0	0	10	1110	0	40	0	0	0	1610	0	30	0	0	10	770	0	130	0	0
51	Westwood Blvd	National Blvd	170	240	200	490	510	30	30	460	210	160	770	260	430	720	370	290	630	50	20	230	120	310	660	170
52	Overland Ave	Pico Blvd	40	400	40	30	1350	530	1040	590	280	120	1240	60	50	620	50	40	1200	920	620	540	300	220	1110	60
53	Overland Ave	National Blvd/I-10 WB On/Off Ramps	350	710	370	210	650	60	620	1880	0	480	130	360	310	1230	550	570	630	190	460	1060	0	690	110	270
54	Overland Ave	I-10 EB On Ramp	0	520	720	0	0	0	420	2530	0	0	0	0	0	1310	830	0	0	0	400	1550	0	0	0	0
55	Overland Ave	National Pl	30	470	50	1090	510	90	20	1790	280	240	230	100	30	1100	150	490	220	200	30	1280	120	420	560	180
56	I-10 WB Off Ramp	National Blvd	790	0	400	0	870	0	0	0	0	0	330	0	460	0	380	0	450	0	0	0	0	0	740	0
57	Overland Ave	Palms Blvd	70	700	70	200	860	110	120	1530	180	120	850	180	110	1480	160	130	810	80	110	1280	160	160	1220	140
58	Overland Ave	Venice Blvd	140	740	170	230	1350	320	130	1120	110	210	1300	280	200	1260	190	160	1310	230	170	1090	170	180	1320	270
59	Overland Ave	Culver Blvd	200	680	160	150	950	100	200	1170	180	130	1140	410	330	1240	150	170	900	210	190	980	150	170	1150	290
60	Motor Ave	National Blvd	170	290	40	0	580	20	30	540	30	220	550	0	160	520	50	60	180	40	30	390	170	230	720	110
61	Motor Ave	Palms Blvd	100	390	70	20	830	60	140	440	270	90	920	80	140	590	100	50	800	80	110	510	150	150	1230	50
62	Motor Ave	Venice Blvd	170	350	120	80	1560	210	50	370	110	60	1430	140	200	530	190	110	1380	60	100	440	70	60	1500	150
63	Exposition Blvd/National Blvd	Palms Blvd	130	270	130	170	790	110	130	210	130	90	1200	30	60	530	250	130	970	230	120	280	60	260	1110	90
64	Hughes Ave	Venice Blvd	50	180	20	40	1620	240	80	140	100	120	1330	50	60	160	40	10	1320	110	100	240	130	140	1520	80
65	Duquesne Ave	Culver Blvd	160	190	40	50	980	120	90	370	200	110	960	120	290	380	160	40	780	70	140	280	100	150	1040	120
66	Manning Ave/I-10 WB Off Ramp	National Blvd	40	0	110	430	890	0	30	210	170	0	1070	360	140	0	140	220	760	0	90	270	400	0	1300	210
67	Castle Heights Ave	National Blvd	190	100	160	200	1030	20	50	210	60	50	910	160	240	120	230	100	540	20	30	60	70	60	1100	270
68	Culver Blvd	Venice Blvd	40	50	140	110	1640	470	520	60	70	40	1260	20	50	70	240	160	1200	420	770	70	60	60	1330	20
69	Robertson Blvd	Venice Blvd	800	270	400	180	1290	170	10	420	120	50	1550	260	650	380	440	80	990	80	60	290	80	110	1900	300
70	Robertson Blvd	National Blvd	210	720	520	660	760	230	20	440	70	140	540	240	240	790	670	530	340	150	60	420	50	20	1120	190
71	National Blvd	I-10 EB On-Ramp	480	720	0	0	0	0	0	1280	20	0	0	0	640	1240	0	0	0	0	0	880	80	0	0	0
72	National Blvd	Venice Blvd	150	650	150	230	1160	130	70	860	210	210	1310	110	70	1030	290	110	910	100	90	670	50	220	1620	170
73	National Blvd	Washington Blvd	200	600	180	170	1300	100	70	970	250	200	740	30	120	1130	160	130	870	110	100	700	220	270	1340	60
74	Robertson Blvd	I-10 WB Off Ramp/Kincardine Ave	100	1450	0	140	60	130	0	1110	90	80	0	80	60	1580	0	500	40	300	0	970	70	70	0	70
75	Robertson Blvd	Cattaraugus Ave	110	1410	40	90	340	110	30	1360	180	60	80	120	70	1600	90	60	90	70	30	1470	130	50	240	190
76	La Cienega Blvd	Venice Blvd	250	1240	60	40	1470	220	110	1890	190	110	1030	370	160	1500	70	30	880	270	120	1280	80	280	1670	300
77	La Cienega Blvd	Washington Blvd	50	1230	100	500	1430	20	30	1690	230	130	680	70	50	1520	360	160	750	70	50	1110	100	110	1410	100
78	Jefferson Blvd	National Blvd	900	1060	20	10	20	10	30	670	210	70	30	350	300	520	10	30	40	10	20	970	50	240	10	670
79	Higuera St	Washington Blvd	350	150	50	160	1430	110	130	460	50	140	900	20	210	290	50	200	870	120	110	300	60	90	1330	170
80	Ince Blvd	Washington Blvd	0	140	1130	1410	0	50	110	240	0	0	0	0	10	90	1400	1150	0	170	120	140	0	10	10	0
81	Ince Blvd	Culver Blvd	10	0	0	0	230	90	60	20	1600	1150	750	10	110	0	0	40	430	90	90	30	1160	1420	960	90
82	Irving Pl	Washington Blvd	30	80	490	1140	1030	60	90	120	60	80	1100	0	30	90	970	650	730	100	70	110	60	60	1380	0
83	Duquesne	Washington Blvd	60	370	30	60	1080	90	60	350	150	170	540	50	50	380	80	130	720	120	40	320	120	160	980	50
84	Sepulveda Blvd	Venice Blvd	180	590	100	100	1610	250	300	1230	300	380	1430	130	110	1110	120	130	1210	220	470	1440	310	280	1230	240
85	Sepulveda Blvd	I-405 NB On/Off-Ramps	510	650	0	10	0	10	10	1310	390	40	0	520	190	1280	10	10	10	10	10	1110	160	110	0	940
86	Sawtelle Blvd	I-405 SB On/Off-Ramps	20	200	570	370	20	210	180	890	20	30	140	20	20	650	480	330	30	250	120	820	30	30	120	20

Appendix H-3
Lane Configurations

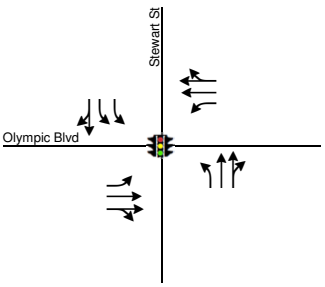
1. Cloverfield Blvd/Olympic Blvd



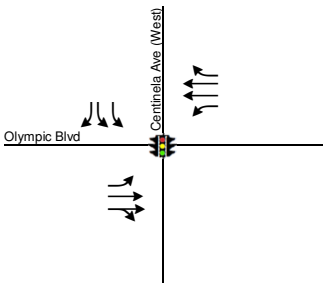
2. 26th St/Olympic Blvd



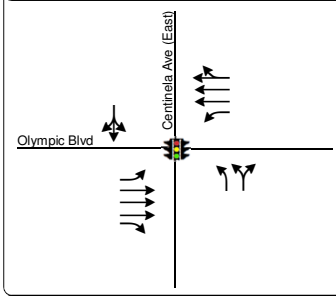
3. Stewart St/Olympic Blvd



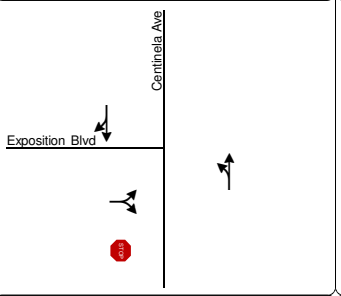
4. Centinela Ave (West)/Olympic Blvd



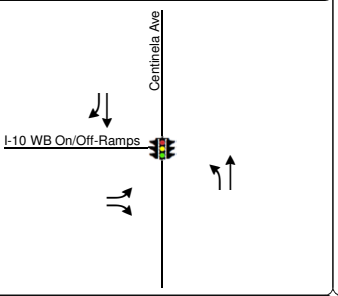
5. Centinela Ave (East)/Olympic Blvd



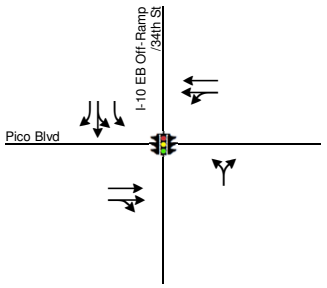
6. Centinela Ave/Exposition Blvd



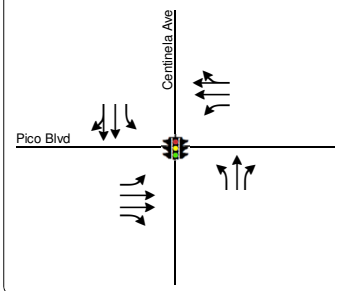
7. Centinela Ave/I-10 WB On/Off-Ramps



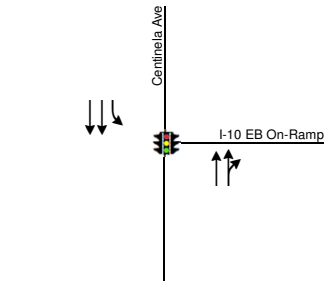
8. I-10 EB Off-Ramp/34th St/Pico Blvd



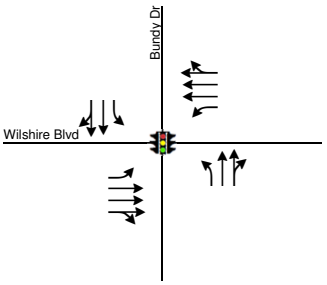
9. Centinela Ave/Pico Blvd



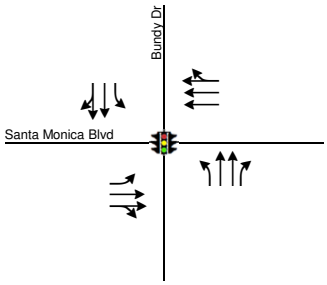
10. Centinela Ave/I-10 EB On-Ramp



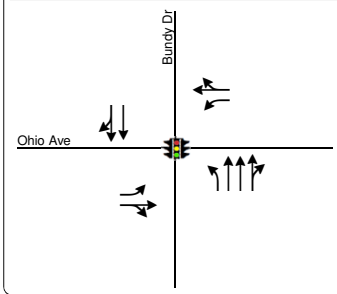
11. Bundy Dr/Wilshire Blvd



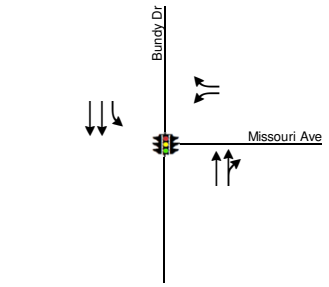
12. Bundy Dr/Santa Monica Blvd



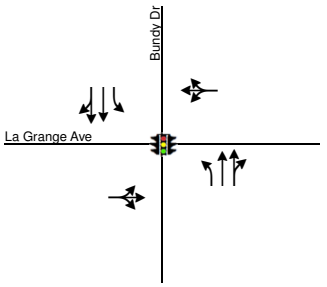
13. Bundy Dr/Ohio Ave



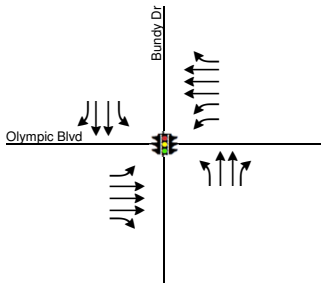
14. Bundy Dr/Missouri Ave



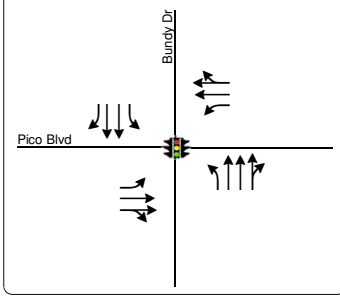
15. Bundy Dr/La Grange Ave



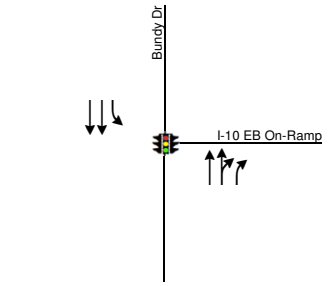
16. Bundy Dr/Olympic Blvd



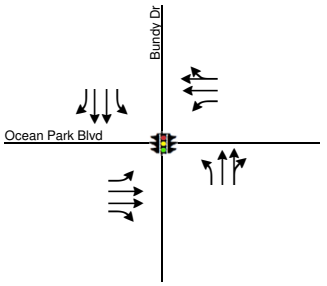
17. Bundy Dr/Pico Blvd



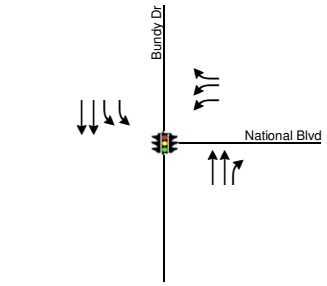
18. Bundy Dr/I-10 EB On-Ramp



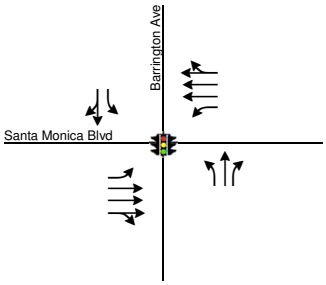
19. Bundy Dr/Ocean Park Blvd



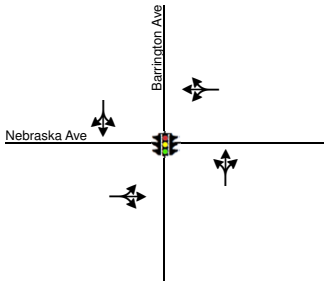
20. Bundy Dr/National Blvd



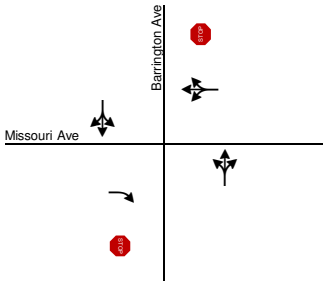
21. Barrington Ave/Santa Monica Blvd



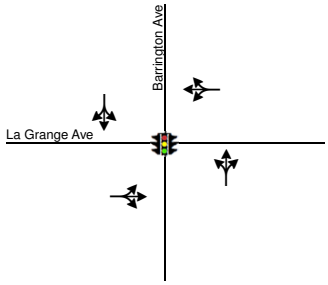
22. Barrington Ave/Nebraska Ave



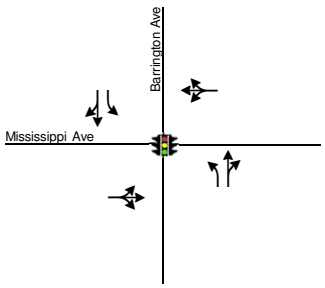
23. Barrington Ave/Missouri Ave



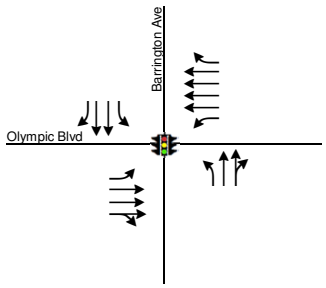
24. Barrington Ave/La Grange Ave



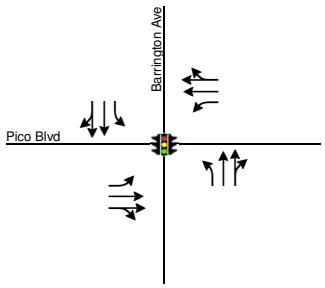
25. Barrington Ave/Mississippi Ave



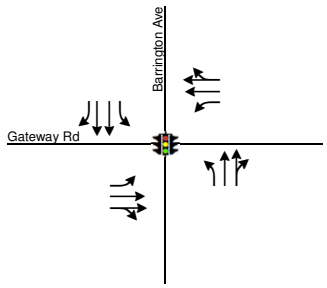
26. Barrington Ave/Olympic Blvd



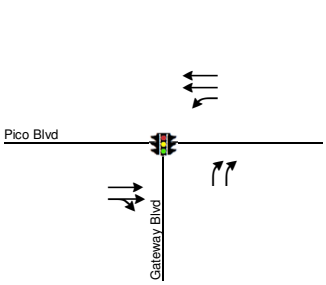
27. Barrington Ave/Pico Blvd



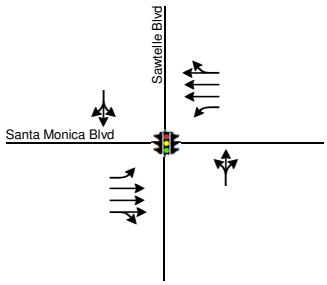
28. Barrington Ave/Gateway Rd



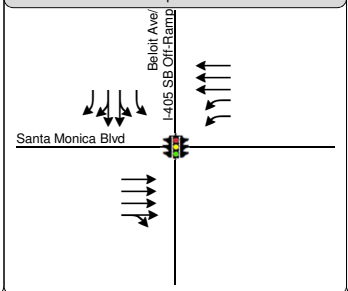
29. Gateway Blvd/Pico Blvd



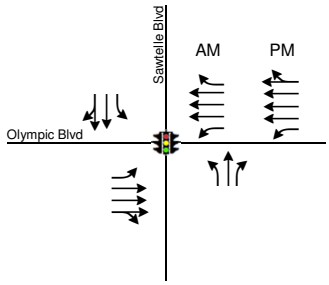
30. Sawtelle Blvd/Santa Monica Blvd



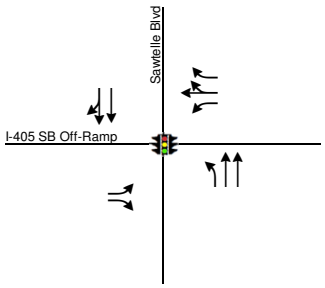
31. Beloit Ave/
I-405 SB Off-Ramp/Santa Monica Blvd



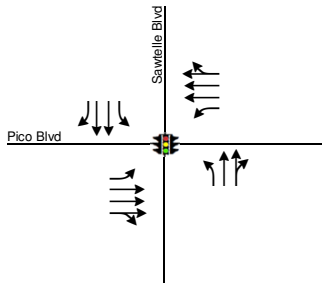
32. Sawtelle Blvd/Olympic Blvd



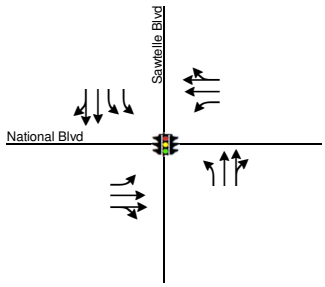
33. Sawtelle Blvd/I-405 SB Off-Ramp



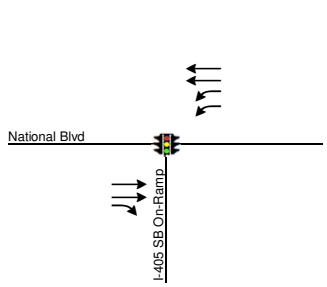
34. Sawtelle Blvd/Pico Blvd



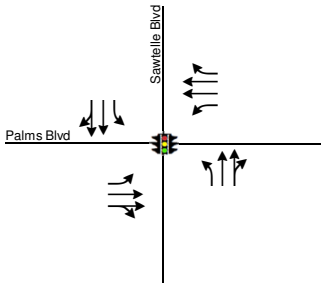
35. Sawtelle Blvd/National Blvd



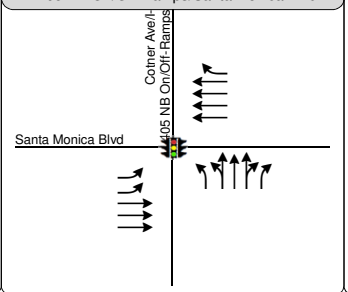
36. I-405 SB On-Ramp/National Blvd



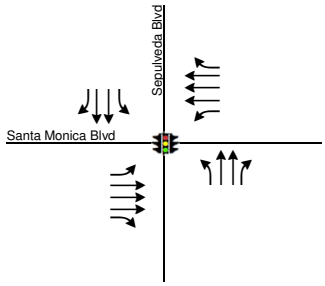
37. Sawtelle Blvd/Palms Blvd



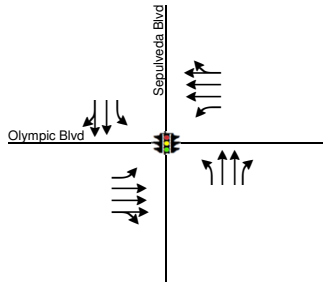
38. Cotner Ave/
I-405 NB On/Off-Ramps/Santa Monica Blvd



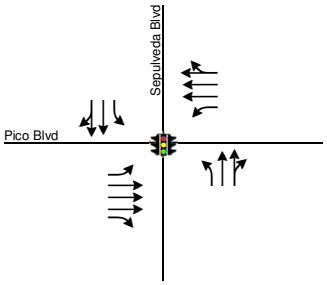
39. Sepulveda Blvd/Santa Monica Blvd



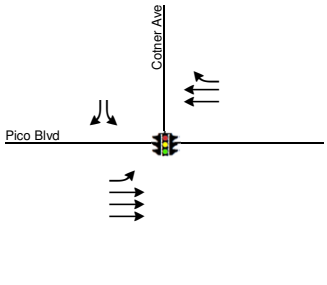
40. Sepulveda Blvd/Olympic Blvd



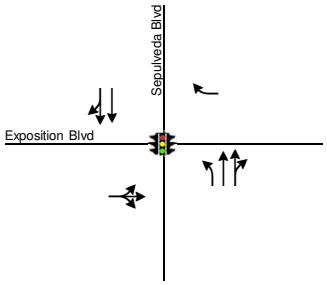
41. Sepulveda Blvd/Pico Blvd



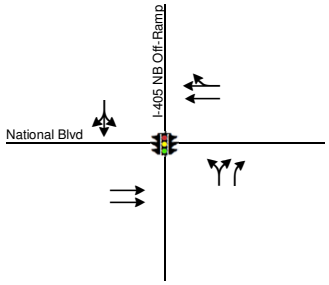
42. Cotner Ave/Pico Blvd



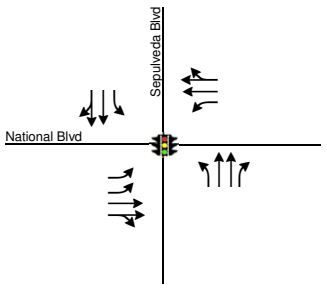
43. Sepulveda Blvd/Exposition Blvd



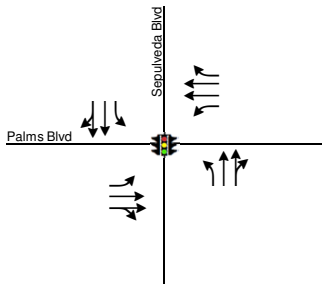
44. I-405 NB Off-Ramp/National Blvd



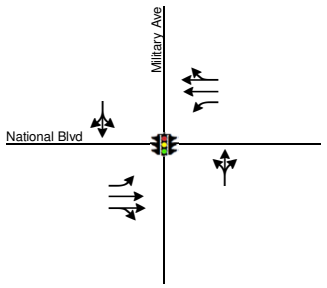
45. Sepulveda Blvd/National Blvd



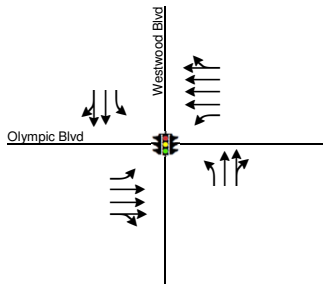
46. Sepulveda Blvd/Palms Blvd



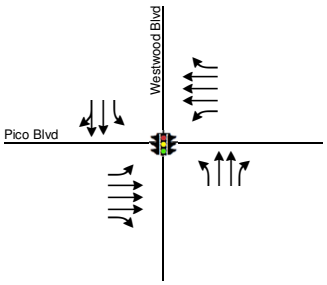
47. Military Ave/National Blvd



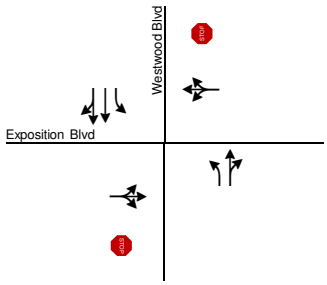
48. Westwood Blvd/Olympic Blvd



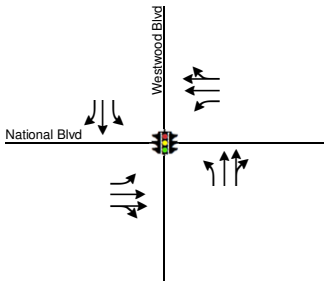
49. Westwood Blvd/Pico Blvd



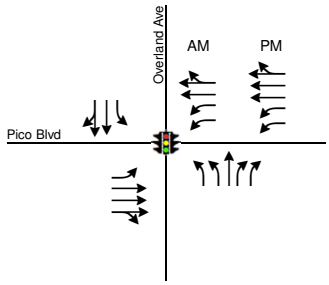
50. Westwood Blvd/Exposition Blvd



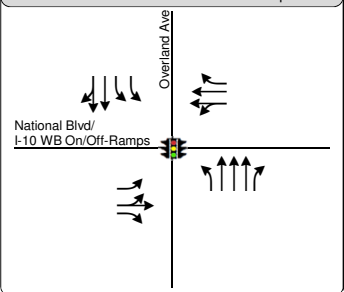
51. Westwood Blvd/National Blvd



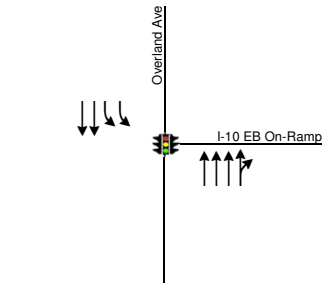
52. Overland Ave/Pico Blvd



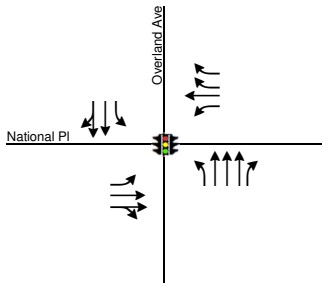
53. Overland Ave/
National Blvd/I-10 WB On/Off-Ramps



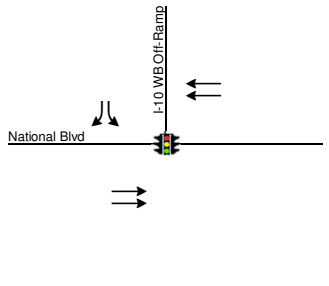
54. Overland Ave/I-10 EB On-Ramp



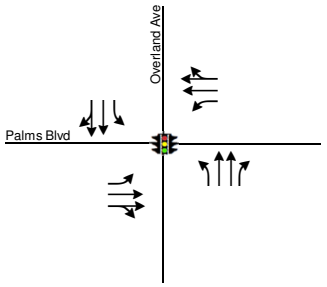
55. Overland Ave/National Pl



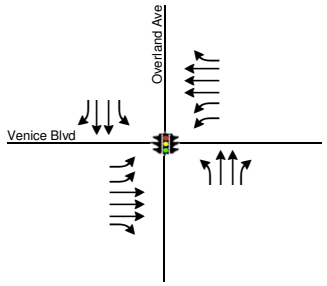
56. I-10 WB Off-Ramp/National Blvd



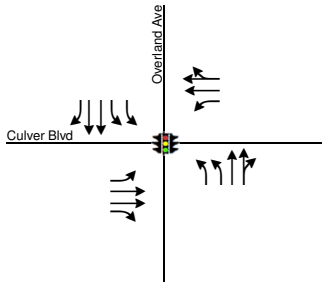
57. Overland Ave/Palms Blvd



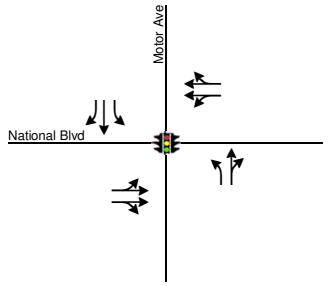
58. Overland Ave/Venice Blvd



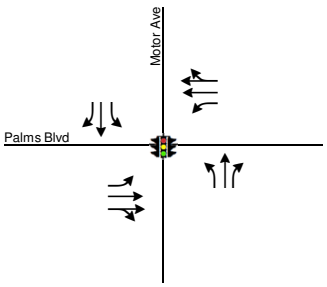
59. Overland Ave/Culver Blvd



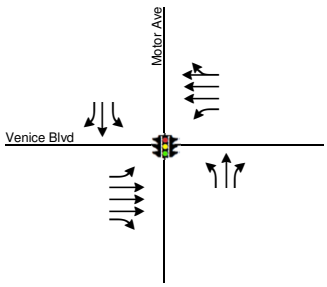
60. Motor Ave/National Blvd



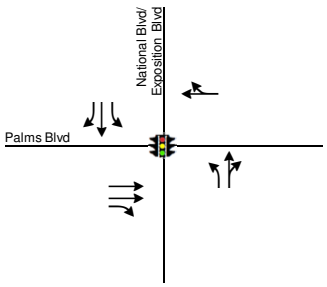
61. Motor Ave/Palms Blvd



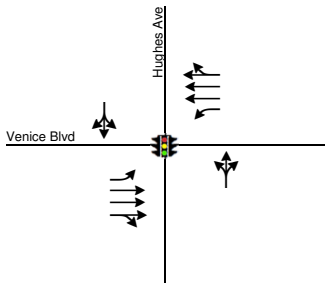
62. Motor Ave/Venice Blvd



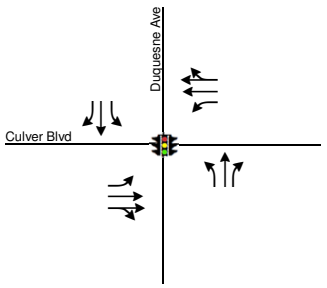
63. National Blvd/Exposition Blvd/Palms Blvd



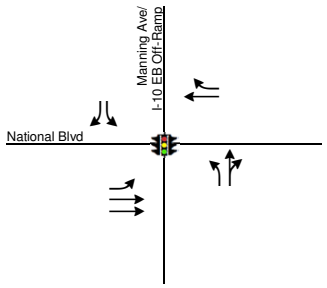
64. Hughes Ave/Venice Blvd



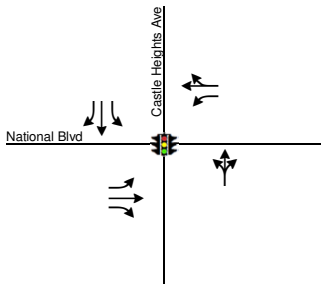
65. Duquesne Ave/Culver Blvd



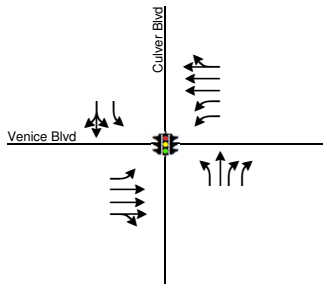
66. Manning Ave/I-10 EB Off-Ramp/National Blvd



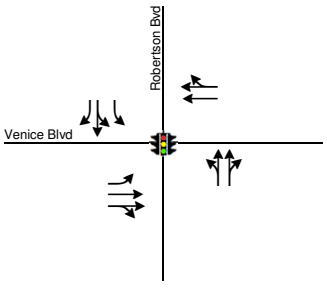
67. Castle Heights Ave/National Blvd



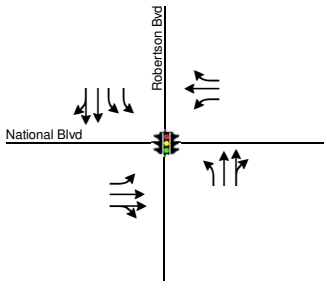
68. Culver Blvd/Venice Blvd



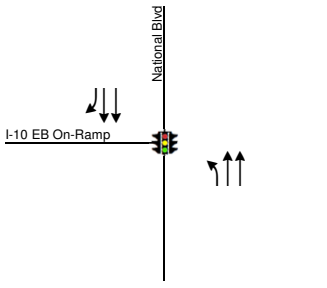
69. Robertson Bvd/Venice Blvd



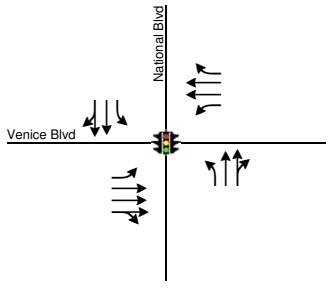
70. Robertson Bvd/National Blvd



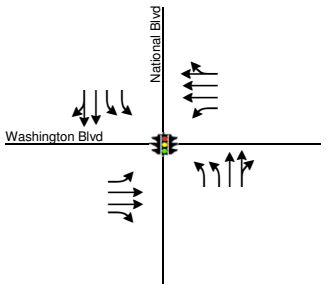
71. National Blvd/I-10 EB On-Ramp



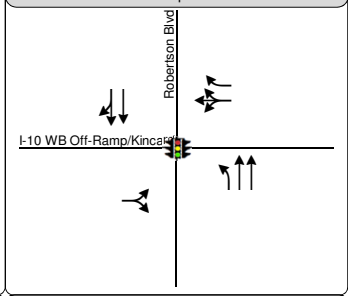
72. National Blvd/Venice Blvd



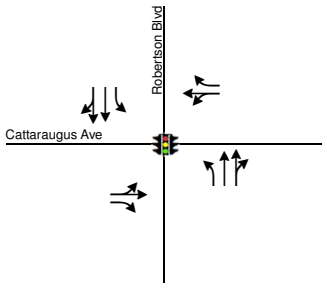
73. National Blvd/Washington Blvd



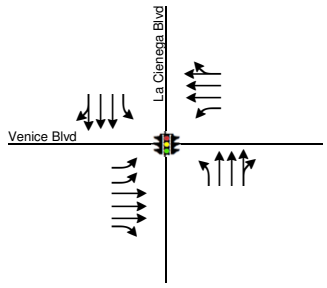
74. Robertson Blvd/
I-10 WB Off-Ramp/Kincardine Ave



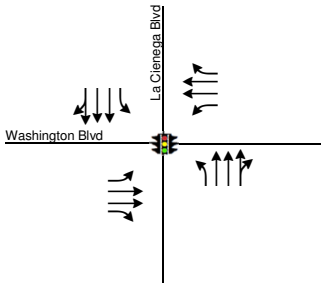
75. Robertson Blvd/Cattaraugus Ave



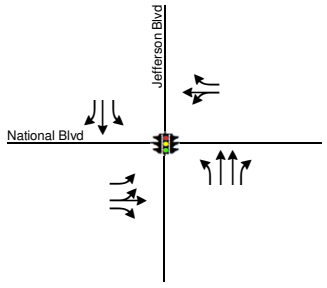
76. La Cienega Blvd/Venice Blvd



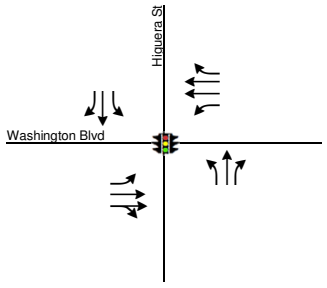
77. La Cienega Blvd/Washington Blvd



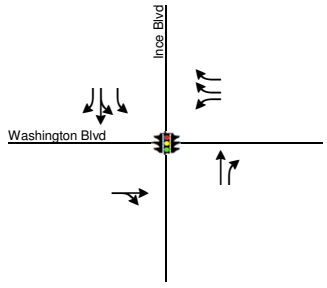
78. Jefferson Blvd/National Blvd



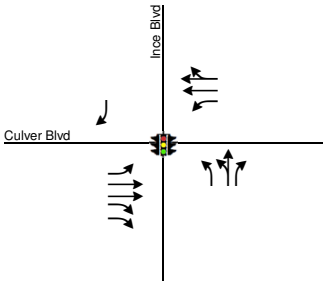
79. Higuera St/Washington Blvd



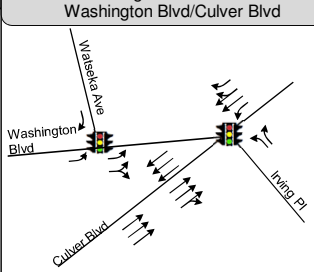
80. Ince Blvd/Washington Blvd



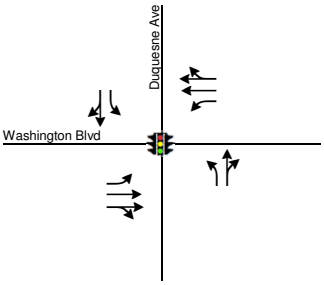
81. Ince Blvd/Culver Blvd



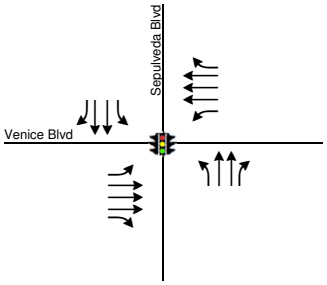
82. Irving Pl/Watseka Ave/ Washington Blvd/Culver Blvd



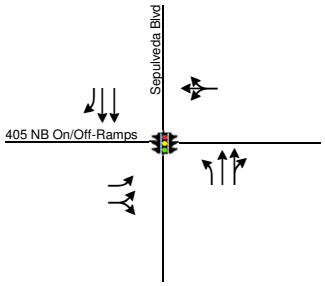
83. Duquesne Ave/Washington Blvd



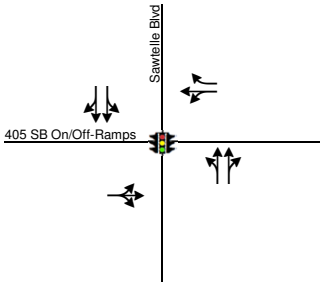
84. Sepulveda Blvd/Venice Blvd



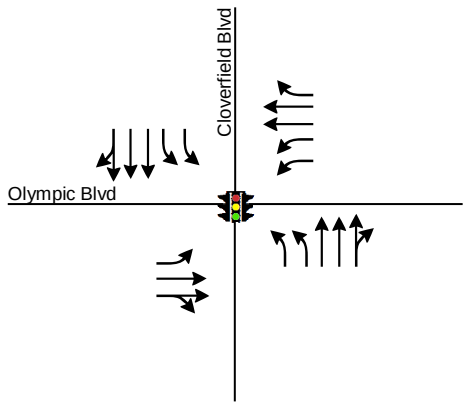
85. Sepulveda Blvd/405 NB On/Off-Ramps



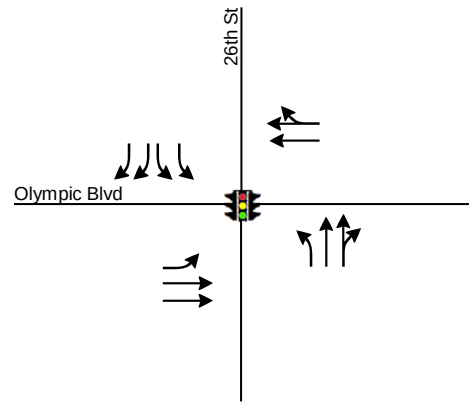
86. Sawtelle Blvd/405 SB On/Off-Ramps



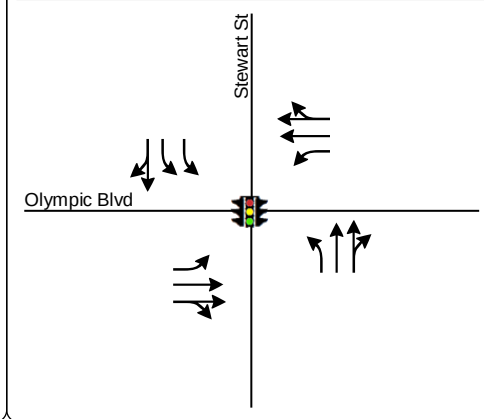
1. Cloverfield Blvd/Olympic Blvd



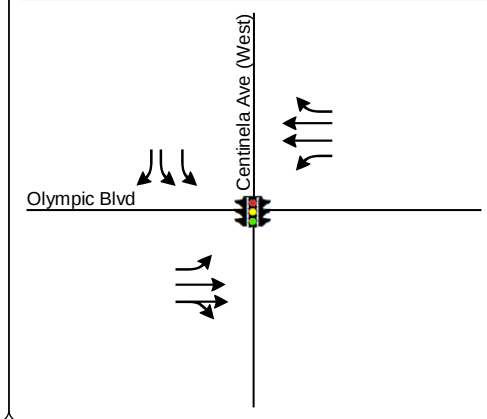
2. 26th St/Olympic Blvd



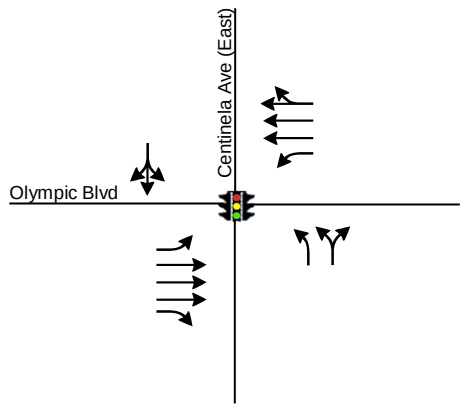
3. Stewart St/Olympic Blvd



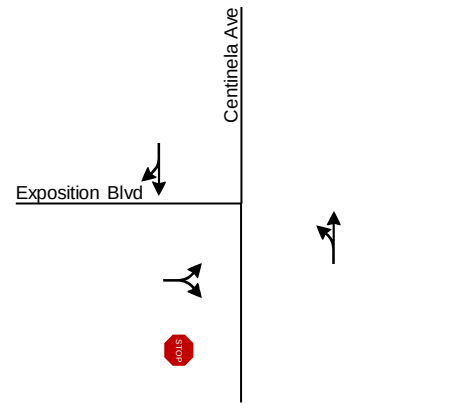
4. Centinela Ave (West)/Olympic Blvd



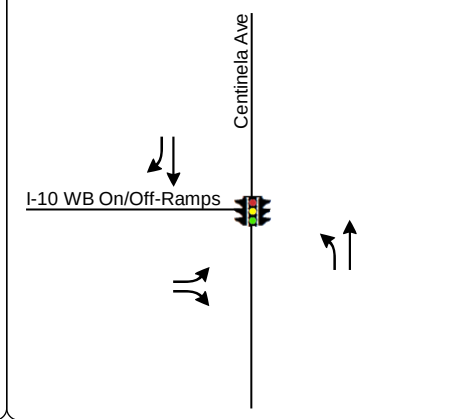
5. Centinela Ave (East)/Olympic Blvd



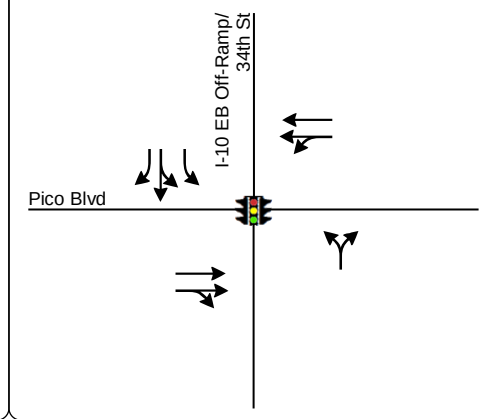
6. Centinela Ave/Exposition Blvd



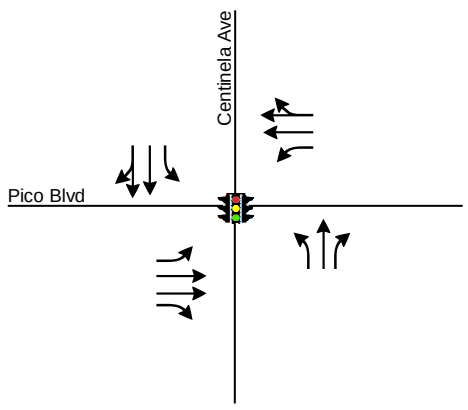
7. Centinela Ave/I-10 WB On/Off-Ramps



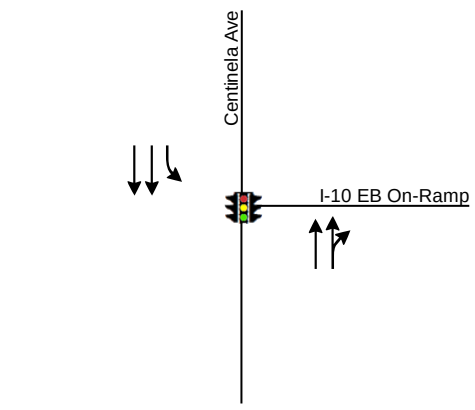
8. I-10 EB Off-Ramp/34th St/Pico Blvd



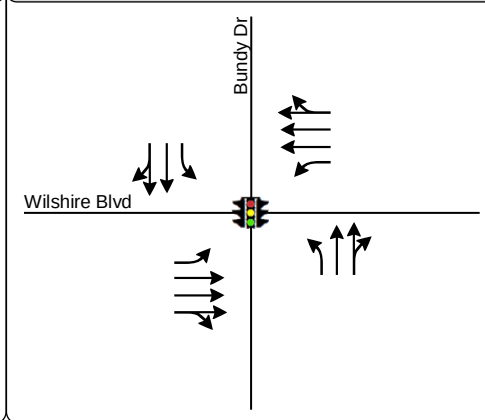
9. Centinela Ave/Pico Blvd



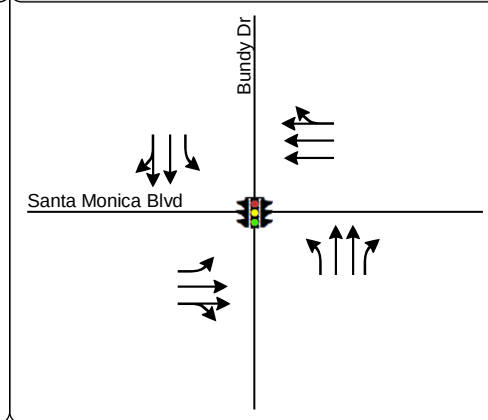
10. Centinela Ave/I-10 EB On-Ramp



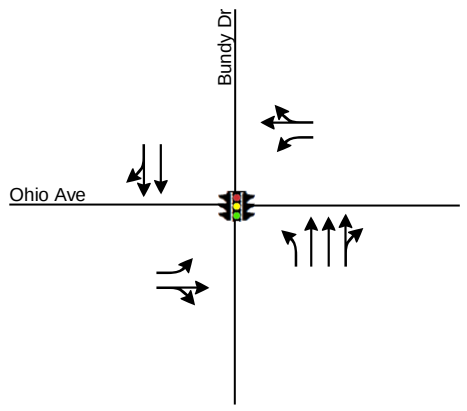
11. Bundy Dr/Wilshire Blvd



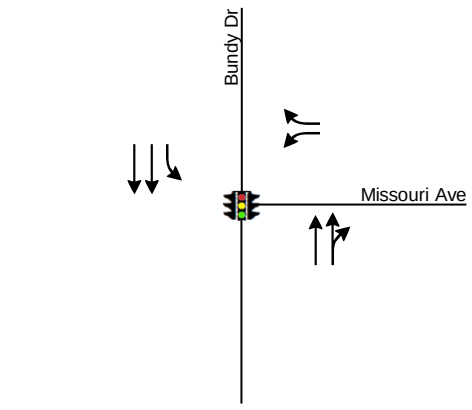
12. Bundy Dr/Santa Monica Blvd



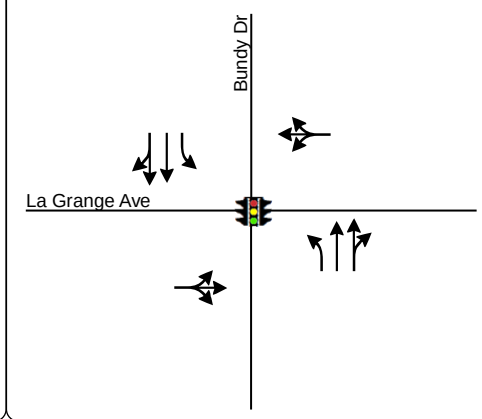
13. Bundy Dr/Ohio Ave



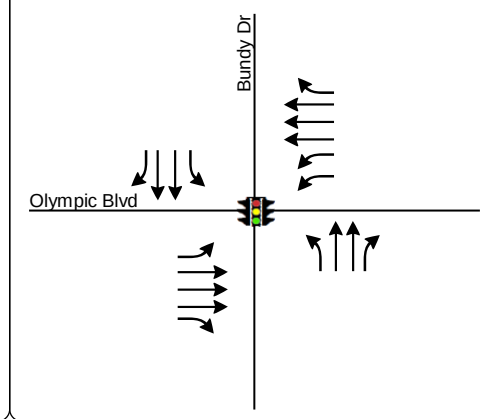
14. Bundy Dr/Missouri Ave



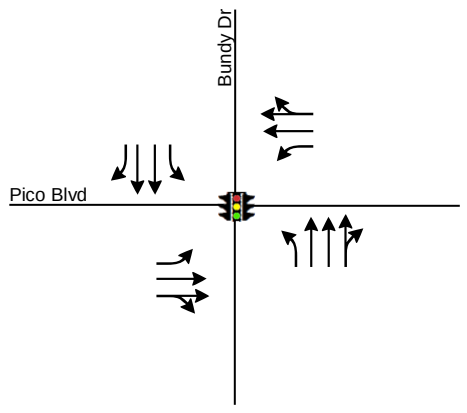
15. Bundy Dr/La Grange Ave



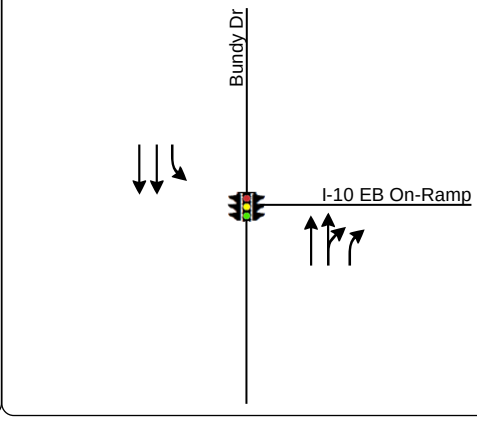
16. Bundy Dr/Olympic Blvd



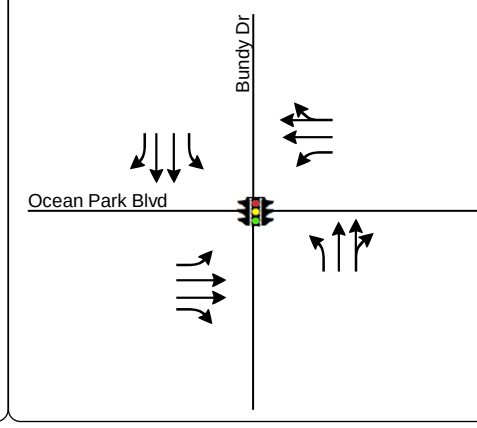
17. Bundy Dr/Pico Blvd



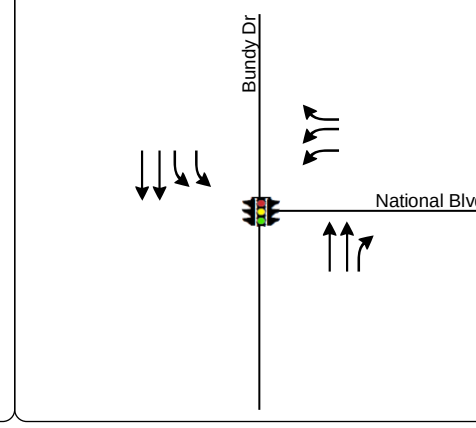
18. Bundy Dr/I-10 EB On-Ramp



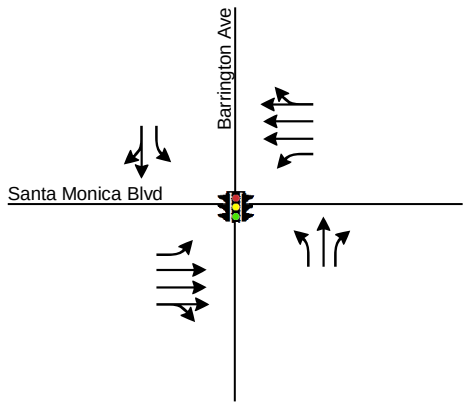
19. Bundy Dr/Ocean Park Blvd



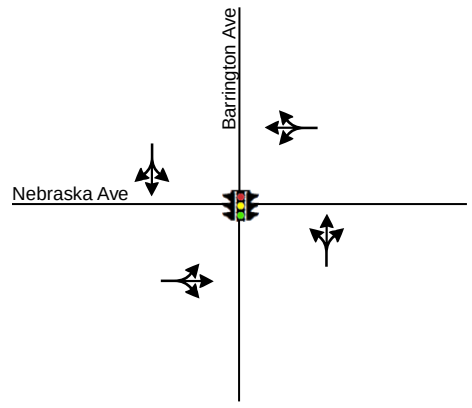
20. Bundy Dr/National Blvd



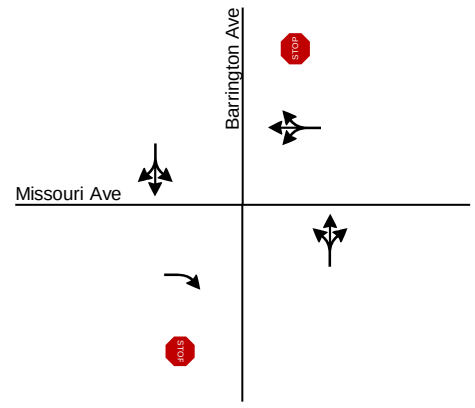
21. Barrington Ave/Santa Monica Blvd



22. Barrington Ave/Nebraska Ave

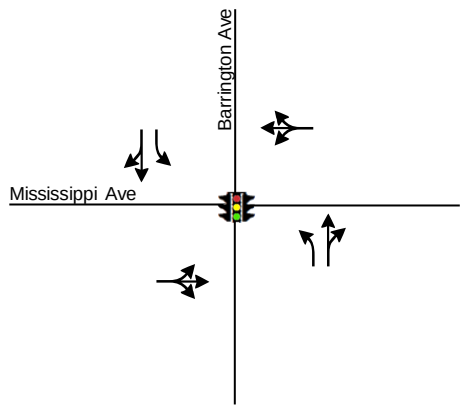


23. Barrington Ave/Missouri Ave

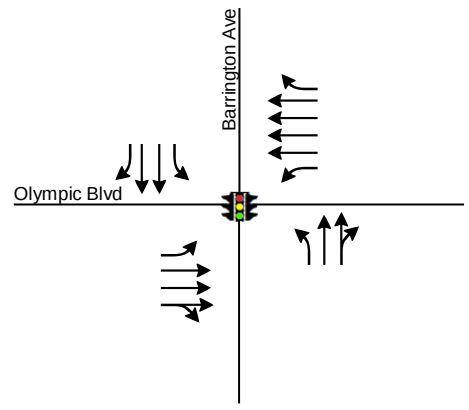


24. Barrington Ave/La Grange Ave

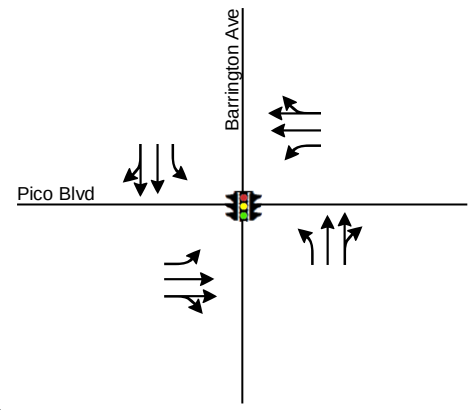
25. Barrington Ave/Mississippi Ave



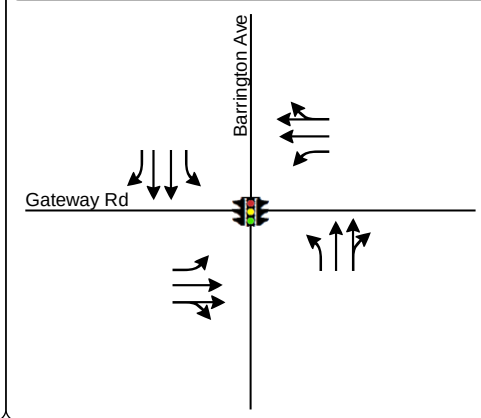
26. Barrington Ave/Olympic Blvd



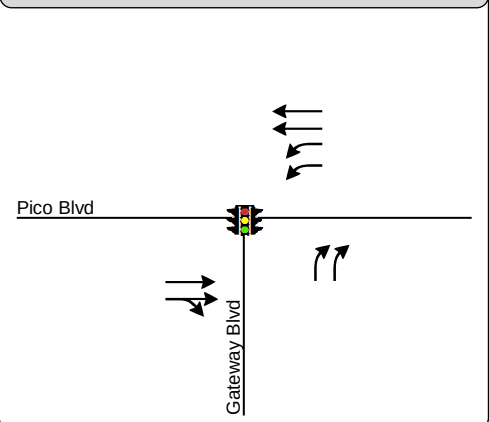
27. Barrington Ave/Pico Blvd



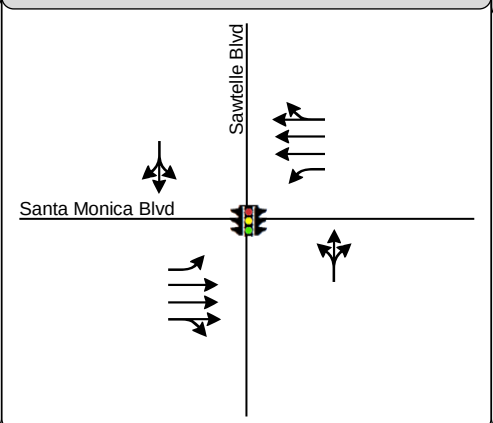
28. Barrington Ave/Gateway Rd



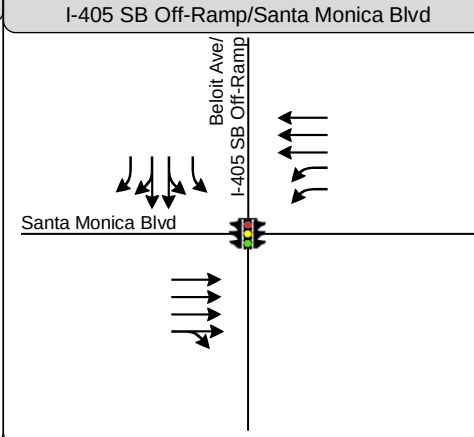
29. Gateway Blvd/Pico Blvd



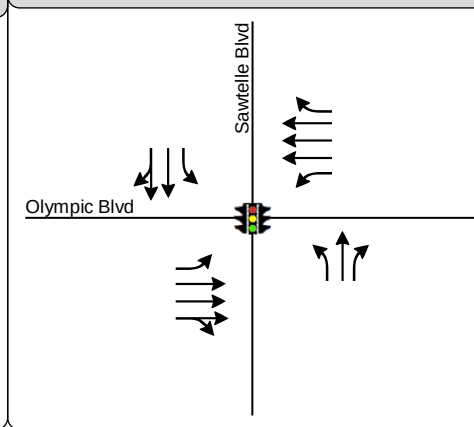
30. Sawtelle Blvd/Santa Monica Blvd



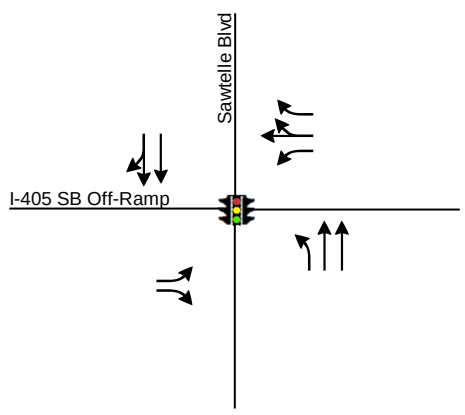
31. Beloit Ave/
I-405 SB Off-Ramp/Santa Monica Blvd



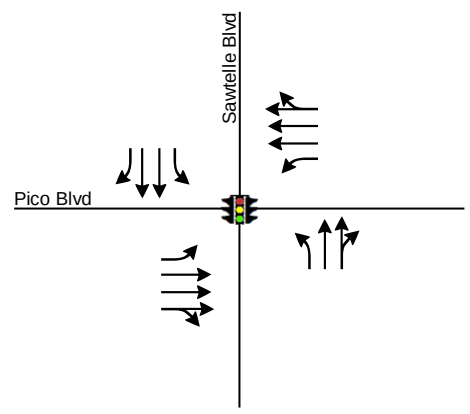
32. Sawtelle Blvd/Olympic Blvd



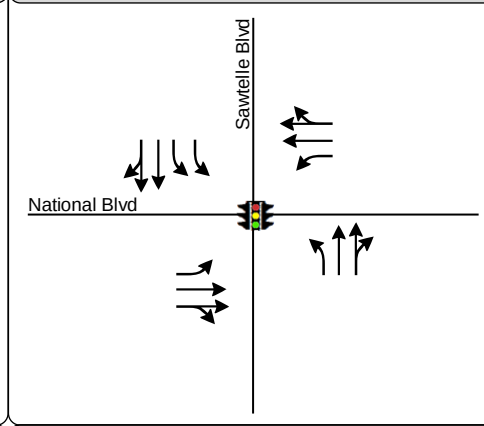
33. Sawtelle Blvd/I-405 SB Off-Ramp



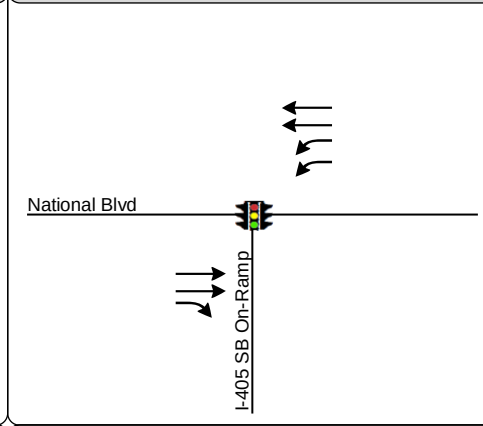
34. Sawtelle Blvd/Pico Blvd



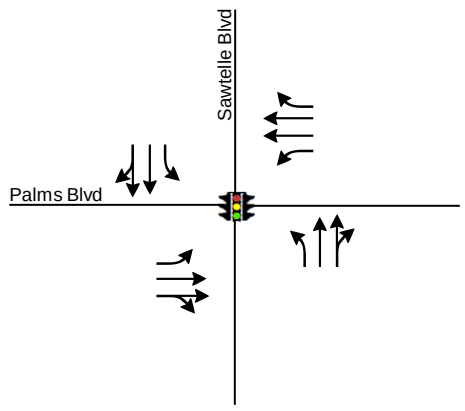
35. Sawtelle Blvd/National Blvd



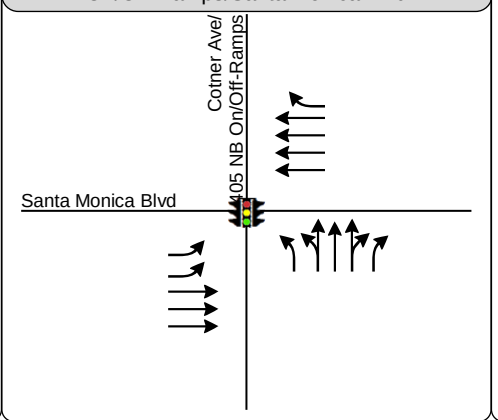
36. I-405 SB On-Ramp/National Blvd



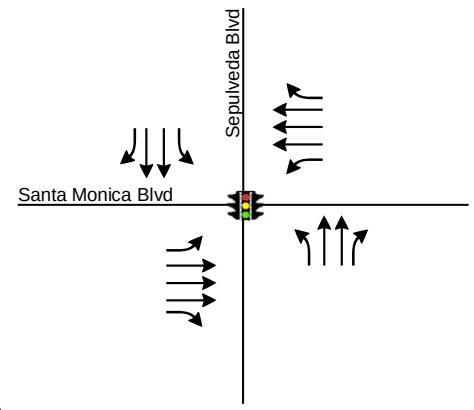
37. Sawtelle Blvd/Palms Blvd



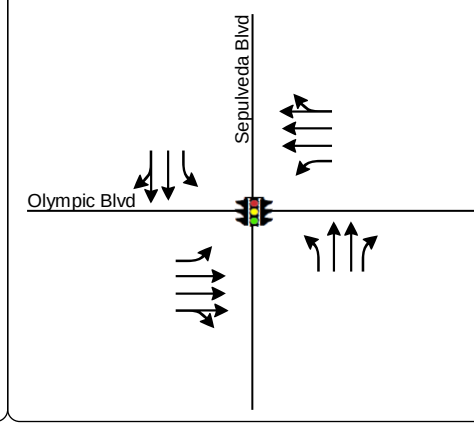
38. Cotner Ave/I-405 NB
On/Off-Ramps/Santa Monica Blvd



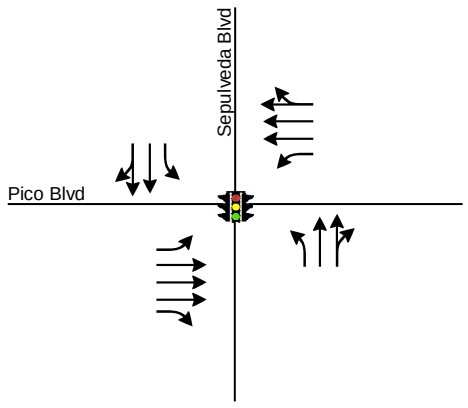
39. Sepulveda Blvd/Santa Monica Blvd



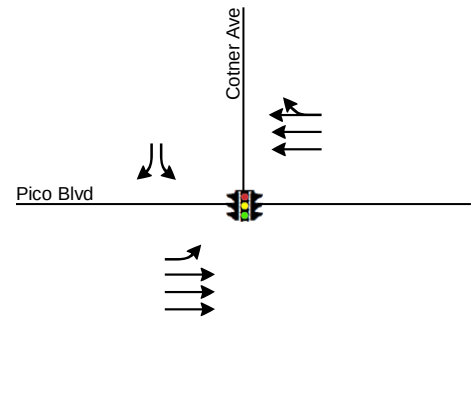
40. Sepulveda Blvd/Olympic Blvd



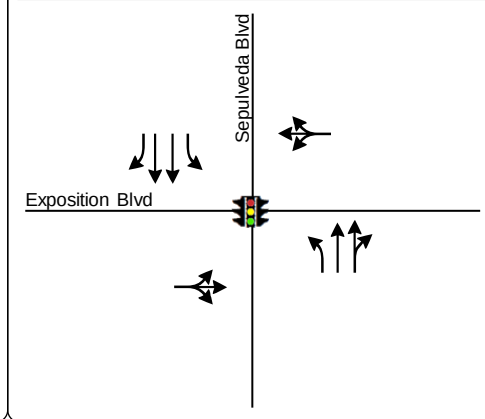
41. Sepulveda Blvd/Pico Blvd



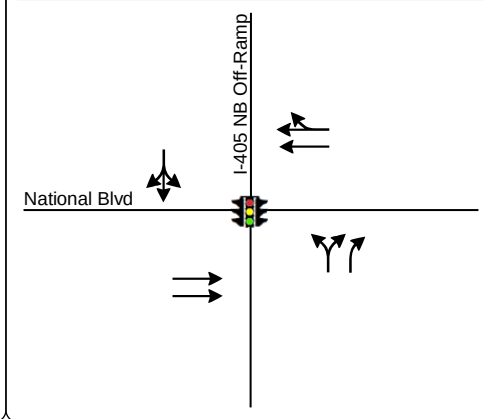
42. Cotner Ave/Pico Blvd



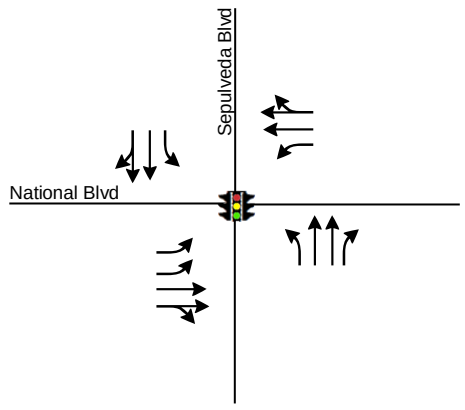
43. Sepulveda Blvd/Exposition Blvd



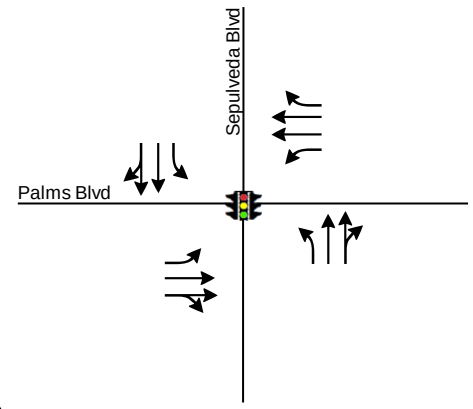
44. I-405 NB Off-Ramp/National Blvd



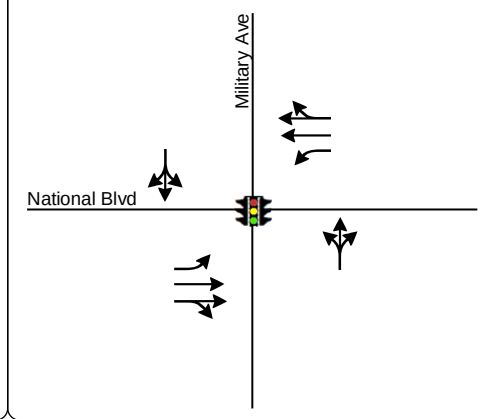
45. Sepulveda Blvd/National Blvd



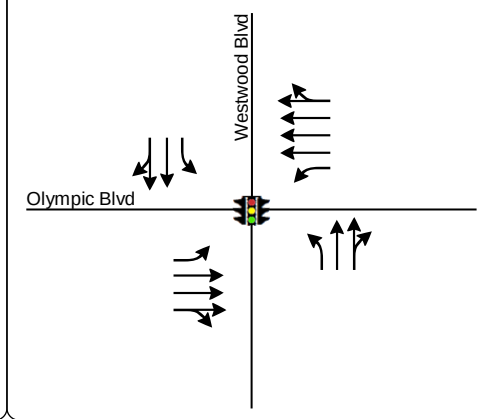
46. Sepulveda Blvd/Palms Blvd



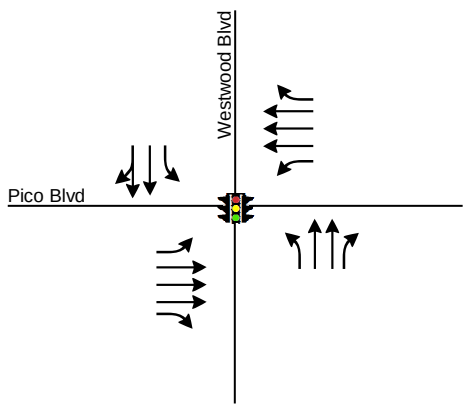
47. Military Ave/National Blvd



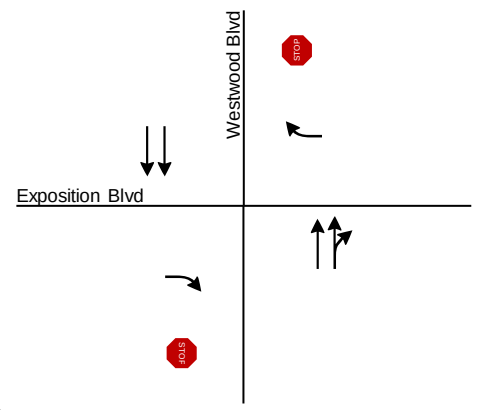
48. Westwood Blvd/Olympic Blvd



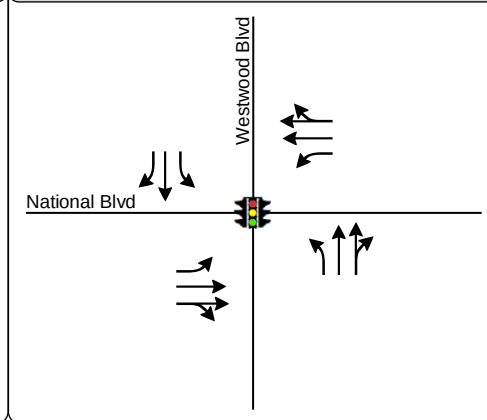
49. Westwood Blvd/Pico Blvd



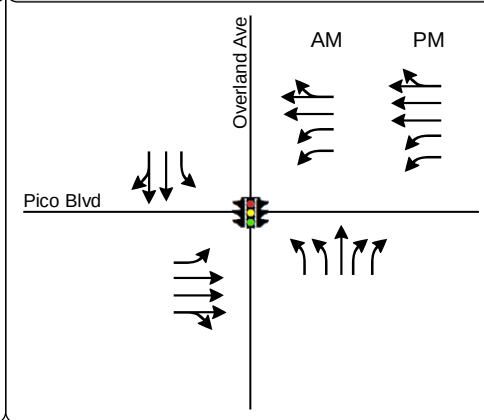
50. Westwood Blvd/Exposition Blvd



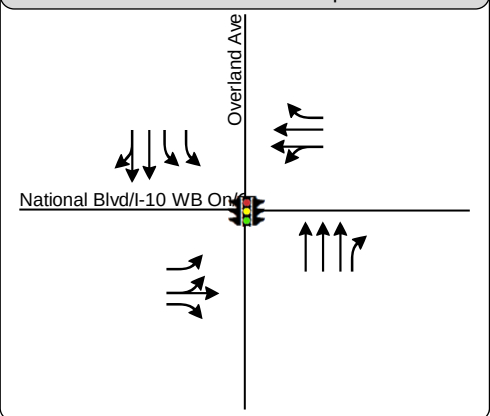
51. Westwood Blvd/National Blvd



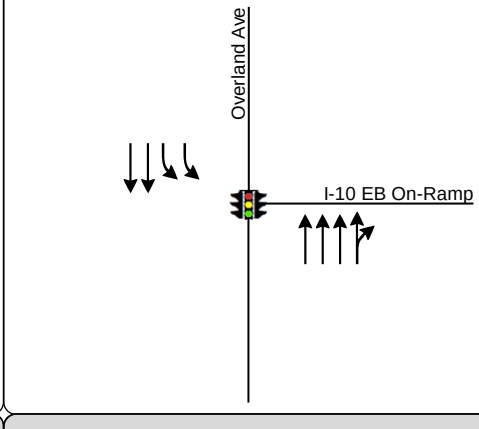
52. Overland Ave/Pico Blvd



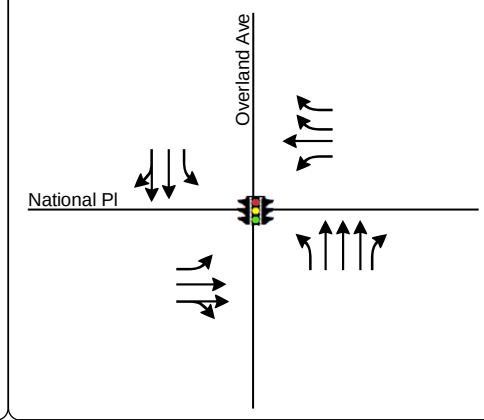
53. Overland Ave/National Blvd/
I-10 WB On/Off-Ramps



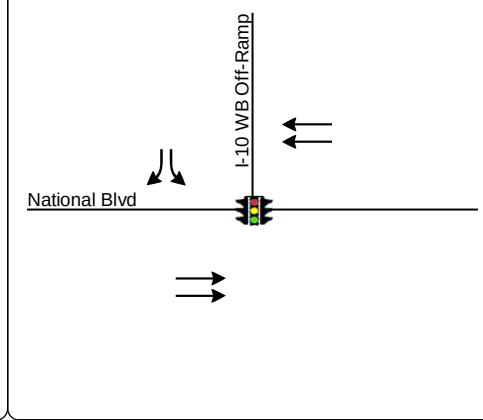
54. Overland Ave/I-10 EB On-Ramp



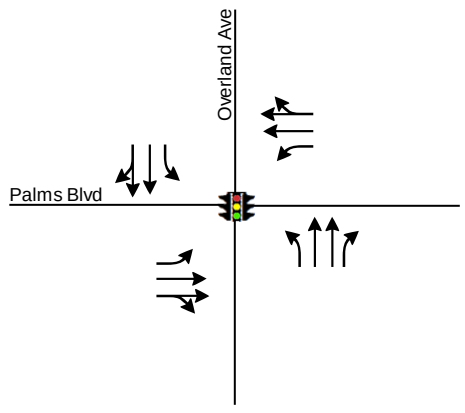
55. Overland Ave/National Pl



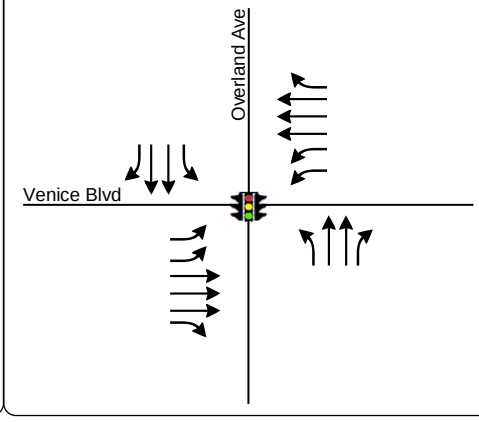
56. I-10 WB Off-Ramp/National Blvd



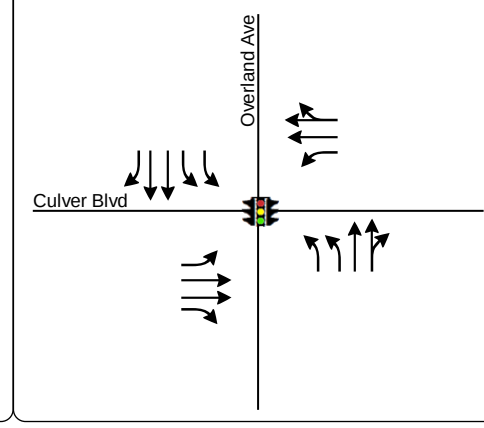
57. Overland Ave/Palms Blvd



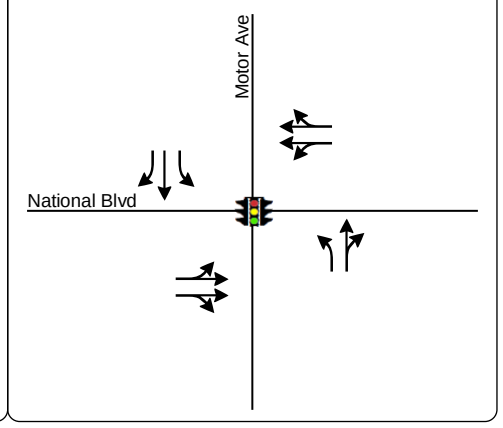
58. Overland Ave/Venice Blvd



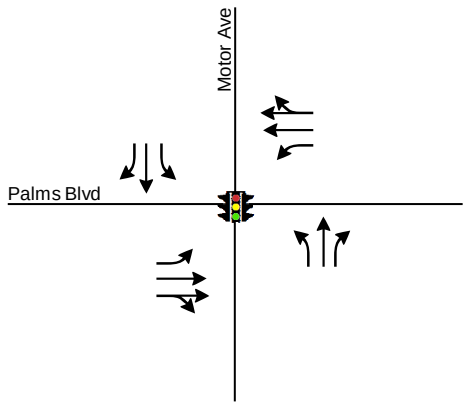
59. Overland Ave/Culver Blvd



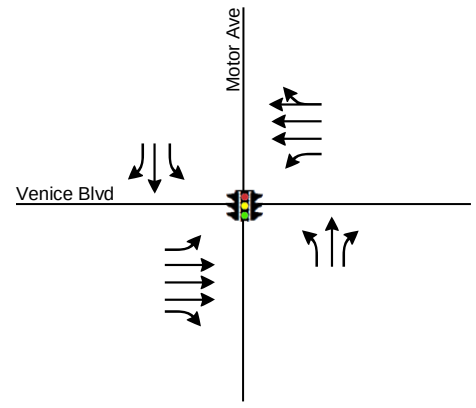
60. Motor Ave/National Blvd



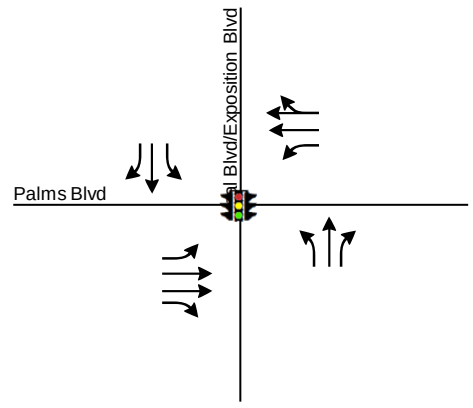
61. Motor Ave/Palms Blvd



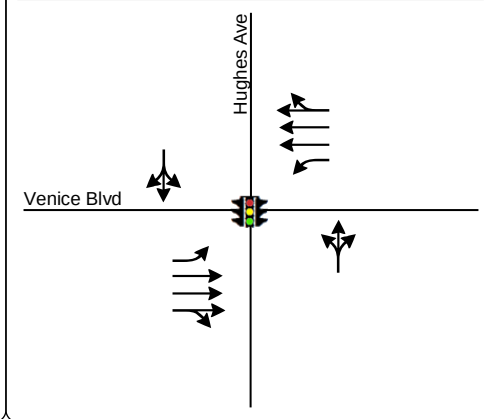
62. Motor Ave/Venice Blvd



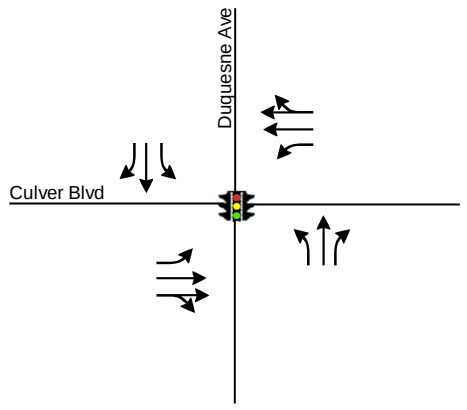
63. National Blvd/Exposition Blvd/Palms Blvd



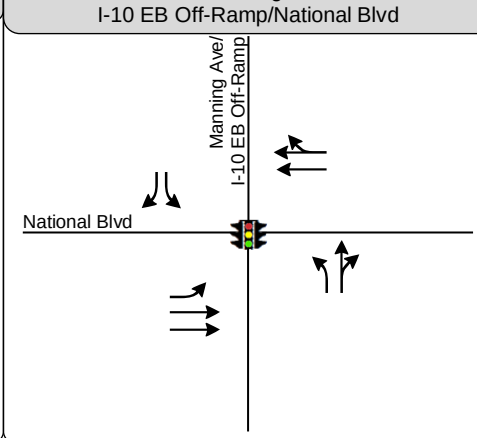
64. Hughes Ave/Venice Blvd



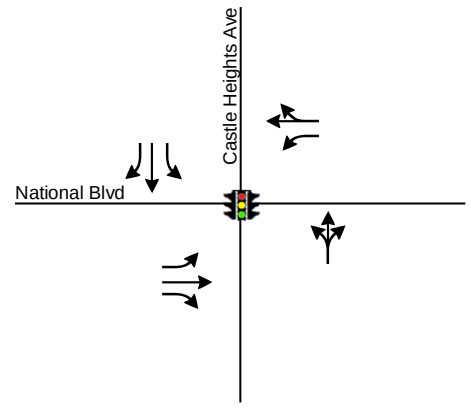
65. Duquesne Ave/Culver Blvd



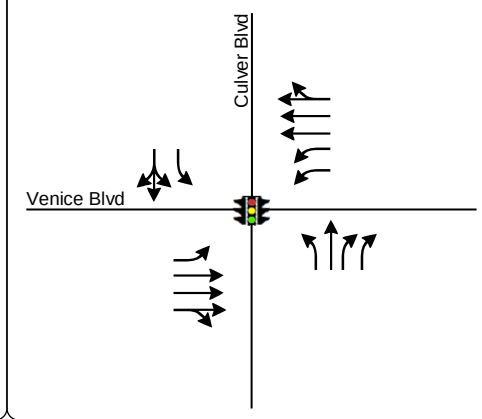
66. Manning Ave/
I-10 EB Off-Ramp/National Blvd



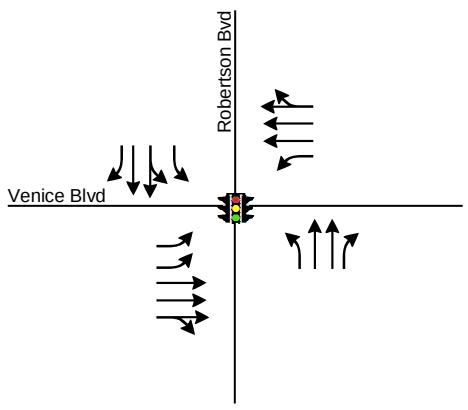
67. Castle Heights Ave/National Blvd



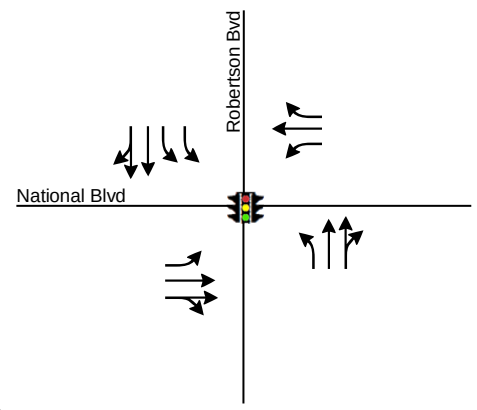
68. Culver Blvd/Venice Blvd



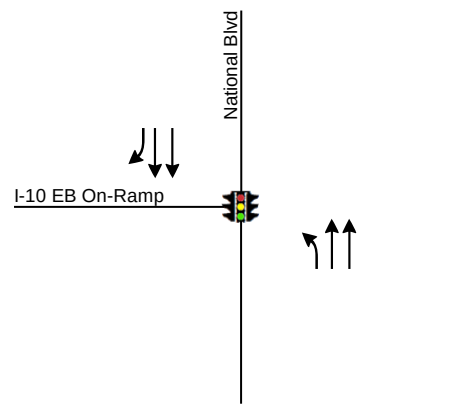
69. Robertson Bvd/Venice Blvd



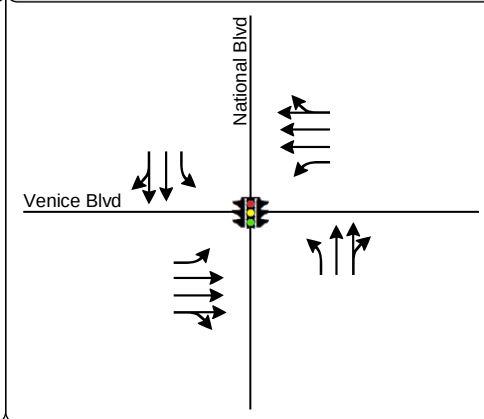
70. Robertson Bvd/National Blvd



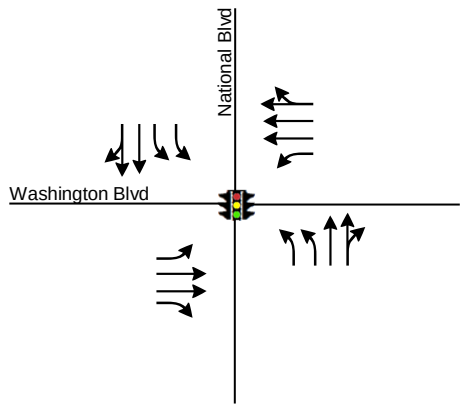
71. National Blvd/I-10 EB On-Ramp



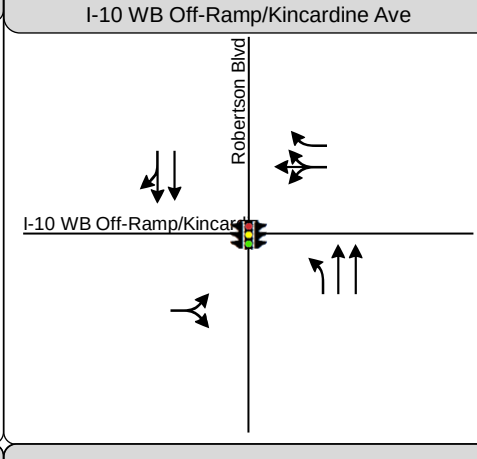
72. National Blvd/Venice Blvd



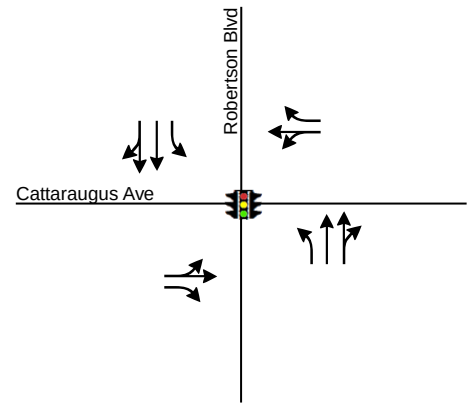
73. National Blvd/Washington Blvd



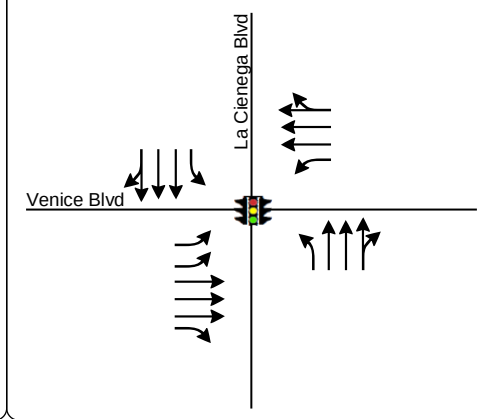
74. Robertson Blvd/
I-10 WB Off-Ramp/Kincardine Ave



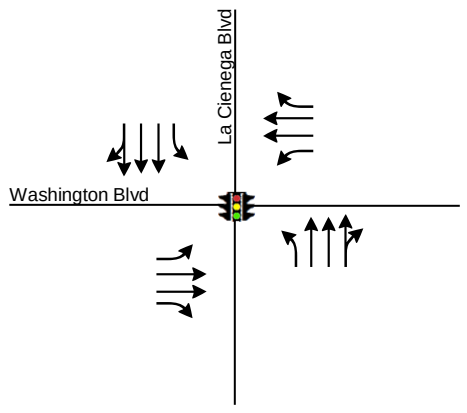
75. Robertson Blvd/Cattaraugus Ave



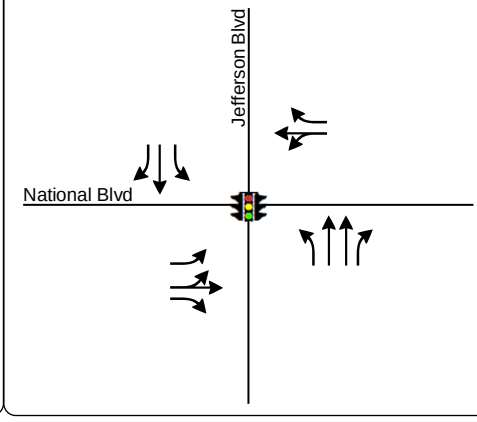
76. La Cienega Blvd/Venice Blvd



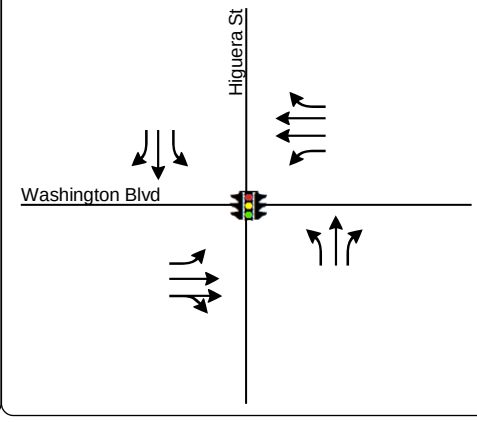
77. La Cienega Blvd/Washington Blvd



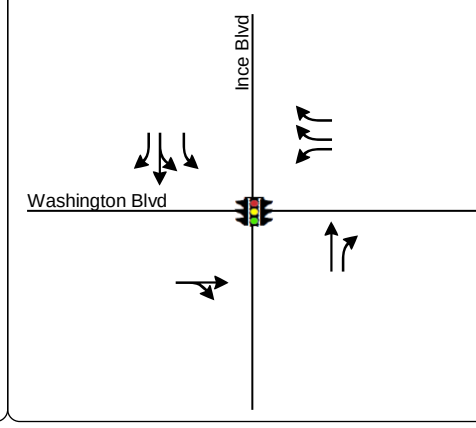
78. Jefferson Blvd/National Blvd



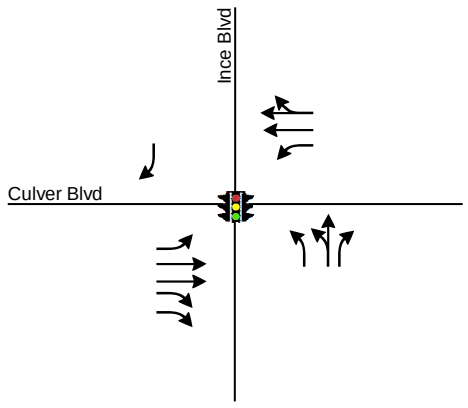
79. Higuera St/Washington Blvd



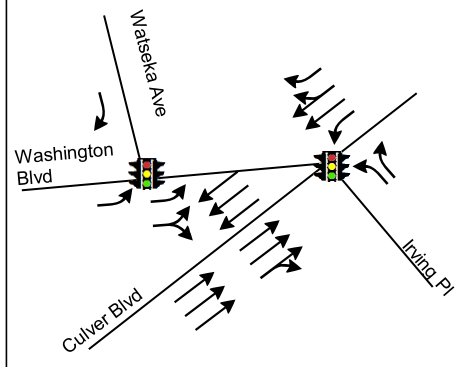
80. Ince Blvd/Washington Blvd



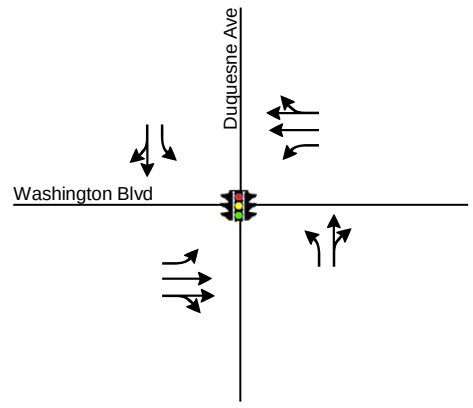
81. Ince Blvd/Culver Blvd



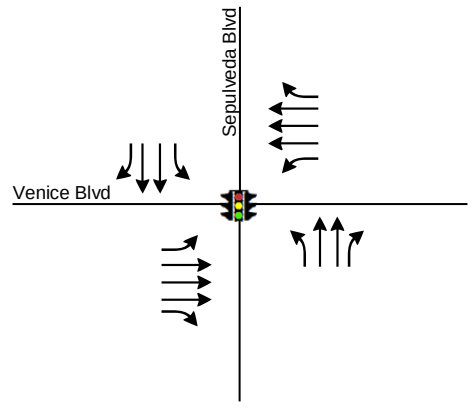
82. Irving Pl/Watseka Ave/ Washington Blvd/Culver Blvd



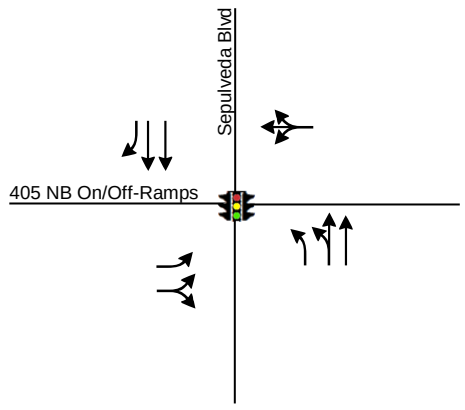
83. Duquesne Ave/Washington Blvd



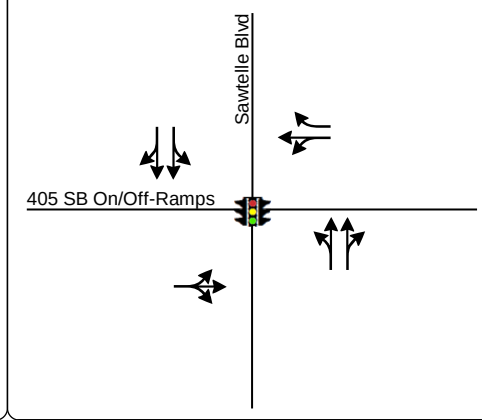
84. Sepulveda Blvd/Venice Blvd



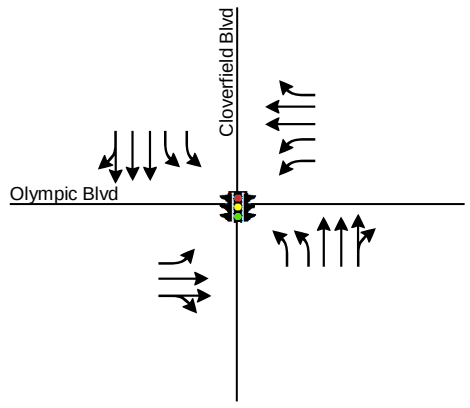
85. Sepulveda Blvd/405 NB On/Off-Ramps



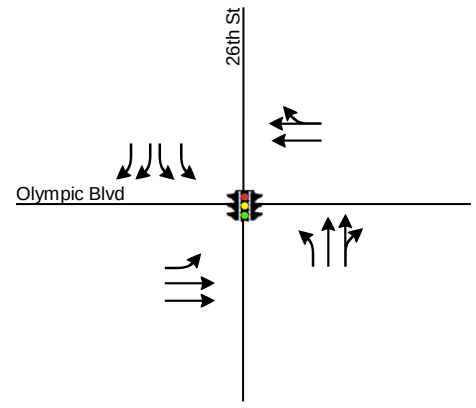
86. Sawtelle Blvd/405 SB On/Off-Ramps



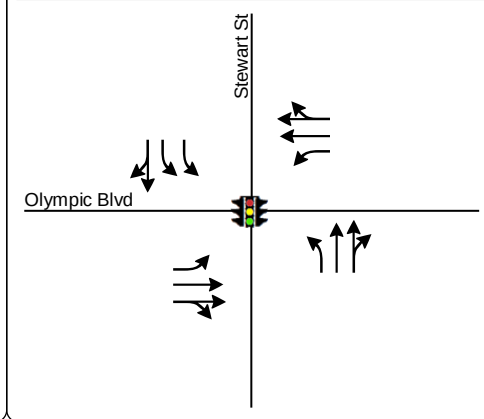
1. Cloverfield Blvd/Olympic Blvd



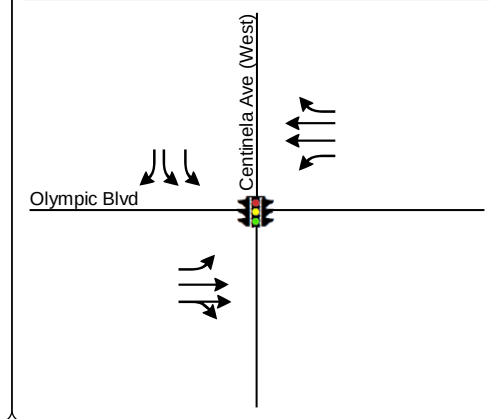
2. 26th St/Olympic Blvd



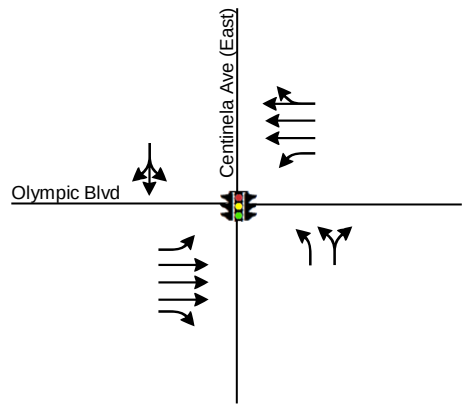
3. Stewart St/Olympic Blvd



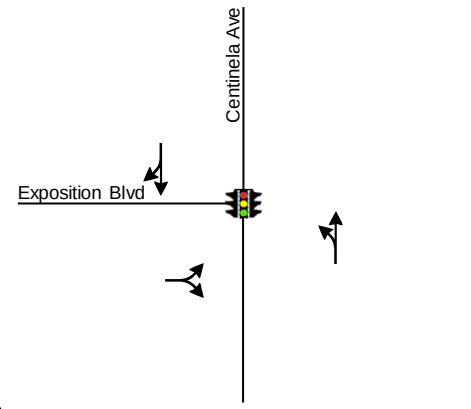
4. Centinela Ave (West)/Olympic Blvd



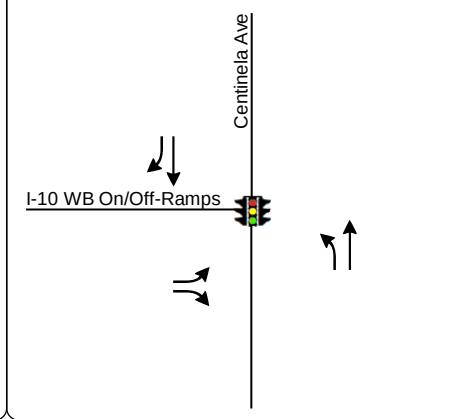
5. Centinela Ave (East)/Olympic Blvd



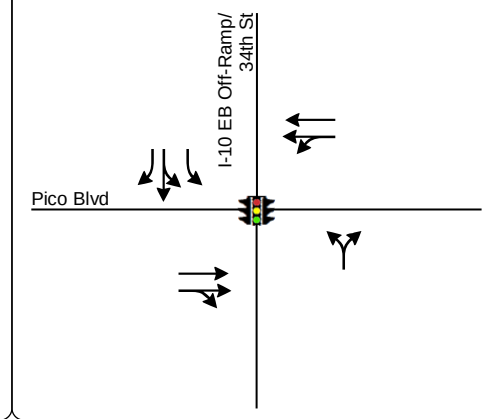
6. Centinela Ave/Exposition Blvd



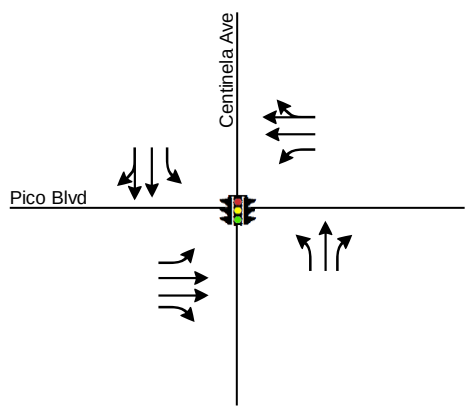
7. Centinela Ave/I-10 WB On/Off-Ramps



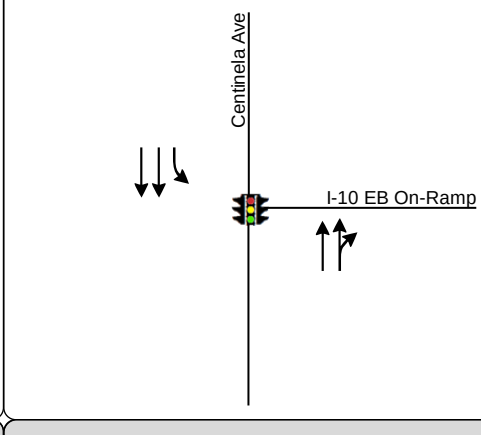
8. I-10 EB Off-Ramp/34th St/Pico Blvd



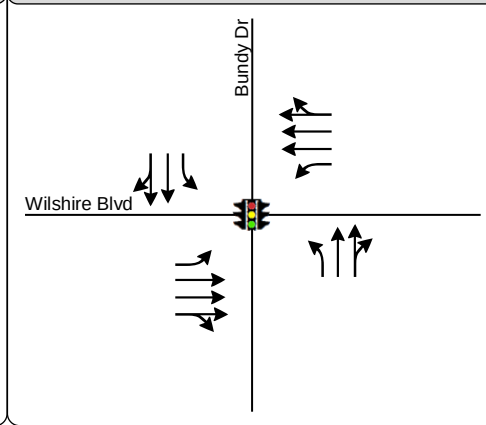
9. Centinela Ave/Pico Blvd



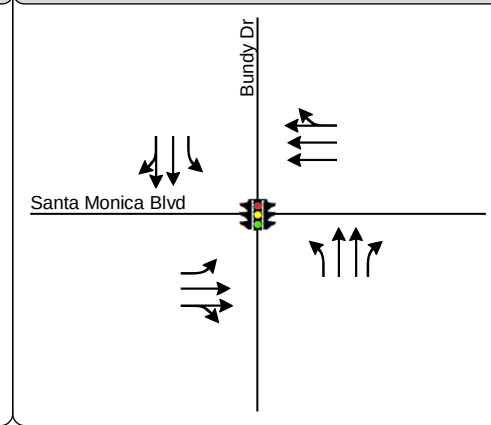
10. Centinela Ave/I-10 EB On-Ramp



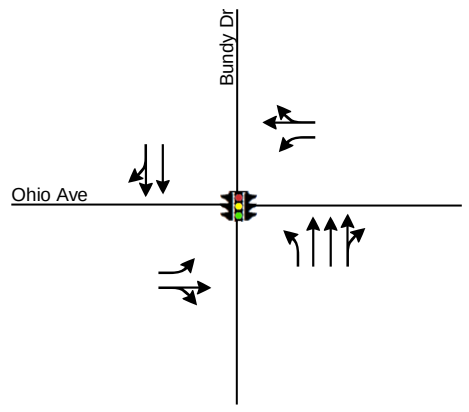
11. Bundy Dr/Wilshire Blvd



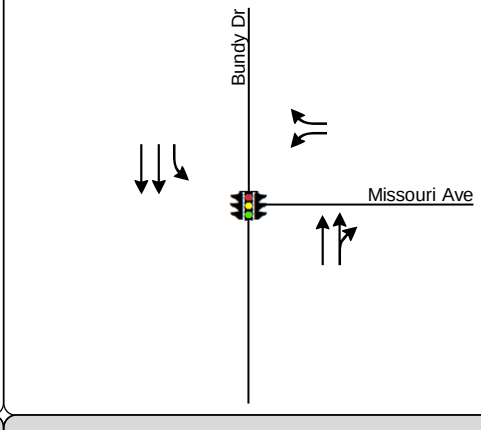
12. Bundy Dr/Santa Monica Blvd



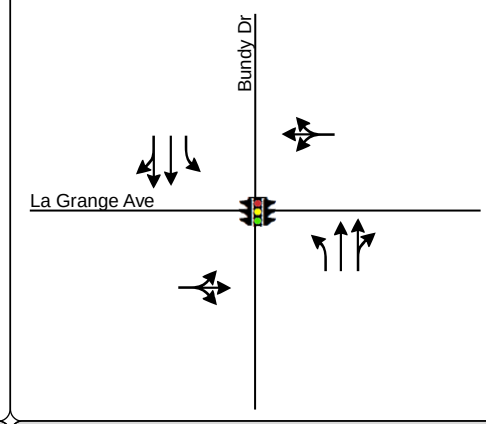
13. Bundy Dr/Ohio Ave



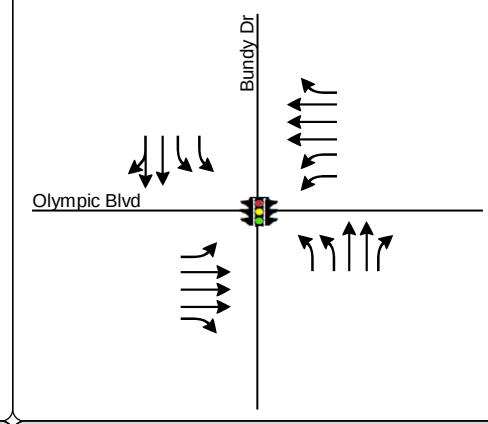
14. Bundy Dr/Missouri Ave



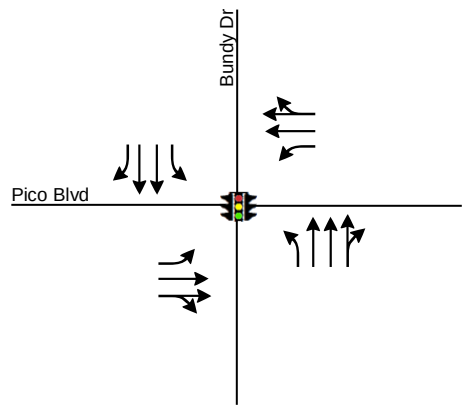
15. Bundy Dr/La Grange Ave



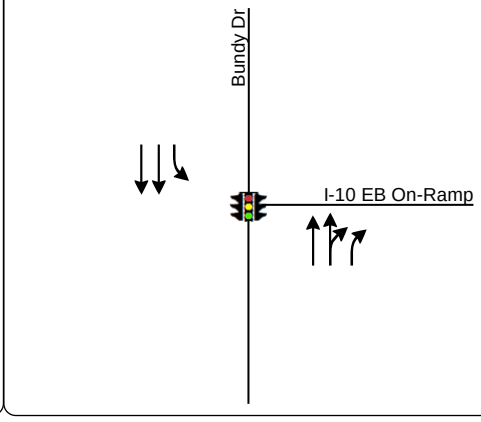
16. Bundy Dr/Olympic Blvd



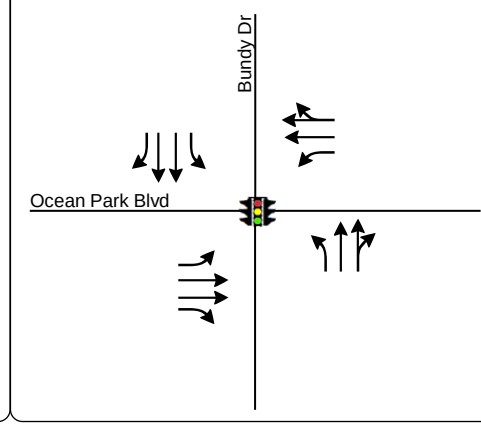
17. Bundy Dr/Pico Blvd



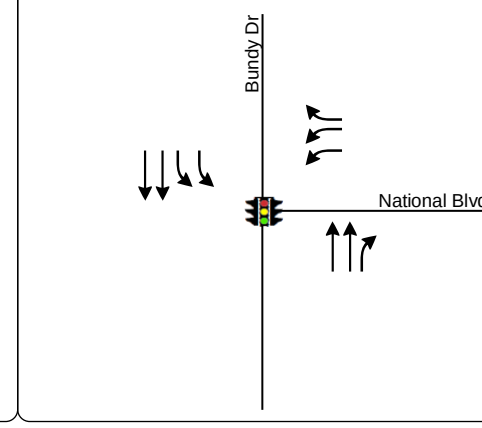
18. Bundy Dr/I-10 EB On-Ramp



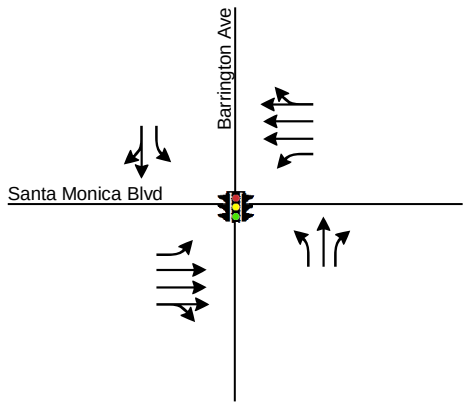
19. Bundy Dr/Ocean Park Blvd



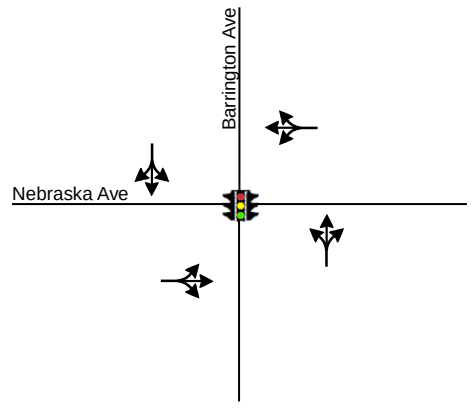
20. Bundy Dr/National Blvd



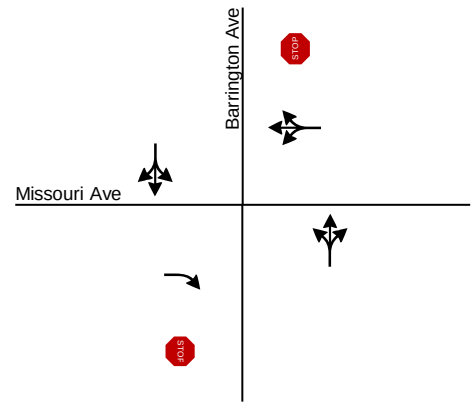
21. Barrington Ave/Santa Monica Blvd



22. Barrington Ave/Nebraska Ave

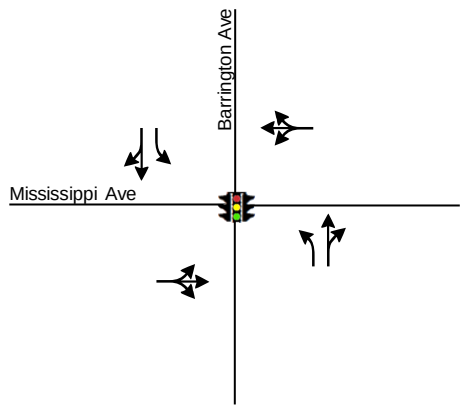


23. Barrington Ave/Missouri Ave

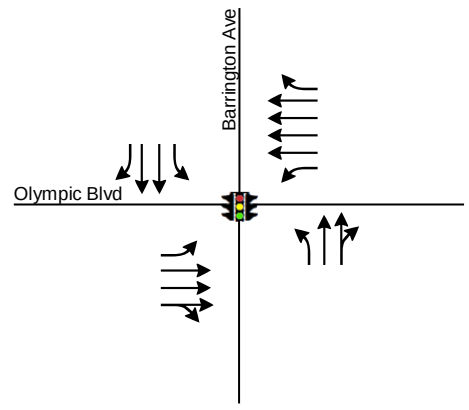


24. Barrington Ave/La Grange Ave

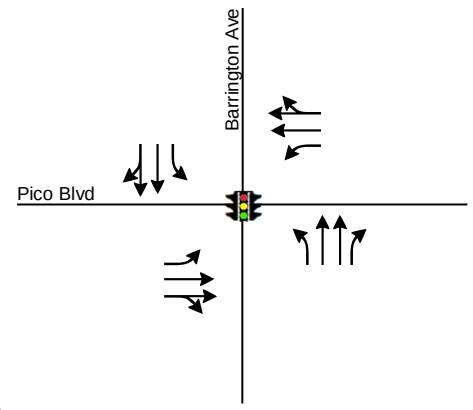
25. Barrington Ave/Mississippi Ave



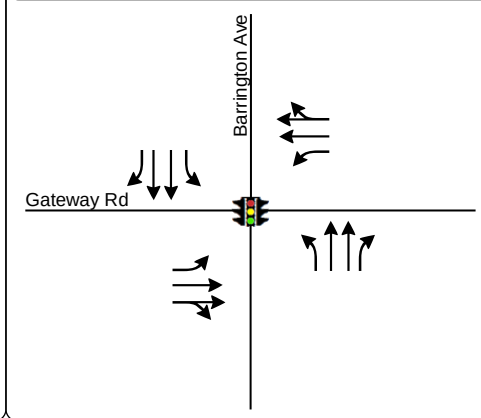
26. Barrington Ave/Olympic Blvd



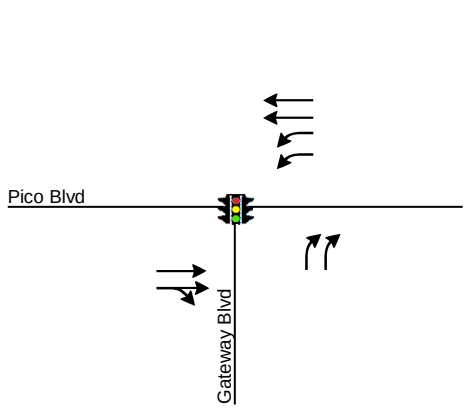
27. Barrington Ave/Pico Blvd



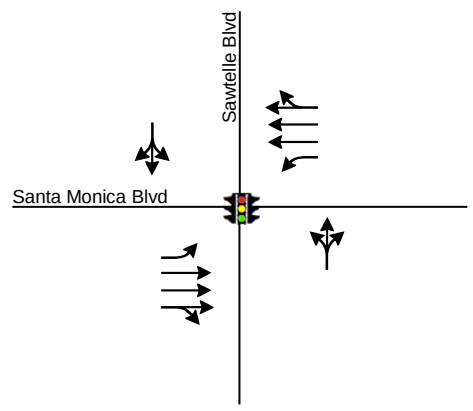
28. Barrington Ave/Gateway Rd



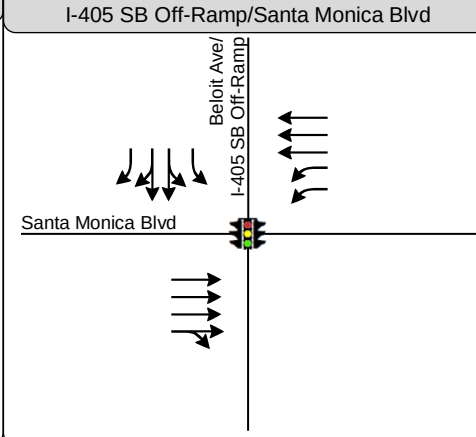
29. Gateway Blvd/Pico Blvd



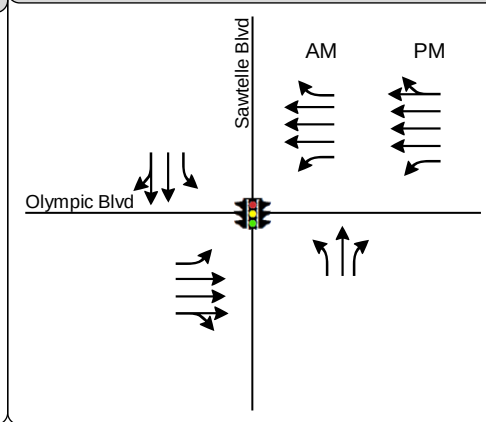
30. Sawtelle Blvd/Santa Monica Blvd



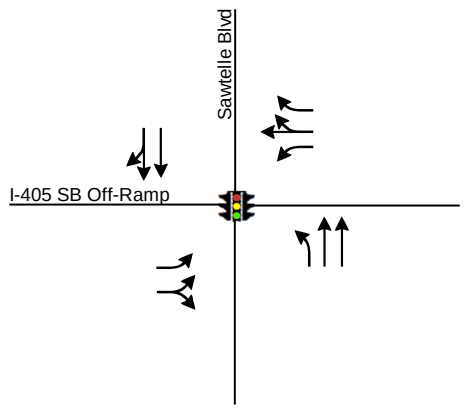
31. Beloit Ave/
I-405 SB Off-Ramp/Santa Monica Blvd



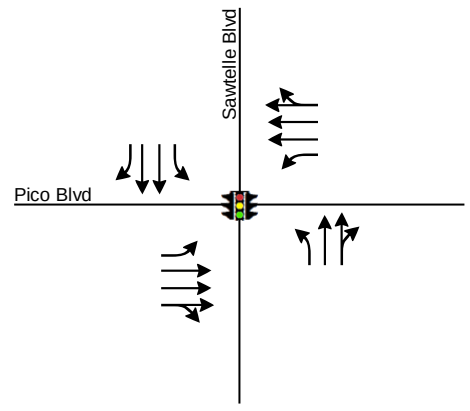
32. Sawtelle Blvd/Olympic Blvd



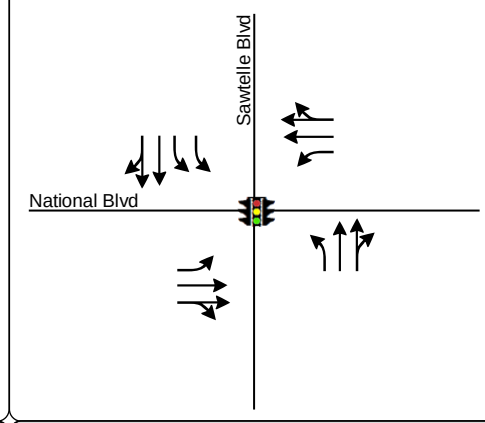
33. Sawtelle Blvd/I-405 SB Off-Ramp



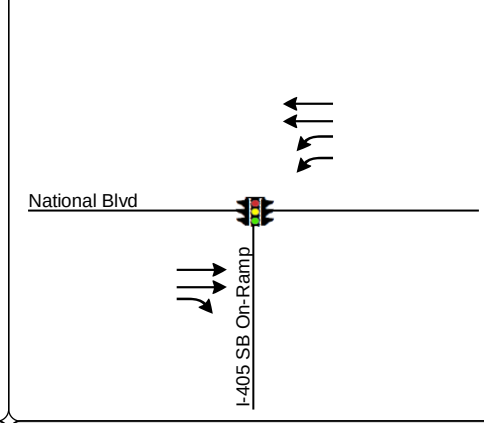
34. Sawtelle Blvd/Pico Blvd



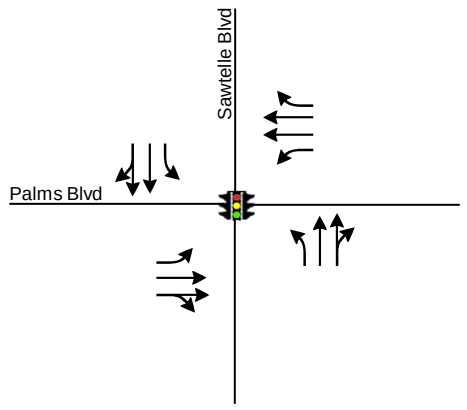
35. Sawtelle Blvd/National Blvd



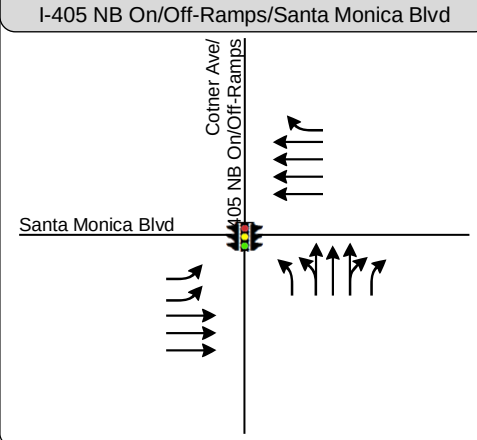
36. I-405 SB On-Ramp/National Blvd



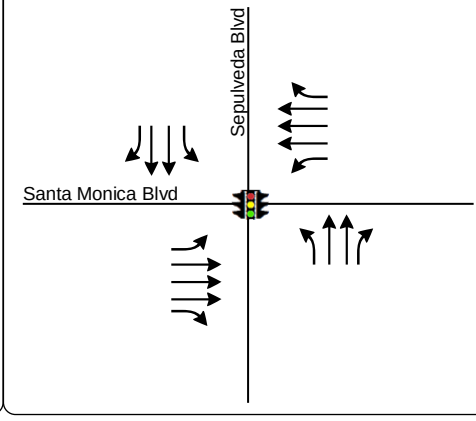
37. Sawtelle Blvd/Palms Blvd



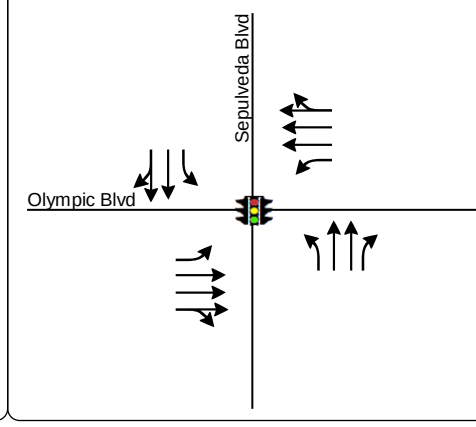
38. Cotner Ave/
I-405 NB On/Off-Ramps/Santa Monica Blvd



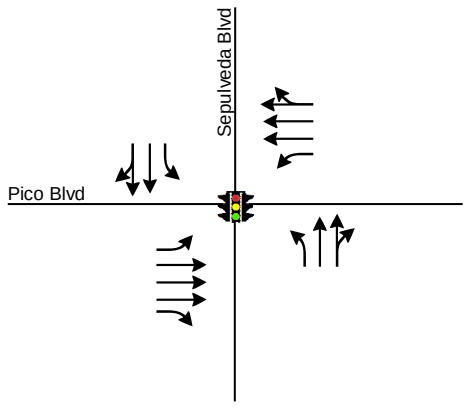
39. Sepulveda Blvd/Santa Monica Blvd



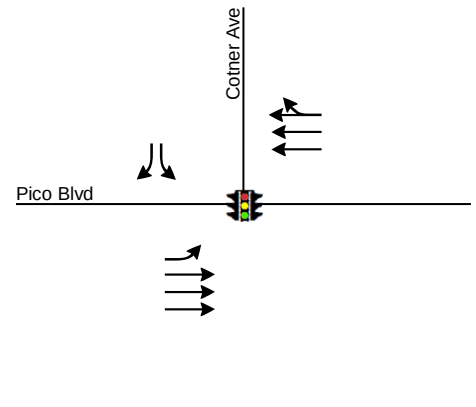
40. Sepulveda Blvd/Olympic Blvd



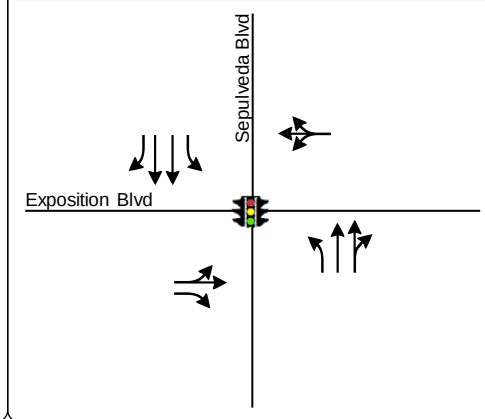
41. Sepulveda Blvd/Pico Blvd



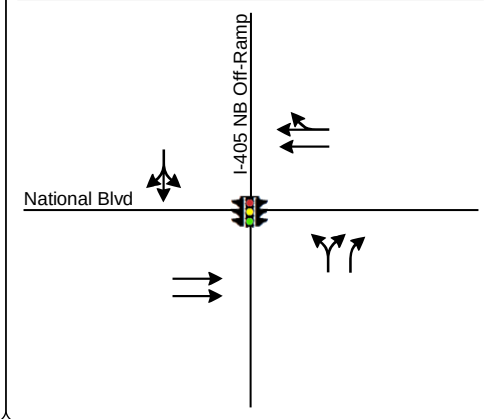
42. Cotner Ave/Pico Blvd



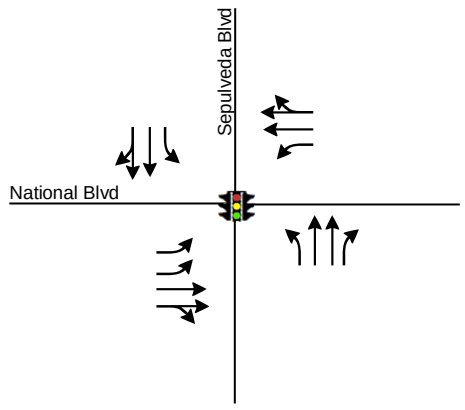
43. Sepulveda Blvd/Exposition Blvd



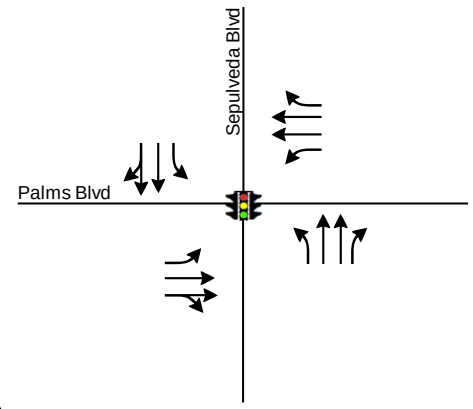
44. I-405 NB Off-Ramp/National Blvd



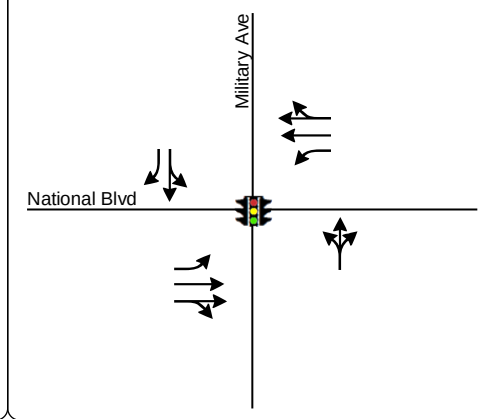
45. Sepulveda Blvd/National Blvd



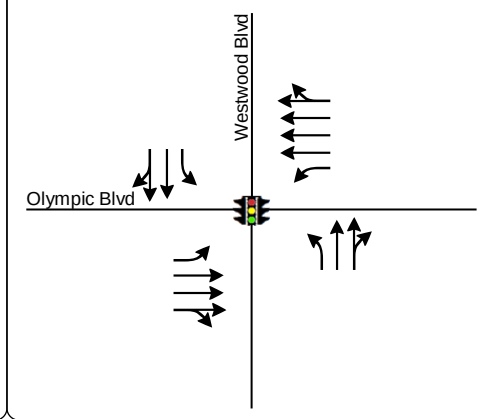
46. Sepulveda Blvd/Palms Blvd



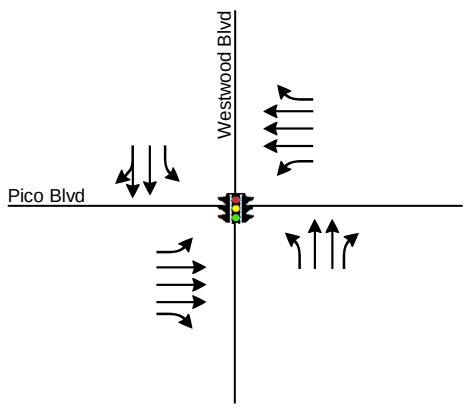
47. Military Ave/National Blvd



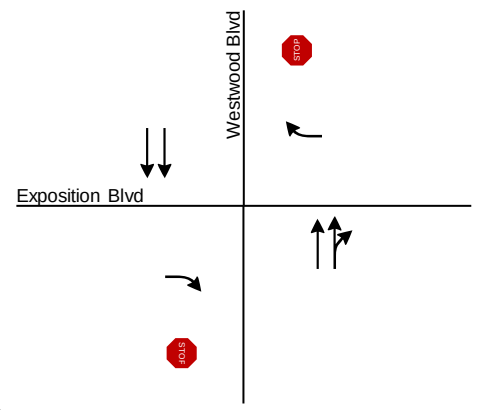
48. Westwood Blvd/Olympic Blvd



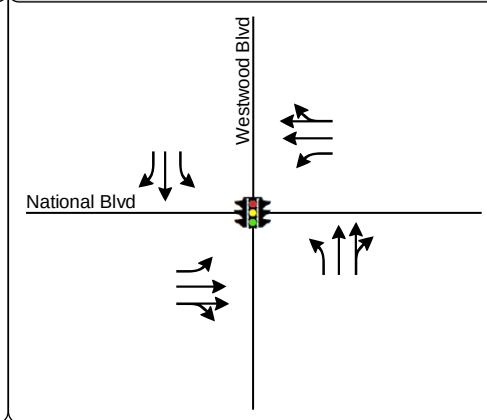
49. Westwood Blvd/Pico Blvd



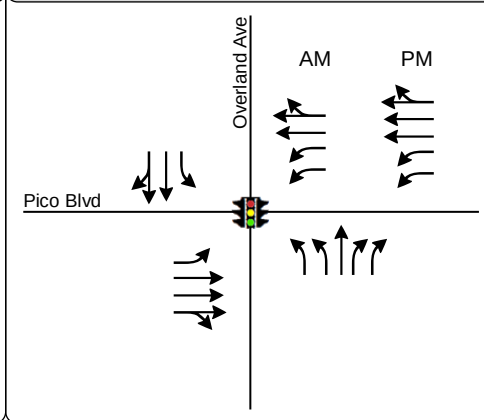
50. Westwood Blvd/Exposition Blvd



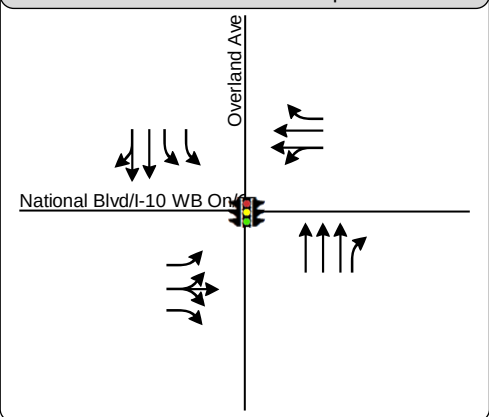
51. Westwood Blvd/National Blvd



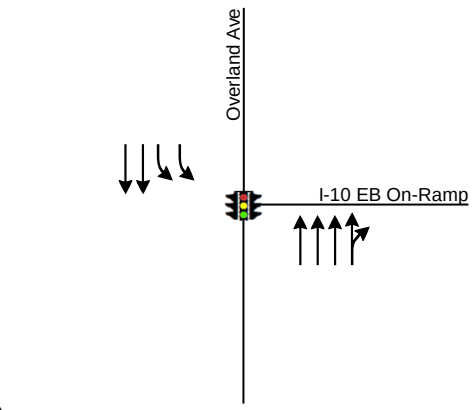
52. Overland Ave/Pico Blvd



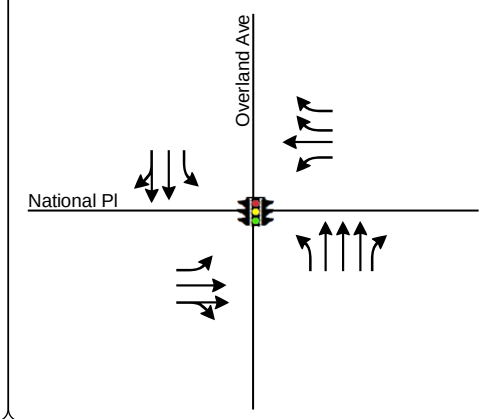
53. Overland Ave/National Blvd/ I-10 WB On/Off-Ramps



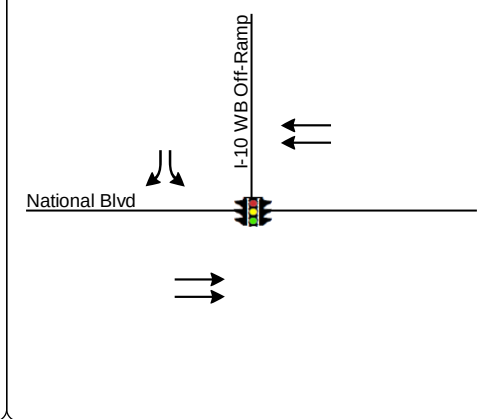
54. Overland Ave/I-10 EB On-Ramp



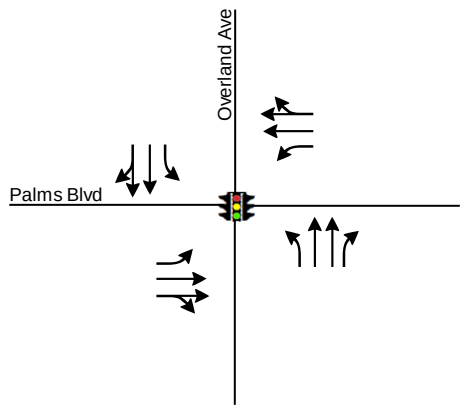
55. Overland Ave/National Pl



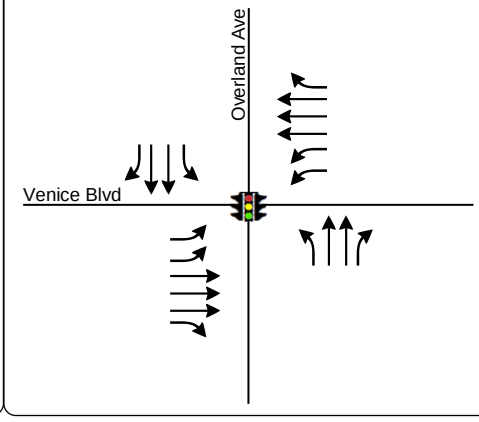
56. I-10 WB Off-Ramp/National Blvd



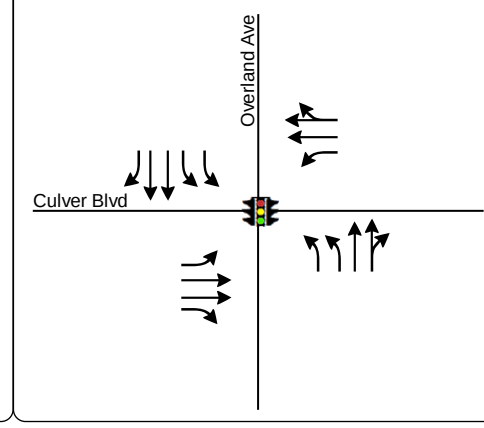
57. Overland Ave/Palms Blvd



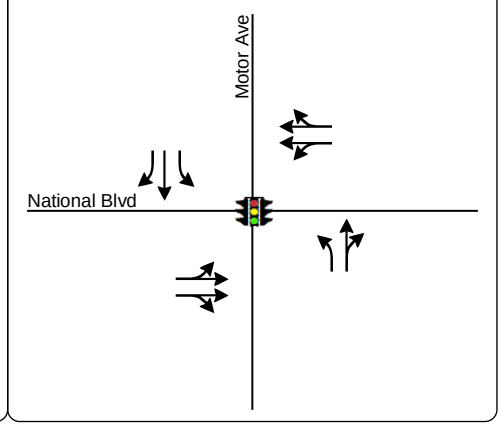
58. Overland Ave/Venice Blvd



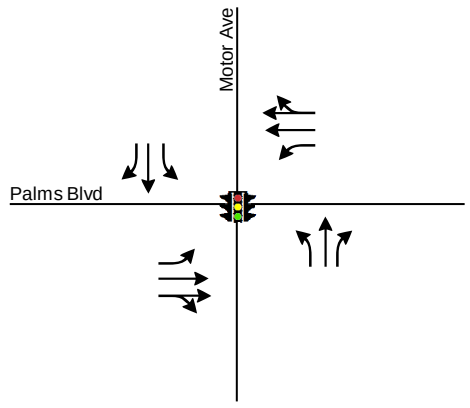
59. Overland Ave/Culver Blvd



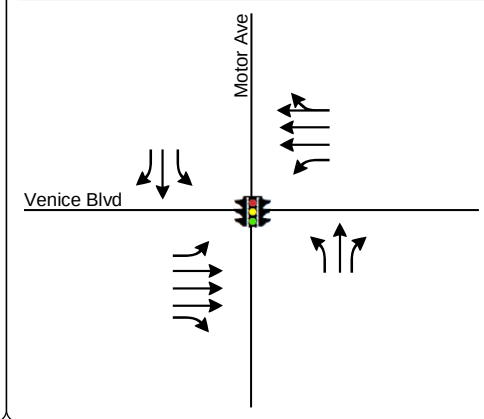
60. Motor Ave/National Blvd



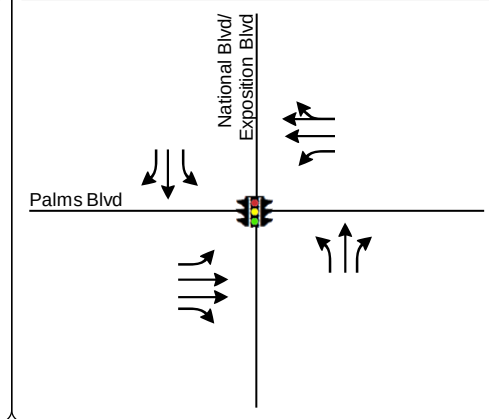
61. Motor Ave/Palms Blvd



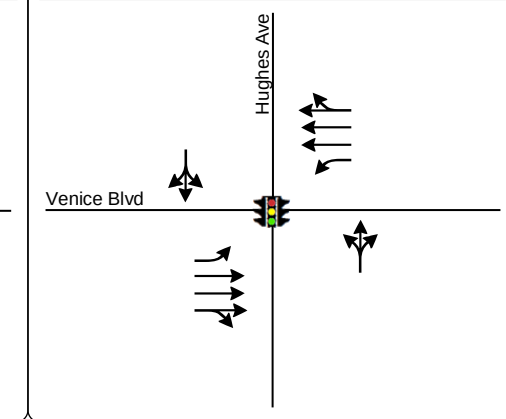
62. Motor Ave/Venice Blvd



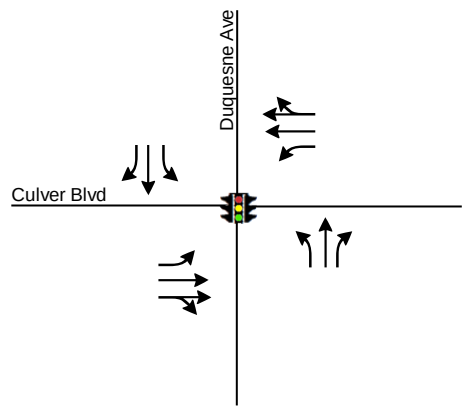
63. National Blvd/Exposition Blvd/Palms Blvd



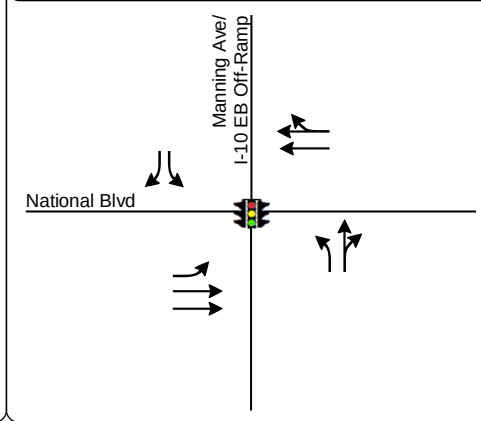
64. Hughes Ave/Venice Blvd



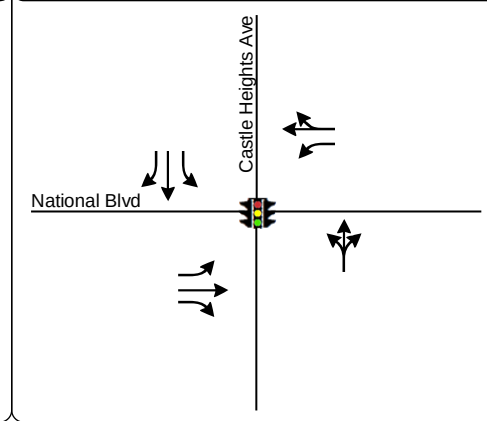
65. Duquesne Ave/Culver Blvd



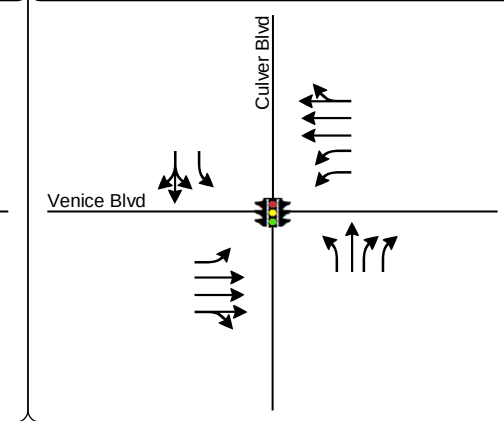
66. Manning Ave/I-10 EB Off-Ramp/National Blvd



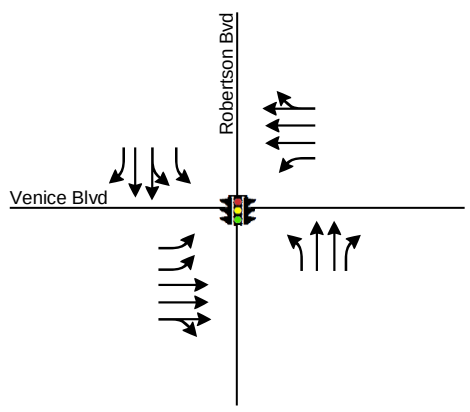
67. Castle Heights Ave/National Blvd



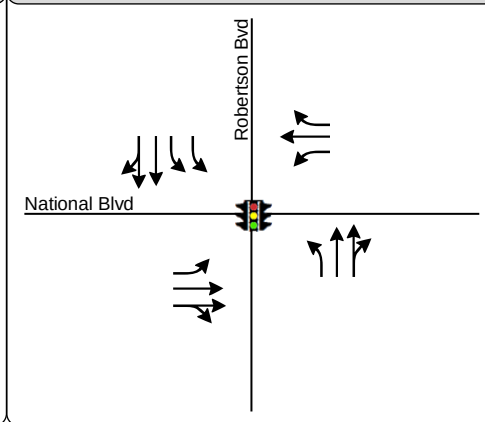
68. Culver Blvd/Venice Blvd



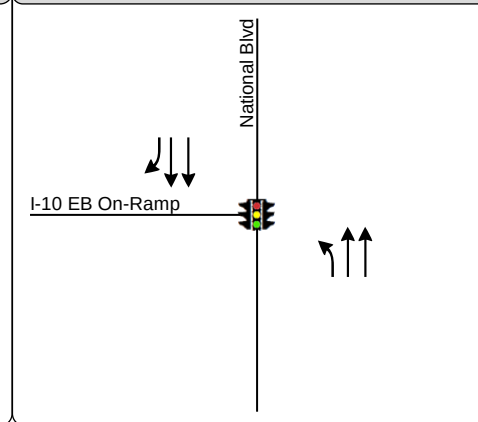
69. Robertson Bvd/Venice Blvd



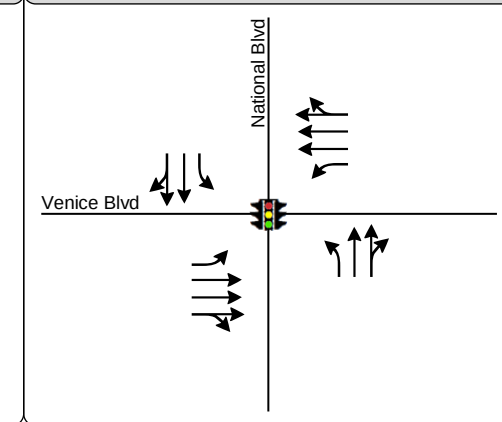
70. Robertson Bvd/National Blvd



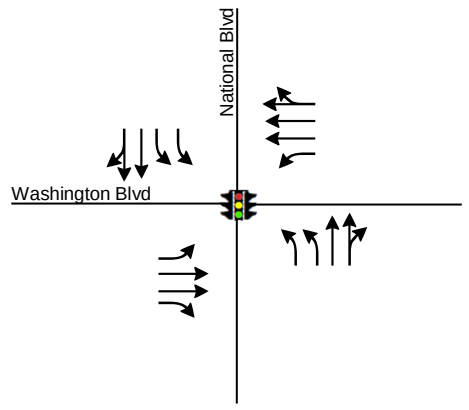
71. National Blvd/I-10 EB On-Ramp



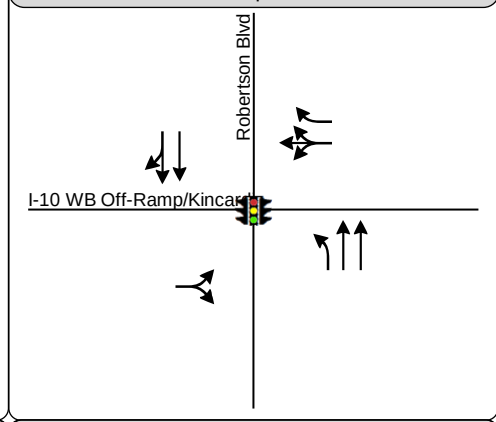
72. National Blvd/Venice Blvd



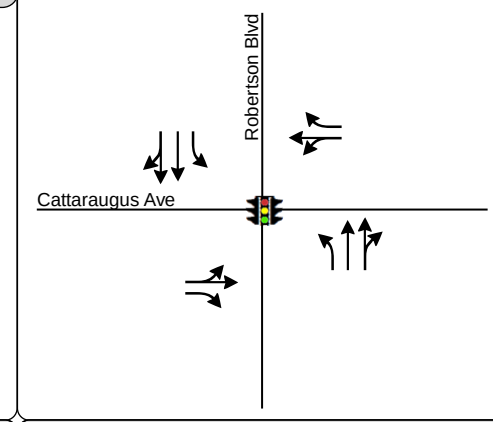
73. National Blvd/Washington Blvd



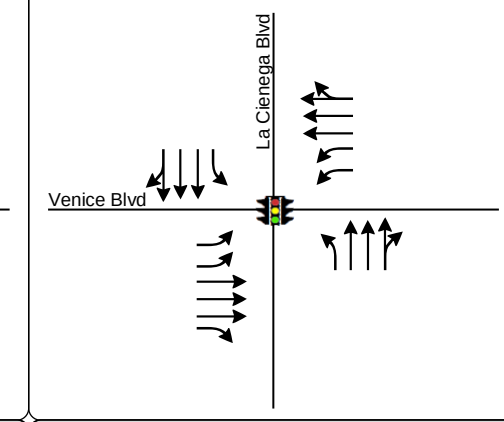
74. Robertson Blvd/
I-10 WB Off-Ramp/Kincardine Ave



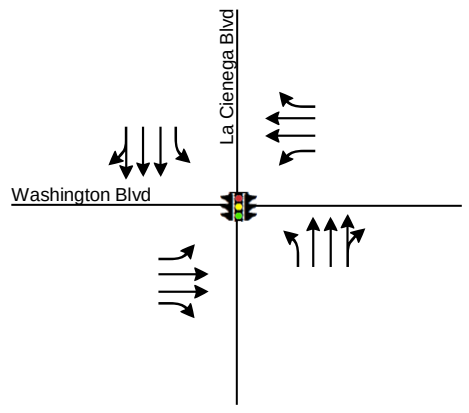
75. Robertson Blvd/Cattaraugus Ave



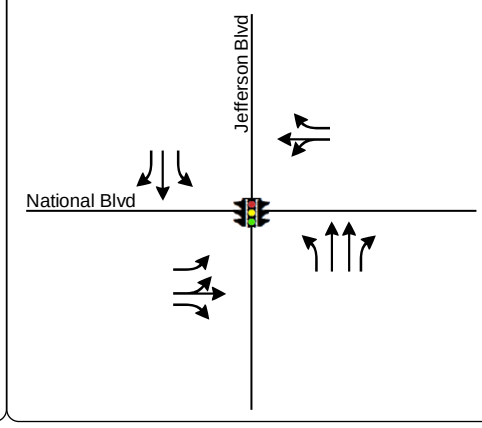
76. La Cienega Blvd/Venice Blvd



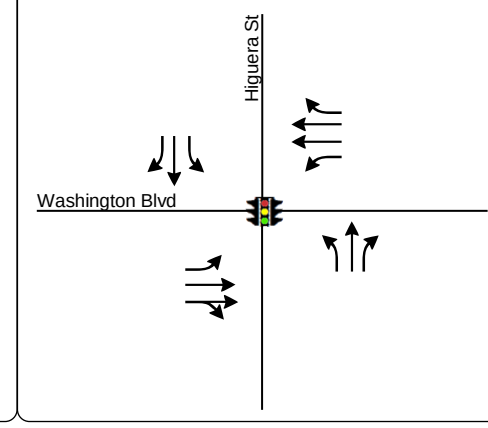
77. La Cienega Blvd/Washington Blvd



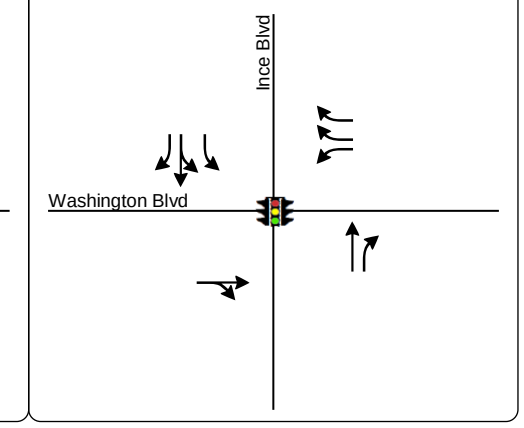
78. Jefferson Blvd/National Blvd



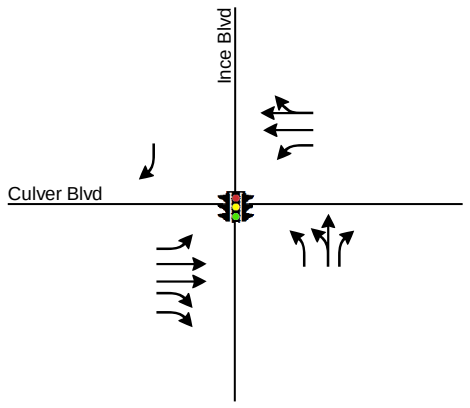
79. Higuera St/Washington Blvd



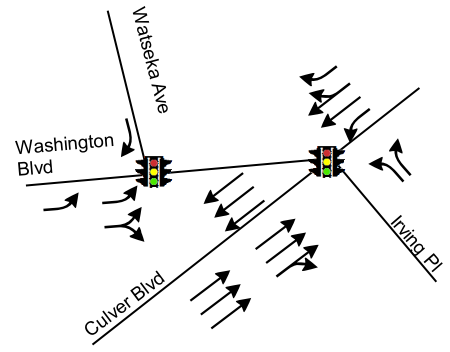
80. Ince Blvd/Washington Blvd



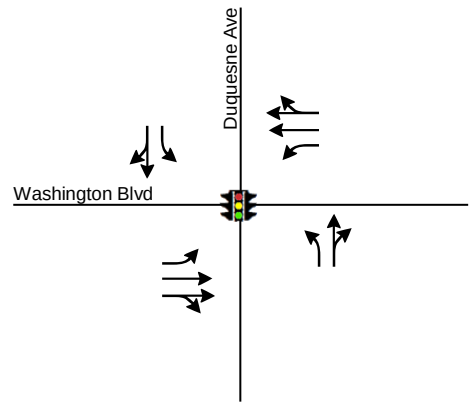
81. Ince Blvd/Culver Blvd



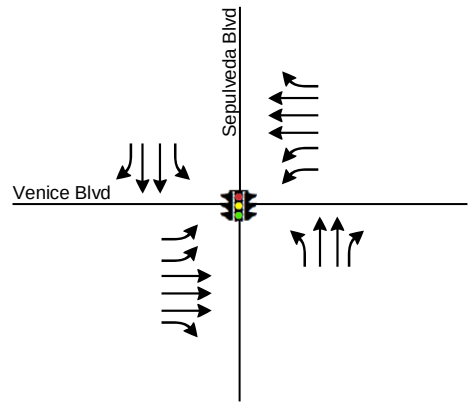
82. Irving Pl/Watseka Ave/ Washington Blvd/Culver Blvd



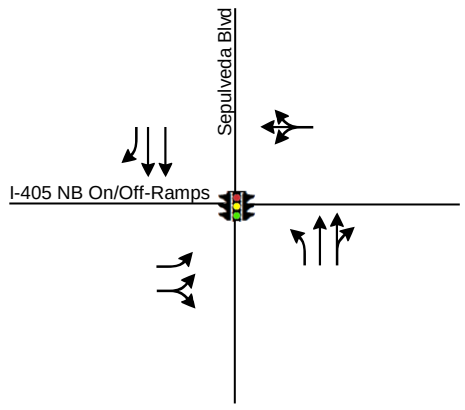
83. Duquesne Ave/Washington Blvd



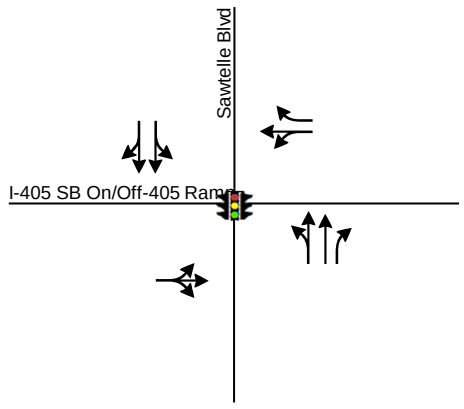
84. Sepulveda Blvd/Venice Blvd



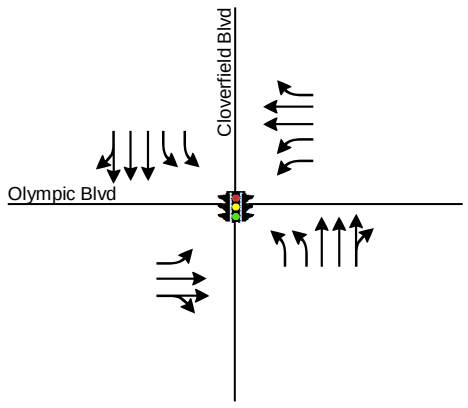
85. Sepulveda Blvd/I-405 NB On/Off-Ramps



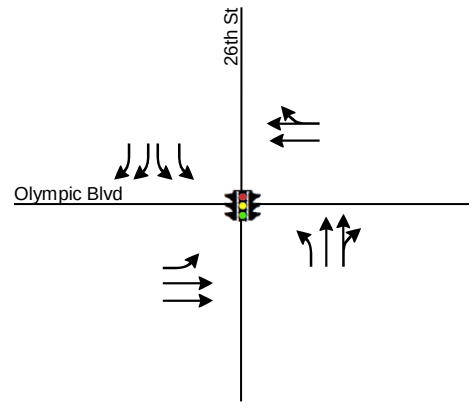
86. Sawtelle Blvd/I-405 SB On/Off-405 Ramps



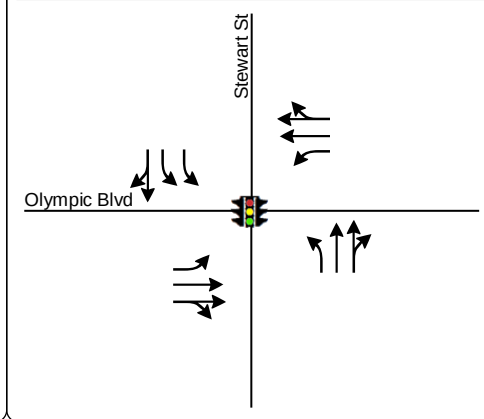
1. Cloverfield Blvd/Olympic Blvd



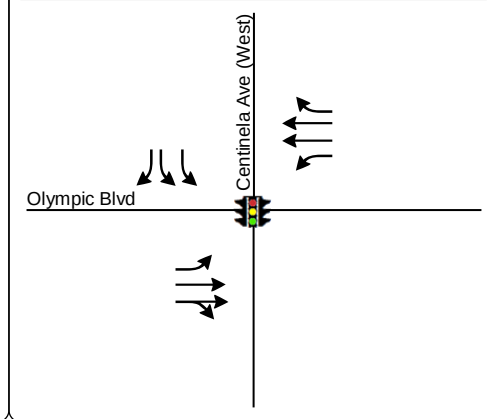
2. 26th St/Olympic Blvd



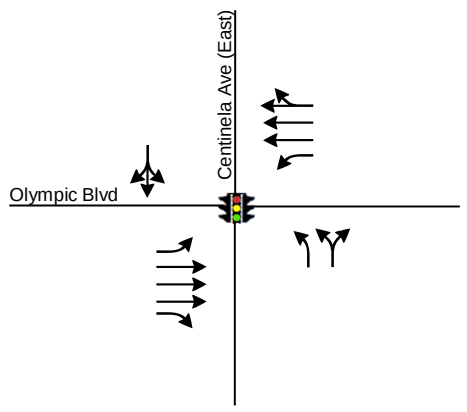
3. Stewart St/Olympic Blvd



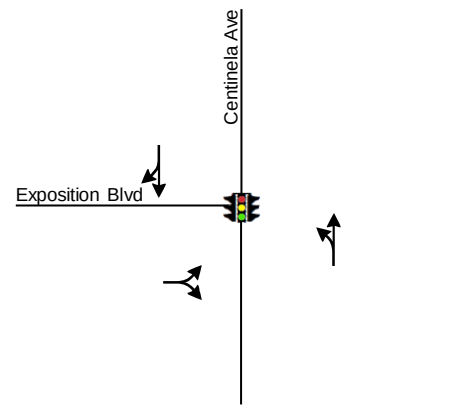
4. Centinela Ave (West)/Olympic Blvd



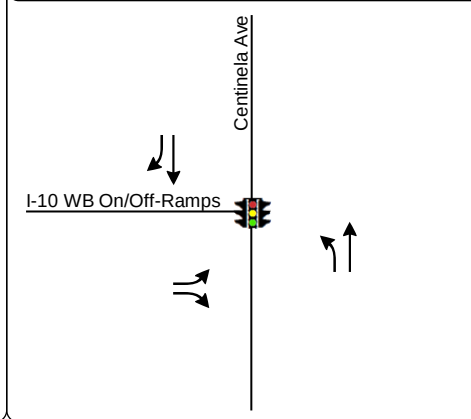
5. Centinela Ave (East)/Olympic Blvd



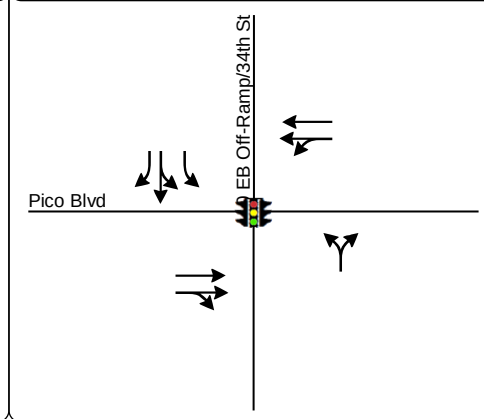
6. Centinela Ave/Exposition Blvd



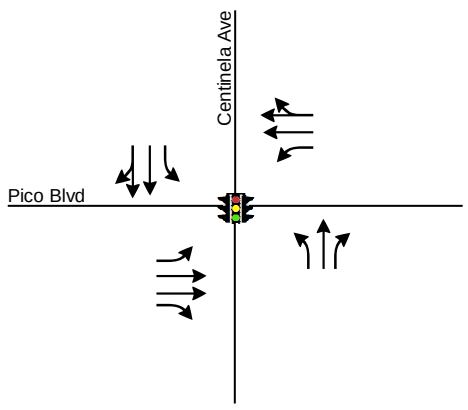
7. Centinela Ave/I-10 WB On/Off-Ramps



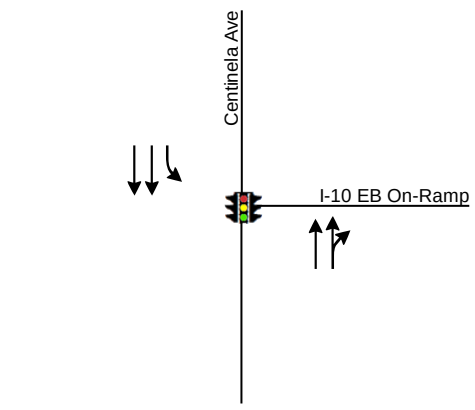
8. I-10 EB Off-Ramp/34th St/Pico Blvd



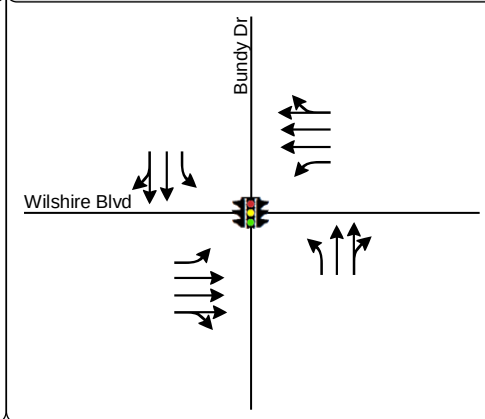
9. Centinela Ave/Pico Blvd



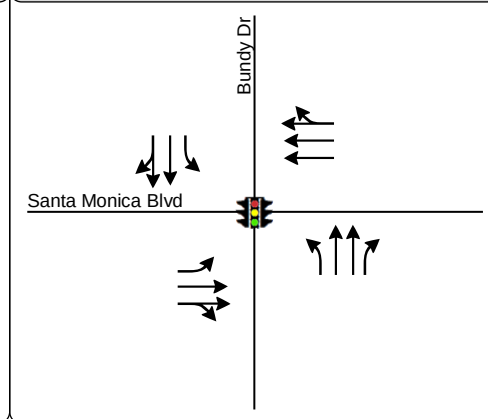
10. Centinela Ave/I-10 EB On-Ramp



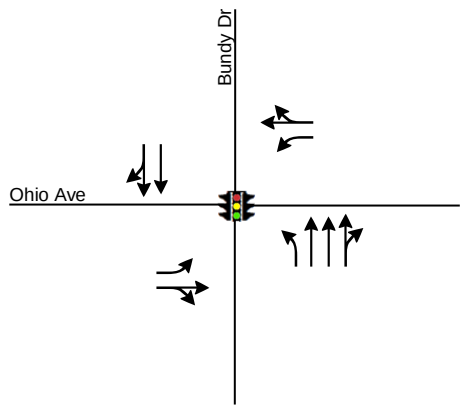
11. Bundy Dr/Wilshire Blvd



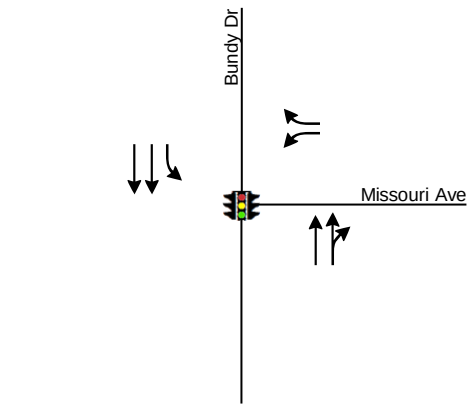
12. Bundy Dr/Santa Monica Blvd



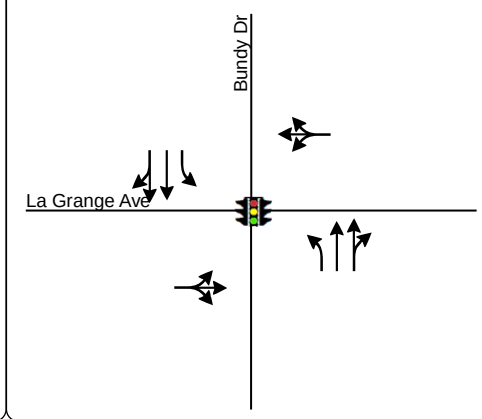
13. Bundy Dr/Ohio Ave



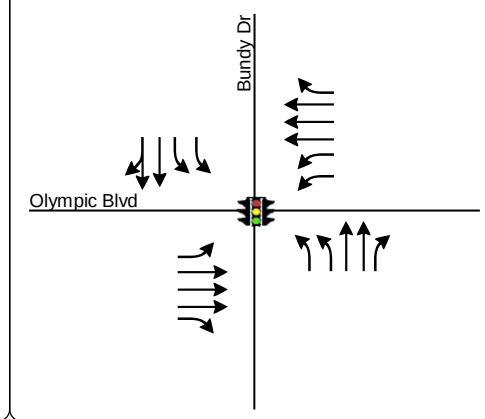
14. Bundy Dr/Missouri Ave



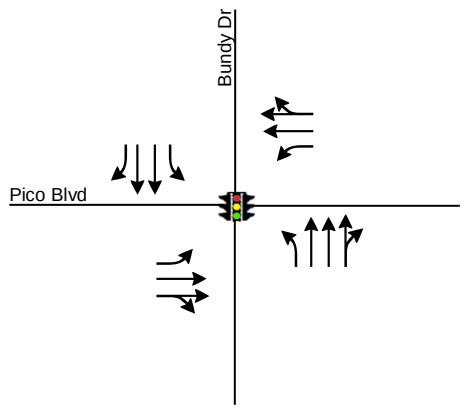
15. Bundy Dr/La Grange Ave



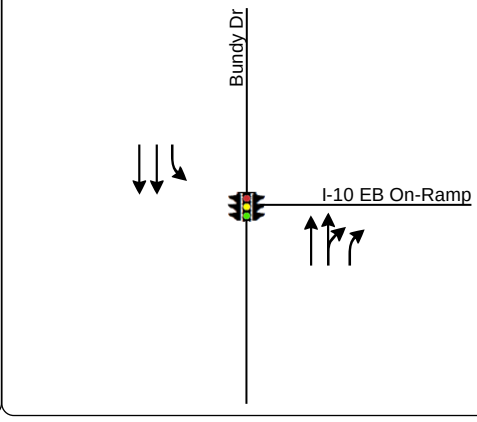
16. Bundy Dr/Olympic Blvd



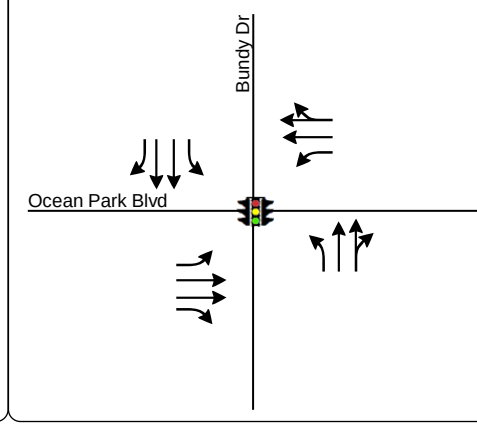
17. Bundy Dr/Pico Blvd



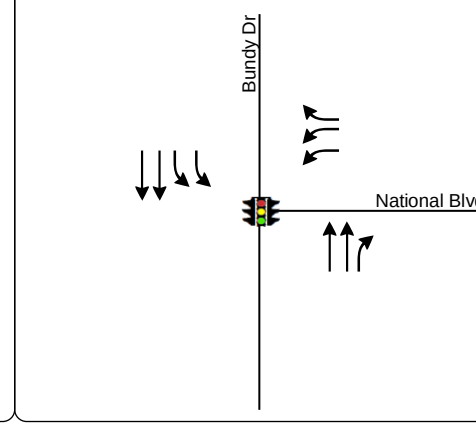
18. Bundy Dr/I-10 EB On-Ramp



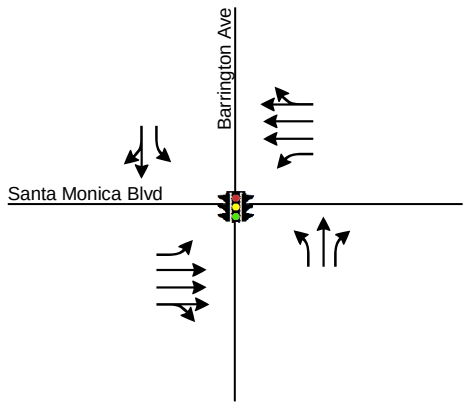
19. Bundy Dr/Ocean Park Blvd



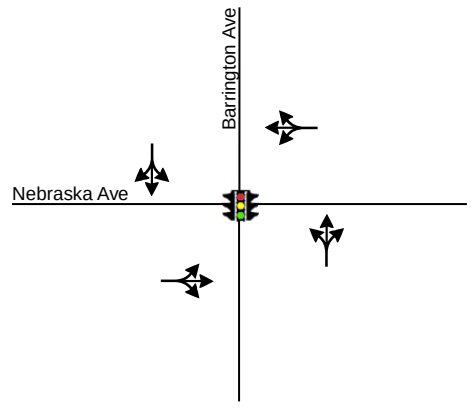
20. Bundy Dr/National Blvd



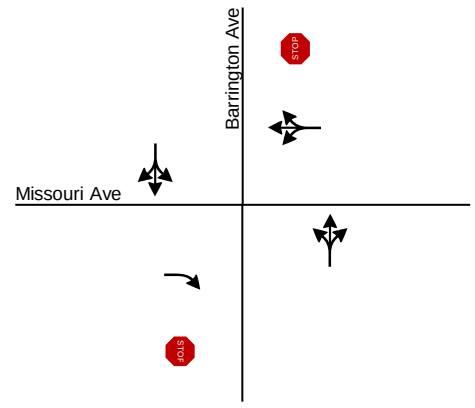
21. Barrington Ave/Santa Monica Blvd



22. Barrington Ave/Nebraska Ave

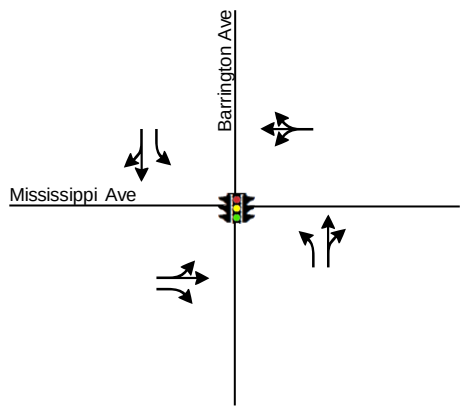


23. Barrington Ave/Missouri Ave

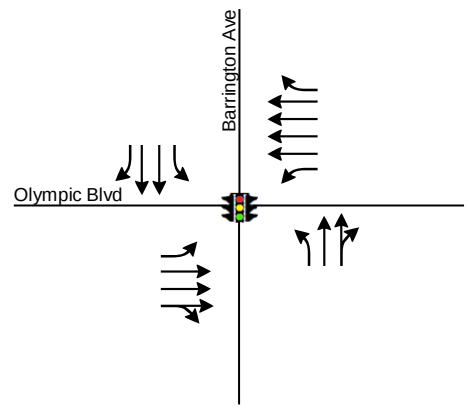


24. Barrington Ave/La Grange Ave

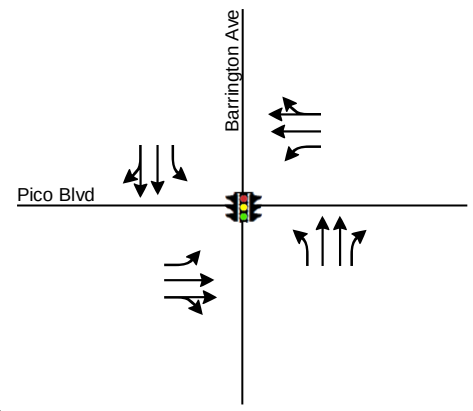
25. Barrington Ave/Mississippi Ave



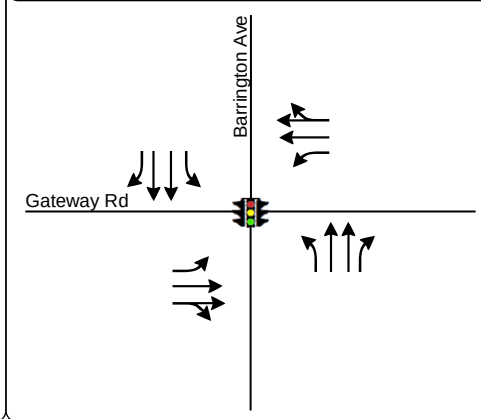
26. Barrington Ave/Olympic Blvd



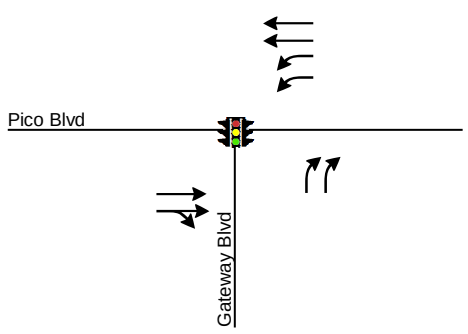
27. Barrington Ave/Pico Blvd



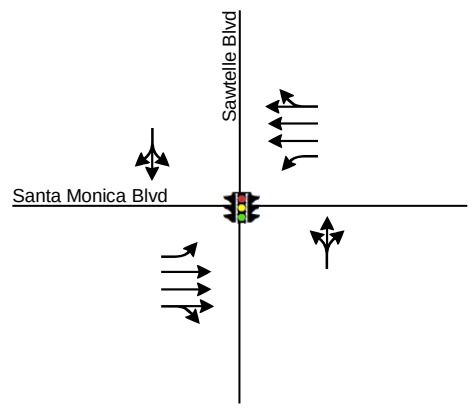
28. Barrington Ave/Gateway Rd



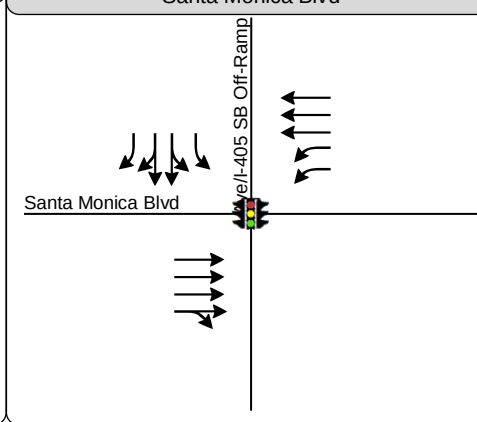
29. Gateway Blvd/Pico Blvd



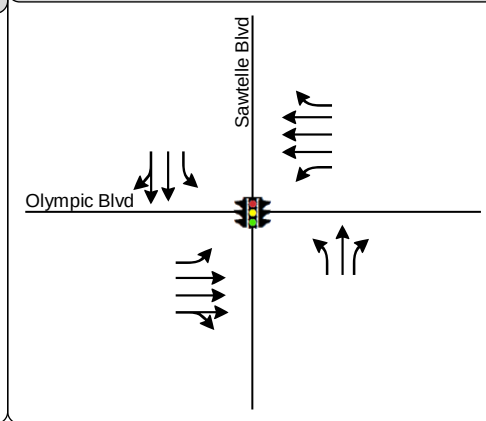
30. Sawtelle Blvd/Santa Monica Blvd



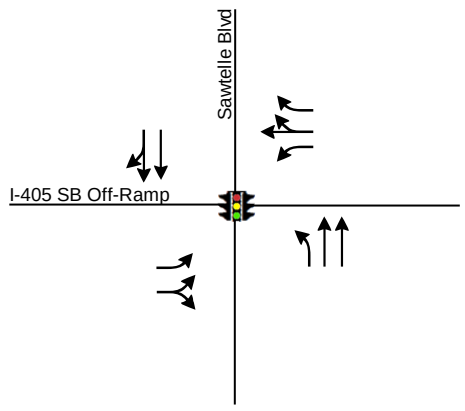
31. Beloit Ave/I-405 SB Off-Ramp/ Santa Monica Blvd



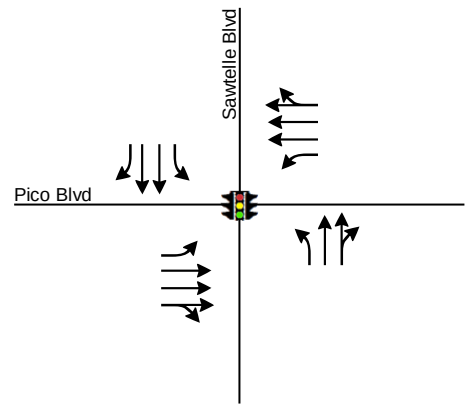
32. Sawtelle Blvd/Olympic Blvd



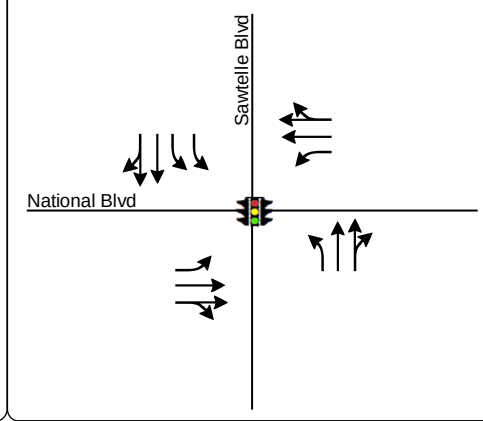
33. Sawtelle Blvd/I-405 SB Off-Ramp



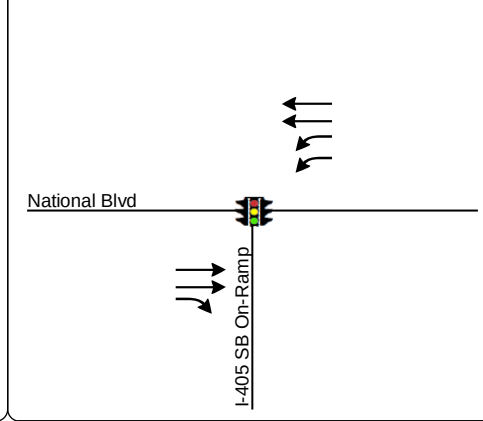
34. Sawtelle Blvd/Pico Blvd



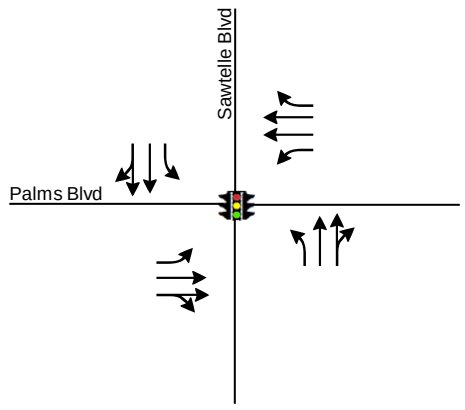
35. Sawtelle Blvd/National Blvd



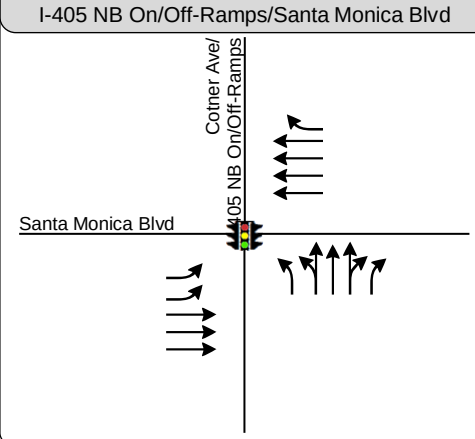
36. I-405 SB On-Ramp/National Blvd



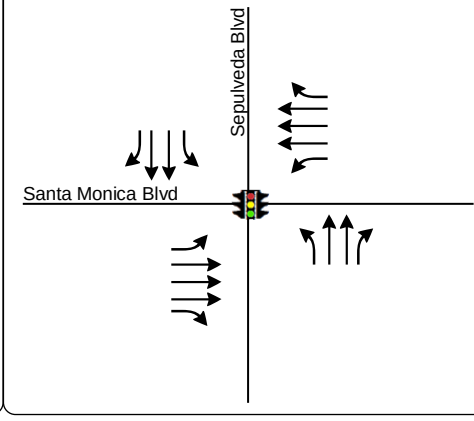
37. Sawtelle Blvd/Palms Blvd



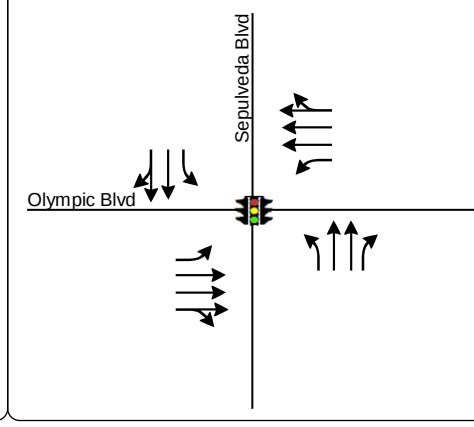
38. Cotner Ave/ I-405 NB On/Off-Ramps/Santa Monica Blvd



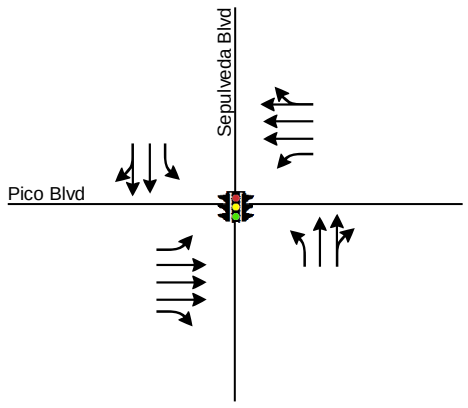
39. Sepulveda Blvd/Santa Monica Blvd



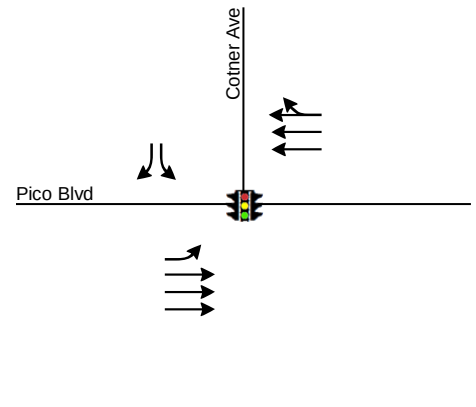
40. Sepulveda Blvd/Olympic Blvd



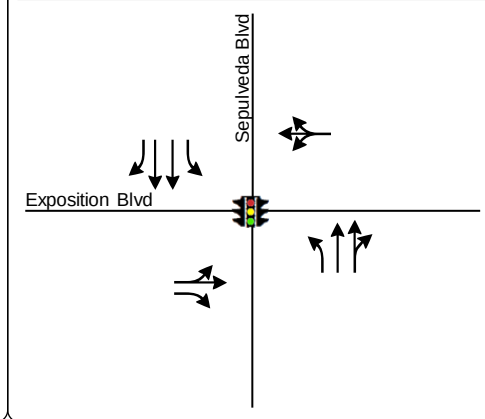
41. Sepulveda Blvd/Pico Blvd



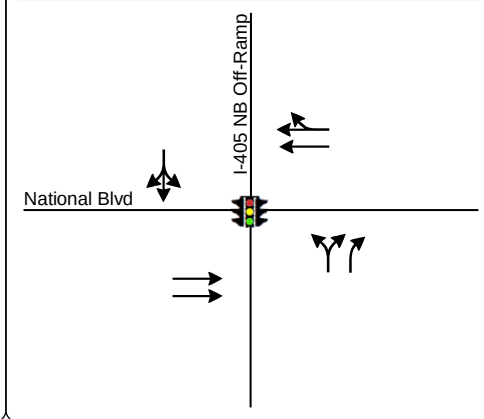
42. Cotner Ave/Pico Blvd



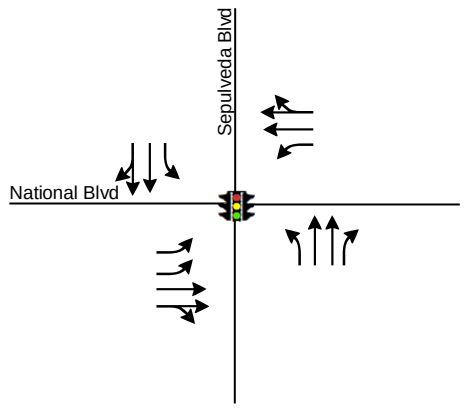
43. Sepulveda Blvd/Exposition Blvd



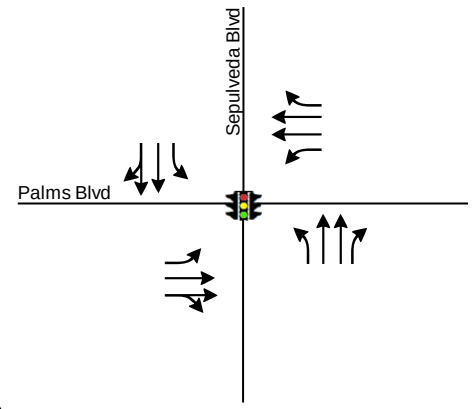
44. I-405 NB Off-Ramp/National Blvd



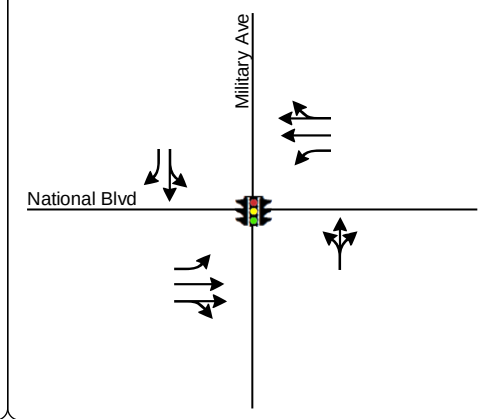
45. Sepulveda Blvd/National Blvd



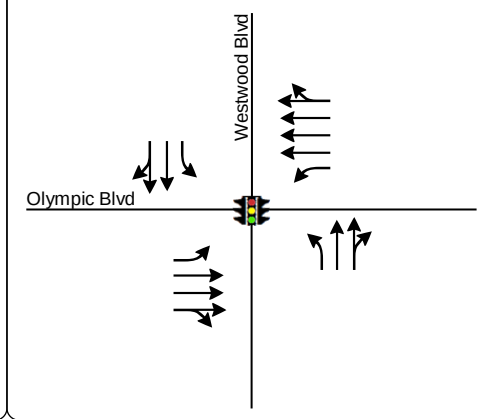
46. Sepulveda Blvd/Palms Blvd



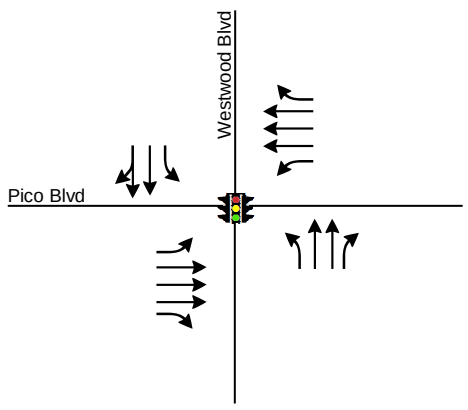
47. Military Ave/National Blvd



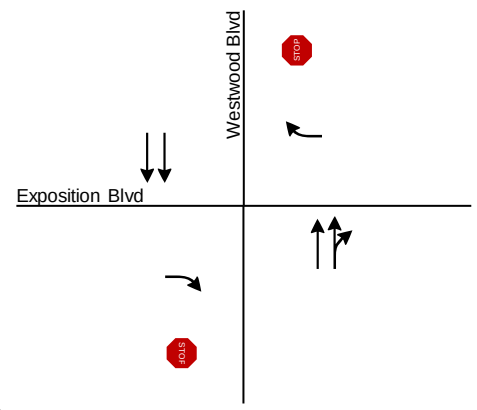
48. Westwood Blvd/Olympic Blvd



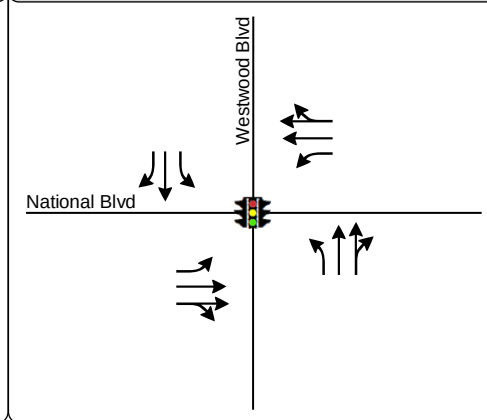
49. Westwood Blvd/Pico Blvd



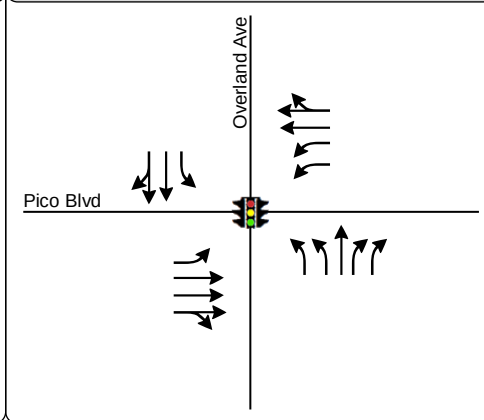
50. Westwood Blvd/Exposition Blvd



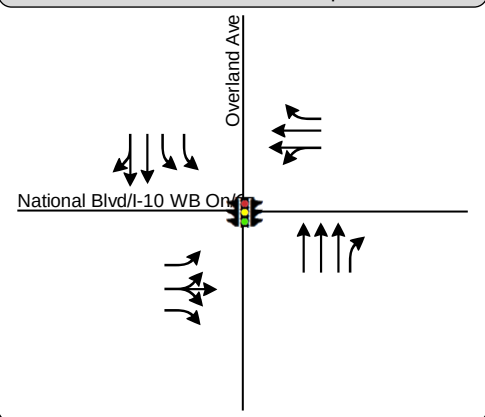
51. Westwood Blvd/National Blvd



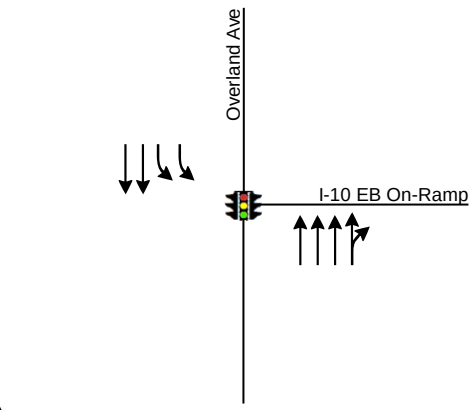
52. Overland Ave/Pico Blvd



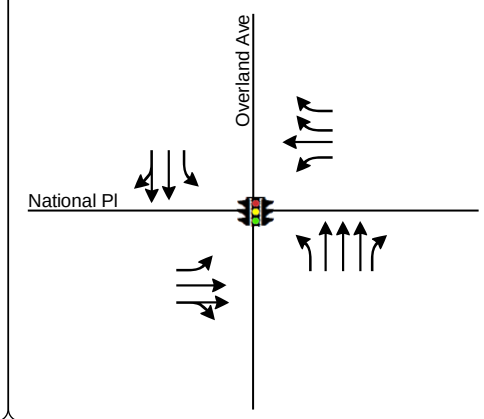
53. Overland Ave/National Blvd/
I-10 WB On/Off-Ramps



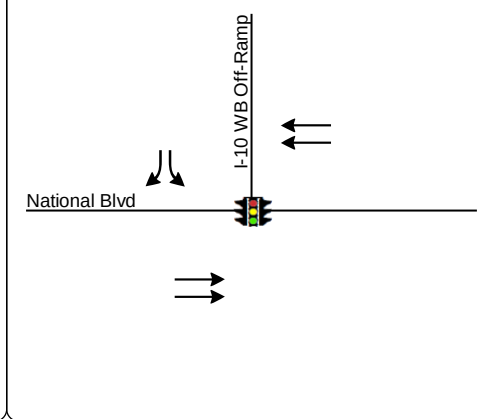
54. Overland Ave/I-10 EB On-Ramp



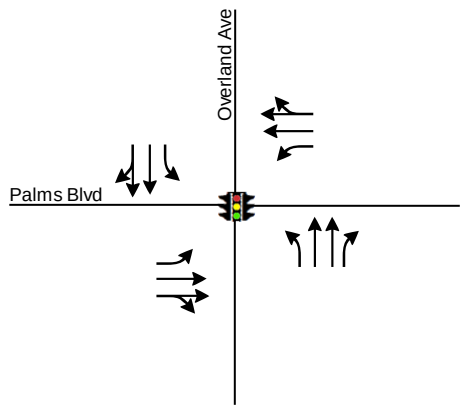
55. Overland Ave/National Pl



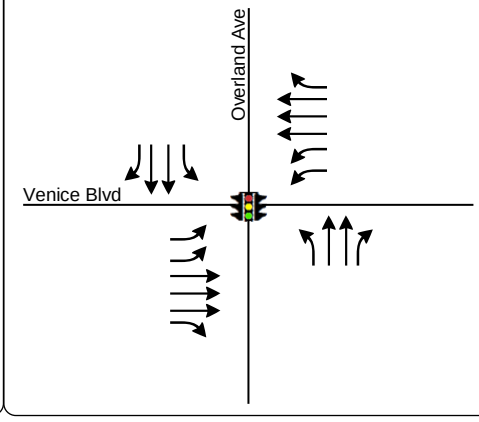
56. I-10 WB Off-Ramp/National Blvd



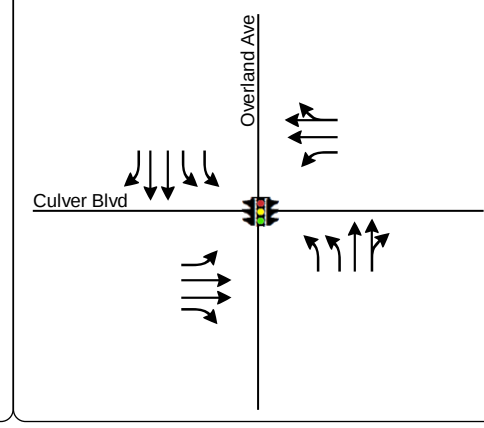
57. Overland Ave/Palms Blvd



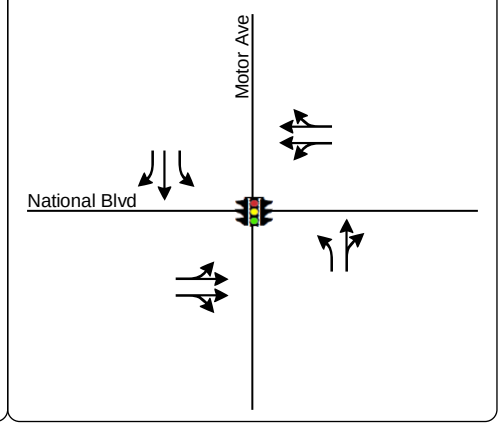
58. Overland Ave/Venice Blvd



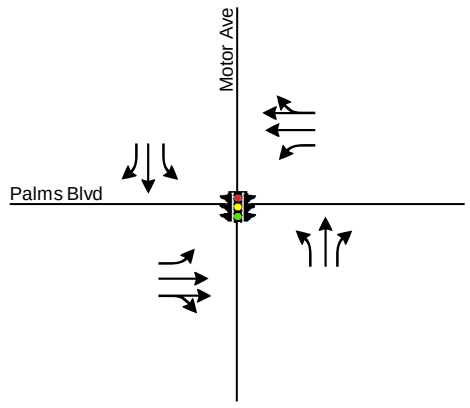
59. Overland Ave/Culver Blvd



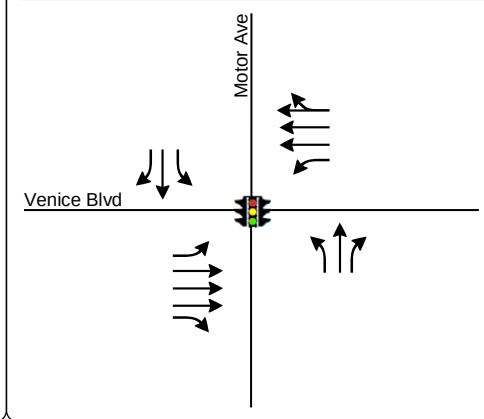
60. Motor Ave/National Blvd



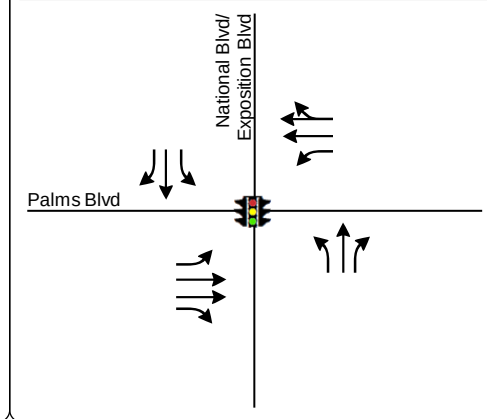
61. Motor Ave/Palms Blvd



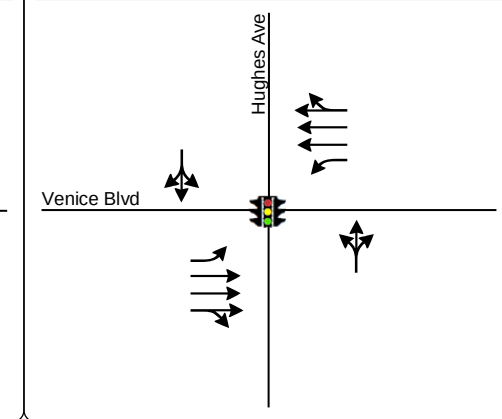
62. Motor Ave/Venice Blvd



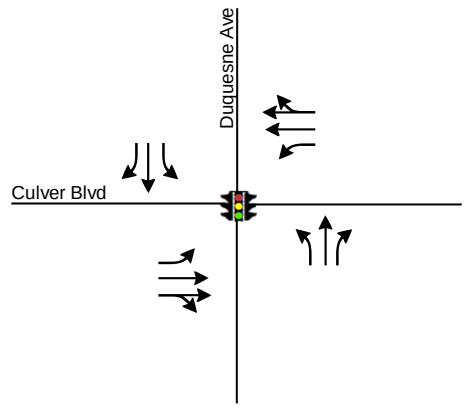
63. National Blvd/Exposition Blvd/Palms Blvd



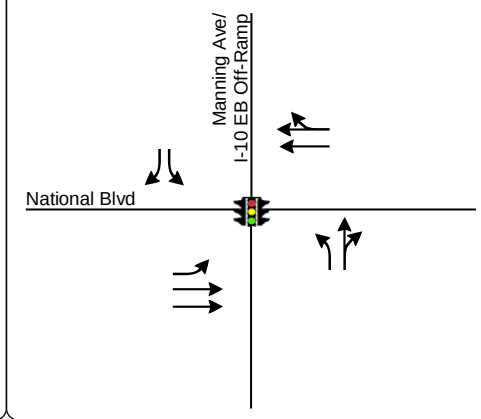
64. Hughes Ave/Venice Blvd



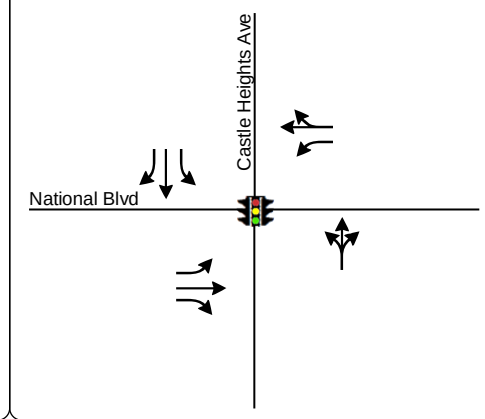
65. Duquesne Ave/Culver Blvd



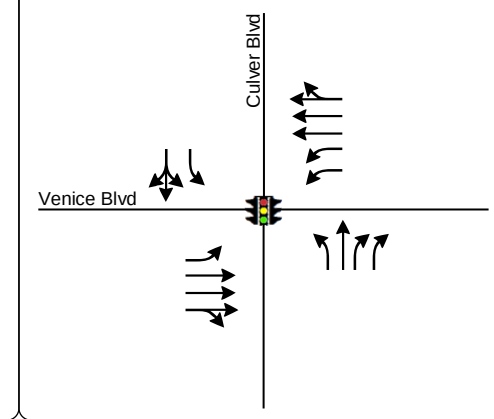
66. Manning Ave/I-10 EB Off-Ramp/National Blvd



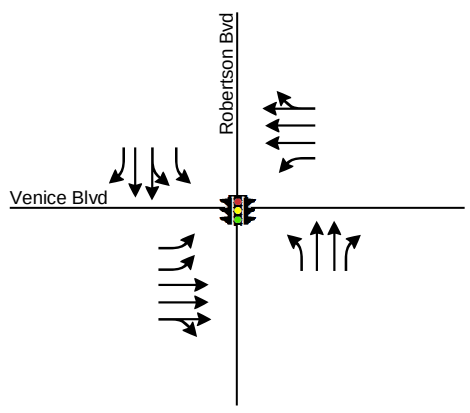
67. Castle Heights Ave/National Blvd



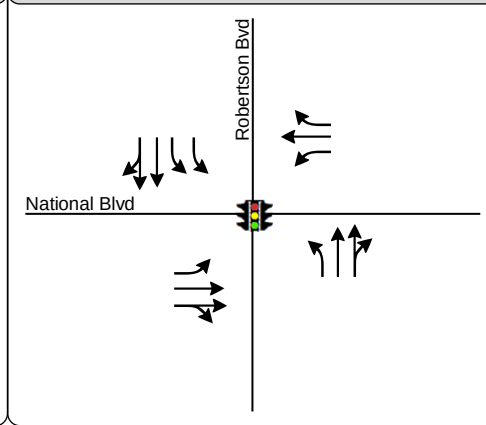
68. Culver Blvd/Venice Blvd



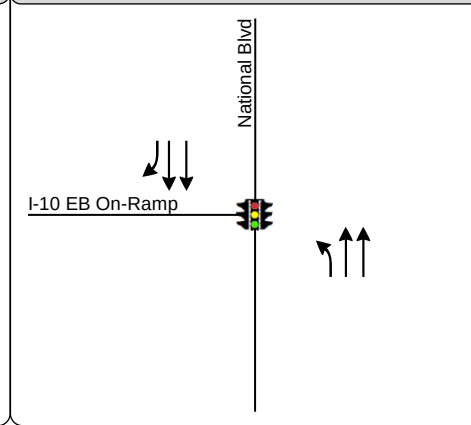
69. Robertson Bvd/Venice Blvd



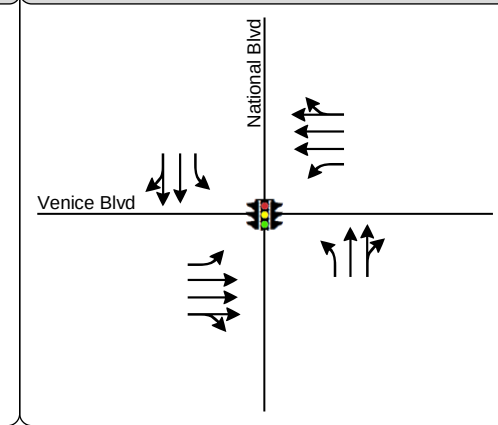
70. Robertson Bvd/National Blvd



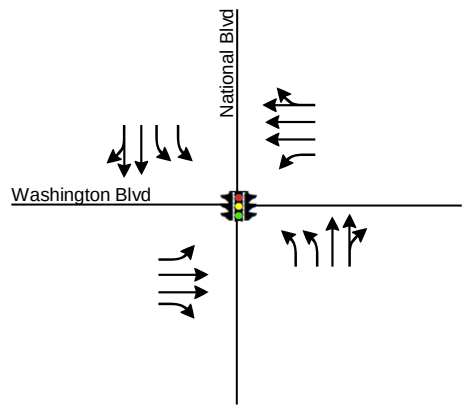
71. National Blvd/I-10 EB On-Ramp



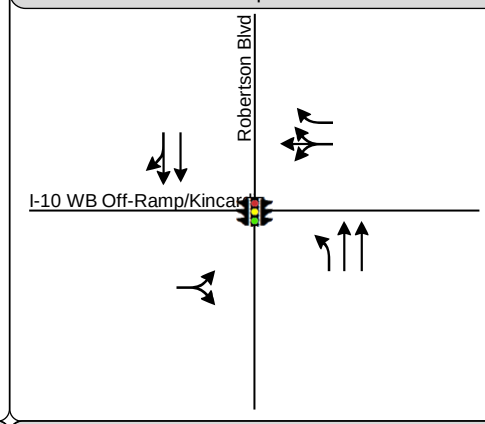
72. National Blvd/Venice Blvd



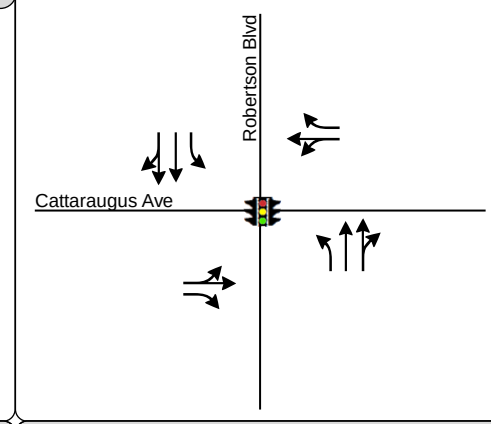
73. National Blvd/Washington Blvd



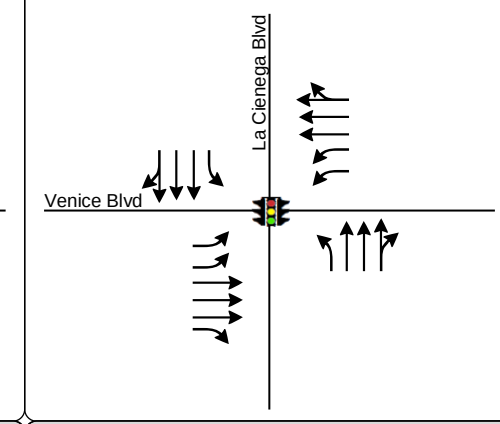
74. Robertson Blvd/
I-10 WB Off-Ramp/Kincardine Ave



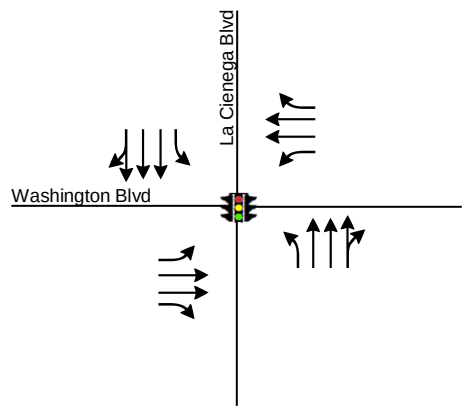
75. Robertson Blvd/Cattaraugus Ave



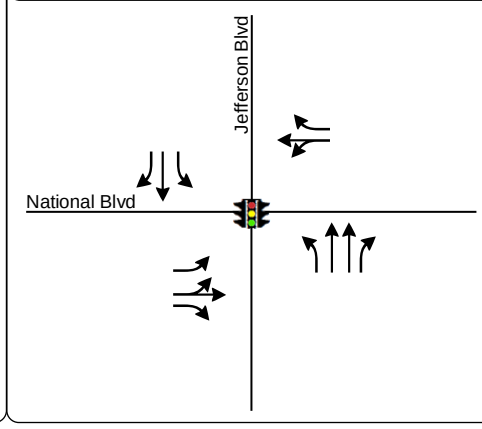
76. La Cienega Blvd/Venice Blvd



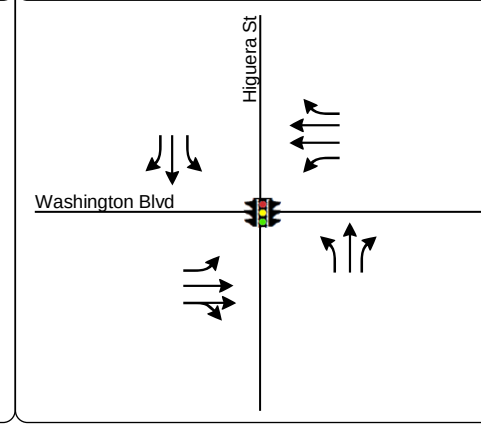
77. La Cienega Blvd/Washington Blvd



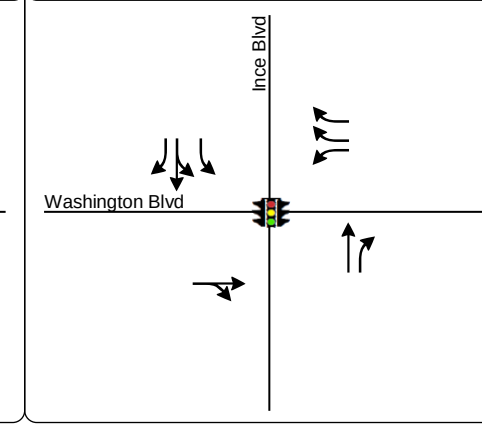
78. Jefferson Blvd/National Blvd



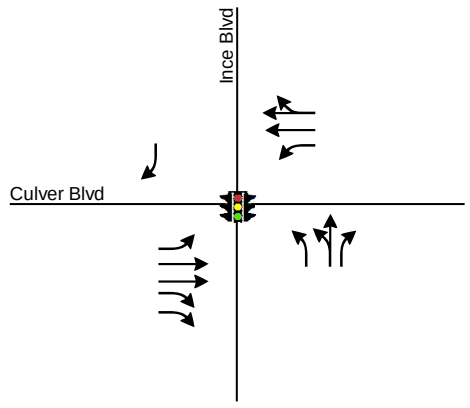
79. Higuera St/Washington Blvd



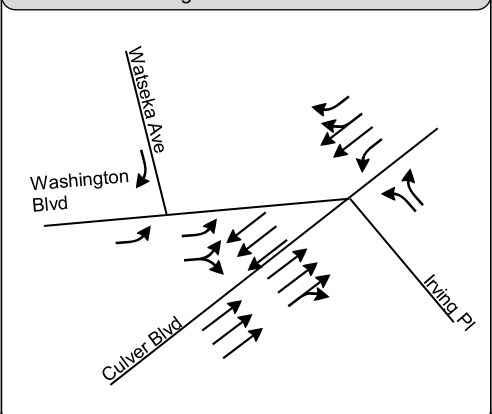
80. Ince Blvd/Washington Blvd



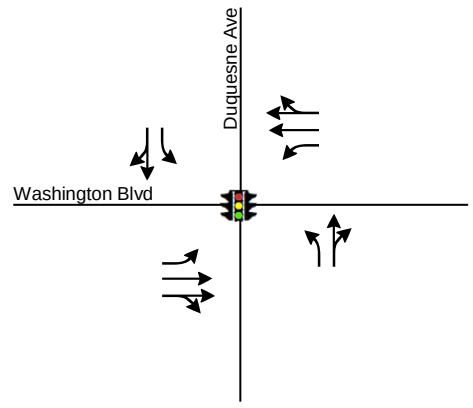
81. Ince Blvd/Culver Blvd



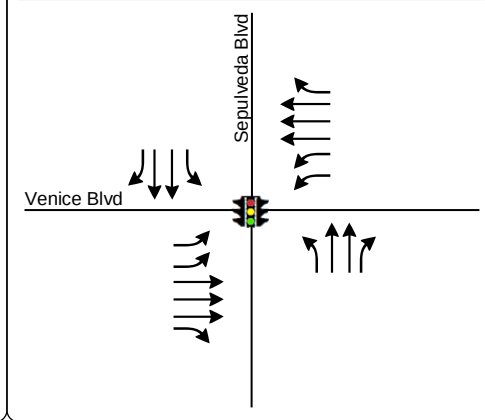
82. Irving Pl/Watseka Ave/ Washington Blvd/Culver Blvd



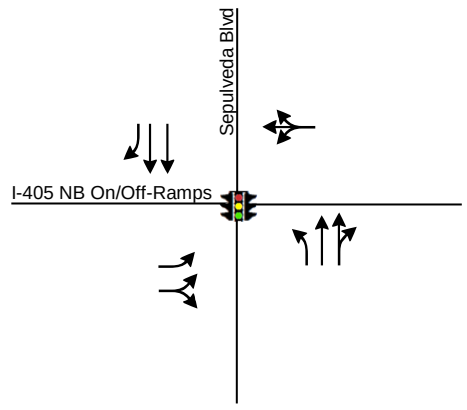
83. Duquesne Ave/Washington Blvd



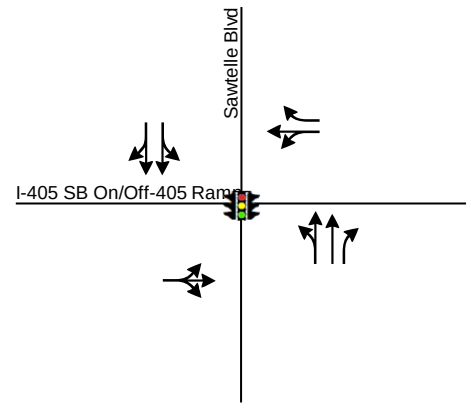
84. Sepulveda Blvd/Venice Blvd



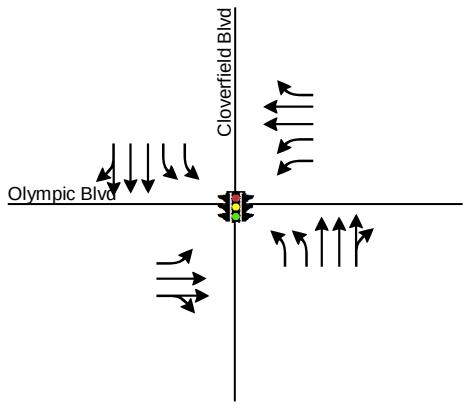
85. Sepulveda Blvd/I-405 NB On/Off-Ramps



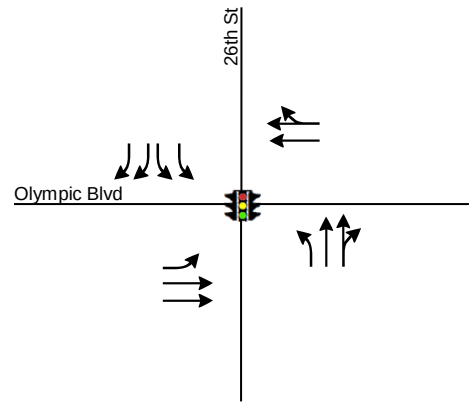
86. Sawtelle Blvd/I-405 SB On/Off-405 Ramps



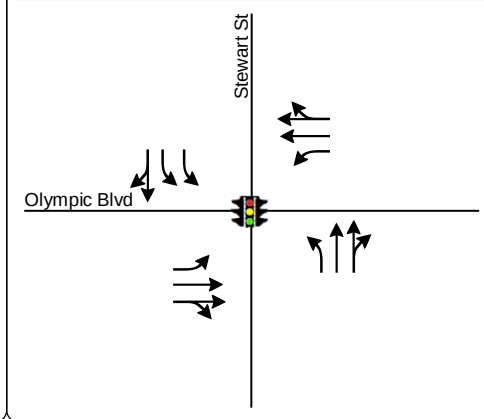
1. Cloverfield Blvd/Olympic Blvd



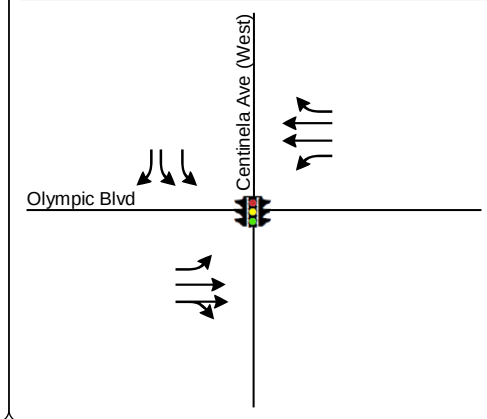
2. 26th St/Olympic Blvd



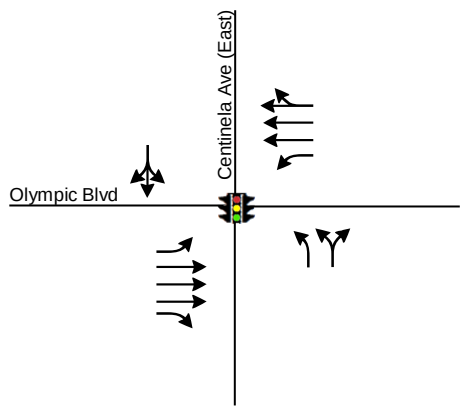
3. Stewart St/Olympic Blvd



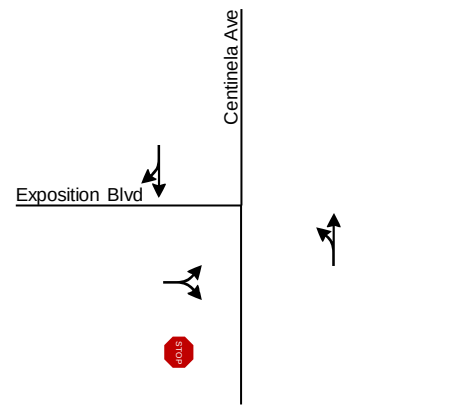
4. Centinela Ave (West)/Olympic Blvd



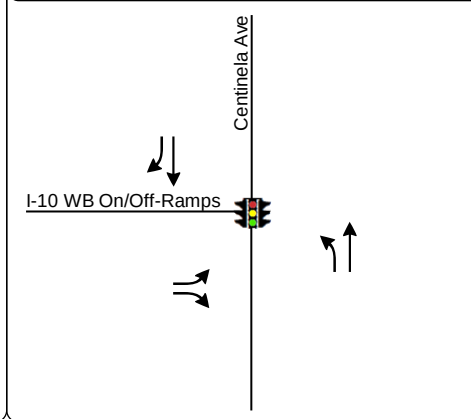
5. Centinela Ave (East)/Olympic Blvd



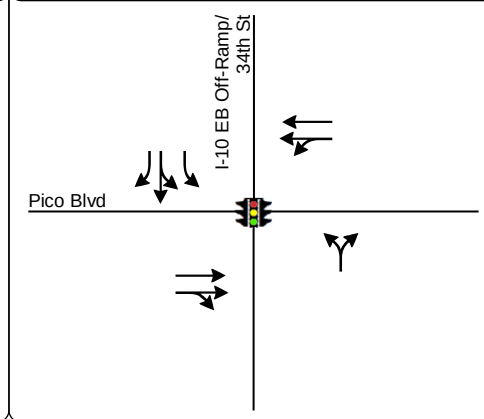
6. Centinela Ave/Exposition Blvd



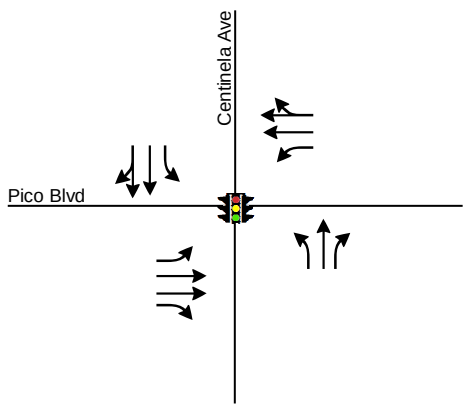
7. Centinela Ave/I-10 WB On/Off-Ramps



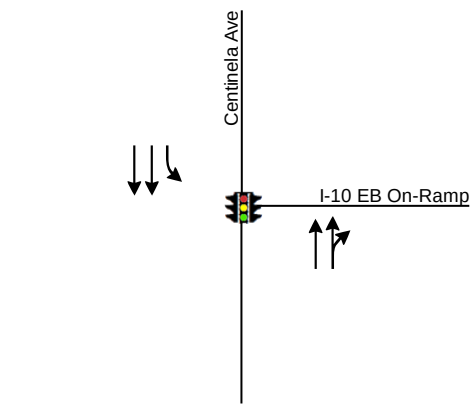
8. I-10 EB Off-Ramp/34th St/Pico Blvd



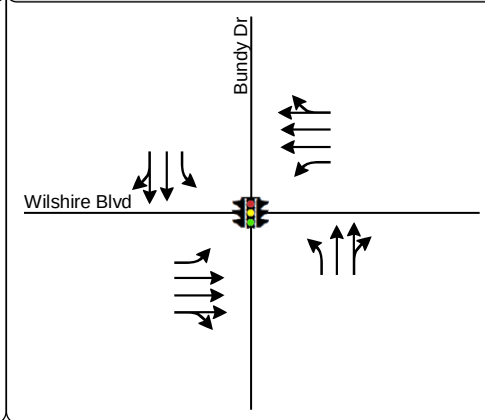
9. Centinela Ave/Pico Blvd



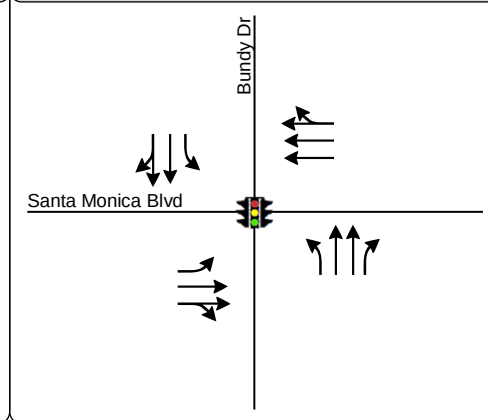
10. Centinela Ave/I-10 EB On-Ramp



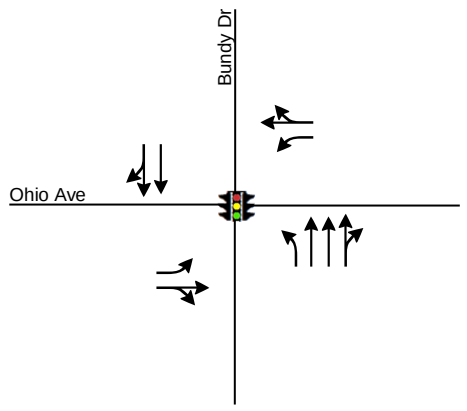
11. Bundy Dr/Wilshire Blvd



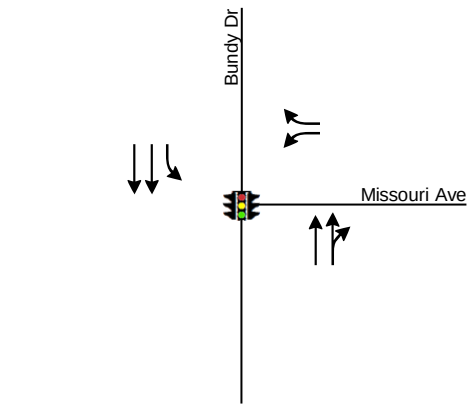
12. Bundy Dr/Santa Monica Blvd



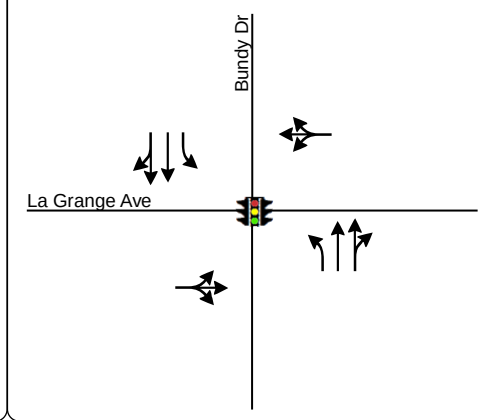
13. Bundy Dr/Ohio Ave



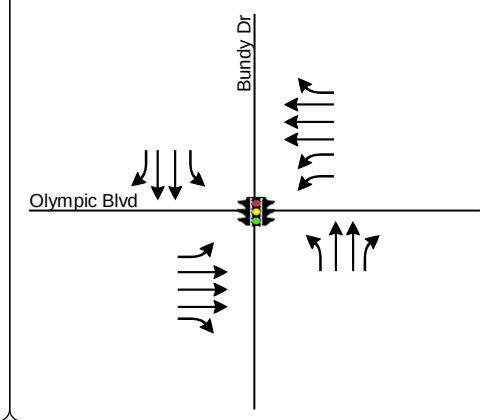
14. Bundy Dr/Missouri Ave



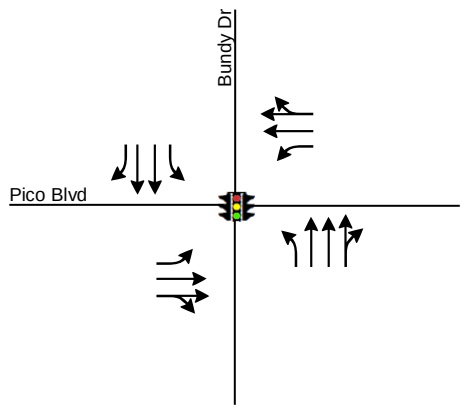
15. Bundy Dr/La Grange Ave



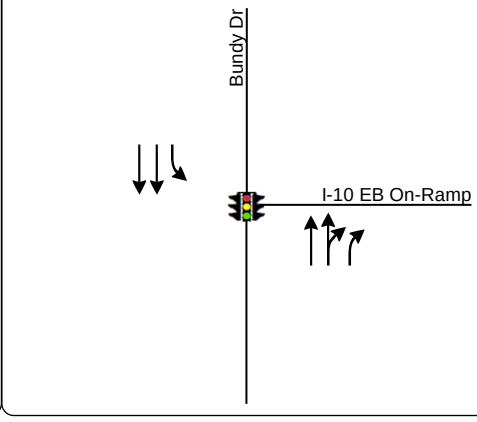
16. Bundy Dr/Olympic Blvd



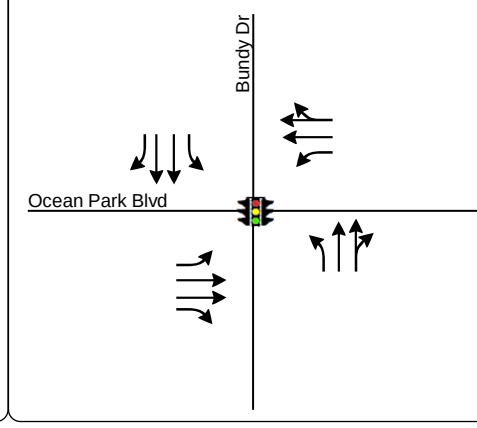
17. Bundy Dr/Pico Blvd



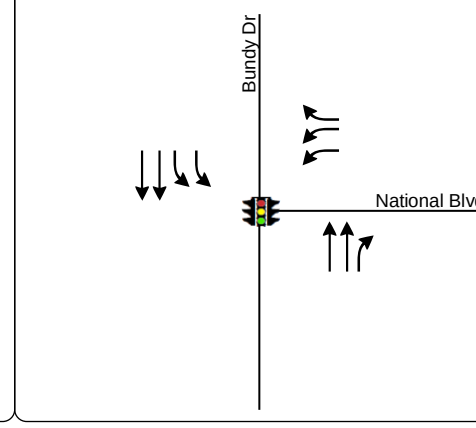
18. Bundy Dr/I-10 EB On-Ramp



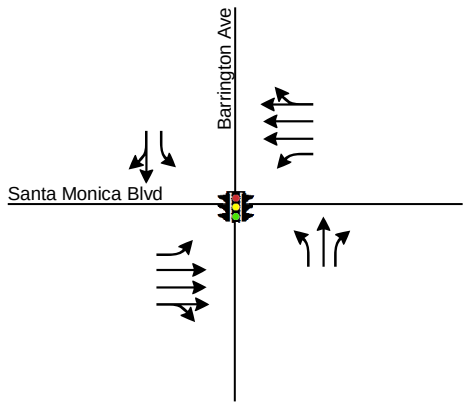
19. Bundy Dr/Ocean Park Blvd



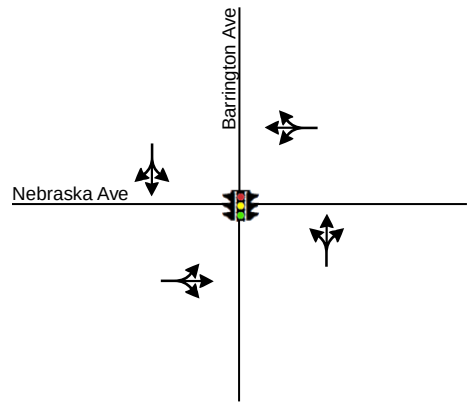
20. Bundy Dr/National Blvd



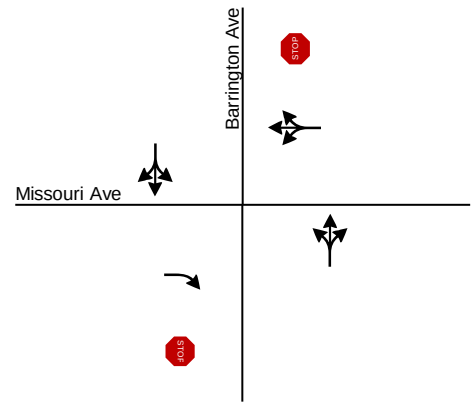
21. Barrington Ave/Santa Monica Blvd



22. Barrington Ave/Nebraska Ave

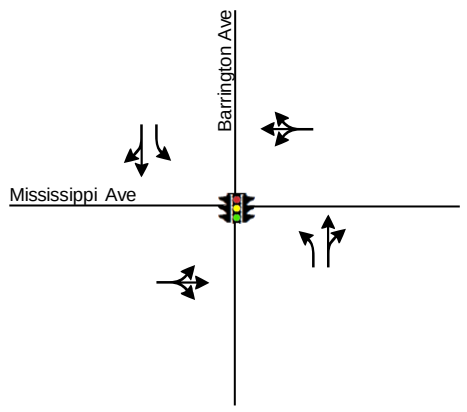


23. Barrington Ave/Missouri Ave

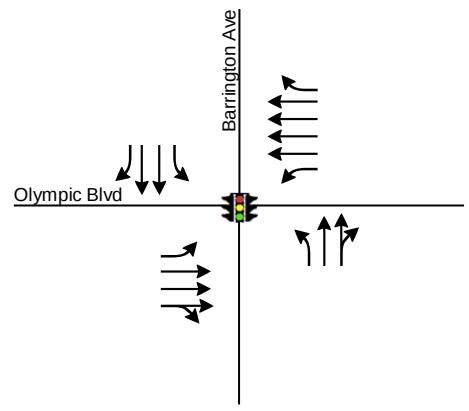


24. Barrington Ave/La Grange Ave

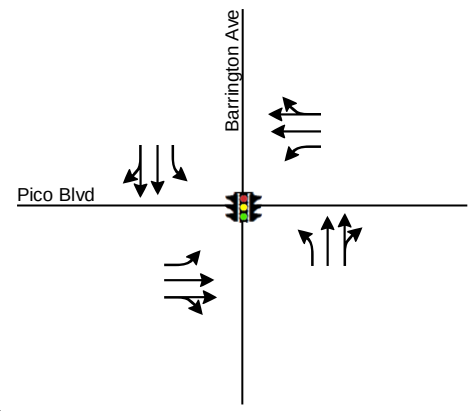
25. Barrington Ave/Mississippi Ave



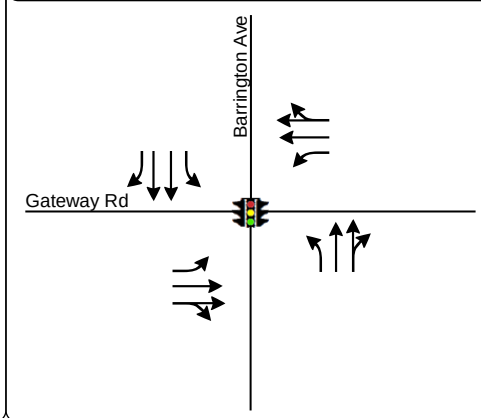
26. Barrington Ave/Olympic Blvd



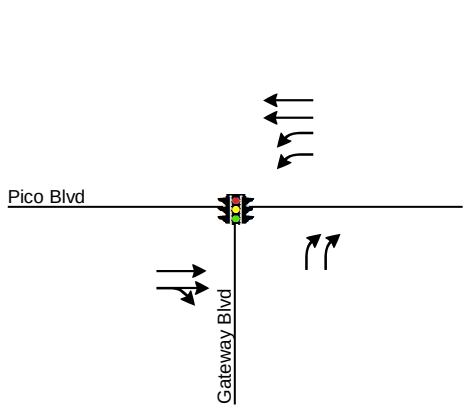
27. Barrington Ave/Pico Blvd



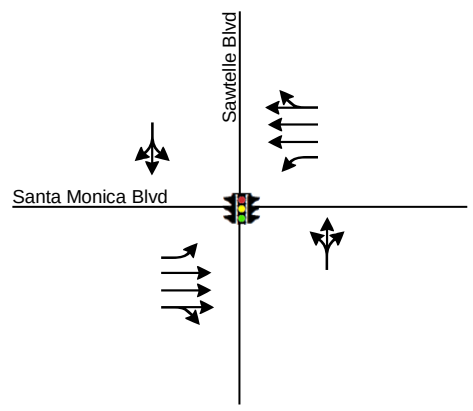
28. Barrington Ave/Gateway Rd



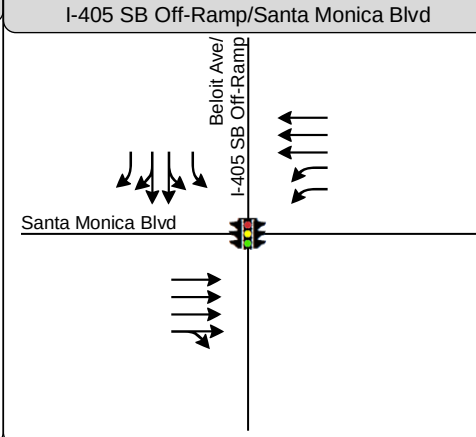
29. Gateway Blvd/Pico Blvd



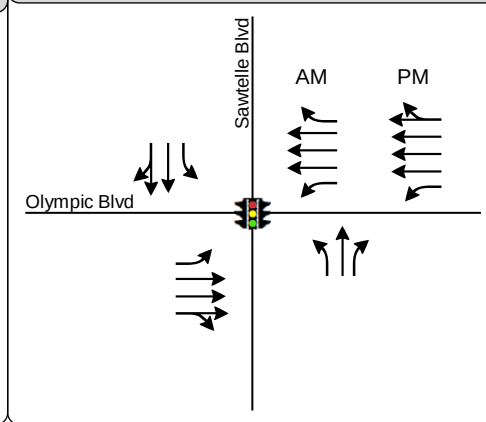
30. Sawtelle Blvd/Santa Monica Blvd



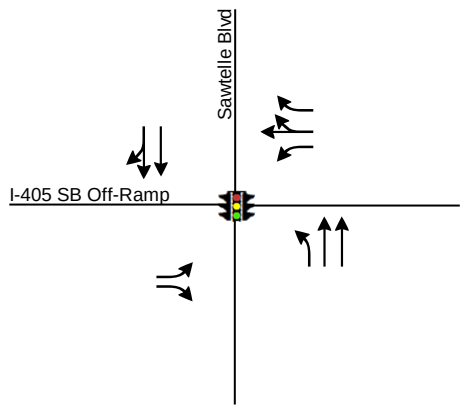
31. Beloit Ave/
I-405 SB Off-Ramp/Santa Monica Blvd



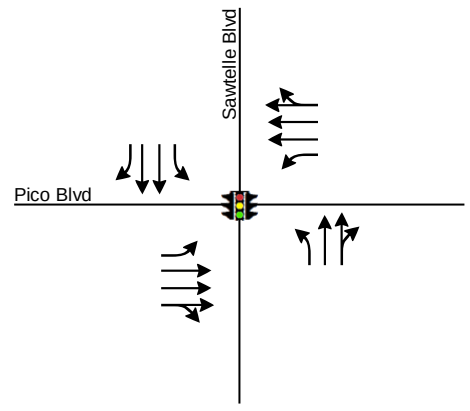
32. Sawtelle Blvd/Olympic Blvd



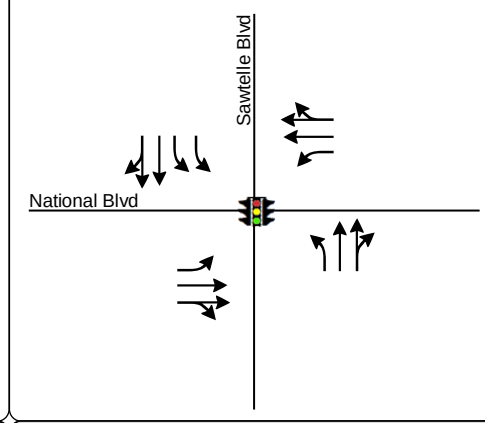
33. Sawtelle Blvd/I-405 SB Off-Ramp



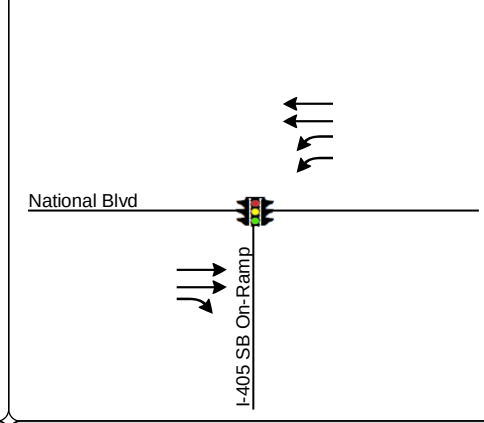
34. Sawtelle Blvd/Pico Blvd



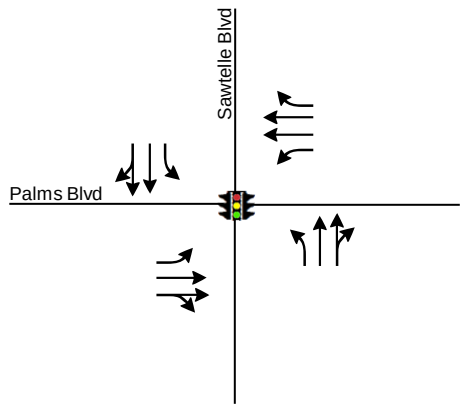
35. Sawtelle Blvd/National Blvd



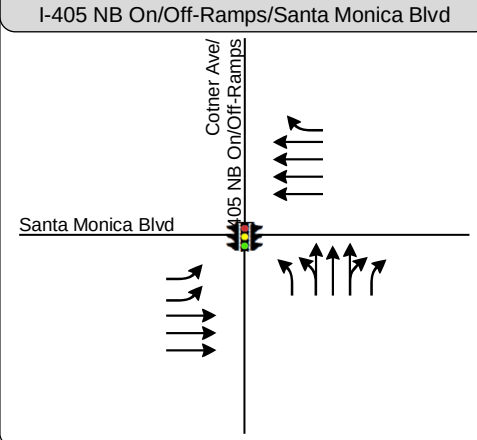
36. I-405 SB On-Ramp/National Blvd



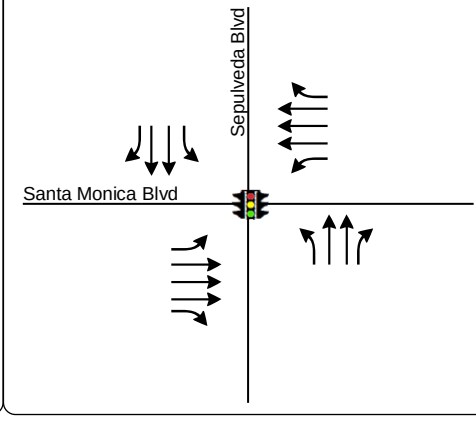
37. Sawtelle Blvd/Palms Blvd



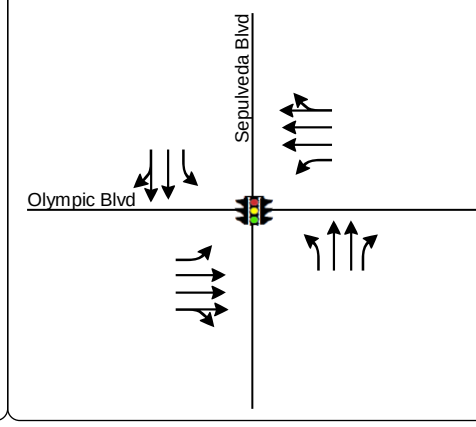
38. Cotner Ave/
I-405 NB On/Off-Ramps/Santa Monica Blvd



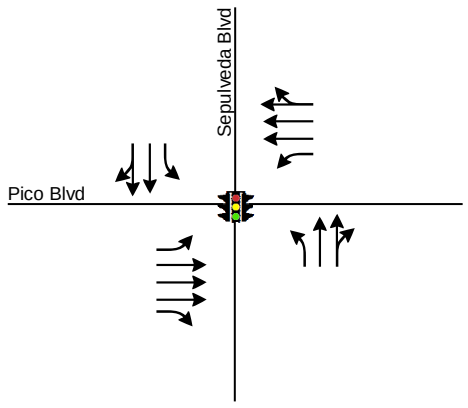
39. Sepulveda Blvd/Santa Monica Blvd



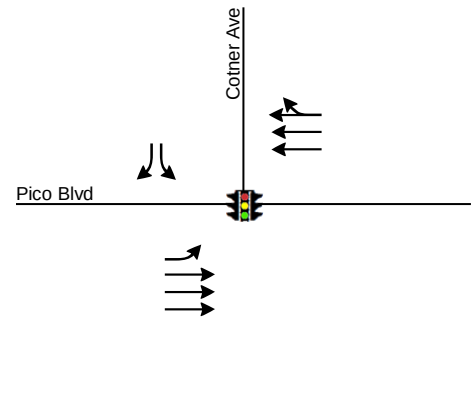
40. Sepulveda Blvd/Olympic Blvd



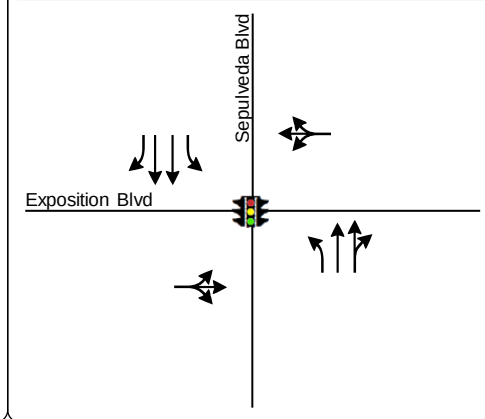
41. Sepulveda Blvd/Pico Blvd



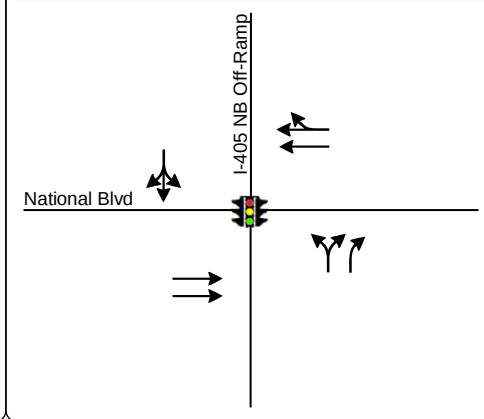
42. Cotner Ave/Pico Blvd



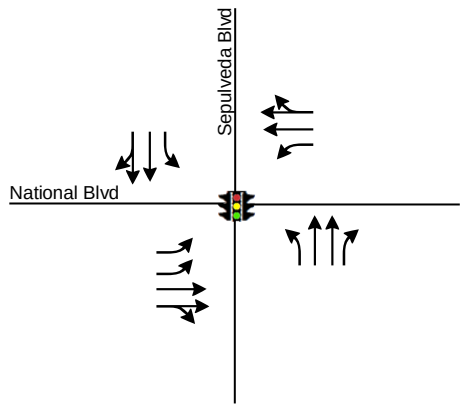
43. Sepulveda Blvd/Exposition Blvd



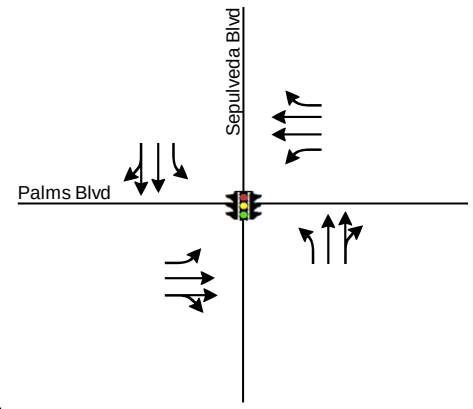
44. I-405 NB Off-Ramp/National Blvd



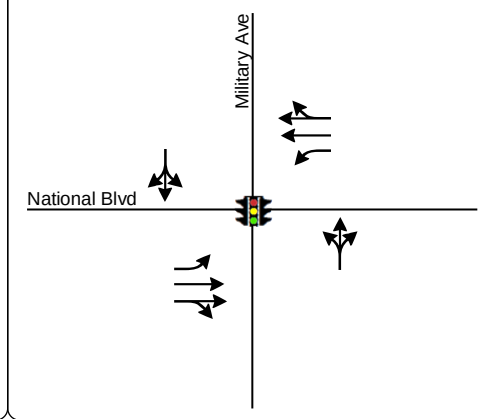
45. Sepulveda Blvd/National Blvd



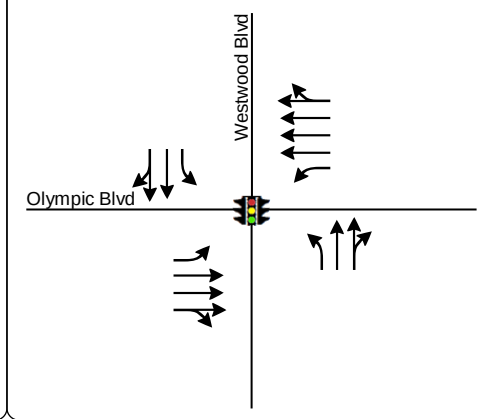
46. Sepulveda Blvd/Palms Blvd



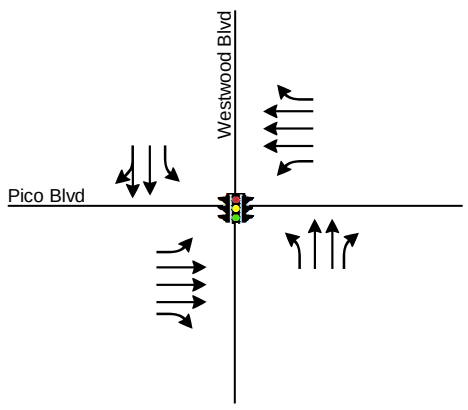
47. Military Ave/National Blvd



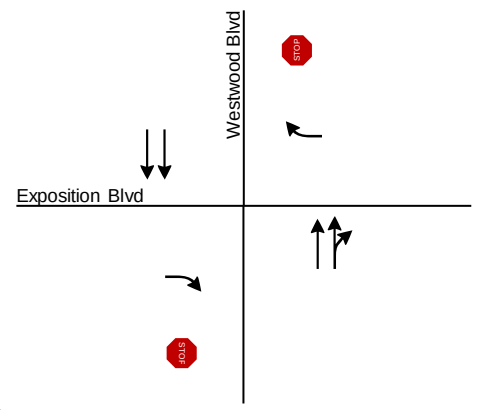
48. Westwood Blvd/Olympic Blvd



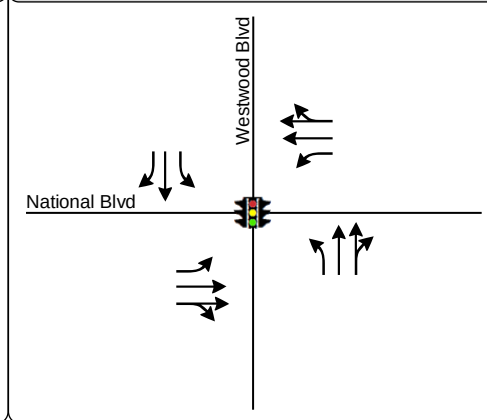
49. Westwood Blvd/Pico Blvd



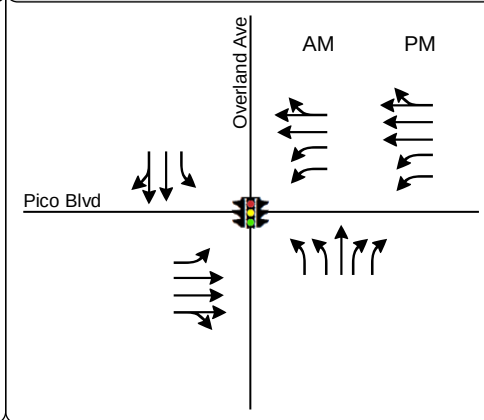
50. Westwood Blvd/Exposition Blvd



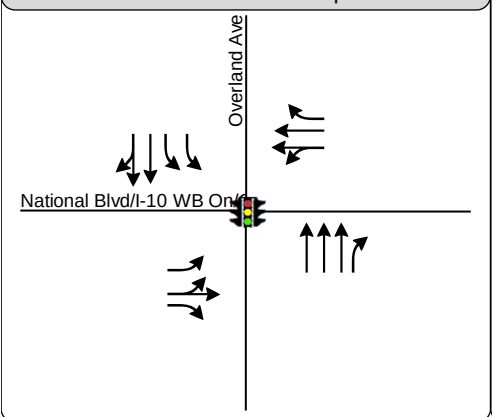
51. Westwood Blvd/National Blvd



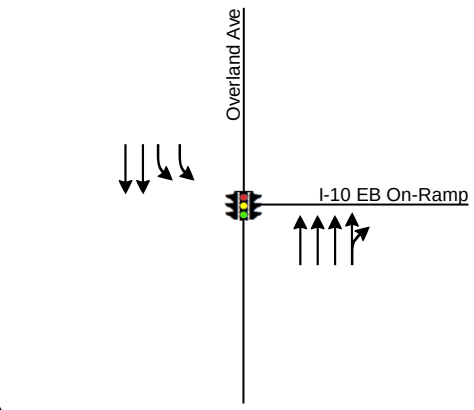
52. Overland Ave/Pico Blvd



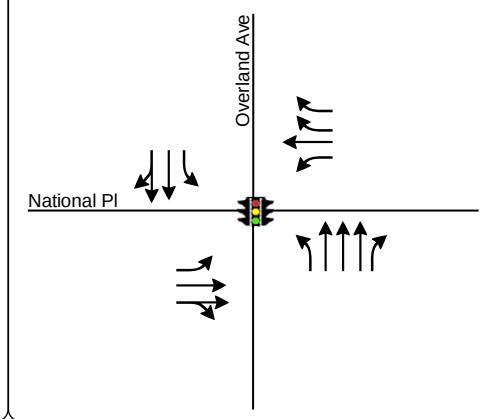
53. Overland Ave/National Blvd/
I-10 WB On/Off-Ramps



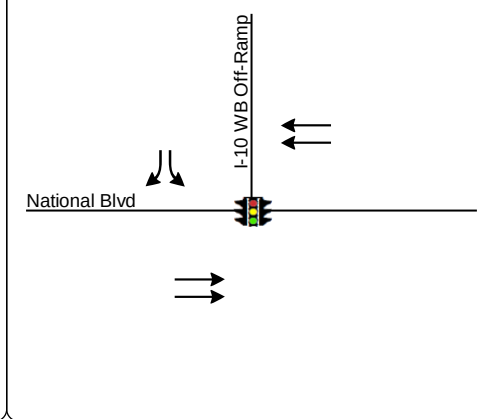
54. Overland Ave/I-10 EB On-Ramp



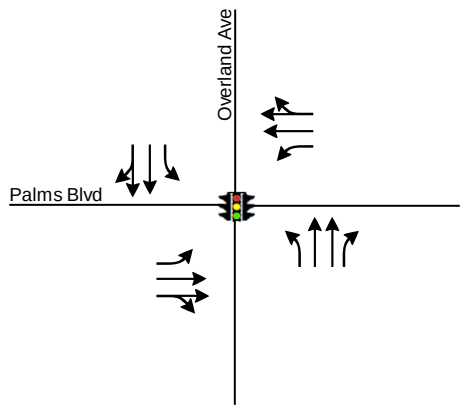
55. Overland Ave/National Pl



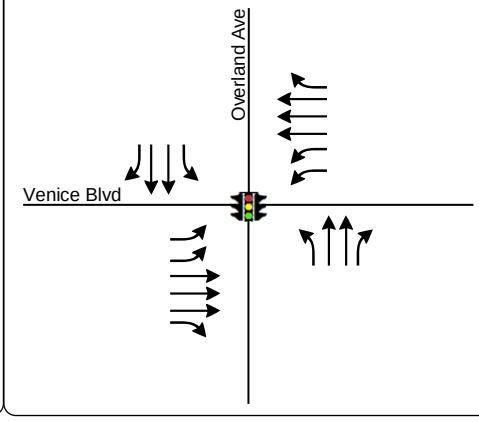
56. I-10 WB Off-Ramp/National Blvd



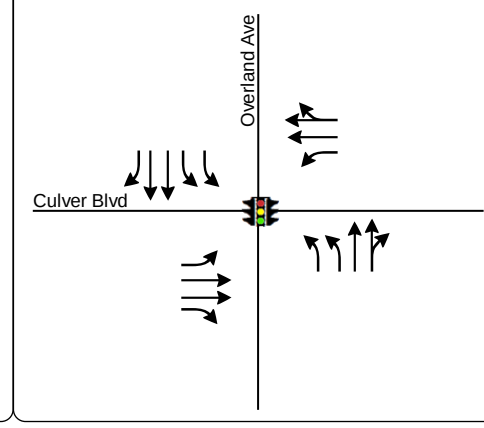
57. Overland Ave/Palms Blvd



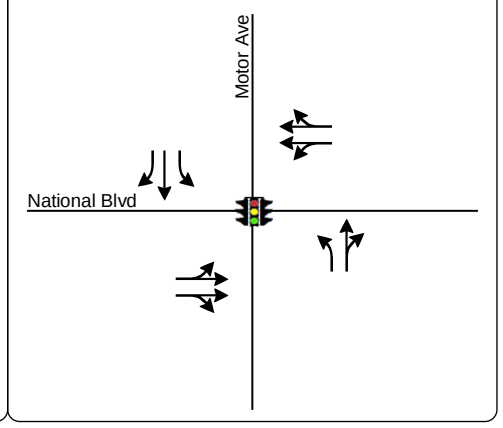
58. Overland Ave/Venice Blvd



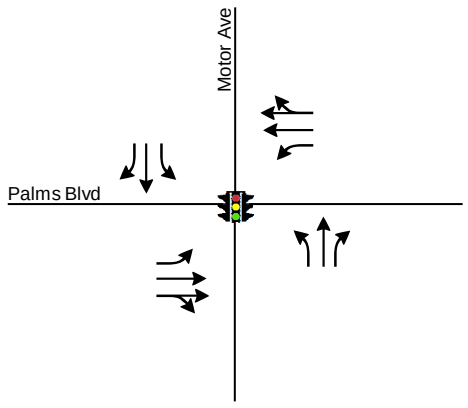
59. Overland Ave/Culver Blvd



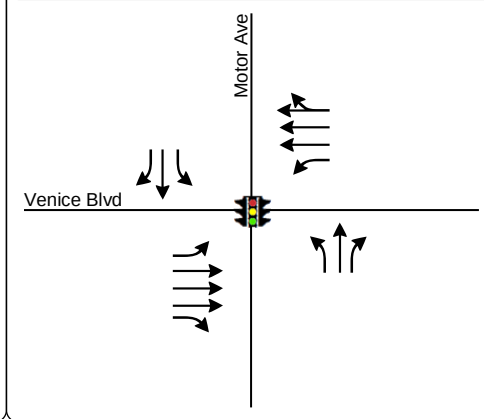
60. Motor Ave/National Blvd



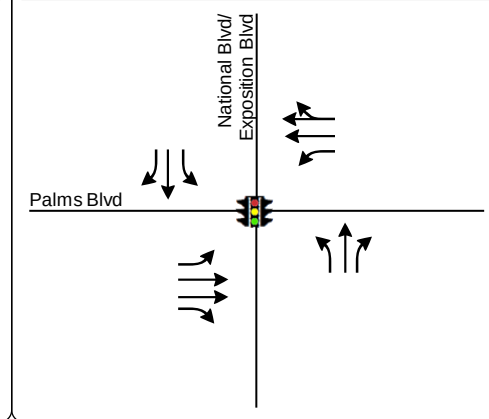
61. Motor Ave/Palms Blvd



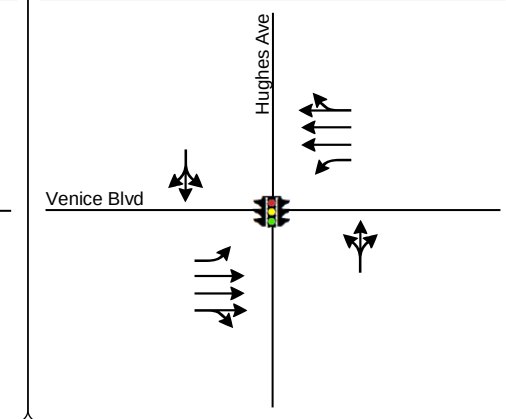
62. Motor Ave/Venice Blvd



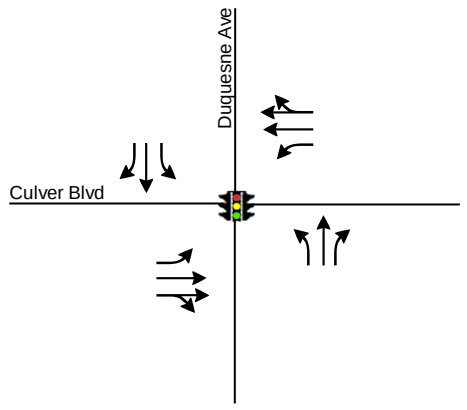
63. National Blvd/Exposition Blvd/Palms Blvd



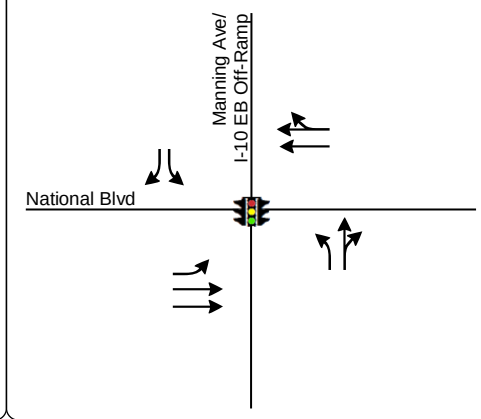
64. Hughes Ave/Venice Blvd



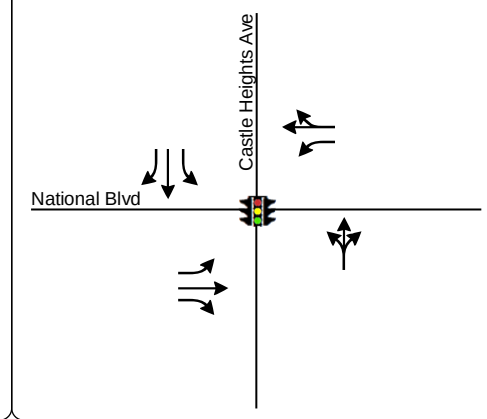
65. Duquesne Ave/Culver Blvd



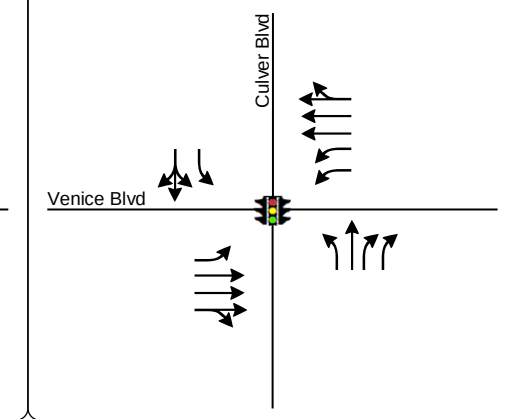
66. Manning Ave/I-10 EB Off-Ramp/National Blvd



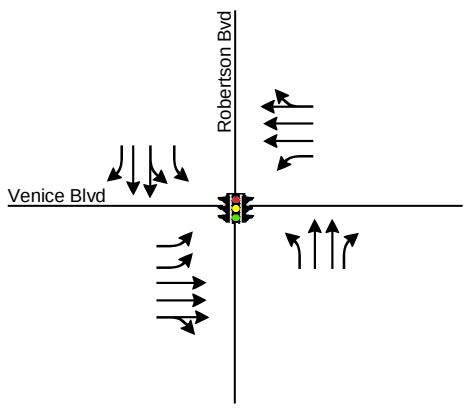
67. Castle Heights Ave/National Blvd



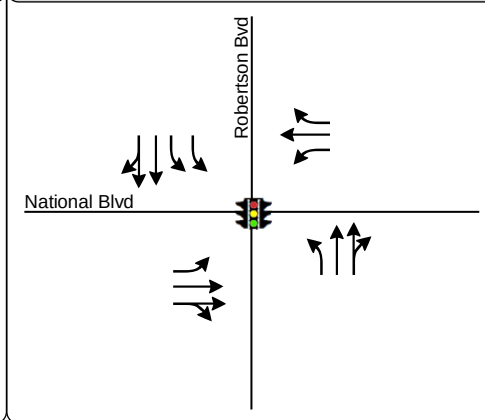
68. Culver Blvd/Venice Blvd



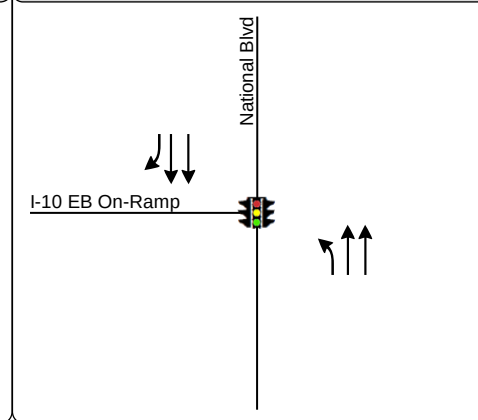
69. Robertson Bvd/Venice Blvd



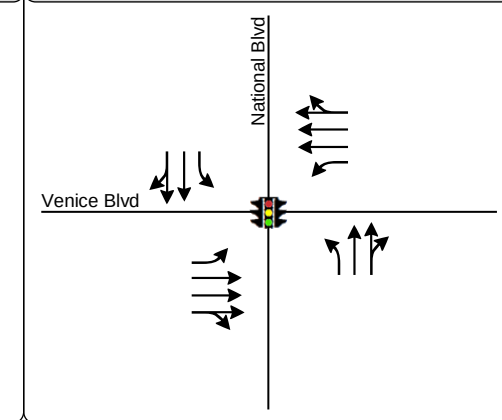
70. Robertson Bvd/National Blvd



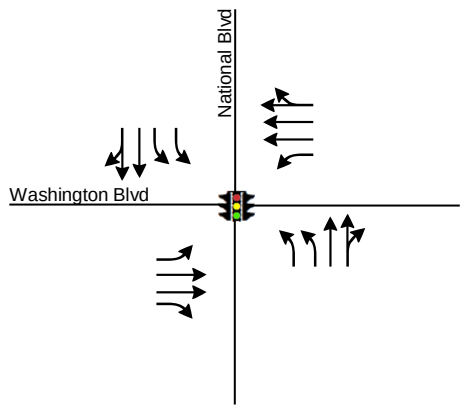
71. National Blvd/I-10 EB On-Ramp



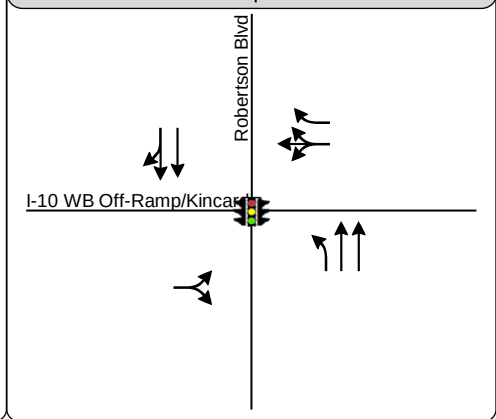
72. National Blvd/Venice Blvd



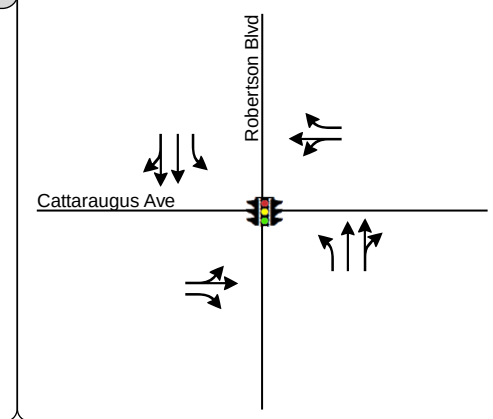
73. National Blvd/Washington Blvd



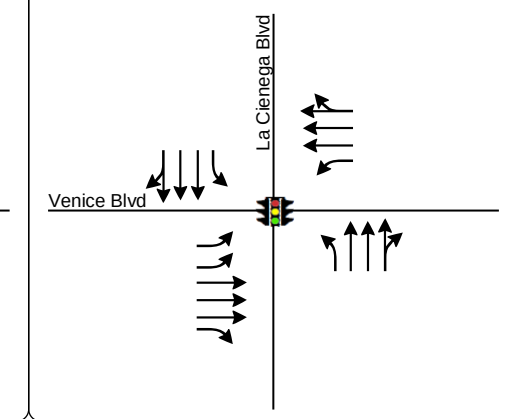
74. Robertson Blvd/
I-10 WB Off-Ramp/Kincardine Ave



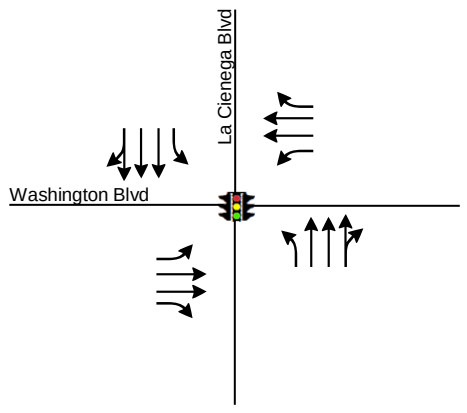
75. Robertson Blvd/Cattaraugus Ave



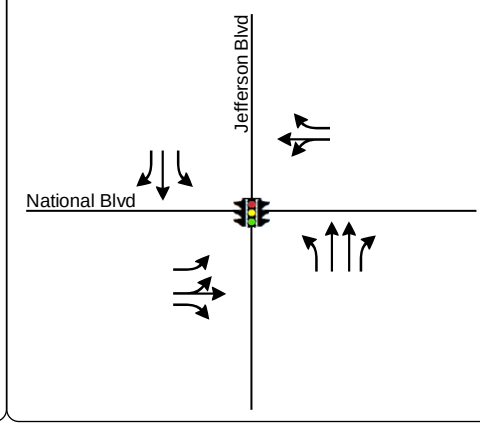
76. La Cienega Blvd/Venice Blvd



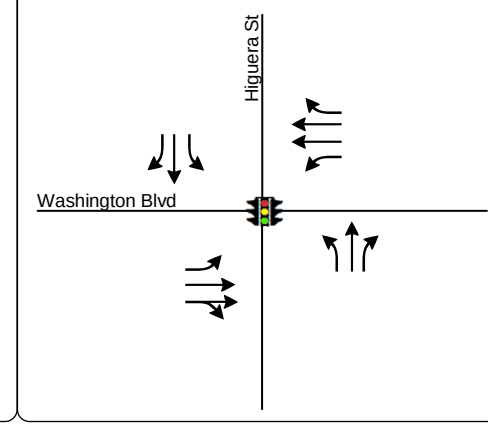
77. La Cienega Blvd/Washington Blvd



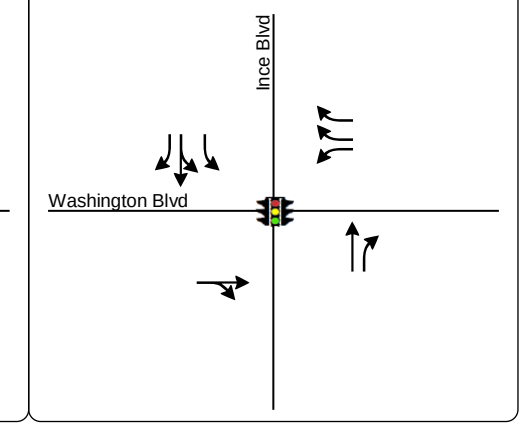
78. Jefferson Blvd/National Blvd



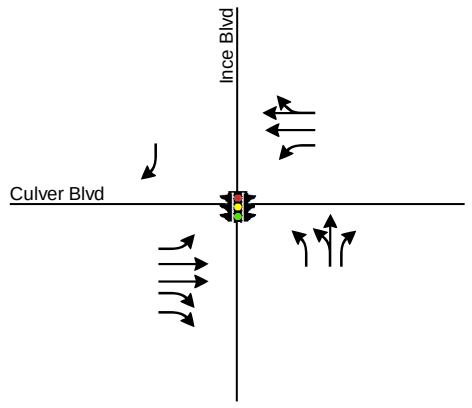
79. Higuera St/Washington Blvd



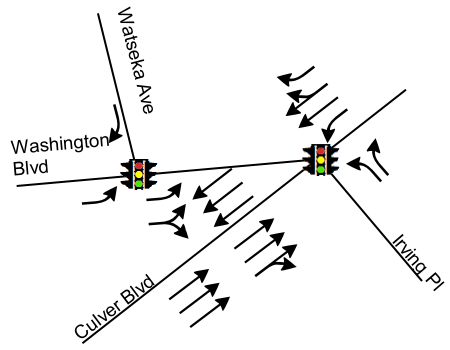
80. Ince Blvd/Washington Blvd



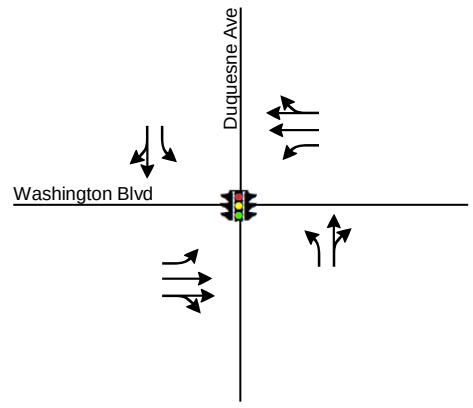
81. Ince Blvd/Culver Blvd



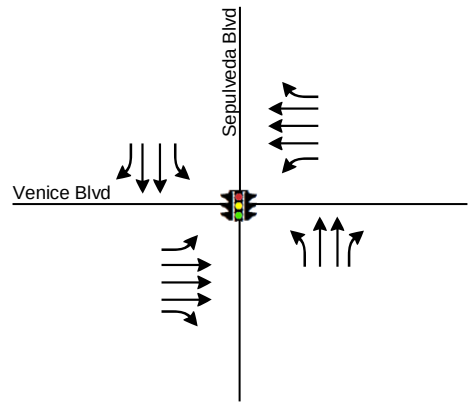
82. Irving Pl/Watseka Ave/ Washington Blvd/Culver Blvd



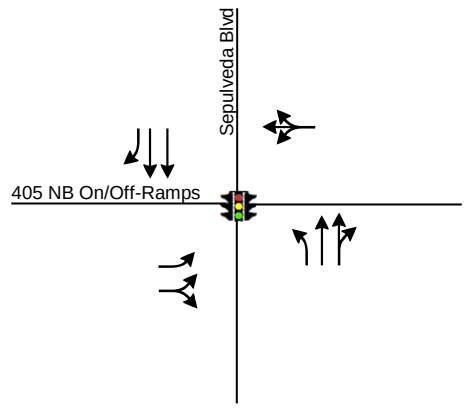
83. Duquesne Ave/Washington Blvd



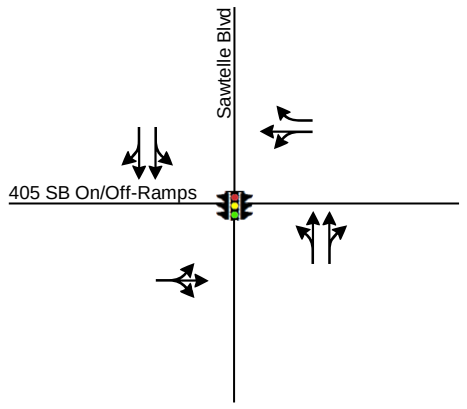
84. Sepulveda Blvd/Venice Blvd



85. Sepulveda Blvd/405 NB On/Off-Ramps



86. Sawtelle Blvd/405 SB On/Off-Ramps



Appendix H-4
LOS Worksheets

EXISTING

CMA ANALYSIS:

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
5	North-South Street:	Centinela Ave (East)	East-West Street:	Olympic Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0		SB--	0	NB-- 0		SB--	0
		EB-- 3		WB--	0	EB-- 3		WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	717	1		**450**	357	1		**232**
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	182	0		450	107	0		232
	Left-Through-Right		0				0		
	Left-Right		1				1		
SOUTHBOUND	Left	2	0		2	15	0		15
	Left-Through		0				0		
	Through	4	0		**8**	37	0		**52**
	Through-Right		0				0		
	Right	2	0		0	0	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
EASTBOUND	Left	0	1		0	0	1		0
	Left-Through		0				0		
	Through	1026	3		**342**	1282	3		**427**
	Through-Right		0				0		
	Right	334	1		0	551	1		319
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	150	1		**150**	127	1		**127**
	Left-Through		0				0		
	Through	1393	2		465	1215	2		406
	Through-Right		1				1		
	Right	2	0		2	2	0		2
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	458			*North-South:*	284
				East-West:	492			*East-West:*	554
				SUM:	950			*SUM:*	838
VOLUME/CAPACITY *(V/C)* RATIO:					0.667				0.588
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.567**				**0.488**
LEVEL OF SERVICE (LOS):					**A**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
7	North-South Street:	Centinela Ave	East-West Street:	I-10 WB On/Off-Ramps
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	434	1	**434**	371	1	**371**
	Left-Through		0			0	
	Through	511	1	511	228	1	228
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	342	1	**342**	691	1	**691**
	Through-Right		0			0	
	Right	95	1	0	85	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	603	1	**603**	317	1	**317**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	357	1	0	262	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	776		*North-South:*	1062
			East-West:	603		*East-West:*	317
			SUM:	1379		*SUM:*	1379
VOLUME/CAPACITY *(V/C)* RATIO:				0.968			0.968
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.868**			**0.868**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
9	North-South Street:	Centinela Ave	East-West Street:	Pico Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	69	1	69	36	1	**36**
	Left-Through		0			0	
	Through	455	1	**455**	288	1	288
	Through-Right		0			0	
	Right	43	1	29	64	1	19
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	41	1	**41**	94	1	94
	Left-Through		0			0	
	Through	438	1	324	733	1	**439**
	Through-Right		1			1	
	Right	210	0	210	144	0	144
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	164	1	**164**	68	1	68
	Left-Through		0			0	
	Through	897	2	449	1194	2	**597**
	Through-Right		0			0	
	Right	310	1	276	423	1	405
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	29	1	29	91	1	**91**
	Left-Through		0			0	
	Through	742	1	**557**	551	1	413
	Through-Right		1			1	
	Right	371	0	371	275	0	275
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	496		*North-South:*	475
			East-West:	721		*East-West:*	688
			SUM:	1217		*SUM:*	1163
VOLUME/CAPACITY *(V/C)* RATIO:				0.811			0.775
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.711**			**0.675**
LEVEL OF SERVICE (LOS):				**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
10	North-South Street:	Centinela Ave	East-West Street:	I-10 EB On-Ramp
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	566	1		**395**	410	1		**307**
	Through-Right		1				1		
	Right	223	0		223	204	0		204
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	383	1		**383**	478	1		**478**
	Left-Through		0				0		
	Through	383	2		192	816	2		408
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	0	0		**0**	0	0		**0**
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	0		**0**	0	0		**0**
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	778			*North-South:*	785
				East-West:	0			*East-West:*	0
				SUM:	778			*SUM:*	785
VOLUME/CAPACITY *(V/C)* RATIO:					0.519				0.523
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.419**				**0.423**
LEVEL OF SERVICE (LOS):					**A**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
11	North-South Street:	Bundy Dr	East-West Street:	Wilshire Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	240	1	**240**	160	1	**160**
	Left-Through		0			0	
	Through	642	1	375	717	1	426
	Through-Right		1			1	
	Right	108	0	108	135	0	135
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	116	1	116	104	1	104
	Left-Through		0			0	
	Through	594	1	**337**	659	1	**373**
	Through-Right		1			1	
	Right	80	0	80	86	0	86
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	72	1	**72**	124	1	124
	Left-Through		0			0	
	Through	1008	2	370	1030	2	**381**
	Through-Right		1			1	
	Right	103	0	103	114	0	114
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	127	1	**127**
	Left-Through		0			0	
	Through	1199	2	**426**	1053	2	379
	Through-Right		1			1	
	Right	79	0	79	85	0	85
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	577		*North-South:*	533
			East-West:	498		*East-West:*	508
			SUM:	1075		*SUM:*	1041
VOLUME/CAPACITY *(V/C)* RATIO:				0.782			0.757
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.682**			**0.657**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
12	North-South Street:	Bundy Dr	East-West Street:	Santa Monica Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	105	1	**105**		130	1	130	
	Left-Through		0				0		
	Through	827	2	414		984	2	**492**	
	Through-Right		0				0		
	Right	77	1	77		101	1	101	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	102	1	102		88	1	**88**	
	Left-Through		0				0		
	Through	815	1	**435**		789	1	416	
	Through-Right		1				1		
	Right	55	0	55		43	0	43	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	36	1	**36**		73	1	73	
	Left-Through		0				0		
	Through	685	1	409		898	1	**512**	
	Through-Right		1				1		
	Right	133	0	133		125	0	125	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	0	0		0	0	**0**	
	Left-Through		0				0		
	Through	1138	2	**426**		905	2	331	
	Through-Right		1				1		
	Right	141	0	141		87	0	87	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	540			*North-South:*	580	
			East-West:	462			*East-West:*	512	
			SUM:	1002			*SUM:*	1092	
VOLUME/CAPACITY *(V/C)* RATIO:				0.668				0.728	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.568**				**0.628**	
LEVEL OF SERVICE (LOS):				**A**				**B**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
13	North-South Street:	Bundy Dr	East-West Street:	Ohio Ave
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	84	1	**84**	63	1	**63**
	Left-Through		0			0	
	Through	943	2	330	1102	2	384
	Through-Right		1			1	
	Right	48	0	48	49	0	49
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	847	1	**477**	881	1	**473**
	Through-Right		1			1	
	Right	107	0	107	65	0	65
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	65	1	65	98	1	98
	Left-Through		0			0	
	Through	159	0	**254**	207	0	**353**
	Through-Right		1			1	
	Right	95	0	0	146	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	135	1	**135**	67	1	**67**
	Left-Through		0			0	
	Through	180	0	186	80	0	95
	Through-Right		1			1	
	Right	6	0	0	15	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	561		*North-South:*	536
			East-West:	389		*East-West:*	420
			SUM:	950		*SUM:*	956
VOLUME/CAPACITY *(V/C)* RATIO:				0.633			0.637
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.533**			**0.537**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 14

PROJECT TITLE: LATNP
North-South Street: Bundy Dr **East-West Street:** Missouri Ave
Scenario: EXISTING
Count Date: 5/15/2013 **Analyst:** Fehr & Peers **Date:** 6/24/2014

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1251	1	**651**	1256	1	**661**
	Through-Right		1			1	
	Right	50	0	50	66	0	66
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	65	1	**65**	84	1	**84**
	Left-Through		0			0	
	Through	1117	2	559	1171	2	586
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	89	1	**89**	57	1	**57**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	53	1	21	55	1	13
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	716		*North-South:*	745
			East-West:	89		*East-West:*	57
			SUM:	805		*SUM:*	802
VOLUME/CAPACITY *(V/C)* RATIO:				0.537			0.535
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.437**			**0.435**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
15	North-South Street:	Bundy Dr	East-West Street:	La Grange Ave
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	42	1	42	13	1	13
	Left-Through		0			0	
	Through	1289	1	**669**	1256	1	**661**
	Through-Right		1			1	
	Right	49	0	49	66	0	66
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	68	1	**68**	113	1	**113**
	Left-Through		0			0	
	Through	1073	1	546	1126	1	565
	Through-Right		1			1	
	Right	18	0	18	3	0	3
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1	0	**1**	0	0	**0**
	Left-Through		0			0	
	Through	1	0	9	7	0	21
	Through-Right		0			0	
	Right	7	0	0	14	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	73	0	73	107	0	107
	Left-Through		0			0	
	Through	8	0	**131**	5	0	**208**
	Through-Right		0			0	
	Right	50	0	0	96	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	737		*North-South:*	774
			East-West:	132		*East-West:*	208
			SUM:	869		*SUM:*	982
VOLUME/CAPACITY *(V/C)* RATIO:				0.579			0.655
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.479**			**0.555**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
16	North-South Street:	Bundy Dr	East-West Street:	Olympic Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--		0	NB-- 3	SB--		0
		EB-- 3	WB--		3	EB-- 3	WB--		3
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	163	1	163		86	1	86	
	Left-Through		0				0		
	Through	928	2	**464**		974	2	**487**	
	Through-Right		0				0		
	Right	128	1	26		164	1	41	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	231	1	**231**		142	1	**142**	
	Left-Through		0				0		
	Through	829	2	415		830	2	415	
	Through-Right		0				0		
	Right	124	1	68		87	1	8	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	113	1	**113**		158	1	**158**	
	Left-Through		0				0		
	Through	880	3	293		1228	3	409	
	Through-Right		0				0		
	Right	79	1	0		293	1	207	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	186	2	102		223	2	123	
	Left-Through		0				0		
	Through	1296	3	**432**		1225	3	**408**	
	Through-Right		0				0		
	Right	304	1	73		267	1	125	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	695			*North-South:*	629	
			East-West:	545			*East-West:*	566	
			SUM:	1240			*SUM:*	1195	
VOLUME/CAPACITY *(V/C)* RATIO:				0.902				0.869	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.802**				**0.769**	
LEVEL OF SERVICE (LOS):				**D**				**C**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
17	North-South Street:	Bundy Dr	East-West Street:	Pico Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0		SB--	3	NB-- 0		SB--	3
		EB-- 0		WB--	0	EB-- 0		WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	259	1	**259**		190	1	**190**	
	Left-Through		0				0		
	Through	1084	2	425		1056	2	425	
	Through-Right		1				1		
	Right	191	0	191		218	0	218	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	47	1	47		75	1	75	
	Left-Through		0				0		
	Through	996	2	**498**		1204	2	**602**	
	Through-Right		0				0		
	Right	68	1	0		73	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	125	1	**125**		93	1	93	
	Left-Through		0				0		
	Through	774	1	425		836	1	**518**	
	Through-Right		1				1		
	Right	76	0	76		199	0	199	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	92	1	92		113	1	**113**	
	Left-Through		0				0		
	Through	860	1	**457**		571	1	315	
	Through-Right		1				1		
	Right	53	0	53		58	0	58	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	757			*North-South:*	792	
			East-West:	582			*East-West:*	631	
			SUM:	1339			*SUM:*	1423	
VOLUME/CAPACITY *(V/C)* RATIO:				0.974				1.035	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.874**				**0.935**	
LEVEL OF SERVICE (LOS):				**D**				**E**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
18	North-South Street:	Bundy Dr	East-West Street:	I-10 EB On-Ramp
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2	SB--		0	NB-- 2	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	983	1		**492**	751	1		**376**
	Through-Right		1				1		
	Right	386	1		386	371	1		371
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	581	1		**581**	716	1		**716**
	Left-Through		0				0		
	Through	994	2		497	1319	2		660
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	0	0		**0**	0	0		**0**
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	0		**0**	0	0		**0**
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	1073			*North-South:*	1092
				East-West:	0			*East-West:*	0
				SUM:	1073			*SUM:*	1092
VOLUME/CAPACITY *(V/C)* RATIO:					0.715				0.728
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.615**				**0.628**
LEVEL OF SERVICE (LOS):					**B**				**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
19	North-South Street:	Bundy Dr	East-West Street:	Ocean Park Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0		SB--	3	NB-- 0		SB--	3
		EB-- 3		WB--	0	EB-- 3		WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	668	1		**668**	364	1		**364**
	Left-Through		0				0		
	Through	1344	1		778	747	1		461
	Through-Right		1				1		
	Right	211	0		211	175	0		175
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	21	1		21	56	1		56
	Left-Through		0				0		
	Through	562	2		281	1196	2		**598**
	Through-Right		0				0		
	Right	367	1		**305**	131	1		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	62	1		**62**	167	1		167
	Left-Through		0				0		
	Through	520	2		260	788	2		394
	Through-Right		0				0		
	Right	326	1		0	794	1		**430**
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	78	1		78	147	1		**147**
	Left-Through		0				0		
	Through	670	1		**356**	416	1		229
	Through-Right		1				1		
	Right	41	0		41	41	0		41
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	973			*North-South:*	962
				East-West:	418			*East-West:*	577
				SUM:	1391			*SUM:*	1539
VOLUME/CAPACITY *(V/C)* RATIO:					1.012				1.119
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.912**				**1.019**
LEVEL OF SERVICE (LOS):					**E**				**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
20	North-South Street:	Bundy Dr	East-West Street:	National Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB--		0	NB-- 2	SB--	0
	EB-- 0	WB--		3	EB-- 0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1851	2	**926**	1085	2	543
	Through-Right		0			0	
	Right	361	1	361	342	1	342
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	183	2	**101**	462	2	254
	Left-Through		0			0	
	Through	816	2	408	1660	2	**830**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	218	2	120	459	2	**252**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	406	1	**305**	207	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1027		*North-South:*	830
			East-West:	305		*East-West:*	252
			SUM:	1332		*SUM:*	1082
VOLUME/CAPACITY *(V/C)* RATIO:				0.935			0.759
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.835**			**0.659**
LEVEL OF SERVICE (LOS):				**D**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
21	North-South Street:	Barrington Ave	East-West Street:	Santa Monica Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					1000				900
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	109	1		**109**	93	1		**93**
	Left-Through		0				0		
	Through	548	1		548	456	1		456
	Through-Right		0				0		
	Right	90	1		55	78	1		48
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	96	1		96	85	1		85
	Left-Through		0				0		
	Through	476	0		**540**	574	0		**614**
	Through-Right		1				1		
	Right	64	0		0	40	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	48	1		**48**	88	1		88
	Left-Through		0				0		
	Through	986	2		353	957	2		**371**
	Through-Right		1				1		
	Right	73	0		73	156	0		156
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	70	1		70	61	1		**61**
	Left-Through		0				0		
	Through	1246	2		**451**	846	2		310
	Through-Right		1				1		
	Right	106	0		106	84	0		84
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	649			*North-South:*	707
				East-West:	499			*East-West:*	432
				SUM:	1148			*SUM:*	1139
VOLUME/CAPACITY *(V/C)* RATIO:					1.148				1.266
V/C LESS ATSAC/ATCS ADJUSTMENT:					**1.048**				**1.166**
LEVEL OF SERVICE (LOS):					**F**				**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
22	North-South Street:	Barrington Ave	East-West Street:	Nebraska Ave
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	18	0		18	24	0		**24**
	Left-Through		0				0		
	Through	739	0		**785**	602	0		658
	Through-Right		0				0		
	Right	28	0		0	32	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
SOUTHBOUND	Left	10	0		**10**	62	0		62
	Left-Through		0				0		
	Through	659	0		690	634	0		**706**
	Through-Right		0				0		
	Right	21	0		0	10	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
EASTBOUND	Left	18	0		18	18	0		18
	Left-Through		0				0		
	Through	67	0		**126**	209	0		**272**
	Through-Right		0				0		
	Right	41	0		0	45	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
WESTBOUND	Left	45	0		**45**	21	0		**21**
	Left-Through		0				0		
	Through	74	0		145	59	0		96
	Through-Right		0				0		
	Right	26	0		0	16	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	795			*North-South:*	730
				East-West:	171			*East-West:*	293
				SUM:	966			*SUM:*	1023
VOLUME/CAPACITY *(V/C)* RATIO:					0.644				0.682
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.544**				**0.582**
LEVEL OF SERVICE (LOS):					**A**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
24	North-South Street:	Barrington Ave	East-West Street:	La Grange Ave
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--			0	NB-- 0	SB--		0
	EB-- 0	WB--			0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	45	0	45	30	0	**30**
	Left-Through		0			0	
	Through	779	0	**842**	613	0	679
	Through-Right		0			0	
	Right	18	0	0	36	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	16	0	**16**	40	0	40
	Left-Through		0			0	
	Through	711	0	759	729	0	**788**
	Through-Right		0			0	
	Right	32	0	0	19	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	10	0	10	26	0	26
	Left-Through		0			0	
	Through	51	0	**149**	189	0	**336**
	Through-Right		0			0	
	Right	88	0	0	121	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	32	0	**32**	48	0	**48**
	Left-Through		0			0	
	Through	67	0	113	43	0	107
	Through-Right		0			0	
	Right	14	0	0	16	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	858		*North-South:*	818
			East-West:	181		*East-West:*	384
			SUM:	1039		*SUM:*	1202
VOLUME/CAPACITY *(V/C)* RATIO:				0.693			0.801
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.593**			**0.701**
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
25	North-South Street:	Barrington Ave	East-West Street:	Mississippi Ave
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	88	1	88	43	1	**43**
	Left-Through		0			0	
	Through	813	0	**884**	631	0	716
	Through-Right		1			1	
	Right	71	0	0	85	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	21	1	**21**	22	1	22
	Left-Through		0			0	
	Through	773	0	793	881	0	**885**
	Through-Right		1			1	
	Right	20	0	0	4	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	17	0	17	33	0	33
	Left-Through		0			0	
	Through	49	0	**146**	193	0	**450**
	Through-Right		0			0	
	Right	80	0	0	224	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	34	0	**34**	63	0	**63**
	Left-Through		0			0	
	Through	43	0	101	38	0	113
	Through-Right		0			0	
	Right	24	0	0	12	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	905		*North-South:*	928
			East-West:	180		*East-West:*	513
			SUM:	1085		*SUM:*	1441
VOLUME/CAPACITY *(V/C)* RATIO:				0.723			0.961
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.623**			**0.861**
LEVEL OF SERVICE (LOS):				**B**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
26	North-South Street:	Barrington Ave	East-West Street:	Olympic Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		3	EB-- 0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	546	1	546	207	1	**207**
	Left-Through		0			0	
	Through	802	1	**552**	477	1	300
	Through-Right		1			1	
	Right	302	0	302	122	0	122
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	278	1	**278**	185	1	185
	Left-Through		0			0	
	Through	487	2	244	930	2	**465**
	Through-Right		0			0	
	Right	83	1	73	56	1	27
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	20	1	20	59	1	59
	Left-Through		0			0	
	Through	1013	2	**364**	975	2	**396**
	Through-Right		1			1	
	Right	78	0	78	213	0	213
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	85	1	**85**	114	1	**114**
	Left-Through		0			0	
	Through	1692	4	423	1336	4	334
	Through-Right		0			0	
	Right	201	1	0	181	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	830		*North-South:*	672
			East-West:	449		*East-West:*	510
			SUM:	1279		*SUM:*	1182
VOLUME/CAPACITY *(V/C)* RATIO:				0.898			0.829
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.798**			**0.729**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
27	North-South Street:	Barrington Ave	East-West Street:	Pico Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					1200				1100
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	179	1		179	53	1		**53**
	Left-Through		0				0		
	Through	1433	1		**733**	557	1		292
	Through-Right		1				1		
	Right	32	0		32	27	0		27
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	72	1		**72**	142	1		142
	Left-Through		0				0		
	Through	541	1		313	1362	1		**717**
	Through-Right		1				1		
	Right	85	0		85	72	0		72
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	146	1		**146**	122	1		122
	Left-Through		0				0		
	Through	722	1		393	825	1		**496**
	Through-Right		1				1		
	Right	64	0		64	167	0		167
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	21	1		21	77	1		**77**
	Left-Through		0				0		
	Through	654	1		**356**	562	1		301
	Through-Right		1				1		
	Right	58	0		58	39	0		39
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	805			North-South:	770
				East-West:	502			East-West:	573
				SUM:	1307			SUM:	1343
VOLUME/CAPACITY *(V/C)* RATIO:					1.089				1.221
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.989**				**1.121**
LEVEL OF SERVICE (LOS):					**E**				**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
28	North-South Street:	Barrington Ave	East-West Street:	Gateway Rd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	1	200	95	1	**95**
	Left-Through		0			0	
	Through	1421	1	**809**	532	1	300
	Through-Right		1			1	
	Right	196	0	196	67	0	67
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	33	1	**33**	89	1	89
	Left-Through		0			0	
	Through	496	2	248	1371	2	**686**
	Through-Right		0			0	
	Right	121	1	13	152	1	87
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	217	1	**217**	131	1	131
	Left-Through		0			0	
	Through	569	1	320	496	1	**411**
	Through-Right		1			1	
	Right	70	0	70	326	0	326
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	59	1	59	171	1	**171**
	Left-Through		0			0	
	Through	359	1	**184**	440	1	229
	Through-Right		1			1	
	Right	8	0	8	17	0	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	842		*North-South:*	781
			East-West:	401		*East-West:*	582
			SUM:	1243		*SUM:*	1363
VOLUME/CAPACITY *(V/C)* RATIO:				0.829			0.909
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.729**			**0.809**
LEVEL OF SERVICE (LOS):				**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
29	North-South Street:	Gateway Blvd	East-West Street:	Pico Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 3	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			1100			1000

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	856	2	**116**	513	2	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	1	0	**0**	7	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	4	0	0	5	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	740	1	**385**	962	1	**499**
	Through-Right		1			1	
	Right	30	0	30	35	0	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	355	1	**355**	427	1	**427**
	Left-Through		0			0	
	Through	827	2	414	712	2	356
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	116		*North-South:*	0
			East-West:	740		*East-West:*	926
			SUM:	856		*SUM:*	926
VOLUME/CAPACITY *(V/C)* RATIO:				0.778			0.926
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.678**			**0.826**
LEVEL OF SERVICE (LOS):				**B**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
30	North-South Street:	Sawtelle Blvd	East-West Street:	Santa Monica Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0		SB-- WB--	0 0	NB-- 0 EB-- 0		SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	86	0	86	66	0	66
	Left-Through		0			0	
	Through	302	0	**631**	241	0	**526**
	Through-Right		0			0	
	Right	243	0	0	219	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	67	0	**67**	113	0	**113**
	Left-Through		0			0	
	Through	105	0	175	351	0	484
	Through-Right		0			0	
	Right	3	0	0	20	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	30	1	**30**	25	1	25
	Left-Through		0			0	
	Through	1317	2	448	1248	2	**446**
	Through-Right		1			1	
	Right	26	0	26	90	0	90
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	121	1	121	124	1	**124**
	Left-Through		0			0	
	Through	1409	2	**540**	855	2	311
	Through-Right		1			1	
	Right	210	0	210	77	0	77
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	698		*North-South:*	639
			East-West:	570		*East-West:*	570
			SUM:	1268		*SUM:*	1209
VOLUME/CAPACITY *(V/C)* RATIO:				0.890			0.848
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.790**			**0.748**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
31	North-South Street:	Beloit Ave/I-405 SB Off-Ramp	East-West Street:	Santa Monica Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
	No. of Phases			0			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			1000			800
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	625	1	**344**	483	1	266
	Left-Through		1			1	
	Through	213	0	243	310	0	**310**
	Through-Right		1			1	
	Right	272	1	0	290	1	290
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1116	3	372	1295	3	**413**
	Through-Right		1			1	
	Right	487	0	**487**	357	0	357
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	658	2	**362**	712	2	**392**
	Left-Through		0			0	
	Through	1497	3	499	864	3	288
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	344		*North-South:*	310
			East-West:	849		*East-West:*	805
			SUM:	1193		*SUM:*	1115
	VOLUME/CAPACITY *(V/C)* RATIO:			1.193			1.394
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.093**			**1.294**
	LEVEL OF SERVICE (LOS):			**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
32	North-South Street:	Sawtelle Blvd	East-West Street:	Olympic Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--		0	NB-- 3	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					1200				1000
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	356	1		356	240	1		240
	Left-Through		0				0		
	Through	486	1		**486**	319	1		**319**
	Through-Right		0				0		
	Right	486	1		355	344	1		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	245	1		**245**	387	1		**387**
	Left-Through		0				0		
	Through	238	1		141	471	1		259
	Through-Right		1				1		
	Right	44	0		44	46	0		46
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	27	1		**27**	11	1		11
	Left-Through		0				0		
	Through	1369	2		476	840	2		**297**
	Through-Right		1				1		
	Right	58	0		58	52	0		52
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	131	1		131	396	1		**396**
	Left-Through		0				0		
	Through	1751	3		**584**	1905	3		501
	Through-Right		0				1		
	Right	84	1		0	97	0		97
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	731			North-South:	706
				East-West:	611			East-West:	693
				SUM:	1342			SUM:	1399
VOLUME/CAPACITY *(V/C)* RATIO:					1.118				1.399
V/C LESS ATSAC/ATCS ADJUSTMENT:					**1.018**				**1.299**
LEVEL OF SERVICE (LOS):					**F**				**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
33	North-South Street:	Sawtelle Blvd	East-West Street:	I-405 SB Off-Ramp
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0		SB-- WB--	0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	156	1	156	68	1	**68**
	Left-Through		0			0	
	Through	789	2	**395**	523	2	262
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	382	1	204	1005	1	**527**
	Through-Right		1			1	
	Right	25	0	25	48	0	48
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	46	1	**46**	131	1	131
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	82	1	4	275	1	**241**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	342	1	342	429	1	**429**
	Left-Through		0			0	
	Through	155	0	**386**	117	0	217
	Through-Right		1			1	
	Right	616	1	0	317	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	395		*North-South:*	595
			East-West:	432		*East-West:*	670
			SUM:	827		*SUM:*	1265
VOLUME/CAPACITY *(V/C)* RATIO:				0.580			0.888
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.480**			**0.788**
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
34	North-South Street:	Sawtelle Blvd	East-West Street:	Pico Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			1200			1100

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	208	1	208	63	1	**63**
	Left-Through		0			0	
	Through	760	1	**589**	451	1	341
	Through-Right		1			1	
	Right	417	0	417	230	0	230
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	271	1	**271**	264	1	264
	Left-Through		0			0	
	Through	469	2	235	1291	2	**646**
	Through-Right		0			0	
	Right	101	1	71	101	1	72
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	61	1	61	59	1	59
	Left-Through		0			0	
	Through	1438	2	**497**	1182	2	**470**
	Through-Right		1			1	
	Right	54	0	54	229	0	229
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	75	1	**75**	245	1	**245**
	Left-Through		0			0	
	Through	955	2	344	947	2	339
	Through-Right		1			1	
	Right	78	0	78	70	0	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	860		*North-South:*	709
			East-West:	572		*East-West:*	715
			SUM:	1432		*SUM:*	1424
VOLUME/CAPACITY *(V/C)* RATIO:				1.193			1.295
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.093**			**1.195**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
35	North-South Street:	Sawtelle Blvd	East-West Street:	National Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	145	1	145	73	1	73
	Left-Through		0			0	
	Through	918	1	**544**	501	1	**320**
	Through-Right		1			1	
	Right	169	0	169	138	0	138
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	345	2	**190**	516	2	**284**
	Left-Through		0			0	
	Through	336	1	192	919	1	505
	Through-Right		1			1	
	Right	47	0	47	90	0	90
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	92	1	**92**	95	1	95
	Left-Through		0			0	
	Through	919	1	485	1116	1	**587**
	Through-Right		1			1	
	Right	51	0	51	57	0	57
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	106	1	106	119	1	**119**
	Left-Through		0			0	
	Through	703	1	**565**	513	1	374
	Through-Right		1			1	
	Right	426	0	426	235	0	235
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	734		*North-South:*	604
			East-West:	657		*East-West:*	706
			SUM:	1391		*SUM:*	1310
VOLUME/CAPACITY *(V/C)* RATIO:				1.012			0.953
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.912**			**0.853**
LEVEL OF SERVICE (LOS):				**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
36	North-South Street:	I-405 SB On-Ramp	East-West Street:	National Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1058	2	**529**	1100	2	550
	Through-Right		0			0	
	Right	486	1	486	709	1	**709**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	348	2	**191**	599	2	**329**
	Left-Through		0			0	
	Through	1244	2	622	898	2	449
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	0		*North-South:*	0
			East-West:	720		*East-West:*	1038
			SUM:	720		*SUM:*	1038
VOLUME/CAPACITY *(V/C)* RATIO:				0.480			0.692
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.380**			**0.592**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
37	North-South Street:	Sawtelle Blvd	East-West Street:	Palms Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	103	1	103	57	1	57
	Left-Through		0			0	
	Through	862	1	**517**	361	1	**279**
	Through-Right		1			1	
	Right	171	0	171	197	0	197
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	306	1	**306**
	Left-Through		0			0	
	Through	267	1	162	812	1	448
	Through-Right		1			1	
	Right	56	0	56	84	0	84
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	59	1	59
	Left-Through		0			0	
	Through	710	1	**390**	1068	1	**568**
	Through-Right		1			1	
	Right	69	0	69	68	0	68
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	158	1	**158**	130	1	**130**
	Left-Through		0			0	
	Through	782	2	391	849	2	425
	Through-Right		0			0	
	Right	312	1	242	214	1	61
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	657		*North-South:*	585
			East-West:	548		*East-West:*	698
			SUM:	1205		*SUM:*	1283
VOLUME/CAPACITY *(V/C)* RATIO:				0.803			0.855
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.703**			**0.755**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
38	North-South Street:	Cotner Ave/I-405 NB On/Off-F	East-West Street:	Santa Monica Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--		0	NB--	0	SB--	0
	EB--	0	WB--		0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					900				700

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	869	1	**478**	337	1	**263**
	Left-Through		1			1	
	Through	392	1	392	483	1	263
	Through-Right		1			1	
	Right	809	1	445	494	1	263
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	397	2	**218**	476	2	**262**
	Left-Through		0			0	
	Through	1319	3	440	1318	3	439
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1284	4	**321**	1224	4	306
	Through-Right		0			0	
	Right	256	1	256	314	1	**314**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	478		*North-South:*	263
			East-West:	539		*East-West:*	576
			SUM:	1017		*SUM:*	839
VOLUME/CAPACITY *(V/C)* RATIO:				1.130			1.199
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.030**			**1.099**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
39	North-South Street:	Sepulveda Blvd	East-West Street:	Santa Monica Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0		SB--	3	NB-- 0		SB--	3
		EB-- 3		WB--	3	EB-- 3		WB--	3
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					1100				1000
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	162	1		162	159	1		**159**
	Left-Through		0				0		
	Through	819	2		**410**	774	2		387
	Through-Right		0				0		
	Right	175	1		95	163	1		67
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	138	1		**138**	171	1		171
	Left-Through		0				0		
	Through	460	2		230	856	2		**428**
	Through-Right		0				0		
	Right	137	1		0	126	1		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	149	1		149	146	1		146
	Left-Through		0				0		
	Through	1786	3		**595**	1548	3		**516**
	Through-Right		0				0		
	Right	187	1		25	149	1		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	160	1		**160**	192	1		**192**
	Left-Through		0				0		
	Through	1285	3		428	1214	3		405
	Through-Right		0				0		
	Right	119	1		0	127	1		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	548			*North-South:*	587
				East-West:	755			*East-West:*	708
				SUM:	1303			*SUM:*	1295
VOLUME/CAPACITY *(V/C)* RATIO:					1.185				1.295
V/C LESS ATSAC/ATCS ADJUSTMENT:					**1.085**				**1.195**
LEVEL OF SERVICE (LOS):					**F**				**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
40	North-South Street:	Sepulveda Blvd	East-West Street:	Olympic Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			1200			1000

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	133	1	133	85	1	**85**
	Left-Through		0			0	
	Through	872	2	**436**	770	2	385
	Through-Right		0			0	
	Right	159	1	115	153	1	73
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	72	1	**72**	78	1	78
	Left-Through		0			0	
	Through	362	1	238	825	1	**478**
	Through-Right		1			1	
	Right	114	0	114	130	0	130
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	68	1	**68**	64	1	**64**
	Left-Through		0			0	
	Through	1944	2	666	1389	2	502
	Through-Right		1			1	
	Right	53	0	53	118	0	118
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	88	1	88	161	1	161
	Left-Through		0			0	
	Through	2289	2	**806**	2422	3	**639**
	Through-Right		1			1	
	Right	130	0	130	134	0	134
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	508		*North-South:*	563
			East-West:	874		*East-West:*	703
			SUM:	1382		*SUM:*	1266
VOLUME/CAPACITY *(V/C)* RATIO:				1.152			1.266
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.052**			**1.166**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
41	North-South Street:	Sepulveda Blvd	East-West Street:	Pico Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 3	WB--		0	EB-- 3	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					1200				1100
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	258	1		258	188	1		**188**
	Left-Through		0				0		
	Through	1094	1		**649**	883	1		536
	Through-Right		1				1		
	Right	203	0		203	188	0		188
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	71	1		**71**	60	1		60
	Left-Through		0				0		
	Through	401	1		239	920	1		**523**
	Through-Right		1				1		
	Right	77	0		77	125	0		125
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	85	1		85	78	1		78
	Left-Through		0				0		
	Through	1211	3		**404**	1212	3		**404**
	Through-Right		0				0		
	Right	85	1		0	159	1		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	171	1		**171**	414	1		**414**
	Left-Through		0				0		
	Through	1169	2		422	966	2		344
	Through-Right		1				1		
	Right	98	0		98	65	0		65
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	720			*North-South:*	711
				East-West:	575			*East-West:*	818
				SUM:	1295			*SUM:*	1529
VOLUME/CAPACITY *(V/C)* RATIO:					1.079				1.390
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.979**				**1.290**
LEVEL OF SERVICE (LOS):					**E**				**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
42	North-South Street:	Cotner Ave	East-West Street:	Pico Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		3	NB-- 0	SB--	3
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	27	1	**27**	68	1	**68**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	42	1	0	153	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	587	1	**587**	305	1	**305**
	Left-Through		0			0	
	Through	1485	3	495	1378	3	459
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1088	2	**544**	1090	2	**545**
	Through-Right		0			0	
	Right	344	1	331	219	1	185
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	27		*North-South:*	68
			East-West:	1131		*East-West:*	850
			SUM:	1158		*SUM:*	918
VOLUME/CAPACITY *(V/C)* RATIO:				0.813			0.644
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.713**			**0.544**
LEVEL OF SERVICE (LOS):				**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
43	North-South Street:	Sepulveda Blvd	East-West Street:	Exposition Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0		SB--	0	NB-- 0		SB--	0
		EB-- 2		WB--	0	EB-- 2		WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	55	1		55	67	1		**67**
	Left-Through		0				0		
	Through	1540	1		**788**	1136	1		574
	Through-Right		1				1		
	Right	36	0		36	12	0		12
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	0	0		**0**	0	0		0
	Left-Through		0				0		
	Through	540	1		287	1456	1		**752**
	Through-Right		1				1		
	Right	34	0		34	47	0		47
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	6	0		**6**	11	0		11
	Left-Through		0				0		
	Through	64	0		99	178	0		**299**
	Through-Right		0				0		
	Right	29	0		0	110	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
WESTBOUND	Left	0	0		0	0	0		**0**
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	136	1		**136**	105	1		105
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	788			*North-South:*	819
				East-West:	142			*East-West:*	299
				SUM:	930			*SUM:*	1118
VOLUME/CAPACITY *(V/C)* RATIO:					0.653				0.785
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.553**				**0.685**
LEVEL OF SERVICE (LOS):					**A**				**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
44	North-South Street:	I-405 NB Off-Ramp	East-West Street:	National Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	467	0	467	259	0	259
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	615	1	**541**	450	1	**355**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	5	0	0	50
	Through-Right		0			0	
	Right	5	0	0	50	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1056	2	528	1052	2	526
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1117	1	**561**	1206	1	**606**
	Through-Right		1			1	
	Right	4	0	4	5	0	5
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	541		*North-South:*	355
			East-West:	561		*East-West:*	606
			SUM:	1102		*SUM:*	961
VOLUME/CAPACITY *(V/C)* RATIO:				0.735			0.641
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.635**			**0.541**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
45	North-South Street:	Sepulveda Blvd	East-West Street:	National Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	247	1	247	297	1	**297**
	Left-Through		0			0	
	Through	1215	2	**608**	1035	2	518
	Through-Right		0			0	
	Right	284	1	250	156	1	66
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	**60**	89	1	89
	Left-Through		0			0	
	Through	273	1	234	732	1	**384**
	Through-Right		1			1	
	Right	195	0	195	36	0	36
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	354	2	195	135	2	74
	Left-Through		0			0	
	Through	1085	1	**624**	951	1	**634**
	Through-Right		1			1	
	Right	162	0	162	316	0	316
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	69	1	**69**	180	1	**180**
	Left-Through		0			0	
	Through	684	1	374	878	1	531
	Through-Right		1			1	
	Right	64	0	64	183	0	183
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	668		*North-South:*	681
			East-West:	693		*East-West:*	814
			SUM:	1361		*SUM:*	1495
VOLUME/CAPACITY *(V/C)* RATIO:				0.990			1.087
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.890**			**0.987**
LEVEL OF SERVICE (LOS):				**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 46

PROJECT TITLE: LATNP
North-South Street: Sepulveda Blvd **East-West Street:** Palms Blvd
Scenario: EXISTING
Count Date: 5/15/2013 **Analyst:** Fehr & Peers **Date:** 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	174	1	174	108	1	108
	Left-Through		0			0	
	Through	1411	1	**779**	1058	1	**652**
	Through-Right		1			1	
	Right	147	0	147	245	0	245
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	45	1	**45**	85	1	**85**
	Left-Through		0			0	
	Through	335	1	186	1042	1	606
	Through-Right		1			1	
	Right	36	0	36	169	0	169
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	119	1	119	116	1	116
	Left-Through		0			0	
	Through	852	1	**459**	1300	1	**728**
	Through-Right		1			1	
	Right	66	0	66	156	0	156
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	91	1	**91**	103	1	**103**
	Left-Through		0			0	
	Through	854	2	427	866	2	433
	Through-Right		0			0	
	Right	148	1	126	101	1	59
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	824		*North-South:*	737
			East-West:	550		*East-West:*	831
			SUM:	1374		*SUM:*	1568
VOLUME/CAPACITY *(V/C)* RATIO:				0.916			1.045
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.816**			**0.945**
LEVEL OF SERVICE (LOS):				**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 47	**PROJECT TITLE:**	LATNP	
	North-South Street:	Military Ave	**East-West Street:** National Blvd
	Scenario:	EXISTING	
	Count Date:	5/15/2013	**Analyst:** Fehr & Peers **Date:** 6/24/2014

		AM			PM		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	83	0	83	19	0	**19**
	Left-Through		0			0	
	Through	140	0	**303**	44	0	98
	Through-Right		0			0	
	Right	80	0	0	35	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	29	0	**29**	92	0	92
	Left-Through		0			0	
	Through	36	0	136	237	0	**539**
	Through-Right		0			0	
	Right	71	0	0	210	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	148	1	148	63	1	63
	Left-Through		0			0	
	Through	1167	1	**593**	1058	1	**546**
	Through-Right		1			1	
	Right	19	0	19	33	0	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	61	1	**61**	145	1	**145**
	Left-Through		0			0	
	Through	707	1	374	927	1	479
	Through-Right		1			1	
	Right	40	0	40	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	332		*North-South:*	558
			East-West:	654		*East-West:*	691
			SUM:	986		*SUM:*	1249
	VOLUME/CAPACITY *(V/C)* RATIO:			0.657			0.833
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.557**			**0.733**
	LEVEL OF SERVICE (LOS):			**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
48	North-South Street:	Westwood Blvd	East-West Street:	Olympic Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	96	1	96	87	1	**87**
	Left-Through		0			0	
	Through	1005	1	**550**	895	1	504
	Through-Right		1			1	
	Right	95	0	95	113	0	113
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	116	1	**116**	147	1	147
	Left-Through		0			0	
	Through	516	1	314	1064	1	**610**
	Through-Right		1			1	
	Right	112	0	112	155	0	155
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	58	1	58	61	1	**61**
	Left-Through		0			0	
	Through	2117	2	**730**	1419	2	497
	Through-Right		1			1	
	Right	72	0	72	71	0	71
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	64	1	**64**	126	1	126
	Left-Through		0			0	
	Through	2091	3	557	2207	3	**583**
	Through-Right		1			1	
	Right	136	0	136	126	0	126
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	666		*North-South:*	697
			East-West:	794		*East-West:*	644
			SUM:	1460		*SUM:*	1341
VOLUME/CAPACITY *(V/C)* RATIO:				1.062			0.975
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.962**			**0.875**
LEVEL OF SERVICE (LOS):				**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
49	North-South Street:	Westwood Blvd	East-West Street:	Pico Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3		SB--		0	NB-- 3		SB--	0
	EB-- 3		WB--		3	EB-- 3		WB--	3
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	131	1	131	118	1	**118**
	Left-Through		0			0	
	Through	812	2	**406**	622	2	311
	Through-Right		0			0	
	Right	149	1	98	110	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	139	1	**139**	115	1	115
	Left-Through		0			0	
	Through	381	1	230	911	1	**515**
	Through-Right		1			1	
	Right	79	0	79	119	0	119
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	176	1	**176**	161	1	161
	Left-Through		0			0	
	Through	1292	3	431	1050	3	**350**
	Through-Right		0			0	
	Right	38	1	0	187	1	69
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	51	1	51	255	1	**255**
	Left-Through		0			0	
	Through	1252	3	**417**	1124	3	375
	Through-Right		0			0	
	Right	256	1	117	266	1	151
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	545		*North-South:*	633
			East-West:	593		*East-West:*	605
			SUM:	1138		*SUM:*	1238
VOLUME/CAPACITY *(V/C)* RATIO:				0.828			0.900
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.728**			**0.800**
LEVEL OF SERVICE (LOS):				**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
51	North-South Street:	Westwood Blvd	East-West Street:	National Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	207	1	**207**	80	1	**80**
	Left-Through		0			0	
	Through	467	1	247	219	1	116
	Through-Right		1			1	
	Right	26	0	26	12	0	12
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	151	1	151	182	1	182
	Left-Through		0			0	
	Through	240	1	**240**	679	1	**679**
	Through-Right		0			0	
	Right	153	1	0	428	1	344
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	327	1	**327**	169	1	169
	Left-Through		0			0	
	Through	847	1	482	658	1	**483**
	Through-Right		1			1	
	Right	116	0	116	307	0	307
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	29	1	29	47	1	**47**
	Left-Through		0			0	
	Through	392	1	**288**	507	1	356
	Through-Right		1			1	
	Right	184	0	184	204	0	204
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	447		*North-South:*	759
			East-West:	615		*East-West:*	530
			SUM:	1062		*SUM:*	1289
VOLUME/CAPACITY *(V/C)* RATIO:				0.708			0.859
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.608**			**0.759**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
52	North-South Street:	Overland Ave	East-West Street:	Pico Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB--		0	NB--	3	SB--	0
	EB--	0	WB--		0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	298	2	164	287	2	158
	Left-Through		0			0	
	Through	553	1	**553**	521	1	**521**
	Through-Right		0			0	
	Right	912	2	256	527	2	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	31	1	**31**	43	1	**43**
	Left-Through		0			0	
	Through	398	1	216	609	1	321
	Through-Right		1			1	
	Right	33	0	33	33	0	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	55	1	55	52	1	52
	Left-Through		0			0	
	Through	1327	2	**485**	1013	2	**416**
	Through-Right		1			1	
	Right	129	0	129	235	0	235
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	447	2	**246**	769	2	**423**
	Left-Through		0			0	
	Through	1225	1	628	1310	2	449
	Through-Right		1			1	
	Right	30	0	30	36	0	36
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	584		*North-South:*	564
			East-West:	731		*East-West:*	839
			SUM:	1315		*SUM:*	1403
VOLUME/CAPACITY *(V/C)* RATIO:				0.956			1.020
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.856**			**0.920**
LEVEL OF SERVICE (LOS):				**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
53	North-South Street:	Overland Ave	East-West Street:	National Blvd/I-10 WB On/Off-Ramps
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB--		0	NB-- 2	SB--	0
	EB-- 0	WB--		3	EB-- 0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	41	1	41	54	1	54
	Left-Through		0			0	
	Through	1144	3	381	716	3	239
	Through-Right		0			0	
	Right	642	1	**642**	441	1	**441**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	348	2	**191**	503	2	**277**
	Left-Through		0			0	
	Through	649	1	375	1166	1	636
	Through-Right		1			1	
	Right	101	0	101	106	0	106
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	448	1	275	267	1	185
	Left-Through		1			1	
	Through	102	0	275	103	0	185
	Through-Right		0			0	
	Right	409	1	**389**	475	1	**448**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	0	60	233	0	233
	Left-Through		1			1	
	Through	354	1	**237**	511	1	**489**
	Through-Right		0			0	
	Right	356	1	165	638	1	361
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	833		*North-South:*	718
			East-West:	626		*East-West:*	937
			SUM:	1459		*SUM:*	1655
VOLUME/CAPACITY *(V/C)* RATIO:				1.061			1.204
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.961**			**1.104**
LEVEL OF SERVICE (LOS):				**E**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 54

PROJECT TITLE: LATNP
North-South Street: Overland Ave
East-West Street: I-10 EB On-Ramp
Scenario: EXISTING
Count Date: 5/15/2013
Analyst: Fehr & Peers **Date:** 6/24/2014

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1919	3	**588**	1263	3	421
	Through-Right		1			1	
	Right	434	0	434	424	0	**424**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	670	2	**369**	734	2	**404**
	Left-Through		0			0	
	Through	420	2	210	1089	2	545
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	957		*North-South:*	828
			East-West:	0		*East-West:*	0
			SUM:	957		*SUM:*	828
VOLUME/CAPACITY *(V/C)* RATIO:				0.638			0.552
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.538**			**0.452**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
55	North-South Street:	Overland Ave	East-West Street:	National Pl
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		2	EB-- 0	WB--	2
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	304	1	304	120	1	**120**
	Left-Through		0			0	
	Through	1611	3	**537**	1155	3	385
	Through-Right		0			0	
	Right	11	1	0	22	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	41	1	**41**	102	1	102
	Left-Through		0			0	
	Through	392	1	210	936	1	**481**
	Through-Right		1			1	
	Right	28	0	28	25	0	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	**50**	190	1	190
	Left-Through		0			0	
	Through	146	1	146	458	1	**440**
	Through-Right		1			1	
	Right	192	0	40	421	0	421
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	203	1	203	220	1	**220**
	Left-Through		0			0	
	Through	495	1	**495**	169	1	169
	Through-Right		0			0	
	Right	713	2	392	336	2	185
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	578		*North-South:*	601
			East-West:	545		*East-West:*	660
			SUM:	1123		*SUM:*	1261
VOLUME/CAPACITY *(V/C)* RATIO:				0.817			0.917
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.717**			**0.817**
LEVEL OF SERVICE (LOS):				**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
56	North-South Street:	I-10 WB Off-Ramp	East-West Street:	National Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	0	0		**0**	0	0		0
	Left-Through		0				0		
	Through	0	0		0	0	0		**0**
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	358	1		358	410	1		**410**
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	690	1		**690**	389	1		389
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	0	0		**0**	0	0		0
	Left-Through		0				0		
	Through	343	2		172	594	2		**297**
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	0		0	0	0		**0**
	Left-Through		0				0		
	Through	652	2		**326**	353	2		177
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*		690		*North-South:*		410
			East-West:		326		*East-West:*		297
			SUM:		1016		*SUM:*		707
VOLUME/CAPACITY *(V/C)* RATIO:					0.677				0.471
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.577**				**0.371**
LEVEL OF SERVICE (LOS):					**A**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
57	North-South Street:	Overland Ave	East-West Street:	Palms Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	144	1	144	90	1	**90**
	Left-Through		0			0	
	Through	1407	2	**704**	1159	2	580
	Through-Right		0			0	
	Right	131	1	77	169	1	119
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	74	1	**74**	76	1	76
	Left-Through		0			0	
	Through	699	1	381	1366	1	**749**
	Through-Right		1			1	
	Right	63	0	63	131	0	131
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	184	1	**184**	140	1	140
	Left-Through		0			0	
	Through	843	1	472	1095	1	**630**
	Through-Right		1			1	
	Right	100	0	100	164	0	164
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	109	1	109	100	1	**100**
	Left-Through		0			0	
	Through	720	1	**444**	748	1	414
	Through-Right		1			1	
	Right	167	0	167	80	0	80
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	778		*North-South:*	839
			East-West:	628		*East-West:*	730
			SUM:	1406		*SUM:*	1569
VOLUME/CAPACITY *(V/C)* RATIO:				0.987			1.101
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.887**			**1.001**
LEVEL OF SERVICE (LOS):				**D**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
58	North-South Street:	Overland Ave	East-West Street:	Venice Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--		3	NB-- 3	SB--	3
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	105	1	105	106	1	**106**
	Left-Through		0			0	
	Through	1019	2	**510**	968	2	484
	Through-Right		0			0	
	Right	120	1	0	127	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	176	1	**176**	172	1	172
	Left-Through		0			0	
	Through	727	2	364	1170	2	**585**
	Through-Right		0			0	
	Right	113	1	0	205	1	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	281	2	155	245	2	135
	Left-Through		0			0	
	Through	1307	3	**436**	1188	3	**396**
	Through-Right		0			0	
	Right	129	1	77	139	1	86
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	257	2	**141**	260	2	**143**
	Left-Through		0			0	
	Through	1042	3	347	1077	3	359
	Through-Right		0			0	
	Right	187	1	99	174	1	88
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	686		*North-South:*	691
			East-West:	577		*East-West:*	539
			SUM:	1263		*SUM:*	1230
VOLUME/CAPACITY *(V/C)* RATIO:				0.919			0.895
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.819**			**0.795**
LEVEL OF SERVICE (LOS):				**D**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
60	North-South Street:	Motor Ave	East-West Street:	National Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	31	1	31	109	1	**109**
	Left-Through		0			0	
	Through	527	0	**537**	385	0	405
	Through-Right		1			1	
	Right	10	0	0	20	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	32	1	**32**	66	1	66
	Left-Through		0			0	
	Through	268	1	268	470	1	**470**
	Through-Right		0			0	
	Right	163	1	163	150	1	150
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	113	0	113
	Left-Through		1			1	
	Through	544	0	**382**	620	0	**470**
	Through-Right		1			1	
	Right	220	0	382	207	0	470
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	17	0	**17**	7	0	**7**
	Left-Through		1			1	
	Through	393	0	231	179	0	126
	Through-Right		1			1	
	Right	0	0	231	45	0	126
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	569		*North-South:*	579
			East-West:	399		*East-West:*	477
			SUM:	968		*SUM:*	1056
VOLUME/CAPACITY *(V/C)* RATIO:				0.679			0.741
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.579**			**0.641**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
61	North-South Street:	Motor Ave	East-West Street:	Palms Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	261	1	**261**	143	1	**143**
	Left-Through		0			0	
	Through	420	1	420	383	1	383
	Through-Right		0			0	
	Right	123	1	93	101	1	57
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	76	1	76	102	1	102
	Left-Through		0			0	
	Through	367	1	**367**	523	1	**523**
	Through-Right		0			0	
	Right	75	1	33	114	1	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	84	1	84	105	1	105
	Left-Through		0			0	
	Through	920	1	**500**	1112	1	**604**
	Through-Right		1			1	
	Right	80	0	80	95	0	95
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	**60**	88	1	**88**
	Left-Through		0			0	
	Through	672	1	347	764	1	394
	Through-Right		1			1	
	Right	21	0	21	23	0	23
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	628		*North-South:*	666
			East-West:	560		*East-West:*	692
			SUM:	1188		*SUM:*	1358
VOLUME/CAPACITY *(V/C)* RATIO:				0.834			0.953
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.734**			**0.853**
LEVEL OF SERVICE (LOS):				**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
62	North-South Street:	Motor Ave	East-West Street:	Venice Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	52	1	52	41	1	**41**
	Left-Through		0			0	
	Through	359	1	**359**	314	1	314
	Through-Right		0			0	
	Right	44	1	16	33	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	159	1	**159**	140	1	140
	Left-Through		0			0	
	Through	326	1	326	432	1	**432**
	Through-Right		0			0	
	Right	150	1	88	217	1	149
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	125	1	**125**	136	1	**136**
	Left-Through		0			0	
	Through	1438	3	479	1370	3	457
	Through-Right		0			0	
	Right	43	1	17	42	1	22
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	57	1	57	72	1	72
	Left-Through		0			0	
	Through	1215	2	**431**	1189	2	**434**
	Through-Right		1			1	
	Right	78	0	78	112	0	112
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	518		*North-South:*	473
			East-West:	556		*East-West:*	570
			SUM:	1074		*SUM:*	1043
VOLUME/CAPACITY *(V/C)* RATIO:				0.716			0.695
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.616**			**0.595**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
63	North-South Street:	National Blvd/Exposition Blvd	East-West Street:	Palms Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB--		0	NB-- 2	SB--	0
	EB-- 0	WB--		2	EB-- 0	WB--	2
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	121	1	121	55	1	**55**
	Left-Through		0			0	
	Through	249	0	**365**	135	0	234
	Through-Right		1			1	
	Right	116	0	0	99	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	157	1	**157**	271	1	271
	Left-Through		0			0	
	Through	155	1	155	505	1	**505**
	Through-Right		0			0	
	Right	18	1	18	26	1	26
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1205	2	603	975	2	488
	Through-Right		0			0	
	Right	85	1	25	255	1	228
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	715	0	**895**	946	0	**1073**
	Through-Right		1			1	
	Right	180	0	0	127	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	522		*North-South:*	560
			East-West:	895		*East-West:*	1073
			SUM:	1417		*SUM:*	1633
VOLUME/CAPACITY *(V/C)* RATIO:				0.945			1.089
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.845**			**0.989**
LEVEL OF SERVICE (LOS):				**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
64	North-South Street:	Hughes Ave	East-West Street:	Venice Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	82	0	82	107	0	107
	Left-Through		0			0	
	Through	133	0	**286**	188	0	**369**
	Through-Right		0			0	
	Right	71	0	0	74	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	22	0	**22**	27	0	**27**
	Left-Through		0			0	
	Through	156	0	215	135	0	193
	Through-Right		0			0	
	Right	37	0	0	31	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	34	1	34	67	1	67
	Left-Through		0			0	
	Through	1393	2	**504**	1284	2	**461**
	Through-Right		1			1	
	Right	120	0	120	98	0	98
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	172	1	**172**	113	1	**113**
	Left-Through		0			0	
	Through	1146	2	389	1186	2	405
	Through-Right		1			1	
	Right	21	0	21	29	0	29
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	308		*North-South:*	396
			East-West:	676		*East-West:*	574
			SUM:	984		*SUM:*	970
VOLUME/CAPACITY *(V/C)* RATIO:				0.656			0.647
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.556**			**0.547**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
66	North-South Street:	Manning Ave/I-10 EB Off-Ram	East-West Street:	National Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB--	0	NB-- 2	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	159	1	159	454	1	**454**
	Left-Through		0			0	
	Through	166	0	**190**	230	0	319
	Through-Right		1			1	
	Right	24	0	0	89	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	**110**	104	1	**104**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	40	1	0	135	1	44
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	381	1	**381**	182	1	**182**
	Left-Through		0			0	
	Through	1077	2	539	1180	2	590
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	696	1	**696**	472	1	**472**
	Through-Right		0			0	
	Right	368	1	313	222	1	170
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	300		*North-South:*	558
			East-West:	1077		*East-West:*	654
			SUM:	1377		*SUM:*	1212
VOLUME/CAPACITY *(V/C)* RATIO:				1.001			0.881
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.901**			**0.781**
LEVEL OF SERVICE (LOS):				**E**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
67	North-South Street:	Castle Heights Ave	East-West Street:	National Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	57	0	57		50	0	50	
	Left-Through		0				0		
	Through	206	0	**305**		59	0	**137**	
	Through-Right		0				0		
	Right	42	0	0		28	0	0	
	Left-Through-Right		1				1		
	Left-Right		0				0		
SOUTHBOUND	Left	148	1	**148**		217	1	**217**	
	Left-Through		0				0		
	Through	94	1	94		113	1	113	
	Through-Right		0				0		
	Right	180	1	81		224	1	89	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	198	1	**198**		271	1	271	
	Left-Through		0				0		
	Through	909	1	909		930	1	**930**	
	Through-Right		0				0		
	Right	31	1	31		77	1	77	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	20	1	20		20	1	**20**	
	Left-Through		0				0		
	Through	792	0	**889**		486	0	558	
	Through-Right		1				1		
	Right	97	0	0		72	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	453			*North-South:*	354	
			East-West:	1087			*East-West:*	950	
			SUM:	1540			*SUM:*	1304	
VOLUME/CAPACITY *(V/C)* RATIO:				1.027				0.869	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.927**				**0.769**	
LEVEL OF SERVICE (LOS):				**E**				**C**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
68	North-South Street:	Culver Blvd	East-West Street:	Venice Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 3	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			1100			1100

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	61	1	61	57	1	57
	Left-Through		0			0	
	Through	56	1	56	65	1	65
	Through-Right		0			0	
	Right	502	2	**109**	609	2	**140**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	121	1	**98**	231	1	**171**
	Left-Through		0			0	
	Through	41	0	98	68	0	171
	Through-Right		0			0	
	Right	33	0	0	42	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	19	1	19	13	1	13
	Left-Through		0			0	
	Through	1278	2	**437**	989	2	**336**
	Through-Right		1			1	
	Right	34	0	34	20	0	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	304	2	**167**	354	2	**195**
	Left-Through		0			0	
	Through	1094	2	401	988	2	382
	Through-Right		1			1	
	Right	109	0	109	157	0	157
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	207		*North-South:*	311
			East-West:	604		*East-West:*	531
			SUM:	811		*SUM:*	842
VOLUME/CAPACITY *(V/C)* RATIO:				0.737			0.765
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.637**			**0.665**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
69	North-South Street:	Robertson Bvd	East-West Street:	Venice Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB--		0	NB-- 2	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				1100			1100

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	62	0	62	73	0	73
	Left-Through		1			1	
	Through	301	0	**298**	273	0	**238**
	Through-Right		1			1	
	Right	46	0	298	57	0	238
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	404	1	**316**	456	1	**324**
	Left-Through		1			1	
	Through	228	0	316	192	0	324
	Through-Right		0			0	
	Right	414	1	286	392	1	284
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	256	1	**256**	217	1	217
	Left-Through		0			0	
	Through	1554	1	800	1559	1	**794**
	Through-Right		1			1	
	Right	46	0	46	29	0	29
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1009	1	**553**	977	1	524
	Through-Right		1			1	
	Right	97	0	97	71	0	71
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	614		*North-South:*	562
			East-West:	809		*East-West:*	794
			SUM:	1423		*SUM:*	1356
VOLUME/CAPACITY *(V/C)* RATIO:				1.294			1.233
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.194**			**1.133**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
70	North-South Street:	Robertson Blvd	East-West Street:	National Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			1100			1100

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	64	1	**64**	44	1	44
	Left-Through		0			0	
	Through	432	1	226	414	1	**235**
	Through-Right		1			1	
	Right	19	0	19	56	0	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	520	2	286	668	2	**367**
	Left-Through		0			0	
	Through	718	1	**464**	787	1	511
	Through-Right		1			1	
	Right	209	0	209	234	0	234
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	292	1	**292**	236	1	236
	Left-Through		0			0	
	Through	552	1	372	874	1	**470**
	Through-Right		1			1	
	Right	192	0	192	65	0	65
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	223	1	223	150	1	**150**
	Left-Through		0			0	
	Through	584	1	**584**	349	1	349
	Through-Right		0			0	
	Right	452	1	166	270	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	528		*North-South:*	602
			East-West:	876		*East-West:*	620
			SUM:	1404		*SUM:*	1222
VOLUME/CAPACITY *(V/C)* RATIO:				1.276			1.111
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.176**			**1.011**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 71

PROJECT TITLE: LATNP
North-South Street: National Blvd
East-West Street: I-10 EB On-Ramp
Scenario: EXISTING
Count Date: 5/15/2013
Analyst: Fehr & Peers **Date:** 6/24/2014

		AM			PM		
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				1100			1100

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	38	1	38	84	1	**84**
	Left-Through		0			0	
	Through	1160	2	**580**	774	2	387
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	688	2	344	1099	2	**550**
	Through-Right		0			0	
	Right	421	1	421	534	1	534
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	580		*North-South:*	634
			East-West:	0		*East-West:*	0
			SUM:	580		*SUM:*	634
VOLUME/CAPACITY *(V/C)* RATIO:				0.527			0.576
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.427**			**0.476**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
72	North-South Street:	National Blvd	East-West Street:	Venice Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			1100			1100

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	131	1	131	115	1	**115**
	Left-Through		0			0	
	Through	811	1	**432**	579	1	334
	Through-Right		1			1	
	Right	52	0	52	89	0	89
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	92	1	**92**	160	1	160
	Left-Through		0			0	
	Through	546	1	300	852	1	**459**
	Through-Right		1			1	
	Right	53	0	53	65	0	65
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	135	1	135	141	1	141
	Left-Through		0			0	
	Through	1332	2	**521**	1390	2	**544**
	Through-Right		1			1	
	Right	232	0	232	243	0	243
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	122	1	**122**	76	1	**76**
	Left-Through		0			0	
	Through	877	2	439	859	2	430
	Through-Right		0			0	
	Right	168	1	122	95	1	15
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	524		*North-South:*	574
			East-West:	643		*East-West:*	620
			SUM:	1167		*SUM:*	1194
VOLUME/CAPACITY *(V/C)* RATIO:				1.061			1.085
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.961**			**0.985**
LEVEL OF SERVICE (LOS):				**E**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
74	North-South Street:	Robertson Blvd	East-West Street:	I-10 WB Off-Ramp/Kincardine Ave
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	65	1		**65**	44	1		**44**
	Left-Through		0				0		
	Through	1100	2		550	874	2		437
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	1307	1		**696**	1413	1		**731**
	Through-Right		1				1		
	Right	84	0		84	49	0		49
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	75	0		75	51	0		**51**
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	77	0		**152**	67	0		118
	Left-Through-Right		0				0		
	Left-Right		1				1		
WESTBOUND	Left	126	0		**126**	298	0		298
	Left-Through		0				0		
	Through	54	0		180	37	0		335
	Through-Right		0				0		
	Right	136	1		136	500	1		**500**
	Left-Through-Right		1				1		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	761			*North-South:*	775
				East-West:	278			*East-West:*	551
				SUM:	1039			*SUM:*	1326
VOLUME/CAPACITY *(V/C)* RATIO:					0.693				0.884
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.593**				**0.784**
LEVEL OF SERVICE (LOS):					**A**				**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
75	North-South Street:	Robertson Blvd	East-West Street:	Cattaraugus Ave
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	93	1	**93**	54	1	**54**
	Left-Through		0			0	
	Through	1292	1	647	1321	1	666
	Through-Right		1			1	
	Right	1	0	1	10	0	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	33	1	33	63	1	63
	Left-Through		0			0	
	Through	1296	1	**690**	1422	1	**752**
	Through-Right		1			1	
	Right	84	0	84	82	0	82
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	68	0	**68**	126	0	126
	Left-Through		1			1	
	Through	76	0	144	207	0	**333**
	Through-Right		0			0	
	Right	59	1	13	60	1	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	96	0	96	44	0	**44**
	Left-Through		1			1	
	Through	260	0	**356**	73	0	117
	Through-Right		0			0	
	Right	94	1	78	51	1	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	783		*North-South:*	806
			East-West:	424		*East-West:*	377
			SUM:	1207		*SUM:*	1183
VOLUME/CAPACITY *(V/C)* RATIO:				0.805			0.789
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.705**			**0.689**
LEVEL OF SERVICE (LOS):				**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
76	North-South Street:	La Cienega Blvd	East-West Street:	Venice Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	89	1	89	66	1	**66**
	Left-Through		0			0	
	Through	1730	2	**600**	1138	2	401
	Through-Right		1			1	
	Right	70	0	70	66	0	66
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	37	1	**37**	55	1	55
	Left-Through		0			0	
	Through	1285	2	501	1377	2	**519**
	Through-Right		1			1	
	Right	217	0	217	180	0	180
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	379	2	**208**	272	2	150
	Left-Through		0			0	
	Through	1034	3	345	1376	3	**459**
	Through-Right		0			0	
	Right	106	1	62	159	1	126
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	183	1	183	217	1	**217**
	Left-Through		0			0	
	Through	1135	2	**394**	831	2	285
	Through-Right		1			1	
	Right	48	0	48	24	0	24
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	637		*North-South:*	585
			East-West:	602		*East-West:*	676
			SUM:	1239		*SUM:*	1261
VOLUME/CAPACITY *(V/C)* RATIO:				0.901			0.917
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.801**			**0.817**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
78	North-South Street:	Jefferson Blvd	East-West Street:	National Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 / EB-- 3		SB-- / WB--	3 / 0	NB-- 0 / EB-- 3	SB-- / WB--	3 / 0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	277	1	277	162	1	162
	Left-Through		0			0	
	Through	658	2	**329**	777	2	**389**
	Through-Right		0			0	
	Right	25	1	25	18	1	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	12	1	12	3	1	3
	Left-Through		0			0	
	Through	874	1	**874**	458	1	**458**
	Through-Right		0			0	
	Right	741	1	579	266	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	296	1	**162**	548	1	**278**
	Left-Through		1			1	
	Through	28	0	162	8	0	278
	Through-Right		0			0	
	Right	217	1	0	361	1	199
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	1	0	1	6	0	6
	Left-Through		1			1	
	Through	14	0	**15**	31	0	**37**
	Through-Right		0			0	
	Right	5	1	0	27	1	26
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1203		*North-South:*	847
			East-West:	177		*East-West:*	315
			SUM:	1380		*SUM:*	1162
VOLUME/CAPACITY *(V/C)* RATIO:				1.004			0.845
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.904**			**0.745**
LEVEL OF SERVICE (LOS):				**E**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
83	North-South Street:	Duquesne Ave	East-West Street:	Washington Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	113	1		**113**	93	1		**93**
	Left-Through		0				0		
	Through	263	0		322	227	0		258
	Through-Right		1				1		
	Right	59	0		0	31	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	16	1		16	72	1		72
	Left-Through		0				0		
	Through	319	0		**358**	327	0		**379**
	Through-Right		1				1		
	Right	39	0		0	52	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	42	1		42	38	1		38
	Left-Through		0				0		
	Through	526	1		**365**	764	1		**443**
	Through-Right		1				1		
	Right	203	0		203	121	0		121
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	85	1		**85**	110	1		**110**
	Left-Through		0				0		
	Through	725	1		386	644	1		371
	Through-Right		1				1		
	Right	46	0		46	98	0		98
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	471			*North-South:*	472
				East-West:	450			*East-West:*	553
				SUM:	921			*SUM:*	1025
VOLUME/CAPACITY *(V/C)* RATIO:					0.614				0.683
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.514**				**0.583**
LEVEL OF SERVICE (LOS):					**A**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
84	North-South Street:	Sepulveda Blvd	East-West Street:	Venice Blvd
	Scenario:	EXISTING		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	219	1	219	219	1	219
	Left-Through		0			0	
	Through	1115	2	**558**	1323	2	**662**
	Through-Right		0			0	
	Right	283	1	190	370	1	280
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	97	1	**97**	120	1	**120**
	Left-Through		0			0	
	Through	428	2	214	949	2	475
	Through-Right		0			0	
	Right	197	1	118	165	1	80
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	159	1	159	171	1	171
	Left-Through		0			0	
	Through	1347	3	**449**	1113	3	**371**
	Through-Right		0			0	
	Right	312	1	203	234	1	125
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	187	1	**187**	180	1	**180**
	Left-Through		0			0	
	Through	1357	3	452	978	3	326
	Through-Right		0			0	
	Right	93	1	45	128	1	68
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	655		*North-South:*	782
			East-West:	636		*East-West:*	551
			SUM:	1291		*SUM:*	1333
VOLUME/CAPACITY *(V/C)* RATIO:				0.939			0.969
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.839**			**0.869**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

HCM ANALYSIS

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Cloverfield Blvd/Olympic Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.756
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	39.6
Optimal Cycle:	71	Level Of Service:	D

Street Name:	Cloverfield Blvd						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	0	2 0	2 1	0	1 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	219	1166	0	86	860	30	163	594	293	271	554	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	1166	0	86	860	30	163	594	293	271	554	218
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.96	0.96	0.96	0.88	0.88	0.88	0.85	0.85	0.85
PHF Volume:	234	1246	0	89	892	31	184	672	332	319	652	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	1246	0	89	892	31	184	672	332	319	652	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	234	1246	0	89	892	31	184	672	332	319	652	257
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.92	1.00	0.86	0.88	0.91	0.89	0.98	0.94	0.92	0.92	0.82
Lanes:	2.00	2.00	0.00	2.00	2.90	0.10	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3267	3491	0	3267	4828	168	1684	3729	1777	3502	3491	1562
Capacity Analysis Module:												
Vol/Sat:	0.07	0.36	0.00	0.03	0.18	0.18	0.11	0.18	0.19	0.09	0.19	0.16
Crit Moves:		****		****			****				****	
Green/Cycle:	0.14	0.47	0.00	0.04	0.37	0.37	0.14	0.26	0.26	0.13	0.25	0.25
Volume/Cap:	0.50	0.76	0.00	0.76	0.50	0.50	0.76	0.68	0.71	0.71	0.76	0.67
Uniform Del:	47.6	26.0	0.0	57.3	29.6	29.6	49.3	39.7	40.0	50.1	41.8	40.7
IncremntDel:	0.9	2.1	0.0	24.0	0.2	0.2	12.7	2.0	5.0	5.2	3.9	4.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.5	28.1	0.0	81.3	29.8	29.8	62.0	41.7	45.0	55.3	45.7	45.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.5	28.1	0.0	81.3	29.8	29.8	62.0	41.7	45.0	55.3	45.7	45.1
HCM2kAvg:	5	17	0	3	8	8	8	12	12	7	12	9

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 26th St/Olympic Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.761
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	31.1
Optimal Cycle:	72	Level Of Service:	C

Street Name:	26th St						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	1 0		2 0 0	0 2		1 0 2	0 0		0 0 1	1 0	
Volume Module:												
Base Vol:	17	395	68	199	0	220	66	621	0	0	797	402
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	395	68	199	0	220	66	621	0	0	797	402
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.88	0.88	0.88	0.93	0.93	0.93	0.86	0.86	0.86
PHF Volume:	18	421	73	226	0	250	71	669	0	0	925	467
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	421	73	226	0	250	71	669	0	0	925	467
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	18	421	73	226	0	250	71	669	0	0	925	467
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.83	1.00	0.70	0.95	0.95	1.00	1.00	0.90	0.90
Lanes:	1.00	1.71	0.29	2.00	0.00	2.00	1.00	2.00	0.00	0.00	1.33	0.67
Final Sat.:	1805	2913	501	3152	0	2652	1805	3610	0	0	2275	1148
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.14	0.07	0.00	0.09	0.04	0.19	0.00	0.00	0.41	0.41
Crit Moves:		****				****	****				****	
Green/Cycle:	0.19	0.19	0.19	0.12	0.00	0.18	0.05	0.59	0.00	0.00	0.53	0.53
Volume/Cap:	0.05	0.76	0.76	0.58	0.00	0.54	0.76	0.32	0.00	0.00	0.76	0.76
Uniform Del:	39.8	46.0	46.0	49.6	0.0	45.0	56.2	12.6	0.0	0.0	21.9	21.9
IncremntDel:	0.1	5.3	5.3	2.2	0.0	1.2	29.9	0.1	0.0	0.0	1.9	1.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	39.8	51.3	51.3	51.8	0.0	46.3	86.0	12.7	0.0	0.0	23.9	23.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.8	51.3	51.3	51.8	0.0	46.3	86.0	12.7	0.0	0.0	23.9	23.9
HCM2kAvg:	1	10	10	5	0	5	4	4	0	0	17	17

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Stewart St/Olympic Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.673
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	43.1
Optimal Cycle:	142	Level Of Service:	D

Street Name:	Stewart St						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	2 0	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	119	399	157	79	144	40	52	720	71	59	1058	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	399	157	79	144	40	52	720	71	59	1058	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.87	0.87	0.87	0.92	0.92	0.92	0.89	0.89	0.89
PHF Volume:	143	480	189	91	166	46	56	779	77	66	1184	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	480	189	91	166	46	56	779	77	66	1184	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	143	480	189	91	166	46	56	779	77	66	1184	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.86	1.06	0.97	0.19	0.97	0.93	0.95	0.96	0.93
Lanes:	1.00	1.44	0.56	2.00	0.77	0.23	1.00	1.81	0.19	1.00	1.69	0.31
Final Sat.:	1805	2482	977	3267	1548	430	355	3339	329	1805	3078	547
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.19	0.03	0.11	0.11	0.16	0.23	0.23	0.04	0.38	0.38
Crit Moves:		****		****							****	
Green/Cycle:	0.10	0.21	0.21	0.03	0.14	0.14	0.25	0.25	0.25	0.66	0.66	0.66
Volume/Cap:	0.79	0.93	0.93	0.93	0.79	0.79	0.63	0.93	0.93	0.08	0.58	0.58
Uniform Del:	52.7	46.7	46.7	58.1	50.1	50.1	40.1	44.0	44.0	7.1	11.1	11.1
IncremntDel:	20.0	19.0	19.0	68.9	14.2	14.2	14.1	15.8	15.8	0.0	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	72.7	65.7	65.7	126.9	64.3	64.3	54.2	59.8	59.8	7.1	11.5	11.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.7	65.7	65.7	126.9	64.3	64.3	54.2	59.8	59.8	7.1	11.5	11.5
HCM2kAvg:	7	16	16	4	10	9	10	19	19	0	7	7

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Centinela Ave (West)/Olympic Blvd

Cycle (sec):	60	Critical Vol./Cap. (X):	0.664
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	8.1
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Centinela Ave (West)						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	459	0	54	23	883	4	8	1334	722
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	459	0	54	23	883	4	8	1334	722
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.82	0.82	0.82	0.92	0.92	0.92	0.93	0.93	0.93
PHF Volume:	0	0	0	562	0	66	25	959	4	9	1435	777
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	562	0	66	25	959	4	9	1435	777
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	562	0	66	25	959	4	9	1435	777
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.86	1.00	0.82	0.13	0.89	0.95	0.24	0.89	0.75
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	0	0	0	3267	0	1562	245	3351	15	453	3368	1419
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.04	0.10	0.29	0.29	0.02	0.43	0.55
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.26	0.64	0.64	0.64	0.64	0.64	0.90
Volume/Cap:	0.00	0.00	0.00	0.66	0.00	0.16	0.16	0.45	0.45	0.03	0.66	0.61
Uniform Del:	0.0	0.0	0.0	19.9	0.0	17.2	4.3	5.4	5.4	3.9	6.7	0.7
IncremntDel:	0.0	0.0	0.0	2.0	0.0	0.2	0.5	0.1	0.1	0.0	0.8	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	21.9	0.0	17.4	4.8	5.6	5.6	4.0	7.5	1.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.9	0.0	17.4	4.8	5.6	5.6	4.0	7.5	1.5
HCM2kAvg:	0	0	0	6	0	1	2	5	5	0	9	4

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Centinela Ave (East)/Olympic Blvd

Cycle (sec):	60	Critical Vol./Cap. (X):	0.897
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	15.1
Optimal Cycle:	78	Level Of Service:	B

Street Name:	Centinela Ave (East)						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	0	0 0	1! 0	0	1 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	717	0	182	2	4	2	0	1026	334	150	1393	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	717	0	182	2	4	2	0	1026	334	150	1393	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.67	0.67	0.67	0.98	0.98	0.98	0.88	0.88	0.88
PHF Volume:	775	0	197	3	6	3	0	1047	341	170	1580	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	775	0	197	3	6	3	0	1047	341	170	1580	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	775	0	197	3	6	3	0	1047	341	170	1580	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.93	0.95	0.95	0.95	1.00	0.91	0.85	0.21	0.91	0.91
Lanes:	1.66	0.00	0.34	0.25	0.50	0.25	1.00	3.00	1.00	1.00	2.99	0.01
Final Sat.:	2949	0	597	453	907	453	1900	5187	1615	399	5180	7
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.33	0.01	0.01	0.01	0.00	0.20	0.21	0.43	0.30	0.30
Crit Moves:			****	****						****		
Green/Cycle:	0.37	0.00	0.37	0.01	0.01	0.01	0.00	0.48	0.84	0.48	0.48	0.48
Volume/Cap:	0.72	0.00	0.90	0.90	0.90	0.90	0.00	0.42	0.25	0.90	0.64	0.64
Uniform Del:	16.3	0.0	17.9	29.8	29.8	29.8	0.0	10.4	0.9	14.4	11.9	11.9
IncremntDel:	1.8	0.0	10.0	191.2	191	191.2	0.0	0.1	0.1	38.0	0.6	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	18.1	0.0	27.9	220.9	221	220.9	0.0	10.5	1.0	52.4	12.5	12.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.1	0.0	27.9	220.9	221	220.9	0.0	10.5	1.0	52.4	12.5	12.5
HCM2kAvg:	9	0	15	1	1	1	0	5	1	18	8	8

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 Centinela Ave/Exposition Blvd

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: D[26.4]

Street Name:	Centinela Ave						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 0	0	0 0	1 0	0	0 1!	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	179	891	0	0	379	69	12	0	36	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	179	891	0	0	379	69	12	0	36	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.90	0.90	0.90	0.75	0.75	0.75	1.00	1.00	1.00
PHF Volume:	185	923	0	0	420	76	16	0	48	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	185	923	0	0	420	76	16	0	48	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	496	xxxx	xxxxx	xxxx	xxxx	xxxxx	1751	xxxx	458	xxxx	xxxx	xxxxx
Potent Cap.:	1078	xxxx	xxxxx	xxxx	xxxx	xxxxx	95	xxxx	607	xxxx	xxxx	xxxxx
Move Cap.:	1078	xxxx	xxxxx	xxxx	xxxx	xxxxx	81	xxxx	607	xxxx	xxxx	xxxxx
Volume/Cap:	0.17	xxxx	xxxx	xxxx	xxxx	xxxx	0.20	xxxx	0.08	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	232	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	26.4	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	D	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			26.4			xxxxxx		
ApproachLOS:	*			*			D			*		

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Centinela Ave/I-10 WB On/Off Ramps

Cycle (sec):	60	Critical Vol./Cap. (X):	1.042
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	48.5
Optimal Cycle:	163	Level Of Service:	D

Street Name:	Centinela Ave						I-10 WB On/Off Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	0	0	0 1	0 1	1 0	0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	434	511	0	0	342	95	603	0	357	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	434	511	0	0	342	95	603	0	357	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.90	0.90	0.90	0.94	0.94	0.94	1.00	1.00	1.00
PHF Volume:	445	523	0	0	379	105	641	0	379	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	445	523	0	0	379	105	641	0	379	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	445	523	0	0	379	105	641	0	379	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.82	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	1561	1456	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.28	0.00	0.00	0.20	0.07	0.44	0.00	0.23	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.24	0.43	0.00	0.00	0.19	0.19	0.42	0.00	0.66	0.00	0.00	0.00
Volume/Cap:	1.04	0.64	0.00	0.00	1.04	0.35	1.04	0.00	0.36	0.00	0.00	0.00
Uniform Del:	22.9	13.6	0.0	0.0	24.3	21.0	17.3	0.0	4.6	0.0	0.0	0.0
IncremntDel:	55.0	1.8	0.0	0.0	58.6	0.7	47.6	0.0	0.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	77.9	15.4	0.0	0.0	82.9	21.8	64.9	0.0	4.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.9	15.4	0.0	0.0	82.9	21.8	64.9	0.0	4.8	0.0	0.0	0.0
HCM2kAvg:	17	9	0	0	14	2	26	0	3	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 I-10 EB Off Ramp-34th St/Pico Blvd

Cycle (sec):	80	Critical Vol./Cap. (X):	0.637
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	18.5
Optimal Cycle:	43	Level Of Service:	B

Street Name:	I-10 EB Off Ramp-34th St						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 1	0 0	1	0 0	1 1	0	0 1	1 0	0
Volume Module:												
Base Vol:	25	0	47	538	44	69	0	785	18	18	1004	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	0	47	538	44	69	0	785	18	18	1004	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.95	0.95	0.95	0.96	0.96	0.96	0.92	0.92	0.92
PHF Volume:	28	0	52	569	47	73	0	821	19	20	1096	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	0	52	569	47	73	0	821	19	20	1096	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	28	0	52	569	47	73	0	821	19	20	1096	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	1.00	0.67	0.89	0.86	0.94	1.00	0.80	0.85	0.89	0.92	1.00
Lanes:	0.35	0.00	0.65	1.84	0.16	1.00	0.00	1.96	0.04	0.04	1.96	0.00
Final Sat.:	441	0	830	3124	256	1777	0	2959	68	61	3423	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.06	0.18	0.18	0.04	0.00	0.28	0.28	0.32	0.32	0.00
Crit Moves:			****		****						****	
Green/Cycle:	0.10	0.00	0.10	0.29	0.29	0.29	0.00	0.50	0.50	0.50	0.50	0.00
Volume/Cap:	0.64	0.00	0.64	0.64	0.64	0.14	0.00	0.55	0.55	0.64	0.64	0.00
Uniform Del:	34.7	0.0	34.7	24.9	24.9	21.3	0.0	13.7	13.7	14.5	14.5	0.0
IncremntDel:	10.4	0.0	10.4	1.4	1.4	0.1	0.0	0.4	0.4	0.8	0.8	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	45.0	0.0	45.0	26.4	26.4	21.4	0.0	14.1	14.1	15.3	15.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.0	0.0	45.0	26.4	26.4	21.4	0.0	14.1	14.1	15.3	15.3	0.0
HCM2kAvg:	3	0	3	8	8	1	0	8	8	11	11	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Centinela Ave/Pico Blvd

Cycle (sec):	60	Critical Vol./Cap. (X):	0.953
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	17.9
Optimal Cycle:	101	Level Of Service:	B

Street Name:	Centinela Ave						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	69	455	43	41	438	210	164	897	310	29	742	371
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	455	43	41	438	210	164	897	310	29	742	371
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.91	0.91	0.91	0.98	0.98	0.98	0.93	0.93	0.93
PHF Volume:	79	520	49	45	481	230	167	916	317	31	798	399
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	520	49	45	481	230	167	916	317	31	798	399
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	79	520	49	45	481	230	167	916	317	31	798	399
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.22	0.93	0.83	0.20	0.84	0.99	0.16	0.95	0.91	0.27	0.83	0.88
Lanes:	1.00	1.00	1.00	1.00	1.42	0.58	1.00	2.00	1.00	1.00	1.36	0.64
Final Sat.:	418	1773	1576	384	2273	1090	297	3610	1737	507	2137	1069
Capacity Analysis Module:												
Vol/Sat:	0.19	0.29	0.03	0.12	0.21	0.21	0.56	0.25	0.18	0.06	0.37	0.37
Crit Moves:		****					****					
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.59	0.59	0.59	0.59	0.59	0.59
Volume/Cap:	0.61	0.95	0.10	0.37	0.69	0.69	0.95	0.43	0.31	0.10	0.63	0.63
Uniform Del:	17.7	20.3	14.8	16.2	18.2	18.2	11.5	6.7	6.1	5.3	8.0	8.0
IncremntDel:	8.5	27.0	0.1	2.0	1.9	1.9	53.9	0.1	0.2	0.2	0.7	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	26.2	47.4	14.9	18.2	20.2	20.2	65.4	6.8	6.3	5.5	8.7	8.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.2	47.4	14.9	18.2	20.2	20.2	65.4	6.8	6.3	5.5	8.7	8.7
HCM2kAvg:	6	15	1	3	7	8	24	5	3	1	8	8

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Centinela Ave/I-10 WB On Ramp

Cycle (sec):	60	Critical Vol./Cap. (X):	0.476
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	9.7
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Centinela Ave						I-10 WB On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	566	223	383	383	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	566	223	383	383	0	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	617	0	422	422	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	617	0	422	422	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	617	0	422	422	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3610	0	1805	3610	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.23	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green/Cycle:	0.00	0.36	0.00	0.49	0.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.48	0.00	0.48	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Del:	0.0	14.9	0.0	10.1	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IncremntDel:	0.0	0.3	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	15.1	0.0	10.5	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.1	0.0	10.5	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HCM2kAvg:	0	5	0	6	1	0	0	0	0	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Cloverfield Blvd/Olympic Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.661
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	38.1
Optimal Cycle:	60	Level Of Service:	D

Street Name:	Cloverfield Blvd						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	0 0	2 0	2	1 0	1 0	2	0 1	2 0	2	0 1
Volume Module:												
Base Vol:	198	785	0	96	935	55	131	682	282	351	786	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	785	0	96	935	55	131	682	282	351	786	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.88	0.88	0.88	0.95	0.95	0.95
PHF Volume:	206	818	0	100	974	57	149	777	321	368	823	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	818	0	100	974	57	149	777	321	368	823	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	206	818	0	100	974	57	149	777	321	368	823	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.92	1.00	0.86	0.87	0.90	0.89	0.98	0.94	0.92	0.92	0.82
Lanes:	2.00	2.00	0.00	2.00	2.84	0.16	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3267	3491	0	3267	4708	277	1684	3729	1777	3502	3491	1562
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.00	0.03	0.21	0.21	0.09	0.21	0.18	0.10	0.24	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.36	0.00	0.05	0.31	0.31	0.13	0.33	0.33	0.16	0.36	0.36
Volume/Cap:	0.66	0.65	0.00	0.65	0.66	0.66	0.66	0.64	0.55	0.64	0.66	0.20
Uniform Del:	52.4	31.9	0.0	56.2	35.7	35.7	49.3	34.4	33.2	46.8	32.5	26.7
IncremntDel:	5.2	1.2	0.0	9.3	1.1	1.1	7.1	1.1	1.2	2.4	1.3	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.6	33.1	0.0	65.4	36.7	36.7	56.4	35.5	34.4	49.2	33.8	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.6	33.1	0.0	65.4	36.7	36.7	56.4	35.5	34.4	49.2	33.8	26.9
HCM2kAvg:	5	12	0	3	11	11	7	12	9	7	12	2

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 26th St/Olympic Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.747
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	32.9
Optimal Cycle:	70	Level Of Service:	C

Street Name:	26th St						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	2 0	0	0 2	1 0	2	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	13	284	64	334	0	355	48	748	0	0	1042	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	284	64	334	0	355	48	748	0	0	1042	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.91	0.91	0.91	0.93	0.93	0.93
PHF Volume:	16	340	77	400	0	425	53	823	0	0	1120	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	340	77	400	0	425	53	823	0	0	1120	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	16	340	77	400	0	425	53	823	0	0	1120	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.83	1.00	0.70	0.95	0.95	1.00	1.00	0.93	0.93
Lanes:	1.00	1.63	0.37	2.00	0.00	2.00	1.00	2.00	0.00	0.00	1.76	0.24
Final Sat.:	1805	2769	624	3152	0	2652	1805	3610	0	0	3111	433
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.12	0.13	0.00	0.16	0.03	0.23	0.00	0.00	0.36	0.36
Crit Moves:		****				****	****				****	
Green/Cycle:	0.16	0.16	0.16	0.21	0.00	0.25	0.04	0.52	0.00	0.00	0.48	0.48
Volume/Cap:	0.05	0.75	0.75	0.59	0.00	0.63	0.75	0.44	0.00	0.00	0.75	0.75
Uniform Del:	42.3	47.8	47.8	42.4	0.0	39.8	57.1	17.8	0.0	0.0	25.2	25.2
IncremntDel:	0.1	5.5	5.5	1.4	0.0	1.9	34.8	0.2	0.0	0.0	1.9	1.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	42.3	53.3	53.3	43.8	0.0	41.7	91.8	18.0	0.0	0.0	27.0	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	53.3	53.3	43.8	0.0	41.7	91.8	18.0	0.0	0.0	27.0	27.0
HCM2kAvg:	1	9	9	8	0	8	4	7	0	0	17	17

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Stewart St/Olympic Blvd

Cycle (sec):	120				Critical Vol./Cap. (X):				0.679							
Loss Time (sec):	12 (Y+R = 4 sec)				Average Delay (sec/veh):				27.0							
Optimal Cycle:	59				Level Of Service:				C							
Street Name:	Stewart St								Olympic Blvd							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1 0	2	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	42	182	61		157	281	52		41	1051	101		110	1077	81	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	42	182	61		157	281	52		41	1051	101		110	1077	81	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.86	0.86	0.86		0.86	0.86	0.86		0.96	0.96	0.96		0.97	0.97	0.97	
PHF Volume:	49	212	71		183	327	61		43	1099	106		113	1108	83	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	49	212	71		183	327	61		43	1099	106		113	1108	83	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	49	212	71		183	327	61		43	1099	106		113	1108	83	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	0.91		0.86	1.07	0.98		0.23	0.97	0.94		0.95	0.97	0.94	
Lanes:	1.00	1.50	0.50		2.00	0.83	0.17		1.00	1.82	0.18		1.00	1.86	0.14	
Final Sat.:	1805	2601	872		3267	1697	314		428	3348	322		1805	3426	258	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.08	0.08		0.06	0.19	0.19		0.10	0.33	0.33		0.06	0.32	0.32	
Crit Moves:	****					****				****				****		
Green/Cycle:	0.04	0.19	0.19		0.13	0.28	0.28		0.48	0.48	0.48		0.58	0.58	0.58	
Volume/Cap:	0.68	0.42	0.42		0.42	0.68	0.68		0.21	0.68	0.68		0.41	0.56	0.56	
Uniform Del:	56.8	42.6	42.6		47.9	38.1	38.1		17.8	23.8	23.8		16.0	15.9	15.9	
IncremntDel:	23.1	0.4	0.4		0.7	3.3	3.3		0.5	1.1	1.1		1.0	0.3	0.3	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	80.0	43.1	43.1		48.6	41.4	41.4		18.3	24.9	24.9		17.0	16.3	16.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	80.0	43.1	43.1		48.6	41.4	41.4		18.3	24.9	24.9		17.0	16.3	16.3	
HCM2kAvg:	3	5	5		4	14	13		3	15	14		2	9	9	

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Centinela Ave (West)/Olympic Blvd

Cycle (sec):	60	Critical Vol./Cap. (X):	0.627
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	9.0
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Centinela Ave (West)						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	597	0	86	34	1237	11	6	1099	434
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	597	0	86	34	1237	11	6	1099	434
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	0.95	0.95	0.95
PHF Volume:	0	0	0	597	0	86	35	1274	11	6	1154	456
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	597	0	86	35	1274	11	6	1154	456
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	597	0	86	35	1274	11	6	1154	456
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.86	1.00	0.82	0.19	0.89	0.95	0.14	0.89	0.74
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	0	0	0	3267	0	1562	363	3337	30	266	3368	1410
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.06	0.10	0.38	0.38	0.02	0.34	0.32
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.29	0.00	0.29	0.61	0.61	0.61	0.61	0.61	0.90
Volume/Cap:	0.00	0.00	0.00	0.63	0.00	0.19	0.16	0.63	0.63	0.04	0.56	0.36
Uniform Del:	0.0	0.0	0.0	18.4	0.0	15.9	5.1	7.4	7.4	4.7	7.0	0.4
IncremntDel:	0.0	0.0	0.0	1.3	0.0	0.2	0.3	0.6	0.6	0.1	0.4	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	19.8	0.0	16.1	5.4	8.1	8.1	4.8	7.4	0.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.8	0.0	16.1	5.4	8.1	8.1	4.8	7.4	0.6
HCM2kAvg:	0	0	0	6	0	1	2	8	9	0	7	2

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Centinela Ave (East)/Olympic Blvd

Cycle (sec):	60	Critical Vol./Cap. (X):	0.752
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	9.8
Optimal Cycle:	60	Level Of Service:	A

Street Name:	Centinela Ave (East)						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	0	0	1 0	0 0	1 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	357	0	107	15	37	0	0	1282	551	127	1215	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	357	0	107	15	37	0	0	1282	551	127	1215	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.95	0.95	0.95	0.99	0.99	0.99
PHF Volume:	382	0	114	16	40	0	0	1348	580	129	1230	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	0	114	16	40	0	0	1348	580	129	1230	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	382	0	114	16	40	0	0	1348	580	129	1230	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.93	0.99	0.99	1.00	1.00	0.91	0.85	0.16	0.91	0.91
Lanes:	1.63	0.00	0.37	0.29	0.71	0.00	1.00	3.00	1.00	1.00	2.99	0.01
Final Sat.:	2870	0	662	540	1333	0	1900	5187	1615	295	5178	9
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.17	0.03	0.03	0.00	0.00	0.26	0.36	0.44	0.24	0.24
Crit Moves:			****		****					****		
Green/Cycle:	0.23	0.00	0.23	0.04	0.04	0.00	0.00	0.58	0.81	0.58	0.58	0.58
Volume/Cap:	0.58	0.00	0.75	0.75	0.75	0.00	0.00	0.45	0.44	0.75	0.41	0.41
Uniform Del:	20.5	0.0	21.5	28.5	28.5	0.0	0.0	7.1	1.7	9.4	6.9	6.9
IncremntDel:	1.0	0.0	4.8	34.5	34.5	0.0	0.0	0.1	0.2	16.9	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	21.5	0.0	26.4	63.0	63.0	0.0	0.0	7.2	1.9	26.3	7.0	7.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.5	0.0	26.4	63.0	63.0	0.0	0.0	7.2	1.9	26.3	7.0	7.0
HCM2kAvg:	5	0	7	3	3	0	0	5	4	13	4	4

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 Centinela Ave/Exposition Blvd

Average Delay (sec/veh): 4.8 Worst Case Level Of Service: E[35.9]

Street Name:	Centinela Ave						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	24 520	0	0	612	16		49	0	129	0	0	0
Growth Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24 520	0	0	612	16		49	0	129	0	0	0
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89 0.89	0.89	0.89	0.89	0.89		0.91	0.91	0.91	1.00	1.00	1.00
PHF Volume:	27 585	0	0	688	18		54	0	142	0	0	0
Reduct Vol:	0 0	0	0	0	0		0	0	0	0	0	0
Final Vol.:	27 585	0	0	688	18		54	0	142	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2 xxxx xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx		
Capacity Module:												
Cnflict Vol:	706 xxxx xxxxx	xxxx	xxxx	xxxxx	1336	xxxx	697	xxxx	xxxx	xxxxx		
Potent Cap.:	901 xxxx xxxxx	xxxx	xxxx	xxxxx	171	xxxx	444	xxxx	xxxx	xxxxx		
Move Cap.:	901 xxxx xxxxx	xxxx	xxxx	xxxxx	167	xxxx	444	xxxx	xxxx	xxxxx		
Volume/Cap:	0.03 xxxx xxxx	xxxx	xxxx	xxxx	0.32	xxxx	0.32	xxxx	xxxx	xxxx		
Level Of Service Module:												
Queue:	0.1 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Stopped Del:	9.1 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	A *	*	*	*	*	*	*	*	*	*		
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx 305	xxxxx		xxxx xxxx xxxxx		
SharedQueue:	0.1 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx		4.1	xxxxx	xxxxx	xxxx	xxxxx	
Shrd StpDel:	9.1 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx		35.9	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	A *	*	*	*	*	*	E	*	*	*	*	
ApproachDel:	xxxxxx		xxxxxx			35.9		xxxxxx				
ApproachLOS:	*		*			E		*				

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Centinela Ave/I-10 WB On/Off Ramps

Cycle (sec):	60	Critical Vol./Cap. (X):	1.038		
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	52.5		
Optimal Cycle:	158	Level Of Service:	D		

Street Name:	Centinela Ave						I-10 WB On/Off Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	0	0	0 1	0 1	1 0	0 0	1	0	0 0	0 0
Volume Module:												
Base Vol:	371	228	0	0	691	85	317	0	262	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	371	228	0	0	691	85	317	0	262	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.94	0.94	0.94	1.00	1.00	1.00
PHF Volume:	424	260	0	0	789	97	337	0	279	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	424	260	0	0	789	97	337	0	279	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	424	260	0	0	789	97	337	0	279	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.82	0.76	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	1559	1451	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.14	0.00	0.00	0.42	0.06	0.23	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.23	0.63	0.00	0.00	0.40	0.40	0.22	0.00	0.45	0.00	0.00	0.00
Volume/Cap:	1.04	0.22	0.00	0.00	1.04	0.16	1.04	0.00	0.38	0.00	0.00	0.00
Uniform Del:	23.2	4.9	0.0	0.0	18.0	11.5	23.3	0.0	11.0	0.0	0.0	0.0
IncremntDel:	54.8	0.1	0.0	0.0	43.0	0.1	60.0	0.0	0.3	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	78.0	5.0	0.0	0.0	61.0	11.6	83.2	0.0	11.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.0	5.0	0.0	0.0	61.0	11.6	83.2	0.0	11.3	0.0	0.0	0.0
HCM2kAvg:	16	2	0	0	25	1	16	0	4	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 I-10 EB Off Ramp-34th St/Pico Blvd

Cycle (sec):	80	Critical Vol./Cap. (X):	0.732
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	10.2
Optimal Cycle:	53	Level Of Service:	B

Street Name:	I-10 EB Off Ramp-34th St						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1	1	0	0	1	0	1	1	0	0
Volume Module:														
Base Vol:	10	0	29	162	12	22	0	1494	35	35	702	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	29	162	12	22	0	1494	35	35	702	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.92	0.92	0.92	0.89	0.89	0.89
PHF Volume:	12	0	36	199	15	27	0	1622	38	40	793	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	0	36	199	15	27	0	1622	38	40	793	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	12	0	36	199	15	27	0	1622	38	40	793	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.66	1.00	0.66	0.89	0.86	0.94	1.00	0.80	0.85	0.77	0.80	1.00
Lanes:	0.26	0.00	0.74	1.86	0.14	1.00	0.00	1.96	0.04	0.10	1.90	0.00
Final Sat.:	323	0	937	3148	233	1777	0	2958	69	144	2890	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.06	0.06	0.02	0.00	0.55	0.55	0.27	0.27	0.00
Crit Moves:	****			****				****				
Green/Cycle:	0.05	0.00	0.05	0.09	0.09	0.09	0.00	0.75	0.75	0.75	0.75	0.00
Volume/Cap:	0.73	0.00	0.73	0.73	0.73	0.18	0.00	0.73	0.73	0.37	0.37	0.00
Uniform Del:	37.4	0.0	37.4	35.6	35.6	33.9	0.0	5.6	5.6	3.5	3.5	0.0
IncremntDel:	34.2	0.0	34.2	9.2	9.2	0.6	0.0	1.3	1.3	0.1	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	71.6	0.0	71.6	44.8	44.8	34.4	0.0	6.8	6.8	3.6	3.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.6	0.0	71.6	44.8	44.8	34.4	0.0	6.8	6.8	3.6	3.6	0.0
HCM2kAvg:	3	0	3	4	4	1	0	13	14	4	5	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Centinela Ave/Pico Blvd

Cycle (sec):	60	Critical Vol./Cap. (X):	0.784
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	14.0
Optimal Cycle:	49	Level Of Service:	B

Street Name:	Centinela Ave						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	2	1	0	1
Volume Module:												
Base Vol:	36	288	64	94	733	144	68	1194	423	91	551	275
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	288	64	94	733	144	68	1194	423	91	551	275
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.94	0.94	0.94	0.89	0.89	0.89
PHF Volume:	42	336	75	110	854	168	72	1267	449	102	620	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	336	75	110	854	168	72	1267	449	102	620	309
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	42	336	75	110	854	168	72	1267	449	102	620	309
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	0.93	0.83	0.37	0.86	1.02	0.21	0.95	0.90	0.13	0.83	0.88
Lanes:	1.00	1.00	1.00	1.00	1.71	0.29	1.00	2.00	1.00	1.00	1.36	0.64
Final Sat.:	305	1773	1584	710	2814	553	404	3610	1711	254	2139	1067
Capacity Analysis Module:												
Vol/Sat:	0.14	0.19	0.05	0.15	0.30	0.30	0.18	0.35	0.26	0.40	0.29	0.29
Crit Moves:					****					****		
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.51	0.51	0.51	0.51	0.51	0.51
Volume/Cap:	0.35	0.49	0.12	0.40	0.78	0.78	0.35	0.68	0.51	0.78	0.57	0.57
Uniform Del:	13.0	13.9	11.8	13.3	16.2	16.2	8.7	11.0	9.6	11.9	10.0	10.0
IncremntDel:	1.8	0.6	0.1	1.0	3.2	3.2	1.0	1.1	0.5	26.0	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	14.8	14.5	11.9	14.3	19.4	19.4	9.7	12.0	10.1	37.9	10.5	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.8	14.5	11.9	14.3	19.4	19.4	9.7	12.0	10.1	37.9	10.5	10.5
HCM2kAvg:	3	5	1	4	10	12	4	10	6	14	6	7

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Centinela Ave/I-10 WB On Ramp

Cycle (sec):	60	Critical Vol./Cap. (X):	0.505
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	7.2
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Centinela Ave						I-10 WB On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 1	1 0		1 0 2	0 0		0 0 0	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	0	410	204	478	816	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	410	204	478	816	0	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.00	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	465	0	542	925	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	465	0	542	925	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	465	0	542	925	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3610	0	1805	3610	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.30	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green/Cycle:	0.00	0.26	0.00	0.59	0.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.50	0.00	0.50	0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Del:	0.0	19.1	0.0	7.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IncremntDel:	0.0	0.5	0.0	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	19.6	0.0	7.4	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.6	0.0	7.4	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HCM2kAvg:	0	4	0	7	2	0	0	0	0	0	0	0

ICU ANALYSIS

Project Title: **LA TNP**
Intersection: **59 Overland Ave & Culver Blvd**
Description: **Existing**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	180	1,600	0.026	N-S(1):	0.433 *
	TH	2.00	627	3,200	0.196	N-S(2):	0.266
	LT	2.00	157	2,880	0.055 *	E-W(1):	0.419
Westbound	RT	0.00	160	0	0.000	E-W(2):	0.438 *
	TH	2.00	686	3,200	0.264 *		
	LT	1.00	82	1,600	0.051	V/C:	0.871
Northbound	RT	0.00	186	0	0.000	Lost Time:	0.100
	TH	2.00	1,025	3,200	0.378 *	ITS:	0.000
	LT	2.00	203	2,880	0.070		
Eastbound	RT	1.00	109	1,600	0.033	ICU:	0.971
	TH	2.00	1,178	3,200	0.368		
	LT	1.00	278	1,600	0.174 *	LOS:	E

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	269	1,600	0.087	N-S(1):	0.382
	TH	2.00	1,072	3,200	0.335 *	N-S(2):	0.385 *
	LT	2.00	161	2,880	0.056	E-W(1):	0.413
Westbound	RT	0.00	164	0	0.000	E-W(2):	0.450 *
	TH	2.00	753	3,200	0.287 *		
	LT	1.00	191	1,600	0.119	V/C:	0.835
Northbound	RT	0.00	157	0	0.000	Lost Time:	0.100
	TH	2.00	886	3,200	0.326	ITS:	0.000
	LT	2.00	144	2,880	0.050 *		
Eastbound	RT	1.00	164	1,600	0.078	ICU:	0.935
	TH	2.00	942	3,200	0.294		
	LT	1.00	260	1,600	0.163 *	LOS:	E

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **65 Duquesne Ave & Culver Blvd**
Description: **Existing**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	102	1,600	0.031	N-S(1):	0.221
	TH	1.00	229	1,600	0.143 *	N-S(2):	0.236 *
	LT	1.00	39	1,600	0.024	E-W(1):	0.388 *
Westbound	RT	0.00	43	0	0.000	E-W(2):	0.308
	TH	2.00	730	3,200	0.242		
	LT	1.00	71	1,600	0.044 *	V/C:	0.624
Northbound	RT	1.00	107	1,600	0.045	Lost Time:	0.100
	TH	1.00	315	1,600	0.197	ITS:	0.000
	LT	1.00	148	1,600	0.093 *		
Eastbound	RT	0.00	106	0	0.000	ICU:	0.724
	TH	2.00	996	3,200	0.344 *		
	LT	1.00	106	1,600	0.066	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	248	1,600	0.128	N-S(1):	0.244
	TH	1.00	329	1,600	0.206 *	N-S(2):	0.274 *
	LT	1.00	154	1,600	0.096	E-W(1):	0.351 *
Westbound	RT	0.00	35	0	0.000	E-W(2):	0.273
	TH	2.00	670	3,200	0.220		
	LT	1.00	76	1,600	0.048 *	V/C:	0.625
Northbound	RT	1.00	111	1,600	0.046	Lost Time:	0.100
	TH	1.00	236	1,600	0.148	ITS:	0.000
	LT	1.00	109	1,600	0.068 *		
Eastbound	RT	0.00	102	0	0.000	ICU:	0.725
	TH	2.00	868	3,200	0.303 *		
	LT	1.00	85	1,600	0.053	LOS:	C

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **73 National Blvd & Washington Blvd**
Description: **Existing**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	165	0	0.000	N-S(1):	0.312
	TH	2.00	598	3,200	0.238 *	N-S(2):	0.324 *
	LT	2.00	126	2,880	0.044	E-W(1):	0.293
Westbound	RT	0.00	167	0	0.000	E-W(2):	0.305 *
	TH	3.00	1,126	4,800	0.269 *		
	LT	1.00	96	1,600	0.060	V/C:	0.629
Northbound	RT	0.00	62	0	0.000	Lost Time:	0.100
	TH	2.00	794	3,200	0.268	ITS:	0.000
	LT	2.00	248	2,880	0.086 *		
Eastbound	RT	1.00	196	1,600	0.079	ICU:	0.729
	TH	2.00	746	3,200	0.233		
	LT	1.00	57	1,600	0.036 *	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	123	0	0.000	N-S(1):	0.299
	TH	2.00	908	3,200	0.322 *	N-S(2):	0.394 *
	LT	2.00	196	2,880	0.068	E-W(1):	0.407 *
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.254
	TH	3.00	849	4,800	0.204		
	LT	1.00	102	1,600	0.064 *	V/C:	0.801
Northbound	RT	0.00	91	0	0.000	Lost Time:	0.100
	TH	2.00	648	3,200	0.231	ITS:	0.000
	LT	2.00	208	2,880	0.072 *		
Eastbound	RT	1.00	254	1,600	0.123	ICU:	0.901
	TH	2.00	1,097	3,200	0.343 *		
	LT	1.00	80	1,600	0.050	LOS:	E

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **77 La Cienega Blvd & Washington Blvd**
Description: **Existing**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	42	0	0.000	N-S(1):	0.394
	TH	3.00	1,194	4,800	0.258 *	N-S(2):	0.401 *
	LT	1.00	106	1,600	0.066	E-W(1):	0.251
Westbound	RT	1.00	343	1,600	0.181	E-W(2):	0.419 *
	TH	2.00	1,216	3,200	0.380 *		
	LT	1.00	43	1,600	0.027	V/C:	0.820
Northbound	RT	0.00	17	0	0.000	Lost Time:	0.100
	TH	3.00	1,555	4,800	0.328	ITS:	0.000
	LT	1.00	229	1,600	0.143 *		
Eastbound	RT	1.00	124	1,600	0.006	ICU:	0.920
	TH	2.00	718	3,200	0.224		
	LT	1.00	62	1,600	0.039 *	LOS:	E

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	44	0	0.000	N-S(1):	0.362 *
	TH	3.00	1,366	4,800	0.294	N-S(2):	0.350
	LT	1.00	215	1,600	0.134 *	E-W(1):	0.413 *
Westbound	RT	1.00	118	1,600	0.007	E-W(2):	0.299
	TH	2.00	775	3,200	0.242		
	LT	1.00	56	1,600	0.035 *	V/C:	0.775
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	3.00	1,056	4,800	0.228 *	ITS:	0.000
	LT	1.00	90	1,600	0.056		
Eastbound	RT	1.00	129	1,600	0.053	ICU:	0.875
	TH	2.00	1,208	3,200	0.378 *		
	LT	1.00	91	1,600	0.057	LOS:	D

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **79 Higuera St & Washington Blvd**
Description: **Existing**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	26	1,600	0.000	N-S(1):	0.245 *
	TH	1.00	106	1,600	0.066	N-S(2):	0.098
	LT	1.00	83	1,600	0.052 *	E-W(1):	0.362
Westbound	RT	1.00	175	1,600	0.083	E-W(2):	0.432 *
	TH	2.00	1,276	3,200	0.399 *		
	LT	1.00	81	1,600	0.051	V/C:	0.677
Northbound	RT	1.00	126	1,600	0.053	Lost Time:	0.100
	TH	1.00	309	1,600	0.193 *	ITS:	0.000
	LT	1.00	51	1,600	0.032		
Eastbound	RT	0.00	86	0	0.000	ICU:	0.777
	TH	2.00	909	3,200	0.311		
	LT	1.00	53	1,600	0.033 *	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	51	1,600	0.005	N-S(1):	0.174 *
	TH	1.00	163	1,600	0.102	N-S(2):	0.135
	LT	1.00	81	1,600	0.051 *	E-W(1):	0.424 *
Westbound	RT	1.00	183	1,600	0.089	E-W(2):	0.325
	TH	2.00	868	3,200	0.271		
	LT	1.00	110	1,600	0.069 *	V/C:	0.598
Northbound	RT	1.00	102	1,600	0.029	Lost Time:	0.100
	TH	1.00	196	1,600	0.123 *	ITS:	0.000
	LT	1.00	52	1,600	0.033		
Eastbound	RT	0.00	55	0	0.000	ICU:	0.698
	TH	2.00	1,080	3,200	0.355 *		
	LT	1.00	86	1,600	0.054	LOS:	B

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **80 Ince Blvd & Washington Blvd**
Description: **Existing**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	1	1,600	0.001	N-S(1):	0.510 *
	TH	0.22	125	357	0.350	N-S(2):	0.000
	LT	1.78	996	2,559	0.389 *	E-W(1):	0.030 *
Westbound	RT	2.00	1,213	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	1.00	44	1,600	0.028 *	V/C:	0.540
Northbound	RT	1.00	94	1,600	0.059	Lost Time:	0.100
	TH	1.00	193	1,600	0.121 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	3	0	0.000	ICU:	0.640
	TH	1.00	0	1,600	0.002 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.478 *
	TH	0.12	69	188	0.366	N-S(2):	0.000
	LT	1.88	1,103	2,710	0.407 *	E-W(1):	0.084 *
Westbound	RT	2.00	904	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	1.00	125	1,600	0.078 *	V/C:	0.562
Northbound	RT	1.00	99	1,600	0.062	Lost Time:	0.100
	TH	1.00	113	1,600	0.071 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	5	0	0.000	ICU:	0.662
	TH	1.00	4	1,600	0.006 *		
	LT	0.00	0	0	0.000	LOS:	B

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **81 Ince Blvd & Culver Blvd**
Description: **Existing**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	6	1,600	0.004 *	N-S(1):	0.488 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	0.00	0	0	0.000	E-W(1):	0.256 *
Westbound	RT	0.00	3	0	0.000	E-W(2):	0.073
	TH	2.00	205	3,200	0.065		
	LT	1.00	79	1,600	0.049 *	V/C:	0.744
Northbound	RT	1.00	55	1,600	0.010	Lost Time:	0.100
	TH	0.03	19	44	0.436	ITS:	0.000
	LT	1.97	1,375	2,841	0.484 *		
Eastbound	RT	2.00	991	3,200	0.000	ICU:	0.844
	TH	2.00	661	3,200	0.207 *		
	LT	1.00	13	1,600	0.008	LOS:	D

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	85	1,600	0.053 *	N-S(1):	0.377 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	0.00	0	0	0.000	E-W(1):	0.286 *
Westbound	RT	0.00	31	0	0.000	E-W(2):	0.161
	TH	2.00	340	3,200	0.116		
	LT	1.00	75	1,600	0.047 *	V/C:	0.663
Northbound	RT	1.00	74	1,600	0.023	Lost Time:	0.100
	TH	0.06	26	89	0.291	ITS:	0.000
	LT	1.94	906	2,800	0.324 *		
Eastbound	RT	2.00	1,113	3,200	0.024	ICU:	0.763
	TH	2.00	764	3,200	0.239 *		
	LT	1.00	72	1,600	0.045	LOS:	C

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **83 Duquesne Ave & Washington Blvd**
Description: **Existing**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	39	0	0.000	N-S(1):	0.211
	TH	1.00	319	1,600	0.224 *	N-S(2):	0.295 *
	LT	1.00	16	1,600	0.010	E-W(1):	0.281 *
Westbound	RT	0.00	46	0	0.000	E-W(2):	0.267
	TH	2.00	725	3,200	0.241		
	LT	1.00	85	1,600	0.053 *	V/C:	0.576
Northbound	RT	0.00	59	0	0.000	Lost Time:	0.100
	TH	1.00	263	1,600	0.201	ITS:	0.000
	LT	1.00	113	1,600	0.071 *		
Eastbound	RT	0.00	203	0	0.000	ICU:	0.676
	TH	2.00	526	3,200	0.228 *		
	LT	1.00	42	1,600	0.026	LOS:	B

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	52	0	0.000	N-S(1):	0.206
	TH	1.00	327	1,600	0.237 *	N-S(2):	0.295 *
	LT	1.00	72	1,600	0.045	E-W(1):	0.346 *
Westbound	RT	0.00	98	0	0.000	E-W(2):	0.256
	TH	2.00	644	3,200	0.232		
	LT	1.00	110	1,600	0.069 *	V/C:	0.641
Northbound	RT	0.00	31	0	0.000	Lost Time:	0.100
	TH	1.00	227	1,600	0.161	ITS:	0.000
	LT	1.00	93	1,600	0.058 *		
Eastbound	RT	0.00	121	0	0.000	ICU:	0.741
	TH	2.00	764	3,200	0.277 *		
	LT	1.00	38	1,600	0.024	LOS:	C

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **84 Sepulveda Blvd & Venice Blvd**
Description: **Existing**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	197	1,600	0.073	N-S(1):	0.409 *
	TH	2.00	428	3,200	0.134	N-S(2):	0.271
	LT	1.00	97	1,600	0.061 *	E-W(1):	0.398 *
Westbound	RT	1.00	93	1,600	0.028	E-W(2):	0.382
	TH	3.00	1,357	4,800	0.283		
	LT	1.00	187	1,600	0.117 *	V/C:	0.807
Northbound	RT	1.00	283	1,600	0.118	Lost Time:	0.100
	TH	2.00	1,115	3,200	0.348 *	ITS:	0.000
	LT	1.00	219	1,600	0.137		
Eastbound	RT	1.00	312	1,600	0.127	ICU:	0.907
	TH	3.00	1,347	4,800	0.281 *		
	LT	1.00	159	1,600	0.099	LOS:	E

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	165	1,600	0.050	N-S(1):	0.488 *
	TH	2.00	949	3,200	0.297	N-S(2):	0.434
	LT	1.00	120	1,600	0.075 *	E-W(1):	0.345 *
Westbound	RT	1.00	128	1,600	0.043	E-W(2):	0.311
	TH	3.00	978	4,800	0.204		
	LT	1.00	180	1,600	0.113 *	V/C:	0.833
Northbound	RT	1.00	370	1,600	0.175	Lost Time:	0.100
	TH	2.00	1,323	3,200	0.413 *	ITS:	0.000
	LT	1.00	219	1,600	0.137		
Eastbound	RT	1.00	234	1,600	0.078	ICU:	0.933
	TH	3.00	1,113	4,800	0.232 *		
	LT	1.00	171	1,600	0.107	LOS:	E

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **85 Sepulveda Blvd & 405 NB On/Off-Ramps**
Description: **Existing**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	439	1,600	0.274 *	N-S(1):	0.380
	TH	2.00	525	3,200	0.164	N-S(2):	0.575 *
	LT	0.00	0	0	0.000	E-W(1):	0.001
Westbound	RT	0.00	2	0	0.000	E-W(2):	0.163 *
	TH	1.00	0	1,600	0.002 *		
	LT	0.00	1	1,600	0.001	V/C:	0.738
Northbound	RT	0.00	1	0	0.000	Lost Time:	0.100
	TH	2.00	1,214	3,200	0.380	ITS:	0.000
	LT	1.00	481	1,600	0.301 *		
Eastbound	RT	0.16	38	262	0.000	ICU:	0.838
	TH	0.00	0	0	0.000		
	LT	1.84	427	2,645	0.161 *	LOS:	D

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.000	N-S(1):	0.314
	TH	2.00	1,195	3,200	0.374 *	N-S(2):	0.496 *
	LT	0.00	2	1,600	0.001	E-W(1):	0.245
Westbound	RT	0.00	4	0	0.000	E-W(2):	0.344 *
	TH	1.00	2	1,600	0.006 *		
	LT	0.00	3	1,600	0.002	V/C:	0.840
Northbound	RT	0.00	7	0	0.000	Lost Time:	0.100
	TH	2.00	996	3,200	0.313	ITS:	0.000
	LT	1.00	195	1,600	0.122 *		
Eastbound	RT	0.21	104	342	0.243	ICU:	0.940
	TH	0.00	0	0	0.000		
	LT	1.79	869	2,572	0.338 *	LOS:	E

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **86 Sawtelle Blvd & 405 SB On/Off-Ramps**
Description: **Existing**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	16	0	0.000	N-S(1):	0.777 *
	TH	2.00	190	1,600	0.461 *	N-S(2):	0.000
	LT	0.00	532	1,600	0.333	E-W(1):	0.237 *
Westbound	RT	1.00	309	1,600	0.000	E-W(2):	0.148
	TH	1.00	13	1,600	0.137		
	LT	0.00	206	1,600	0.129 *	V/C:	1.014
Northbound	RT	0.00	176	0	0.000	Lost Time:	0.100
	TH	2.00	823	3,200	0.316 *	ITS:	0.000
	LT	0.00	11	1,600	0.007		
Eastbound	RT	0.00	24	0	0.000	ICU:	1.114
	TH	1.00	131	1,600	0.108 *		
	LT	0.00	17	1,600	0.011	LOS:	F

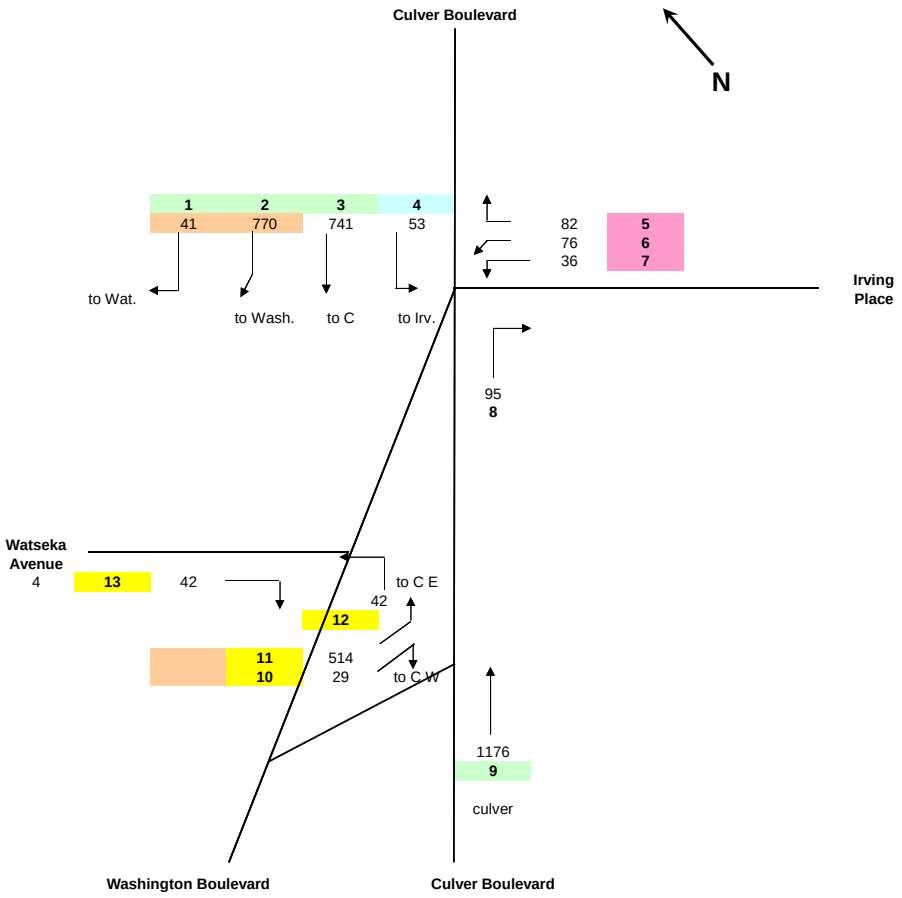
Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	14	0	0.000	N-S(1):	0.584 *
	TH	2.00	603	3,200	0.334 *	N-S(2):	0.000
	LT	0.00	453	1,600	0.283	E-W(1):	0.278 *
Westbound	RT	1.00	317	1,600	0.000	E-W(2):	0.222
	TH	1.00	30	1,600	0.213		
	LT	0.00	311	1,600	0.194 *	V/C:	0.862
Northbound	RT	0.00	113	0	0.000	Lost Time:	0.100
	TH	2.00	664	3,200	0.250 *	ITS:	0.000
	LT	0.00	23	1,600	0.014		
Eastbound	RT	0.00	29	0	0.000	ICU:	0.962
	TH	1.00	92	1,600	0.084 *		
	LT	0.00	14	1,600	0.009	LOS:	E

* - Denotes critical movement

HAND CALCULATION

Existing Conditions A.M. Peak Hour



pair 1 — Washington EBR / Culver WBT

Max { (TH/RT: 514 + 29) / 3200 Washington EBR } + { (LT: 741) / 3200 Culver WBT }

= **0.401**

red: higher critical volu

pair 2 — Washington EBL / Culver WBT to Wash.

Max { 42 / 1600 Washington EBL } + { (41 + 770) / 3200 Culver WBT to Wash. }

= **0.280**

pair 3 — Culver EB / Culver WBL to Irv

Max { 1176 / 4800 EBT + 53 / 1600 WBL } — { 741 / 3200 Overlap Culver WBT }

= **0.047**

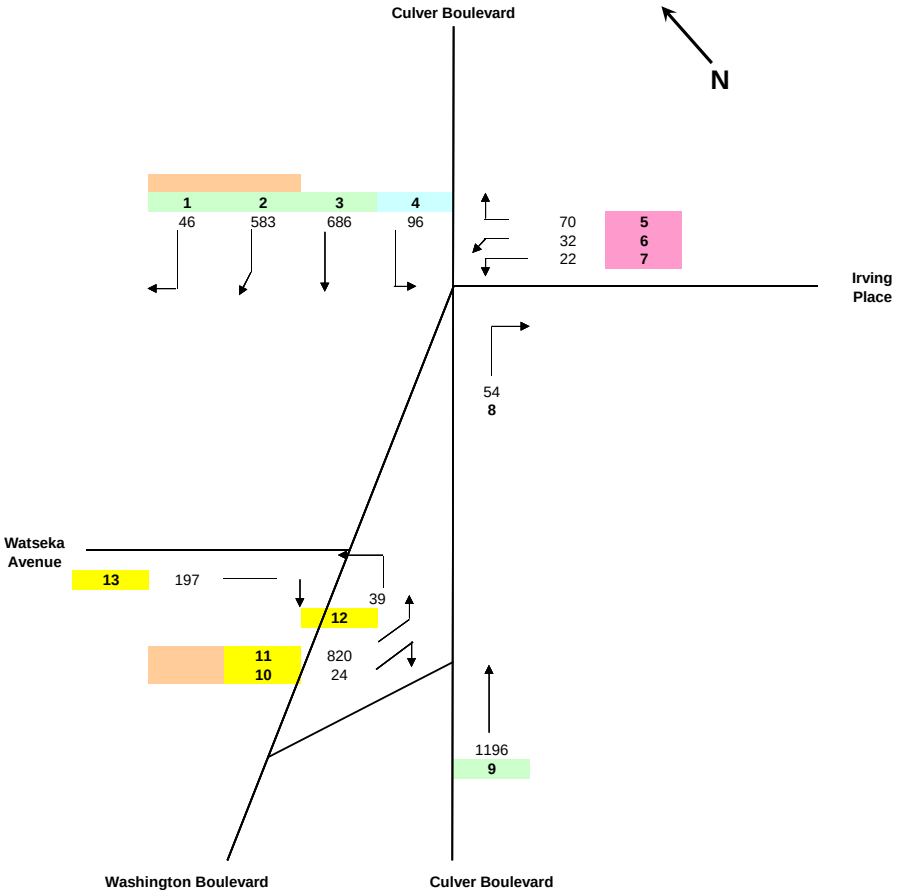
pair 4 — Irving Pl

Max { (76 + 36) / 1600 } or { 82 / 1600 }

= **0.070**

									Loss Time		
V/C =	**0.401**	**+**	**0.280**	**+**	**0.047**	**+**	**0.070**	**+**	**0.100**	**=**	**0.898**
LOS =		**D**									

Existing Conditions P.M. Peak Hour



pair 1 — Washington E / Culver WBT

Max { 820 + 24 / 3200 } + { 686 / 3200 }

Washington EBR — Culver WBT

red: higher critical volu

= 0.478

pair 2 — Washington E / WBT to Wash.

Max { 39 / 1600 } + { 46 + 583 / 3200 }

Washington EBL — Culver WBT to Wash.

= 0.221

pair 3 — Culver EB / WBL to Irv

Max { 1196 / 4800 + 96 / 1600 } − { 686 / 3200 }

EBT — WBL — Overlap Culver WBT

= 0.095

pair 4 — Irving Pl

Max { 32 + 22 / 1600 } or { 70 / 1600 }

= 0.044

										Loss Time				
V/C =	**0.478**	**+**	**0.221**	**+**	**0.095**	**+**	**0.044**	**+**	**0.100**		**=**	**0.938**
LOS =		**E**										

BASELINE

CMA ANALYSIS:

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
5	North-South Street:	Centinela Ave (East)	East-West Street:	Olympic Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0		SB--	0	NB-- 0		SB--	0
		EB-- 3		WB--	0	EB-- 3		WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	731	1		**459**	364	1		**237**
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	186	0		459	109	0		237
	Left-Through-Right		0				0		
	Left-Right		1				1		
SOUTHBOUND	Left	2	0		2	15	0		15
	Left-Through		0				0		
	Through	4	0		**8**	38	0		**53**
	Through-Right		0				0		
	Right	2	0		0	0	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
EASTBOUND	Left	0	1		0	0	1		0
	Left-Through		0				0		
	Through	1047	3		**349**	1308	3		**436**
	Through-Right		0				0		
	Right	341	1		0	562	1		325
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	153	1		**153**	130	1		**130**
	Left-Through		0				0		
	Through	1421	2		474	1239	2		414
	Through-Right		1				1		
	Right	2	0		2	2	0		2
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	467			*North-South:*	290
				East-West:	502			*East-West:*	566
				SUM:	969			*SUM:*	856
VOLUME/CAPACITY *(V/C)* RATIO:					0.680				0.601
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.580**				**0.501**
LEVEL OF SERVICE (LOS):					**A**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
7	North-South Street:	Centinela Ave	East-West Street:	I-10 WB On/Off-Ramps
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	443	1	**443**	378	1	**378**
	Left-Through		0			0	
	Through	521	1	521	233	1	233
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	349	1	**349**	705	1	**705**
	Through-Right		0			0	
	Right	97	1	0	87	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	615	1	**615**	323	1	**323**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	364	1	0	267	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	792		*North-South:*	1083
			East-West:	615		*East-West:*	323
			SUM:	1407		*SUM:*	1406
VOLUME/CAPACITY *(V/C)* RATIO:				0.987			0.987
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.887**			**0.887**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
9	North-South Street:	Centinela Ave	East-West Street:	Pico Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	37	1	**37**
	Left-Through		0			0	
	Through	464	1	**464**	294	1	294
	Through-Right		0			0	
	Right	44	1	29	65	1	19
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	42	1	**42**	96	1	96
	Left-Through		0			0	
	Through	447	1	331	748	1	**448**
	Through-Right		1			1	
	Right	214	0	214	147	0	147
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	167	1	**167**	69	1	69
	Left-Through		0			0	
	Through	915	2	458	1218	2	**609**
	Through-Right		0			0	
	Right	316	1	281	431	1	413
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	1	30	93	1	**93**
	Left-Through		0			0	
	Through	757	1	**568**	562	1	422
	Through-Right		1			1	
	Right	378	0	378	281	0	281
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	506		*North-South:*	485
			East-West:	735		*East-West:*	702
			SUM:	1241		*SUM:*	1187
VOLUME/CAPACITY *(V/C)* RATIO:				0.827			0.791
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.727**			**0.691**
LEVEL OF SERVICE (LOS):				**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
10	North-South Street:	Centinela Ave	East-West Street:	I-10 EB On-Ramp
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	577	1		**402**	418	1		**313**
	Through-Right		1				1		
	Right	227	0		227	208	0		208
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	391	1		**391**	488	1		**488**
	Left-Through		0				0		
	Through	391	2		196	832	2		416
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	0	0		**0**	0	0		**0**
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	0		**0**	0	0		**0**
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	793			*North-South:*	801
				East-West:	0			*East-West:*	0
				SUM:	793			*SUM:*	801
VOLUME/CAPACITY *(V/C)* RATIO:					0.529				0.534
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.429**				**0.434**
LEVEL OF SERVICE (LOS):					**A**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
11	North-South Street:	Bundy Dr	East-West Street:	Wilshire Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	245	1	**245**	163	1	**163**
	Left-Through		0			0	
	Through	655	1	383	731	1	435
	Through-Right		1			1	
	Right	110	0	110	138	0	138
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	118	1	118	106	1	106
	Left-Through		0			0	
	Through	606	1	**344**	672	1	**380**
	Through-Right		1			1	
	Right	82	0	82	88	0	88
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	73	1	**73**	126	1	126
	Left-Through		0			0	
	Through	1028	2	378	1051	2	**389**
	Through-Right		1			1	
	Right	105	0	105	116	0	116
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	112	1	112	130	1	**130**
	Left-Through		0			0	
	Through	1223	2	**435**	1074	2	387
	Through-Right		1			1	
	Right	81	0	81	87	0	87
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	589		*North-South:*	543
			East-West:	508		*East-West:*	519
			SUM:	1097		*SUM:*	1062
VOLUME/CAPACITY *(V/C)* RATIO:				0.798			0.772
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.698**			**0.672**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 12

PROJECT TITLE: LATNP
North-South Street: Bundy Dr
East-West Street: Santa Monica Blvd
Scenario: BASELINE
Count Date: 5/15/2013
Analyst: Fehr & Peers **Date:** 6/24/2014

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	107	1	**107**	133	1	133
	Left-Through		0			0	
	Through	844	2	422	1004	2	**502**
	Through-Right		0			0	
	Right	79	1	79	103	1	103
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	104	1	104	90	1	**90**
	Left-Through		0			0	
	Through	831	1	**444**	805	1	425
	Through-Right		1			1	
	Right	56	0	56	44	0	44
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	37	1	**37**	74	1	74
	Left-Through		0			0	
	Through	699	1	418	916	1	**522**
	Through-Right		1			1	
	Right	136	0	136	128	0	128
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1161	2	**435**	923	2	337
	Through-Right		1			1	
	Right	144	0	144	89	0	89
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	551		*North-South:*	592
			East-West:	472		*East-West:*	522
			SUM:	1023		*SUM:*	1114
VOLUME/CAPACITY *(V/C)* RATIO:				0.682			0.743
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.582**			**0.643**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 13

PROJECT TITLE: LATNP
North-South Street: Bundy Dr **East-West Street:** Ohio Ave
Scenario: BASELINE
Count Date: 5/15/2013 **Analyst:** Fehr & Peers **Date:** 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	86	1	**86**	64	1	**64**
	Left-Through		0			0	
	Through	962	2	337	1124	2	391
	Through-Right		1			1	
	Right	49	0	49	50	0	50
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	864	1	**487**	899	1	**483**
	Through-Right		1			1	
	Right	109	0	109	66	0	66
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	66	1	66	100	1	100
	Left-Through		0			0	
	Through	162	0	**259**	211	0	**360**
	Through-Right		1			1	
	Right	97	0	0	149	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	138	1	**138**	68	1	**68**
	Left-Through		0			0	
	Through	184	0	190	82	0	97
	Through-Right		1			1	
	Right	6	0	0	15	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	573		*North-South:*	547
			East-West:	397		*East-West:*	428
			SUM:	970		*SUM:*	975
VOLUME/CAPACITY *(V/C)* RATIO:				0.647			0.650
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.547**			**0.550**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
14	North-South Street:	Bundy Dr	East-West Street:	Missouri Ave
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	1276	1		**664**	1281	1		**674**
	Through-Right		1				1		
	Right	51	0		51	67	0		67
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	66	1		**66**	86	1		**86**
	Left-Through		0				0		
	Through	1139	2		570	1194	2		597
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	0	0		**0**	0	0		**0**
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	91	1		**91**	58	1		**58**
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	54	1		21	56	1		13
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	730			*North-South:*	760
				East-West:	91			*East-West:*	58
				SUM:	821			*SUM:*	818
VOLUME/CAPACITY *(V/C)* RATIO:					0.547				0.545
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.447**				**0.445**
LEVEL OF SERVICE (LOS):					**A**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
15	North-South Street:	Bundy Dr	East-West Street:	La Grange Ave
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	43	1		43	13	1		13
	Left-Through		0				0		
	Through	1315	1		**683**	1281	1		**674**
	Through-Right		1				1		
	Right	50	0		50	67	0		67
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	69	1		**69**	115	1		**115**
	Left-Through		0				0		
	Through	1094	1		556	1149	1		576
	Through-Right		1				1		
	Right	18	0		18	3	0		3
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	1	0		**1**	0	0		**0**
	Left-Through		0				0		
	Through	1	0		9	7	0		21
	Through-Right		0				0		
	Right	7	0		0	14	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
WESTBOUND	Left	74	0		74	109	0		109
	Left-Through		0				0		
	Through	8	0		**133**	5	0		**212**
	Through-Right		0				0		
	Right	51	0		0	98	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	752			*North-South:*	789
				East-West:	134			*East-West:*	212
				SUM:	886			*SUM:*	1001
VOLUME/CAPACITY *(V/C)* RATIO:					0.591				0.667
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.491**				**0.567**
LEVEL OF SERVICE (LOS):					**A**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
16	North-South Street:	Bundy Dr	East-West Street:	Olympic Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--		0	NB-- 3	SB--		0
		EB-- 3	WB--		3	EB-- 3	WB--		3
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	166	1	166		88	1	88	
	Left-Through		0				0		
	Through	947	2	**474**		993	2	**497**	
	Through-Right		0				0		
	Right	131	1	26		167	1	42	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	236	1	**236**		145	1	**145**	
	Left-Through		0				0		
	Through	846	2	423		847	2	424	
	Through-Right		0				0		
	Right	126	1	69		89	1	9	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	115	1	**115**		161	1	**161**	
	Left-Through		0				0		
	Through	898	3	299		1253	3	418	
	Through-Right		0				0		
	Right	81	1	0		299	1	211	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	190	2	105		227	2	125	
	Left-Through		0				0		
	Through	1322	3	**441**		1250	3	**417**	
	Through-Right		0				0		
	Right	310	1	74		272	1	127	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	710			*North-South:*	642	
			East-West:	556			*East-West:*	578	
			SUM:	1266			*SUM:*	1220	
VOLUME/CAPACITY *(V/C)* RATIO:				0.921				0.887	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.821**				**0.787**	
LEVEL OF SERVICE (LOS):				**D**				**C**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
17	North-South Street:	Bundy Dr	East-West Street:	Pico Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0		SB--	3	NB-- 0		SB--	3
		EB-- 0		WB--	0	EB-- 0		WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	264	1	**264**		194	1	**194**	
	Left-Through		0				0		
	Through	1106	2	434		1077	2	433	
	Through-Right		1				1		
	Right	195	0	195		222	0	222	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	48	1	48		77	1	77	
	Left-Through		0				0		
	Through	1016	2	**508**		1228	2	**614**	
	Through-Right		0				0		
	Right	69	1	0		74	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	128	1	**128**		95	1	95	
	Left-Through		0				0		
	Through	789	1	434		853	1	**528**	
	Through-Right		1				1		
	Right	78	0	78		203	0	203	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	94	1	94		115	1	**115**	
	Left-Through		0				0		
	Through	877	1	**466**		582	1	321	
	Through-Right		1				1		
	Right	54	0	54		59	0	59	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	772			*North-South:*	808	
			East-West:	594			*East-West:*	643	
			SUM:	1366			*SUM:*	1451	
VOLUME/CAPACITY *(V/C)* RATIO:				0.993				1.055	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.893**				**0.955**	
LEVEL OF SERVICE (LOS):				**D**				**E**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
18	North-South Street:	Bundy Dr	East-West Street:	I-10 EB On-Ramp
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB--	0	NB-- 2	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1003	1	**502**	766	1	**383**
	Through-Right		1			1	
	Right	394	1	394	378	1	378
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	593	1	**593**	730	1	**730**
	Left-Through		0			0	
	Through	1014	2	507	1345	2	673
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1095		*North-South:*	1113
			East-West:	0		*East-West:*	0
			SUM:	1095		*SUM:*	1113
VOLUME/CAPACITY *(V/C)* RATIO:				0.730			0.742
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.630**			**0.642**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 19

PROJECT TITLE: LATNP
North-South Street: Bundy Dr
East-West Street: Ocean Park Blvd
Scenario: BASELINE
Count Date: 5/15/2013
Analyst: Fehr & Peers **Date:** 6/24/2014

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3
	EB-- 3	WB--	0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	681	1	**681**	371	1	**371**
	Left-Through		0			0	
	Through	1371	1	793	762	1	471
	Through-Right		1			1	
	Right	215	0	215	179	0	179
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	21	1	21	57	1	57
	Left-Through		0			0	
	Through	573	2	287	1220	2	**610**
	Through-Right		0			0	
	Right	374	1	**311**	134	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	63	1	**63**	170	1	170
	Left-Through		0			0	
	Through	530	2	265	804	2	402
	Through-Right		0			0	
	Right	333	1	0	810	1	**439**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	80	150	1	**150**
	Left-Through		0			0	
	Through	683	1	**363**	424	1	233
	Through-Right		1			1	
	Right	42	0	42	42	0	42
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	992		*North-South:*	981
			East-West:	426		*East-West:*	589
			SUM:	1418		*SUM:*	1570
VOLUME/CAPACITY *(V/C)* RATIO:				1.031			1.142
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.931**			**1.042**
LEVEL OF SERVICE (LOS):				**E**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
20	North-South Street:	Bundy Dr	East-West Street:	National Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB--	0	NB-- 2	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1888	2	**944**	1107	2	554
	Through-Right		0			0	
	Right	368	1	368	349	1	349
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	187	2	**103**	471	2	259
	Left-Through		0			0	
	Through	832	2	416	1693	2	**847**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	222	2	122	468	2	**257**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	414	1	**311**	211	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1047		*North-South:*	847
			East-West:	311		*East-West:*	257
			SUM:	1358		*SUM:*	1104
VOLUME/CAPACITY *(V/C)* RATIO:				0.953			0.775
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.853**			**0.675**
LEVEL OF SERVICE (LOS):				**D**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
21	North-South Street:	Barrington Ave	East-West Street:	Santa Monica Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					1000				900
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	111	1		**111**	95	1		**95**
	Left-Through		0				0		
	Through	559	1		559	465	1		465
	Through-Right		0				0		
	Right	92	1		57	80	1		49
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	98	1		98	87	1		87
	Left-Through		0				0		
	Through	486	0		**551**	585	0		**626**
	Through-Right		1				1		
	Right	65	0		0	41	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	49	1		**49**	90	1		90
	Left-Through		0				0		
	Through	1006	2		360	976	2		**378**
	Through-Right		1				1		
	Right	74	0		74	159	0		159
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	71	1		71	62	1		**62**
	Left-Through		0				0		
	Through	1271	2		**460**	863	2		316
	Through-Right		1				1		
	Right	108	0		108	86	0		86
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	662			*North-South:*	721
				East-West:	509			*East-West:*	440
				SUM:	1171			*SUM:*	1161
VOLUME/CAPACITY *(V/C)* RATIO:					1.171				1.290
V/C LESS ATSAC/ATCS ADJUSTMENT:					**1.071**				**1.190**
LEVEL OF SERVICE (LOS):					**F**				**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
22	North-South Street:	Barrington Ave	East-West Street:	Nebraska Ave
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	18	0		18	24	0		**24**
	Left-Through		0				0		
	Through	754	0		**801**	614	0		671
	Through-Right		0				0		
	Right	29	0		0	33	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
SOUTHBOUND	Left	10	0		**10**	63	0		63
	Left-Through		0				0		
	Through	672	0		703	647	0		**720**
	Through-Right		0				0		
	Right	21	0		0	10	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
EASTBOUND	Left	18	0		18	18	0		18
	Left-Through		0				0		
	Through	68	0		**128**	213	0		**277**
	Through-Right		0				0		
	Right	42	0		0	46	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
WESTBOUND	Left	46	0		**46**	21	0		**21**
	Left-Through		0				0		
	Through	75	0		148	60	0		97
	Through-Right		0				0		
	Right	27	0		0	16	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	811			*North-South:*	744
				East-West:	174			*East-West:*	298
				SUM:	985			*SUM:*	1042
VOLUME/CAPACITY *(V/C)* RATIO:					0.657				0.695
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.557**				**0.595**
LEVEL OF SERVICE (LOS):					**A**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
24	North-South Street:	Barrington Ave	East-West Street:	La Grange Ave
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	46	0	46	31	0	**31**
	Left-Through		0			0	
	Through	795	0	**859**	625	0	693
	Through-Right		0			0	
	Right	18	0	0	37	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	16	0	**16**	41	0	41
	Left-Through		0			0	
	Through	725	0	774	744	0	**804**
	Through-Right		0			0	
	Right	33	0	0	19	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	10	0	10	27	0	27
	Left-Through		0			0	
	Through	52	0	**152**	193	0	**343**
	Through-Right		0			0	
	Right	90	0	0	123	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	33	0	**33**	49	0	**49**
	Left-Through		0			0	
	Through	68	0	115	44	0	109
	Through-Right		0			0	
	Right	14	0	0	16	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	875		*North-South:*	835
			East-West:	185		*East-West:*	392
			SUM:	1060		*SUM:*	1227
VOLUME/CAPACITY *(V/C)* RATIO:				0.707			0.818
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.607**			**0.718**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
25	North-South Street:	Barrington Ave	East-West Street:	Mississippi Ave
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	90	44	1	**44**
	Left-Through		0			0	
	Through	829	0	**901**	644	0	731
	Through-Right		1			1	
	Right	72	0	0	87	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	21	1	**21**	22	1	22
	Left-Through		0			0	
	Through	788	0	808	899	0	**903**
	Through-Right		1			1	
	Right	20	0	0	4	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	17	0	17	34	0	34
	Left-Through		0			0	
	Through	50	0	**149**	197	0	**459**
	Through-Right		0			0	
	Right	82	0	0	228	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	35	0	**35**	64	0	**64**
	Left-Through		0			0	
	Through	44	0	103	39	0	115
	Through-Right		0			0	
	Right	24	0	0	12	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	922		*North-South:*	947
			East-West:	184		*East-West:*	523
			SUM:	1106		*SUM:*	1470
VOLUME/CAPACITY *(V/C)* RATIO:				0.737			0.980
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.637**			**0.880**
LEVEL OF SERVICE (LOS):				**B**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
26	North-South Street:	Barrington Ave	East-West Street:	Olympic Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0		SB--		0	NB-- 0		SB--	0
	EB-- 0		WB--		3	EB-- 0		WB--	3
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	557	1	557	211	1	**211**
	Left-Through		0			0	
	Through	818	1	**563**	487	1	306
	Through-Right		1			1	
	Right	308	0	308	124	0	124
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	284	1	**284**	189	1	189
	Left-Through		0			0	
	Through	497	2	249	949	2	**475**
	Through-Right		0			0	
	Right	85	1	75	57	1	27
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	20	1	20	60	1	60
	Left-Through		0			0	
	Through	1033	2	**371**	995	2	**404**
	Through-Right		1			1	
	Right	80	0	80	217	0	217
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	87	1	**87**	116	1	**116**
	Left-Through		0			0	
	Through	1726	4	432	1363	4	341
	Through-Right		0			0	
	Right	205	1	0	185	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	847		*North-South:*	686
			East-West:	458		*East-West:*	520
			SUM:	1305		*SUM:*	1206
VOLUME/CAPACITY *(V/C)* RATIO:				0.916			0.846
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.816**			**0.746**
LEVEL OF SERVICE (LOS):				**D**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
27	North-South Street:	Barrington Ave	East-West Street:	Pico Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--		0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				1200			1100

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	183	1	183	54	1	**54**
	Left-Through		0			0	
	Through	1462	1	**748**	568	1	298
	Through-Right		1			1	
	Right	33	0	33	28	0	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	73	1	**73**	145	1	145
	Left-Through		0			0	
	Through	552	1	320	1389	1	**731**
	Through-Right		1			1	
	Right	87	0	87	73	0	73
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	149	1	**149**	124	1	124
	Left-Through		0			0	
	Through	736	1	401	842	1	**506**
	Through-Right		1			1	
	Right	65	0	65	170	0	170
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	21	1	21	79	1	**79**
	Left-Through		0			0	
	Through	667	1	**363**	573	1	307
	Through-Right		1			1	
	Right	59	0	59	40	0	40
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	821		*North-South:*	785
			East-West:	512		*East-West:*	585
			SUM:	1333		*SUM:*	1370
VOLUME/CAPACITY *(V/C)* RATIO:				1.111			1.245
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.011**			**1.145**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
28	North-South Street:	Barrington Ave	East-West Street:	Gateway Rd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	204	1		204	97	1		**97**
	Left-Through		0				0		
	Through	1449	1		**825**	543	1		306
	Through-Right		1				1		
	Right	200	0		200	68	0		68
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	34	1		**34**	91	1		91
	Left-Through		0				0		
	Through	506	2		253	1398	2		**699**
	Through-Right		0				0		
	Right	123	1		13	155	1		88
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	221	1		**221**	134	1		134
	Left-Through		0				0		
	Through	580	1		326	506	1		**420**
	Through-Right		1				1		
	Right	71	0		71	333	0		333
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	60	1		60	174	1		**174**
	Left-Through		0				0		
	Through	366	1		**187**	449	1		233
	Through-Right		1				1		
	Right	8	0		8	17	0		17
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	859			North-South:	796
				East-West:	408			East-West:	594
				SUM:	1267			SUM:	1390
VOLUME/CAPACITY *(V/C)* RATIO:					0.845				0.927
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.745**				**0.827**
LEVEL OF SERVICE (LOS):					**C**				**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
29	North-South Street:	Gateway Blvd	East-West Street:	Pico Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--		0	NB-- 3	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					1100				1000
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	873	2		**281**	523	2		**48**
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	0	0		**0**	0	0		**0**
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	755	1		**393**	981	1		**509**
	Through-Right		1				1		
	Right	31	0		31	36	0		36
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	362	2		**199**	436	2		**240**
	Left-Through		0				0		
	Through	844	2		422	726	2		363
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	281			*North-South:*	48
				East-West:	592			*East-West:*	749
				SUM:	873			*SUM:*	797
VOLUME/CAPACITY *(V/C)* RATIO:					0.794				0.797
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.694**				**0.697**
LEVEL OF SERVICE (LOS):					**B**				**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
30	North-South Street:	Sawtelle Blvd	East-West Street:	Santa Monica Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0		SB--		0	NB-- 0		SB--	0
	EB-- 0		WB--		0	EB-- 0		WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	88	0	88	67	0	67
	Left-Through		0			0	
	Through	308	0	**644**	246	0	**536**
	Through-Right		0			0	
	Right	248	0	0	223	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	68	0	**68**	115	0	**115**
	Left-Through		0			0	
	Through	107	0	178	358	0	493
	Through-Right		0			0	
	Right	3	0	0	20	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	31	1	**31**	26	1	26
	Left-Through		0			0	
	Through	1343	2	457	1273	2	**455**
	Through-Right		1			1	
	Right	27	0	27	92	0	92
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	123	1	123	126	1	**126**
	Left-Through		0			0	
	Through	1437	2	**550**	872	2	317
	Through-Right		1			1	
	Right	214	0	214	79	0	79
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	712		*North-South:*	651
			East-West:	581		*East-West:*	581
			SUM:	1293		*SUM:*	1232
VOLUME/CAPACITY *(V/C)* RATIO:				0.907			0.865
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.807**			**0.765**
LEVEL OF SERVICE (LOS):				**D**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP			
31	North-South Street:	Beloit Ave/I-405 SB Off-Ramp	East-West Street:	Santa Monica Blvd	
	Scenario:	BASELINE			
	Count Date:	5/15/2013	Analyst:	Fehr & Peers	Date: 6/24/2014

		AM			PM		
	No. of Phases			0			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			1000			800
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	638	1	**351**	493	1	271
	Left-Through		1			1	
	Through	217	0	247	316	0	**316**
	Through-Right		1			1	
	Right	277	1	0	296	1	296
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1138	3	379	1321	3	**421**
	Through-Right		1			1	
	Right	497	0	**497**	364	0	364
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	671	2	**369**	726	2	**399**
	Left-Through		0			0	
	Through	1527	3	509	881	3	294
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	351		*North-South:*	316
			East-West:	866		*East-West:*	820
			SUM:	1217		*SUM:*	1136
	VOLUME/CAPACITY *(V/C)* RATIO:			1.217			1.420
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.117**			**1.320**
	LEVEL OF SERVICE (LOS):			**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
32	North-South Street:	Sawtelle Blvd	East-West Street:	Olympic Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 3	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			1200			1000

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	363	1	363	245	1	245
	Left-Through		0			0	
	Through	496	1	**496**	325	1	**325**
	Through-Right		0			0	
	Right	496	1	362	351	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	1	**250**	395	1	**395**
	Left-Through		0			0	
	Through	243	1	144	480	1	264
	Through-Right		1			1	
	Right	45	0	45	47	0	47
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	28	1	**28**	11	1	11
	Left-Through		0			0	
	Through	1396	2	485	857	2	**303**
	Through-Right		1			1	
	Right	59	0	59	53	0	53
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	134	1	134	404	1	**404**
	Left-Through		0			0	
	Through	1786	3	**595**	1943	3	511
	Through-Right		0			1	
	Right	86	1	0	99	0	99
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	746		*North-South:*	720
			East-West:	623		*East-West:*	707
			SUM:	1369		*SUM:*	1427
VOLUME/CAPACITY *(V/C)* RATIO:				1.141			1.427
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.041**			**1.327**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
33	North-South Street:	Sawtelle Blvd	East-West Street:	I-405 SB Off-Ramp
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	159	1	159	69	1	**69**
	Left-Through		0			0	
	Through	805	2	**403**	533	2	267
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	390	1	208	1025	1	**537**
	Through-Right		1			1	
	Right	26	0	26	49	0	49
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	47	1	**47**	134	1	134
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	84	1	5	281	1	**247**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	349	1	349	438	1	**438**
	Left-Through		0			0	
	Through	158	0	**393**	119	0	221
	Through-Right		1			1	
	Right	628	1	0	323	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	403		*North-South:*	606
			East-West:	440		*East-West:*	685
			SUM:	843		*SUM:*	1291
VOLUME/CAPACITY *(V/C)* RATIO:				0.592			0.906
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.492**			**0.806**
LEVEL OF SERVICE (LOS):				**A**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
34	North-South Street:	Sawtelle Blvd	East-West Street:	Pico Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					1200				1100
	MOVEMENT	Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	212	1		212	64	1		**64**
	Left-Through		0				0		
	Through	775	1		**600**	460	1		348
	Through-Right		1				1		
	Right	425	0		425	235	0		235
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	276	1		**276**	269	1		269
	Left-Through		0				0		
	Through	478	2		239	1317	2		**659**
	Through-Right		0				0		
	Right	103	1		72	103	1		73
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	62	1		62	60	1		60
	Left-Through		0				0		
	Through	1467	2		**507**	1206	2		**480**
	Through-Right		1				1		
	Right	55	0		55	234	0		234
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	77	1		**77**	250	1		**250**
	Left-Through		0				0		
	Through	974	2		351	966	2		346
	Through-Right		1				1		
	Right	80	0		80	71	0		71
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	876			*North-South:*	723
				East-West:	584			*East-West:*	730
				SUM:	1460			*SUM:*	1453
VOLUME/CAPACITY *(V/C)* RATIO:					1.217				1.321
V/C LESS ATSAC/ATCS ADJUSTMENT:					**1.117**				**1.221**
LEVEL OF SERVICE (LOS):					**F**				**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
35	North-South Street:	Sawtelle Blvd	East-West Street:	National Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	148	1		148	74	1		74
	Left-Through		0				0		
	Through	936	1		**554**	511	1		**326**
	Through-Right		1				1		
	Right	172	0		172	141	0		141
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	352	2		**194**	526	2		**289**
	Left-Through		0				0		
	Through	343	1		196	937	1		515
	Through-Right		1				1		
	Right	48	0		48	92	0		92
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	94	1		**94**	97	1		97
	Left-Through		0				0		
	Through	937	1		495	1138	1		**598**
	Through-Right		1				1		
	Right	52	0		52	58	0		58
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	108	1		108	121	1		**121**
	Left-Through		0				0		
	Through	717	1		**576**	523	1		382
	Through-Right		1				1		
	Right	435	0		435	240	0		240
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	748			*North-South:*	615
				East-West:	670			*East-West:*	719
				SUM:	1418			*SUM:*	1334
VOLUME/CAPACITY *(V/C)* RATIO:					1.031				0.970
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.931**				**0.870**
LEVEL OF SERVICE (LOS):					**E**				**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
36	North-South Street:	I-405 SB On-Ramp	East-West Street:	National Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	0	0		**0**	0	0		**0**
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	0	0		**0**	0	0		**0**
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	1079	2		**540**	1122	2		561
	Through-Right		0				0		
	Right	496	1		496	723	1		**723**
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	355	2		**195**	611	2		**336**
	Left-Through		0				0		
	Through	1269	2		635	916	2		458
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	0			*North-South:*	0
				East-West:	735			*East-West:*	1059
				SUM:	735			*SUM:*	1059
VOLUME/CAPACITY *(V/C)* RATIO:					0.490				0.706
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.390**				**0.606**
LEVEL OF SERVICE (LOS):					**A**				**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
37	North-South Street:	Sawtelle Blvd	East-West Street:	Palms Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	105	1	105	58	1	58
	Left-Through		0			0	
	Through	879	1	**527**	368	1	**285**
	Through-Right		1			1	
	Right	174	0	174	201	0	201
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	143	1	**143**	312	1	**312**
	Left-Through		0			0	
	Through	272	1	165	828	1	457
	Through-Right		1			1	
	Right	57	0	57	86	0	86
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	133	1	133	60	1	60
	Left-Through		0			0	
	Through	724	1	**397**	1089	1	**579**
	Through-Right		1			1	
	Right	70	0	70	69	0	69
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	161	1	**161**	133	1	**133**
	Left-Through		0			0	
	Through	798	2	399	866	2	433
	Through-Right		0			0	
	Right	318	1	247	218	1	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	670		*North-South:*	597
			East-West:	558		*East-West:*	712
			SUM:	1228		*SUM:*	1309
VOLUME/CAPACITY *(V/C)* RATIO:				0.819			0.873
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.719**			**0.773**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
38	North-South Street:	Cotner Ave/I-405 NB On/Off-F	East-West Street:	Santa Monica Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
	No. of Phases				0				0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
	ATSAC-1 or ATSAC+ATCS-2?				2				2
	Override Capacity				900				700
	MOVEMENT	Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	886	1		**487**	344	1		**268**
	Left-Through		1				1		
	Through	400	1		400	493	1		268
	Through-Right		1				1		
	Right	825	1		454	504	1		268
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	0	0		**0**	0	0		**0**
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	405	2		**223**	486	2		**267**
	Left-Through		0				0		
	Through	1345	3		448	1344	3		448
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	1310	4		**328**	1248	4		312
	Through-Right		0				0		
	Right	261	1		261	320	1		**320**
	Left-Through-Right		0				0		
	Left-Right		0				0		
	CRITICAL VOLUMES			*North-South:*	487			*North-South:*	268
				East-West:	551			*East-West:*	587
				SUM:	1038			*SUM:*	855
	VOLUME/CAPACITY *(V/C)* RATIO:				1.153				1.221
	V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.053**				**1.121**
	LEVEL OF SERVICE (LOS):				**F**				**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
39	North-South Street:	Sepulveda Blvd	East-West Street:	Santa Monica Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
	No. of Phases				0				0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		3	NB-- 0	SB--		3
		EB-- 3	WB--		3	EB-- 3	WB--		3
	ATSAC-1 or ATSAC+ATCS-2?				2				2
	Override Capacity				1100				1000
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	165	1	165		162	1	**162**	
	Left-Through		0				0		
	Through	835	2	**418**		789	2	395	
	Through-Right		0				0		
	Right	179	1	98		166	1	68	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	141	1	**141**		174	1	174	
	Left-Through		0				0		
	Through	469	2	235		873	2	**437**	
	Through-Right		0				0		
	Right	140	1	0		129	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	152	1	152		149	1	149	
	Left-Through		0				0		
	Through	1822	3	**607**		1579	3	**526**	
	Through-Right		0				0		
	Right	191	1	26		152	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	163	1	**163**		196	1	**196**	
	Left-Through		0				0		
	Through	1311	3	437		1238	3	413	
	Through-Right		0				0		
	Right	121	1	0		130	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
	CRITICAL VOLUMES		*North-South:*	559			*North-South:*	599	
			East-West:	770			*East-West:*	722	
			SUM:	1329			*SUM:*	1321	
	VOLUME/CAPACITY *(V/C)* RATIO:			1.208				1.321	
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.108**				**1.221**	
	LEVEL OF SERVICE (LOS):			**F**				**F**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
40	North-South Street:	Sepulveda Blvd	East-West Street:	Olympic Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			1200			1000

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	136	1	136	87	1	**87**
	Left-Through		0			0	
	Through	889	2	**445**	785	2	393
	Through-Right		0			0	
	Right	162	1	117	156	1	74
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	73	1	**73**	80	1	80
	Left-Through		0			0	
	Through	369	1	243	842	1	**488**
	Through-Right		1			1	
	Right	116	0	116	133	0	133
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	69	1	**69**	65	1	**65**
	Left-Through		0			0	
	Through	1983	2	679	1417	2	512
	Through-Right		1			1	
	Right	54	0	54	120	0	120
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	164	1	164
	Left-Through		0			0	
	Through	2335	2	**823**	2470	3	**652**
	Through-Right		1			1	
	Right	133	0	133	137	0	137
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	518		*North-South:*	575
			East-West:	892		*East-West:*	717
			SUM:	1410		*SUM:*	1292
VOLUME/CAPACITY *(V/C)* RATIO:				1.175			1.292
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.075**			**1.192**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
41	North-South Street:	Sepulveda Blvd	East-West Street:	Pico Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM		
No. of Phases				0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--		0
	EB-- 3	WB--		0	EB-- 3	WB--		0
ATSAC-1 or ATSAC+ATCS-2?				2				2
Override Capacity				1200				1100
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	263	1	263	192	1	**192**	
	Left-Through		0			0		
	Through	1116	1	**662**	901	1	547	
	Through-Right		1			1		
	Right	207	0	207	192	0	192	
	Left-Through-Right		0			0		
	Left-Right		0			0		
SOUTHBOUND	Left	72	1	**72**	61	1	61	
	Left-Through		0			0		
	Through	409	1	244	938	1	**533**	
	Through-Right		1			1		
	Right	79	0	79	128	0	128	
	Left-Through-Right		0			0		
	Left-Right		0			0		
EASTBOUND	Left	87	1	87	80	1	80	
	Left-Through		0			0		
	Through	1235	3	**412**	1236	3	**412**	
	Through-Right		0			0		
	Right	87	1	0	162	1	0	
	Left-Through-Right		0			0		
	Left-Right		0			0		
WESTBOUND	Left	174	1	**174**	422	1	**422**	
	Left-Through		0			0		
	Through	1192	2	431	985	2	350	
	Through-Right		1			1		
	Right	100	0	100	66	0	66	
	Left-Through-Right		0			0		
	Left-Right		0			0		
CRITICAL VOLUMES			*North-South:*	734		*North-South:*	725	
			East-West:	586		*East-West:*	834	
			SUM:	1320		*SUM:*	1559	
VOLUME/CAPACITY *(V/C)* RATIO:				1.100			1.417	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.000**			**1.317**	
LEVEL OF SERVICE (LOS):				**E**			**F**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
42	North-South Street:	Cotner Ave	East-West Street:	Pico Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	3
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	28	1	**28**	69	1	**69**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	43	1	0	156	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	599	1	**599**	311	1	**311**
	Left-Through		0			0	
	Through	1515	3	505	1406	3	469
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1110	2	**487**	1112	2	**445**
	Through-Right		1			1	
	Right	351	0	351	223	0	223
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	28		*North-South:*	69
			East-West:	1086		*East-West:*	756
			SUM:	1114		*SUM:*	825
VOLUME/CAPACITY *(V/C)* RATIO:				0.782			0.579
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.682**			**0.479**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
43	North-South Street:	Sepulveda Blvd	East-West Street:	Exposition Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	56	1		56	68	1		**68**
	Left-Through		0				0		
	Through	1571	1		**804**	1159	1		586
	Through-Right		1				1		
	Right	37	0		37	12	0		12
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	0	1		**0**	0	1		0
	Left-Through		0				0		
	Through	551	2		276	1485	2		**743**
	Through-Right		0				0		
	Right	35	1		35	48	1		48
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	6	0		**6**	11	0		11
	Left-Through		0				0		
	Through	65	0		101	182	0		**305**
	Through-Right		0				0		
	Right	30	0		0	112	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
WESTBOUND	Left	0	0		0	0	0		**0**
	Left-Through		0				0		
	Through	0	0		**139**	0	0		107
	Through-Right		0				0		
	Right	139	0		0	107	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	804			*North-South:*	811
				East-West:	145			*East-West:*	305
				SUM:	949			*SUM:*	1116
VOLUME/CAPACITY *(V/C)* RATIO:					0.666				0.783
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.566**				**0.683**
LEVEL OF SERVICE (LOS):					**A**				**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 44

PROJECT TITLE: LATNP
North-South Street: I-405 NB Off-Ramp
East-West Street: National Blvd
Scenario: BASELINE
Count Date: 5/15/2013
Analyst: Fehr & Peers **Date:** 6/24/2014

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	476	0	476	264	0	264
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	627	1	**552**	459	1	**362**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	5	0	0	51
	Through-Right		0			0	
	Right	5	0	0	51	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1077	2	539	1073	2	537
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1139	1	**572**	1230	1	**618**
	Through-Right		1			1	
	Right	4	0	4	5	0	5
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	552		*North-South:*	362
			East-West:	572		*East-West:*	618
			SUM:	1124		*SUM:*	980
VOLUME/CAPACITY *(V/C)* RATIO:				0.749			0.653
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.649**			**0.553**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
45	North-South Street:	Sepulveda Blvd	East-West Street:	National Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	252	1	252	303	1	**303**
	Left-Through		0			0	
	Through	1239	2	**620**	1056	2	528
	Through-Right		0			0	
	Right	290	1	255	159	1	67
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	61	1	**61**	91	1	91
	Left-Through		0			0	
	Through	278	1	239	747	1	**392**
	Through-Right		1			1	
	Right	199	0	199	37	0	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	361	2	199	138	2	76
	Left-Through		0			0	
	Through	1107	1	**636**	970	1	**646**
	Through-Right		1			1	
	Right	165	0	165	322	0	322
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	**70**	184	1	**184**
	Left-Through		0			0	
	Through	698	1	382	896	1	542
	Through-Right		1			1	
	Right	65	0	65	187	0	187
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	681		*North-South:*	695
			East-West:	706		*East-West:*	830
			SUM:	1387		*SUM:*	1525
VOLUME/CAPACITY *(V/C)* RATIO:				1.009			1.109
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.909**			**1.009**
LEVEL OF SERVICE (LOS):				**E**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
46	North-South Street:	Sepulveda Blvd	East-West Street:	Palms Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	177	1		177	110	1		110
	Left-Through		0				0		
	Through	1439	1		**795**	1079	1		**665**
	Through-Right		1				1		
	Right	150	0		150	250	0		250
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	46	1		**46**	87	1		**87**
	Left-Through		0				0		
	Through	342	1		190	1063	1		618
	Through-Right		1				1		
	Right	37	0		37	172	0		172
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	121	1		121	118	1		118
	Left-Through		0				0		
	Through	869	1		**468**	1326	1		**743**
	Through-Right		1				1		
	Right	67	0		67	159	0		159
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	93	1		**93**	105	1		**105**
	Left-Through		0				0		
	Through	871	2		436	883	2		442
	Through-Right		0				0		
	Right	151	1		128	103	1		60
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	841			*North-South:*	752
				East-West:	561			*East-West:*	848
				SUM:	1402			*SUM:*	1600
VOLUME/CAPACITY *(V/C)* RATIO:					0.935				1.067
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.835**				**0.967**
LEVEL OF SERVICE (LOS):					**D**				**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
47	North-South Street:	Military Ave	East-West Street:	National Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0		SB--		0	NB-- 0		SB--	0
	EB-- 0		WB--		0	EB-- 0		WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	85	0	85	19	0	**19**
	Left-Through		0			0	
	Through	143	0	**310**	45	0	100
	Through-Right		0			0	
	Right	82	0	0	36	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	30	0	**30**	94	0	94
	Left-Through		0			0	
	Through	37	0	139	242	0	**550**
	Through-Right		0			0	
	Right	72	0	0	214	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	151	1	151	64	1	64
	Left-Through		0			0	
	Through	1190	1	**605**	1079	1	**557**
	Through-Right		1			1	
	Right	19	0	19	34	0	34
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	62	1	**62**	148	1	**148**
	Left-Through		0			0	
	Through	721	1	381	946	1	489
	Through-Right		1			1	
	Right	41	0	41	31	0	31
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	340		*North-South:*	569
			East-West:	667		*East-West:*	705
			SUM:	1007		*SUM:*	1274
VOLUME/CAPACITY *(V/C)* RATIO:				0.671			0.849
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.571**			**0.749**
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
48	North-South Street:	Westwood Blvd	East-West Street:	Olympic Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	98	1	98	89	1	**89**
	Left-Through		0			0	
	Through	1025	1	**561**	913	1	514
	Through-Right		1			1	
	Right	97	0	97	115	0	115
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	118	1	**118**	150	1	150
	Left-Through		0			0	
	Through	526	1	320	1085	1	**622**
	Through-Right		1			1	
	Right	114	0	114	158	0	158
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	59	1	59	62	1	**62**
	Left-Through		0			0	
	Through	2159	2	**744**	1447	2	506
	Through-Right		1			1	
	Right	73	0	73	72	0	72
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	65	1	**65**	129	1	129
	Left-Through		0			0	
	Through	2133	3	568	2251	3	**595**
	Through-Right		1			1	
	Right	139	0	139	129	0	129
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	679		*North-South:*	711
			East-West:	809		*East-West:*	657
			SUM:	1488		*SUM:*	1368
VOLUME/CAPACITY *(V/C)* RATIO:				1.082			0.995
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.982**			**0.895**
LEVEL OF SERVICE (LOS):				**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
49	North-South Street:	Westwood Blvd	East-West Street:	Pico Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--		0	NB-- 3	SB--		0
		EB-- 3	WB--		3	EB-- 3	WB--		3
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	134	1	134		120	1	**120**	
	Left-Through		0				0		
	Through	828	2	**414**		634	2	317	
	Through-Right		0				0		
	Right	152	1	100		112	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	142	1	**142**		117	1	117	
	Left-Through		0				0		
	Through	389	1	235		929	1	**525**	
	Through-Right		1				1		
	Right	81	0	81		121	0	121	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	180	1	**180**		164	1	164	
	Left-Through		0				0		
	Through	1318	3	439		1071	3	**357**	
	Through-Right		0				0		
	Right	39	1	0		191	1	71	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	52	1	52		260	1	**260**	
	Left-Through		0				0		
	Through	1277	3	**426**		1146	3	382	
	Through-Right		0				0		
	Right	261	1	119		271	1	154	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	556			*North-South:*	645	
			East-West:	606			*East-West:*	617	
			SUM:	1162			*SUM:*	1262	
VOLUME/CAPACITY *(V/C)* RATIO:				0.845				0.918	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.745**				**0.818**	
LEVEL OF SERVICE (LOS):				**C**				**D**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
51	North-South Street:	Westwood Blvd	East-West Street:	National Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	211	1	**211**	82	1	**82**
	Left-Through		0			0	
	Through	476	1	252	223	1	118
	Through-Right		1			1	
	Right	27	0	27	12	0	12
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	154	1	154	186	1	186
	Left-Through		0			0	
	Through	245	1	**245**	693	1	**693**
	Through-Right		0			0	
	Right	156	1	0	437	1	351
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	334	1	**334**	172	1	172
	Left-Through		0			0	
	Through	864	1	491	671	1	**492**
	Through-Right		1			1	
	Right	118	0	118	313	0	313
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	1	30	48	1	**48**
	Left-Through		0			0	
	Through	400	1	**294**	517	1	363
	Through-Right		1			1	
	Right	188	0	188	208	0	208
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	456		*North-South:*	775
			East-West:	628		*East-West:*	540
			SUM:	1084		*SUM:*	1315
VOLUME/CAPACITY *(V/C)* RATIO:				0.723			0.877
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.623**			**0.777**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
52	North-South Street:	Overland Ave	East-West Street:	Pico Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB--		0	NB--	3	SB--	0
	EB--	0	WB--		0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	304	2	167	293	2	161
	Left-Through		0			0	
	Through	564	1	**564**	531	1	**531**
	Through-Right		0			0	
	Right	930	2	261	538	2	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	32	1	**32**	44	1	**44**
	Left-Through		0			0	
	Through	406	1	220	621	1	328
	Through-Right		1			1	
	Right	34	0	34	34	0	34
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	56	1	56	53	1	53
	Left-Through		0			0	
	Through	1354	2	**495**	1033	2	**424**
	Through-Right		1			1	
	Right	132	0	132	240	0	240
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	456	2	**251**	784	2	**431**
	Left-Through		0			0	
	Through	1250	1	641	1336	2	458
	Through-Right		1			1	
	Right	31	0	31	37	0	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	596		*North-South:*	575
			East-West:	746		*East-West:*	855
			SUM:	1342		*SUM:*	1430
VOLUME/CAPACITY *(V/C)* RATIO:				0.976			1.040
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.876**			**0.940**
LEVEL OF SERVICE (LOS):				**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
53	North-South Street:	Overland Ave	East-West Street:	National Blvd/I-10 WB On/Off-Ramps
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2		SB--	0	NB-- 2		SB--	0
		EB-- 0		WB--	3	EB-- 0		WB--	3
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	1209	3		403	785	3		262
	Through-Right		0				0		
	Right	655	1		**655**	450	1		**450**
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	355	2		**195**	513	2		**282**
	Left-Through		0				0		
	Through	662	1		383	1189	1		649
	Through-Right		1				1		
	Right	103	0		103	108	0		108
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	457	1		281	272	1		189
	Left-Through		1				1		
	Through	104	0		281	105	0		189
	Through-Right		0				0		
	Right	417	1		**417**	485	1		**485**
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	61	0		61	238	0		238
	Left-Through		1				1		
	Through	361	1		**242**	521	1		**499**
	Through-Right		0				0		
	Right	363	1		168	651	1		369
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	850			*North-South:*	732
				East-West:	659			*East-West:*	984
				SUM:	1509			*SUM:*	1716
VOLUME/CAPACITY *(V/C)* RATIO:					1.097				1.248
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.997**				**1.148**
LEVEL OF SERVICE (LOS):					**E**				**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
54	North-South Street:	Overland Ave	East-West Street:	I-10 EB On-Ramp
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	0	0		0	0	0	
	Left-Through		0				0		
	Through	1957	3	**600**		1288	3	429	
	Through-Right		1				1		
	Right	443	0	443		432	0	**432**	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	683	2	**376**		749	2	**412**	
	Left-Through		0				0		
	Through	428	2	214		1111	2	556	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	0	0	0		0	0	0	
	Left-Through		0				0		
	Through	0	0	**0**		0	0	**0**	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	0	**0**		0	0	**0**	
	Left-Through		0				0		
	Through	0	0	0		0	0	0	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	976			*North-South:*	844	
			East-West:	0			*East-West:*	0	
			SUM:	976			*SUM:*	844	
VOLUME/CAPACITY *(V/C)* RATIO:				0.651				0.563	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.551**				**0.463**	
LEVEL OF SERVICE (LOS):				**A**				**A**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
55	North-South Street:	Overland Ave	East-West Street:	National Pl
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		2	EB-- 0	WB--		2
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	310	1	310		122	1	**122**	
	Left-Through		0				0		
	Through	1643	3	**548**		1178	3	393	
	Through-Right		0				0		
	Right	11	1	0		22	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	42	1	**42**		104	1	104	
	Left-Through		0				0		
	Through	400	1	215		955	1	**491**	
	Through-Right		1				1		
	Right	29	0	29		26	0	26	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	51	1	**51**		194	1	194	
	Left-Through		0				0		
	Through	149	1	149		467	1	**448**	
	Through-Right		1				1		
	Right	196	0	41		429	0	429	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	207	1	207		224	1	**224**	
	Left-Through		0				0		
	Through	505	1	**505**		172	1	172	
	Through-Right		0				0		
	Right	727	2	400		343	2	189	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	590			*North-South:*	613	
			East-West:	556			*East-West:*	672	
			SUM:	1146			*SUM:*	1285	
VOLUME/CAPACITY *(V/C)* RATIO:				0.833				0.935	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.733**				**0.835**	
LEVEL OF SERVICE (LOS):				**C**				**D**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
56	North-South Street:	I-10 WB Off-Ramp	East-West Street:	National Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	0	0		**0**	0	0		0
	Left-Through		0				0		
	Through	0	0		0	0	0		**0**
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	365	1		365	418	1		**418**
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	704	1		**704**	397	1		397
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	0	0		**0**	0	0		0
	Left-Through		0				0		
	Through	350	2		175	606	2		**303**
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	0		0	0	0		**0**
	Left-Through		0				0		
	Through	665	2		**333**	360	2		180
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*		704		*North-South:*		418
			East-West:		333		*East-West:*		303
			SUM:		1037		*SUM:*		721
VOLUME/CAPACITY *(V/C)* RATIO:					0.691				0.481
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.591**				**0.381**
LEVEL OF SERVICE (LOS):					**A**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
57	North-South Street:	Overland Ave	East-West Street:	Palms Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	147	1	147	92	1	**92**
	Left-Through		0			0	
	Through	1435	2	**718**	1182	2	591
	Through-Right		0			0	
	Right	134	1	79	172	1	121
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	75	1	**75**	78	1	78
	Left-Through		0			0	
	Through	713	1	389	1393	1	**764**
	Through-Right		1			1	
	Right	64	0	64	134	0	134
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	188	1	**188**	143	1	143
	Left-Through		0			0	
	Through	860	1	481	1117	1	**642**
	Through-Right		1			1	
	Right	102	0	102	167	0	167
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	111	1	111	102	1	**102**
	Left-Through		0			0	
	Through	734	1	**452**	763	1	423
	Through-Right		1			1	
	Right	170	0	170	82	0	82
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	793		*North-South:*	856
			East-West:	640		*East-West:*	744
			SUM:	1433		*SUM:*	1600
VOLUME/CAPACITY *(V/C)* RATIO:				1.006			1.123
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.906**			**1.023**
LEVEL OF SERVICE (LOS):				**E**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
58	North-South Street:	Overland Ave	East-West Street:	Venice Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--		3	NB-- 3	SB--	3
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	107	1	107	108	1	**108**
	Left-Through		0			0	
	Through	1039	2	**520**	987	2	494
	Through-Right		0			0	
	Right	122	1	0	130	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	**180**	175	1	175
	Left-Through		0			0	
	Through	742	2	371	1193	2	**597**
	Through-Right		0			0	
	Right	115	1	0	209	1	71
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	287	2	158	250	2	138
	Left-Through		0			0	
	Through	1333	3	**444**	1212	3	**404**
	Through-Right		0			0	
	Right	132	1	79	142	1	88
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	262	2	**144**	265	2	**146**
	Left-Through		0			0	
	Through	1063	3	354	1099	3	366
	Through-Right		0			0	
	Right	191	1	101	177	1	90
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	700		*North-South:*	705
			East-West:	588		*East-West:*	550
			SUM:	1288		*SUM:*	1255
VOLUME/CAPACITY *(V/C)* RATIO:				0.937			0.913
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.837**			**0.813**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
60	North-South Street:	Motor Ave	East-West Street:	National Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32	1	32	111	1	**111**
	Left-Through		0			0	
	Through	538	0	**548**	393	0	413
	Through-Right		1			1	
	Right	10	0	0	20	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	33	1	**33**	67	1	67
	Left-Through		0			0	
	Through	273	1	273	479	1	**479**
	Through-Right		0			0	
	Right	166	1	166	153	1	153
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	115	0	115
	Left-Through		1			1	
	Through	555	0	**390**	632	0	**479**
	Through-Right		1			1	
	Right	224	0	390	211	0	479
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	17	0	**17**	7	0	**7**
	Left-Through		1			1	
	Through	401	0	235	183	0	129
	Through-Right		1			1	
	Right	0	0	235	46	0	129
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	581		*North-South:*	590
			East-West:	407		*East-West:*	486
			SUM:	988		*SUM:*	1076
VOLUME/CAPACITY *(V/C)* RATIO:				0.693			0.755
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.593**			**0.655**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
61	North-South Street:	Motor Ave	East-West Street:	Palms Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	266	1	**266**	146	1	**146**
	Left-Through		0			0	
	Through	428	1	428	391	1	391
	Through-Right		0			0	
	Right	125	1	95	103	1	58
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	78	1	78	104	1	104
	Left-Through		0			0	
	Through	374	1	**374**	533	1	**533**
	Through-Right		0			0	
	Right	77	1	34	116	1	63
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	86	1	86	107	1	107
	Left-Through		0			0	
	Through	938	1	**510**	1134	1	**616**
	Through-Right		1			1	
	Right	82	0	82	97	0	97
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	61	1	**61**	90	1	**90**
	Left-Through		0			0	
	Through	685	1	353	779	1	401
	Through-Right		1			1	
	Right	21	0	21	23	0	23
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	640		*North-South:*	679
			East-West:	571		*East-West:*	706
			SUM:	1211		*SUM:*	1385
VOLUME/CAPACITY *(V/C)* RATIO:				0.850			0.972
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.750**			**0.872**
LEVEL OF SERVICE (LOS):				**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
62	North-South Street:	Motor Ave	East-West Street:	Venice Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	53	1	53	42	1	**42**
	Left-Through		0			0	
	Through	366	1	**366**	320	1	320
	Through-Right		0			0	
	Right	45	1	16	34	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	162	1	**162**	143	1	143
	Left-Through		0			0	
	Through	333	1	333	441	1	**441**
	Through-Right		0			0	
	Right	153	1	89	221	1	152
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	128	1	**128**	139	1	**139**
	Left-Through		0			0	
	Through	1467	3	489	1397	3	466
	Through-Right		0			0	
	Right	44	1	18	43	1	22
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	58	1	58	73	1	73
	Left-Through		0			0	
	Through	1239	2	**440**	1213	2	**442**
	Through-Right		1			1	
	Right	80	0	80	114	0	114
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	528		*North-South:*	483
			East-West:	568		*East-West:*	581
			SUM:	1096		*SUM:*	1064
VOLUME/CAPACITY *(V/C)* RATIO:				0.731			0.709
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.631**			**0.609**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
63	North-South Street:	National Blvd/Exposition Blvd	East-West Street:	Palms Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	123	1	123	56	1	**56**
	Left-Through		0			0	
	Through	254	1	**254**	138	1	138
	Through-Right		0			0	
	Right	118	1	118	101	1	101
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	276	1	276
	Left-Through		0			0	
	Through	158	1	158	515	1	**515**
	Through-Right		0			0	
	Right	18	1	18	27	1	27
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	1	0	0	1	**0**
	Left-Through		0			0	
	Through	1229	2	**615**	995	2	498
	Through-Right		0			0	
	Right	87	1	26	260	1	232
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	**0**	0	1	0
	Left-Through		0			0	
	Through	729	1	457	965	1	**548**
	Through-Right		1			1	
	Right	184	0	184	130	0	130
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	414		*North-South:*	571
			East-West:	615		*East-West:*	548
			SUM:	1029		*SUM:*	1119
VOLUME/CAPACITY *(V/C)* RATIO:				0.686			0.746
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.586**			**0.646**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
64	North-South Street:	Hughes Ave	East-West Street:	Venice Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0		SB--		0	NB-- 0		SB--	0
	EB-- 0		WB--		0	EB-- 0		WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	84	0	84	109	0	109
	Left-Through		0			0	
	Through	136	0	**292**	192	0	**376**
	Through-Right		0			0	
	Right	72	0	0	75	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	22	0	**22**	28	0	**28**
	Left-Through		0			0	
	Through	159	0	219	138	0	198
	Through-Right		0			0	
	Right	38	0	0	32	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	35	1	35	68	1	68
	Left-Through		0			0	
	Through	1421	2	**514**	1310	2	**470**
	Through-Right		1			1	
	Right	122	0	122	100	0	100
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	175	1	**175**	115	1	**115**
	Left-Through		0			0	
	Through	1169	2	397	1210	2	413
	Through-Right		1			1	
	Right	21	0	21	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	314		*North-South:*	404
			East-West:	689		*East-West:*	585
			SUM:	1003		*SUM:*	989
VOLUME/CAPACITY *(V/C)* RATIO:				0.669			0.659
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.569**			**0.559**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
66	North-South Street:	Manning Ave/I-10 EB Off-Ram	East-West Street:	National Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2	SB--		0	NB-- 2	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	162	1	162		463	1	**463**	
	Left-Through		0				0		
	Through	169	0	**193**		235	0	326	
	Through-Right		1				1		
	Right	24	0	0		91	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	112	1	**112**		106	1	**106**	
	Left-Through		0				0		
	Through	0	0	0		0	0	0	
	Through-Right		0				0		
	Right	41	1	0		138	1	45	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	389	1	**389**		186	1	186	
	Left-Through		0				0		
	Through	1099	2	550		1204	2	**602**	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	0	0		0	0	**0**	
	Left-Through		0				0		
	Through	710	1	**543**		481	1	354	
	Through-Right		1				1		
	Right	375	0	375		226	0	226	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	305			*North-South:*	569	
			East-West:	932			*East-West:*	602	
			SUM:	1237			*SUM:*	1171	
VOLUME/CAPACITY *(V/C)* RATIO:				0.900				0.852	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.800**				**0.752**	
LEVEL OF SERVICE (LOS):				**C**				**C**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
67	North-South Street:	Castle Heights Ave	East-West Street:	National Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	58	0	58		51	0	51	
	Left-Through		0				0		
	Through	210	0	**311**		60	0	**140**	
	Through-Right		0				0		
	Right	43	0	0		29	0	0	
	Left-Through-Right		1				1		
	Left-Right		0				0		
SOUTHBOUND	Left	151	1	**151**		221	1	**221**	
	Left-Through		0				0		
	Through	96	1	96		115	1	115	
	Through-Right		0				0		
	Right	184	1	83		228	1	90	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	202	1	**202**		276	1	276	
	Left-Through		0				0		
	Through	927	1	927		949	1	**949**	
	Through-Right		0				0		
	Right	32	1	32		79	1	79	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	20	1	20		20	1	**20**	
	Left-Through		0				0		
	Through	808	0	**907**		496	0	569	
	Through-Right		1				1		
	Right	99	0	0		73	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	462			*North-South:*	361	
			East-West:	1109			*East-West:*	969	
			SUM:	1571			*SUM:*	1330	
VOLUME/CAPACITY *(V/C)* RATIO:				1.047				0.887	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.947**				**0.787**	
LEVEL OF SERVICE (LOS):				**E**				**C**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
68	North-South Street:	Culver Blvd	East-West Street:	Venice Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 3	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			1100			1100

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	62	1	62	58	1	58
	Left-Through		0			0	
	Through	57	1	57	66	1	66
	Through-Right		0			0	
	Right	512	2	**111**	621	2	**143**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	123	1	**100**	236	1	**174**
	Left-Through		0			0	
	Through	42	0	100	69	0	174
	Through-Right		0			0	
	Right	34	0	0	43	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	19	1	19	13	1	13
	Left-Through		0			0	
	Through	1304	2	**446**	1009	2	**343**
	Through-Right		1			1	
	Right	35	0	35	20	0	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	310	2	**171**	361	2	**199**
	Left-Through		0			0	
	Through	1116	2	409	1008	2	389
	Through-Right		1			1	
	Right	111	0	111	160	0	160
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	211		*North-South:*	317
			East-West:	617		*East-West:*	542
			SUM:	828		*SUM:*	859
VOLUME/CAPACITY *(V/C)* RATIO:				0.753			0.781
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.653**			**0.681**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
69	North-South Street:	Robertson Blvd	East-West Street:	Venice Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--		0	NB-- 3	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					1100				1100
	MOVEMENT	Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	63	1		63	74	1		74
	Left-Through		0				0		
	Through	307	2		**154**	278	2		**139**
	Through-Right		0				0		
	Right	47	1		47	58	1		58
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	412	1		215	465	1		256
	Left-Through		1				1		
	Through	233	1		215	196	1		196
	Through-Right		0				0		
	Right	422	1		**350**	400	1		**339**
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	261	2		144	221	2		122
	Left-Through		0				0		
	Through	1585	2		**544**	1590	2		**540**
	Through-Right		1				1		
	Right	47	0		47	30	0		30
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	1		**0**	0	1		**0**
	Left-Through		0				0		
	Through	1029	2		376	997	2		356
	Through-Right		1				1		
	Right	99	0		99	72	0		72
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	504			*North-South:*	478
				East-West:	544			*East-West:*	540
				SUM:	1048			*SUM:*	1018
VOLUME/CAPACITY *(V/C)* RATIO:					0.953				0.925
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.853**				**0.825**
LEVEL OF SERVICE (LOS):					**D**				**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
70	North-South Street:	Robertson Blvd	East-West Street:	National Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		3	EB-- 0	WB--		3
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					1100				1100
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	65	1		**65**	45	1		45
	Left-Through		0				0		
	Through	441	1		230	422	1		**240**
	Through-Right		1				1		
	Right	19	0		19	57	0		57
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	530	2		292	681	2		**375**
	Left-Through		0				0		
	Through	732	1		**473**	803	1		521
	Through-Right		1				1		
	Right	213	0		213	239	0		239
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	298	1		**298**	241	1		241
	Left-Through		0				0		
	Through	563	1		380	891	1		**479**
	Through-Right		1				1		
	Right	196	0		196	66	0		66
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	227	1		227	153	1		**153**
	Left-Through		0				0		
	Through	596	1		**596**	356	1		356
	Through-Right		0				0		
	Right	461	1		169	275	1		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	538			*North-South:*	615
				East-West:	894			*East-West:*	632
				SUM:	1432			*SUM:*	1247
VOLUME/CAPACITY *(V/C)* RATIO:					1.302				1.134
V/C LESS ATSAC/ATCS ADJUSTMENT:					**1.202**				**1.034**
LEVEL OF SERVICE (LOS):					**F**				**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
71	North-South Street:	National Blvd	East-West Street:	I-10 EB On-Ramp
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			1100			1100

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	39	1	39	86	1	**86**
	Left-Through		0			0	
	Through	1183	2	**592**	789	2	395
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	702	2	351	1121	2	**561**
	Through-Right		0			0	
	Right	429	1	429	545	1	545
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	592		*North-South:*	647
			East-West:	0		*East-West:*	0
			SUM:	592		*SUM:*	647
VOLUME/CAPACITY *(V/C)* RATIO:				0.538			0.588
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.438**			**0.488**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
72	North-South Street:	National Blvd	East-West Street:	Venice Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			1100			1100

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	134	1	134	117	1	**117**
	Left-Through		0			0	
	Through	827	1	**440**	591	1	341
	Through-Right		1			1	
	Right	53	0	53	91	0	91
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	94	1	**94**	163	1	163
	Left-Through		0			0	
	Through	557	1	306	869	1	**468**
	Through-Right		1			1	
	Right	54	0	54	66	0	66
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	138	1	138	144	1	144
	Left-Through		0			0	
	Through	1359	2	**532**	1418	2	**555**
	Through-Right		1			1	
	Right	237	0	237	248	0	248
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	124	1	**124**	78	1	**78**
	Left-Through		0			0	
	Through	895	2	355	876	2	324
	Through-Right		1			1	
	Right	171	0	171	97	0	97
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	534		*North-South:*	585
			East-West:	656		*East-West:*	633
			SUM:	1190		*SUM:*	1218
VOLUME/CAPACITY *(V/C)* RATIO:				1.082			1.107
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.982**			**1.007**
LEVEL OF SERVICE (LOS):				**E**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
74	North-South Street:	Robertson Blvd	East-West Street:	I-10 WB Off-Ramp/Kincardine Ave
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	66	1		**66**	45	1		**45**
	Left-Through		0				0		
	Through	1122	2		561	891	2		446
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	1333	1		**710**	1441	1		**746**
	Through-Right		1				1		
	Right	86	0		86	50	0		50
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	77	0		77	52	0		**52**
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	79	0		**156**	68	0		120
	Left-Through-Right		0				0		
	Left-Right		1				1		
WESTBOUND	Left	129	0		**129**	304	0		304
	Left-Through		0				0		
	Through	55	0		184	38	0		342
	Through-Right		0				0		
	Right	139	1		139	510	1		**510**
	Left-Through-Right		1				1		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	776			*North-South:*	791
				East-West:	285			*East-West:*	562
				SUM:	1061			*SUM:*	1353
VOLUME/CAPACITY *(V/C)* RATIO:					0.707				0.902
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.607**				**0.802**
LEVEL OF SERVICE (LOS):					**B**				**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
75	North-South Street:	Robertson Blvd	East-West Street:	Cattaraugus Ave
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	95	1		**95**	55	1		**55**
	Left-Through		0				0		
	Through	1318	1		660	1347	1		679
	Through-Right		1				1		
	Right	1	0		1	10	0		10
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	34	1		34	64	1		64
	Left-Through		0				0		
	Through	1322	1		**704**	1450	1		**767**
	Through-Right		1				1		
	Right	86	0		86	84	0		84
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	69	0		**69**	129	0		129
	Left-Through		1				1		
	Through	78	0		147	211	0		**340**
	Through-Right		0				0		
	Right	60	1		13	61	1		34
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	98	0		98	45	0		**45**
	Left-Through		1				1		
	Through	265	0		**363**	74	0		119
	Through-Right		0				0		
	Right	96	1		79	52	1		20
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	799			*North-South:*	822
				East-West:	432			*East-West:*	385
				SUM:	1231			*SUM:*	1207
VOLUME/CAPACITY *(V/C)* RATIO:					0.821				0.805
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.721**				**0.705**
LEVEL OF SERVICE (LOS):					**C**				**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
76	North-South Street:	La Cienega Blvd	East-West Street:	Venice Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	91	1		91	67	1		**67**
	Left-Through		0				0		
	Through	1765	2		**612**	1161	2		409
	Through-Right		1				1		
	Right	71	0		71	67	0		67
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	38	1		**38**	56	1		56
	Left-Through		0				0		
	Through	1311	2		511	1405	2		**530**
	Through-Right		1				1		
	Right	221	0		221	184	0		184
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	387	2		**213**	277	2		152
	Left-Through		0				0		
	Through	1055	3		352	1404	3		**468**
	Through-Right		0				0		
	Right	108	1		63	162	1		129
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	187	1		187	221	1		**221**
	Left-Through		0				0		
	Through	1158	2		**402**	848	2		291
	Through-Right		1				1		
	Right	49	0		49	24	0		24
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	650			*North-South:*	597
				East-West:	615			*East-West:*	689
				SUM:	1265			*SUM:*	1286
VOLUME/CAPACITY *(V/C)* RATIO:					0.920				0.935
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.820**				**0.835**
LEVEL OF SERVICE (LOS):					**D**				**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
78	North-South Street:	Jefferson Blvd	East-West Street:	National Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 / EB-- 3	SB-- / WB--	NB-- 3 / EB-- 0		NB-- 0 / EB-- 3	SB-- / WB--	NB-- 3 / EB-- 0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	283	1	283	165	1	165
	Left-Through		0			0	
	Through	671	2	**336**	793	2	**397**
	Through-Right		0			0	
	Right	26	1	26	18	1	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	12	1	12	3	1	3
	Left-Through		0			0	
	Through	891	1	**891**	467	1	**467**
	Through-Right		0			0	
	Right	756	1	590	271	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	302	1	**166**	559	1	**284**
	Left-Through		1			1	
	Through	29	0	166	8	0	284
	Through-Right		0			0	
	Right	221	1	0	368	1	203
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	1	0	1	6	0	6
	Left-Through		1			1	
	Through	14	0	**15**	32	0	**38**
	Through-Right		0			0	
	Right	5	1	0	28	1	27
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1227		*North-South:*	864
			East-West:	181		*East-West:*	322
			SUM:	1408		*SUM:*	1186
VOLUME/CAPACITY *(V/C)* RATIO:				1.024			0.863
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.924**			**0.763**
LEVEL OF SERVICE (LOS):				**E**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
83	North-South Street:	Duquesne Ave	East-West Street:	Washington Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	115	1		**115**	95	1		**95**
	Left-Through		0				0		
	Through	268	0		328	232	0		264
	Through-Right		1				1		
	Right	60	0		0	32	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	16	1		16	73	1		73
	Left-Through		0				0		
	Through	325	0		**365**	334	0		**387**
	Through-Right		1				1		
	Right	40	0		0	53	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	43	1		43	39	1		39
	Left-Through		0				0		
	Through	537	1		**372**	779	1		**451**
	Through-Right		1				1		
	Right	207	0		207	123	0		123
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	87	1		**87**	112	1		**112**
	Left-Through		0				0		
	Through	740	1		394	657	1		379
	Through-Right		1				1		
	Right	47	0		47	100	0		100
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	480			North-South:	482
				East-West:	459			East-West:	563
				SUM:	939			SUM:	1045
VOLUME/CAPACITY *(V/C)* RATIO:					0.626				0.697
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.526**				**0.597**
LEVEL OF SERVICE (LOS):					**A**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
84	North-South Street:	Sepulveda Blvd	East-West Street:	Venice Blvd
	Scenario:	BASELINE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	223	1	223	223	1	223
	Left-Through		0			0	
	Through	1137	2	**569**	1349	2	**675**
	Through-Right		0			0	
	Right	289	1	194	377	1	285
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	99	1	**99**	122	1	**122**
	Left-Through		0			0	
	Through	437	2	219	968	2	484
	Through-Right		0			0	
	Right	201	1	120	168	1	81
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	162	1	162	174	1	174
	Left-Through		0			0	
	Through	1374	3	**458**	1135	3	**378**
	Through-Right		0			0	
	Right	318	1	207	239	1	128
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	191	1	**191**	184	1	**184**
	Left-Through		0			0	
	Through	1384	3	461	998	3	333
	Through-Right		0			0	
	Right	95	1	46	131	1	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	668		*North-South:*	797
			East-West:	649		*East-West:*	562
			SUM:	1317		*SUM:*	1359
VOLUME/CAPACITY *(V/C)* RATIO:				0.958			0.988
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.858**			**0.888**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

HCM ANALYSIS

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Cloverfield Blvd/Olympic Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.648
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	37.7
Optimal Cycle:	60	Level Of Service:	D

Street Name:	Cloverfield Blvd						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	1 0	2 0	2	1 0	1 0	2	0 1	2 0	2	0 1
Volume Module:												
Base Vol:	223	1189	0	88	877	31	166	606	299	276	565	222
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	223	1189	0	88	877	31	166	606	299	276	565	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.96	0.96	0.96	0.88	0.88	0.88	0.85	0.85	0.85
PHF Volume:	238	1271	0	91	909	32	188	686	338	325	665	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	1271	0	91	909	32	188	686	338	325	665	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	238	1271	0	91	909	32	188	686	338	325	665	261
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.88	0.91	0.86	0.88	0.91	0.89	0.98	0.94	0.92	0.92	0.82
Lanes:	2.00	3.00	0.00	2.00	2.90	0.10	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3267	5016	0	3267	4826	171	1684	3729	1777	3502	3491	1562
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.00	0.03	0.19	0.19	0.11	0.18	0.19	0.09	0.19	0.17
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.39	0.00	0.04	0.31	0.31	0.17	0.31	0.31	0.15	0.29	0.29
Volume/Cap:	0.60	0.65	0.00	0.65	0.60	0.60	0.65	0.59	0.61	0.61	0.65	0.57
Uniform Del:	50.0	29.8	0.0	56.5	34.9	34.9	46.3	34.7	34.9	47.5	36.9	35.9
IncremntDel:	2.6	0.8	0.0	10.1	0.7	0.7	5.1	0.8	1.9	2.0	1.5	1.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.6	30.6	0.0	66.6	35.6	35.6	51.4	35.4	36.9	49.5	38.4	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	30.6	0.0	66.6	35.6	35.6	51.4	35.4	36.9	49.5	38.4	37.6
HCM2kAvg:	5	12	0	3	10	10	8	10	10	7	11	8

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 26th St/Olympic Blvd

Cycle (sec):	120				Critical Vol./Cap. (X):				0.776							
Loss Time (sec):	12 (Y+R = 4 sec)				Average Delay (sec/veh):				31.6							
Optimal Cycle:	76				Level Of Service:				C							
Street Name:	26th St								Olympic Blvd							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Permitted			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1 0	1	1 0		2 0	0	0 2		1 0	2	0 0		0 0	1	1 0	
Volume Module:																
Base Vol:	17	403	69		203	0	224		67	633	0		0	813	410	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	17	403	69		203	0	224		67	633	0		0	813	410	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.94	0.94	0.94		0.88	0.88	0.88		0.93	0.93	0.93		0.86	0.86	0.86	
PHF Volume:	18	430	74		231	0	254		72	682	0		0	944	476	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	18	430	74		231	0	254		72	682	0		0	944	476	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	18	430	74		231	0	254		72	682	0		0	944	476	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.90	0.90		0.83	1.00	0.70		0.95	0.95	1.00		1.00	0.90	0.90	
Lanes:	1.00	1.71	0.29		2.00	0.00	2.00		1.00	2.00	0.00		0.00	1.33	0.67	
Final Sat.:	1805	2915	499		3152	0	2652		1805	3610	0		0	2275	1147	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.15	0.15		0.07	0.00	0.10		0.04	0.19	0.00		0.00	0.41	0.41	
Crit Moves:			****				****		****					****		
Green/Cycle:	0.19	0.19	0.19		0.12	0.00	0.18		0.05	0.59	0.00		0.00	0.53	0.53	
Volume/Cap:	0.05	0.78	0.78		0.59	0.00	0.55		0.78	0.32	0.00		0.00	0.78	0.78	
Uniform Del:	39.8	46.2	46.2		49.7	0.0	45.1		56.2	12.7	0.0		0.0	22.2	22.2	
IncremntDel:	0.1	5.9	5.9		2.4	0.0	1.4		32.8	0.1	0.0		0.0	2.2	2.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00	
Delay/Veh:	39.8	52.0	52.0		52.1	0.0	46.5		89.0	12.8	0.0		0.0	24.4	24.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	39.8	52.0	52.0		52.1	0.0	46.5		89.0	12.8	0.0		0.0	24.4	24.4	
HCM2kAvg:	1	11	11		5	0	5		4	4	0		0	18	18	

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Stewart St/Olympic Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.687
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	45.1
Optimal Cycle:	158	Level Of Service:	D

Street Name:	Stewart St						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	2 0	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	121	407	160	81	147	41	53	734	72	60	1079	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	407	160	81	147	41	53	734	72	60	1079	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.87	0.87	0.87	0.92	0.92	0.92	0.89	0.89	0.89
PHF Volume:	146	490	192	94	170	47	57	794	78	67	1207	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	490	192	94	170	47	57	794	78	67	1207	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	146	490	192	94	170	47	57	794	78	67	1207	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.86	1.06	0.97	0.18	0.97	0.93	0.95	0.96	0.93
Lanes:	1.00	1.44	0.56	2.00	0.77	0.23	1.00	1.82	0.18	1.00	1.69	0.31
Final Sat.:	1805	2482	976	3267	1547	431	345	3341	328	1805	3077	548
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.20	0.03	0.11	0.11	0.17	0.24	0.24	0.04	0.39	0.39
Crit Moves:		****		****							****	
Green/Cycle:	0.10	0.21	0.21	0.03	0.14	0.14	0.25	0.25	0.25	0.66	0.66	0.66
Volume/Cap:	0.80	0.95	0.95	0.95	0.80	0.80	0.66	0.95	0.95	0.08	0.59	0.59
Uniform Del:	52.8	47.0	47.0	58.1	50.2	50.2	40.5	44.3	44.3	7.1	11.2	11.2
IncremntDel:	22.1	22.3	22.3	75.0	15.6	15.6	17.8	18.9	18.9	0.0	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	74.9	69.2	69.2	133.1	65.8	65.8	58.3	63.2	63.2	7.1	11.6	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.9	69.2	69.2	133.1	65.8	65.8	58.3	63.2	63.2	7.1	11.6	11.6
HCM2kAvg:	8	17	17	4	10	9	11	20	20	0	7	7

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Centinela Ave (West)/Olympic Blvd

Cycle (sec):	60	Critical Vol./Cap. (X):	0.678
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	8.2
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Centinela Ave (West)						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	468	0	55	23	901	4	8	1361	736
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	468	0	55	23	901	4	8	1361	736
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.82	0.82	0.82	0.92	0.92	0.92	0.93	0.93	0.93
PHF Volume:	0	0	0	573	0	67	25	978	4	9	1464	792
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	573	0	67	25	978	4	9	1464	792
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	573	0	67	25	978	4	9	1464	792
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.86	1.00	0.82	0.12	0.89	0.95	0.23	0.89	0.75
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	0	0	0	3267	0	1562	234	3351	15	441	3368	1419
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.04	0.11	0.29	0.29	0.02	0.43	0.56
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.26	0.64	0.64	0.64	0.64	0.64	0.90
Volume/Cap:	0.00	0.00	0.00	0.68	0.00	0.17	0.17	0.46	0.46	0.03	0.68	0.62
Uniform Del:	0.0	0.0	0.0	20.0	0.0	17.2	4.3	5.5	5.5	3.9	6.8	0.7
IncremntDel:	0.0	0.0	0.0	2.2	0.0	0.2	0.5	0.2	0.2	0.0	0.9	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	22.2	0.0	17.4	4.9	5.6	5.6	4.0	7.7	1.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.2	0.0	17.4	4.9	5.6	5.6	4.0	7.7	1.6
HCM2kAvg:	0	0	0	6	0	1	2	5	5	0	10	5

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Centinela Ave (East)/Olympic Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.928
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 15.7
Optimal Cycle: 88 Level Of Service: B

Street Name:	Centinela Ave (East)						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	0	0 0	1! 0	0	1 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	731	0	186	2	4	2	0	1047	341	153	1421	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	731	0	186	2	4	2	0	1047	341	153	1421	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.67	0.67	0.67	0.98	0.98	0.98	0.88	0.88	0.88
PHF Volume:	790	0	201	3	6	3	0	1069	348	174	1611	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	790	0	201	3	6	3	0	1069	348	174	1611	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	790	0	201	3	6	3	0	1069	348	174	1611	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.93	0.95	0.95	0.95	1.00	0.91	0.85	0.21	0.91	0.91
Lanes:	1.66	0.00	0.34	0.25	0.50	0.25	1.00	3.00	1.00	1.00	2.99	0.01
Final Sat.:	2948	0	598	453	907	453	1900	5187	1615	390	5180	7
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.34	0.01	0.01	0.01	0.00	0.21	0.22	0.45	0.31	0.31
Crit Moves:			****	****						****		
Green/Cycle:	0.36	0.00	0.36	0.01	0.01	0.01	0.00	0.48	0.84	0.48	0.48	0.48
Volume/Cap:	0.74	0.00	0.93	0.93	0.93	0.93	0.00	0.43	0.26	0.93	0.65	0.65
Uniform Del:	16.7	0.0	18.4	29.8	29.8	29.8	0.0	10.2	0.9	14.6	11.8	11.8
IncremntDel:	2.2	0.0	13.5	210.9	211	210.9	0.0	0.1	0.1	45.5	0.6	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	18.9	0.0	31.8	240.6	241	240.6	0.0	10.3	1.0	60.1	12.4	12.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.9	0.0	31.8	240.6	241	240.6	0.0	10.3	1.0	60.1	12.4	12.4
HCM2kAvg:	10	0	16	1	1	1	0	5	2	20	9	9

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 Centinela Ave/Exposition Blvd

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: D[27.5]

Street Name:	Centinela Ave						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 0	0	0 0	1 0	0	0 0	1! 0 0	0	0 0	0 0 0
Volume Module:												
Base Vol:	183	909	0	0	387	70	12	0	37	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	909	0	0	387	70	12	0	37	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.90	0.90	0.90	0.75	0.75	0.75	1.00	1.00	1.00
PHF Volume:	189	941	0	0	428	78	16	0	49	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	189	941	0	0	428	78	16	0	49	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	506	xxxx	xxxxx	xxxx	xxxx	xxxxx	1788	xxxx	467	xxxx	xxxx	xxxxx
Potent Cap.:	1069	xxxx	xxxxx	xxxx	xxxx	xxxxx	90	xxxx	600	xxxx	xxxx	xxxxx
Move Cap.:	1069	xxxx	xxxxx	xxxx	xxxx	xxxxx	77	xxxx	600	xxxx	xxxx	xxxxx
Volume/Cap:	0.18	xxxx	xxxx	xxxx	xxxx	xxxx	0.21	xxxx	0.08	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	224	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	27.5	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	D	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			27.5			xxxxxx		
ApproachLOS:	*			*			D			*		

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Centinela Ave/I-10 WB On/Off Ramps

Cycle (sec):	60	Critical Vol./Cap. (X):	1.063		
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	52.4		
Optimal Cycle:	180	Level Of Service:	D		

Street Name:	Centinela Ave						I-10 WB On/Off Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	443	521	0	0	349	97	615	0	364	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	443	521	0	0	349	97	615	0	364	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.90	0.90	0.90	0.94	0.94	0.94	1.00	1.00	1.00
PHF Volume:	454	534	0	0	387	107	653	0	387	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	454	534	0	0	387	107	653	0	387	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	454	534	0	0	387	107	653	0	387	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.82	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	1561	1456	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.28	0.00	0.00	0.20	0.07	0.45	0.00	0.24	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.24	0.43	0.00	0.00	0.19	0.19	0.42	0.00	0.66	0.00	0.00	0.00
Volume/Cap:	1.06	0.66	0.00	0.00	1.06	0.36	1.06	0.00	0.36	0.00	0.00	0.00
Uniform Del:	22.9	13.7	0.0	0.0	24.3	21.1	17.3	0.0	4.6	0.0	0.0	0.0
IncremntDel:	61.4	2.0	0.0	0.0	65.0	0.7	54.2	0.0	0.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	84.3	15.6	0.0	0.0	89.3	21.8	71.5	0.0	4.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.3	15.6	0.0	0.0	89.3	21.8	71.5	0.0	4.8	0.0	0.0	0.0
HCM2kAvg:	18	9	0	0	15	2	28	0	3	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 I-10 EB Off Ramp-34th St/Pico Blvd

Cycle (sec):	80	Critical Vol./Cap. (X):	0.650
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	18.7
Optimal Cycle:	44	Level Of Service:	B

Street Name:	I-10 EB Off Ramp-34th St						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1	1	0	0	1	0	0	1	1	0	0
Volume Module:												
Base Vol:	26	0	48	549	45	70	0	801	18	18	1024	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	0	48	549	45	70	0	801	18	18	1024	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.95	0.95	0.95	0.96	0.96	0.96	0.92	0.92	0.92
PHF Volume:	29	0	53	580	48	74	0	838	19	20	1118	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	0	53	580	48	74	0	838	19	20	1118	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	29	0	53	580	48	74	0	838	19	20	1118	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	1.00	0.67	0.89	0.86	0.94	1.00	0.80	0.85	0.89	0.92	1.00
Lanes:	0.35	0.00	0.65	1.84	0.16	1.00	0.00	1.96	0.04	0.04	1.96	0.00
Final Sat.:	447	0	825	3124	256	1777	0	2960	67	60	3421	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.06	0.19	0.19	0.04	0.00	0.28	0.28	0.33	0.33	0.00
Crit Moves:	****			****							****	
Green/Cycle:	0.10	0.00	0.10	0.29	0.29	0.29	0.00	0.50	0.50	0.50	0.50	0.00
Volume/Cap:	0.65	0.00	0.65	0.65	0.65	0.15	0.00	0.56	0.56	0.65	0.65	0.00
Uniform Del:	34.7	0.0	34.7	25.1	25.1	21.3	0.0	13.8	13.8	14.7	14.7	0.0
IncremntDel:	11.4	0.0	11.4	1.6	1.6	0.1	0.0	0.5	0.5	0.9	0.9	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	46.1	0.0	46.1	26.7	26.7	21.4	0.0	14.3	14.3	15.6	15.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.1	0.0	46.1	26.7	26.7	21.4	0.0	14.3	14.3	15.6	15.6	0.0
HCM2kAvg:	3	0	3	8	8	1	0	8	8	11	12	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Centinela Ave/Pico Blvd

Cycle (sec):	60	Critical Vol./Cap. (X):	0.990
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	19.9
Optimal Cycle:	132	Level Of Service:	B

Street Name:	Centinela Ave						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	70	464	44	42	447	214	167	915	316	30	757	378
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	464	44	42	447	214	167	915	316	30	757	378
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.91	0.91	0.91	0.98	0.98	0.98	0.93	0.93	0.93
PHF Volume:	80	530	50	46	490	235	171	934	323	32	814	406
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	530	50	46	490	235	171	934	323	32	814	406
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	80	530	50	46	490	235	171	934	323	32	814	406
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.21	0.93	0.83	0.20	0.84	0.99	0.15	0.95	0.91	0.26	0.83	0.88
Lanes:	1.00	1.00	1.00	1.00	1.42	0.58	1.00	2.00	1.00	1.00	1.36	0.64
Final Sat.:	396	1773	1576	389	2274	1089	288	3610	1737	499	2138	1068
Capacity Analysis Module:												
Vol/Sat:	0.20	0.30	0.03	0.12	0.22	0.22	0.59	0.26	0.19	0.06	0.38	0.38
Crit Moves:		****					****					
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.60	0.60	0.60	0.60	0.60	0.60
Volume/Cap:	0.67	0.99	0.11	0.38	0.71	0.71	0.99	0.43	0.31	0.11	0.64	0.64
Uniform Del:	18.3	20.8	15.1	16.5	18.6	18.6	11.9	6.5	6.0	5.2	7.8	7.8
IncremntDel:	13.4	36.2	0.1	2.0	2.4	2.4	65.5	0.1	0.2	0.2	0.7	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	31.7	57.0	15.2	18.6	21.1	21.1	77.4	6.7	6.1	5.3	8.6	8.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.7	57.0	15.2	18.6	21.1	21.1	77.4	6.7	6.1	5.3	8.6	8.6
HCM2kAvg:	7	17	1	3	7	8	28	5	3	1	8	9

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Centinela Ave/I-10 WB On Ramp

Cycle (sec):	60	Critical Vol./Cap. (X):	0.486
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	9.7
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Centinela Ave						I-10 WB On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 1	1 0		1 0 2	0 0		0 0 0	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	0	577	227	391	391	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	577	227	391	391	0	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	629	0	431	431	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	629	0	431	431	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	629	0	431	431	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3610	0	1805	3610	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.24	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green/Cycle:	0.00	0.36	0.00	0.49	0.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.49	0.00	0.49	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Del:	0.0	14.9	0.0	10.2	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IncremntDel:	0.0	0.3	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	15.2	0.0	10.6	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.2	0.0	10.6	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HCM2kAvg:	0	5	0	6	1	0	0	0	0	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Cloverfield Blvd/Olympic Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.674
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	37.9
Optimal Cycle:	60	Level Of Service:	D

Street Name:	Cloverfield Blvd						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	1 0	2 0	2	1 0	1 0	2	0 1	2 0	2	0 1
Volume Module:												
Base Vol:	202	801	0	98	954	56	134	696	288	358	802	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	202	801	0	98	954	56	134	696	288	358	802	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.88	0.88	0.88	0.95	0.95	0.95
PHF Volume:	210	834	0	102	994	58	153	793	328	375	840	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	834	0	102	994	58	153	793	328	375	840	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	210	834	0	102	994	58	153	793	328	375	840	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.88	0.91	0.86	0.87	0.90	0.89	0.98	0.94	0.92	0.92	0.82
Lanes:	2.00	3.00	0.00	2.00	2.84	0.16	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3267	5016	0	3267	4708	276	1684	3729	1777	3502	3491	1562
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.00	0.03	0.21	0.21	0.09	0.21	0.18	0.11	0.24	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.34	0.00	0.06	0.31	0.31	0.13	0.33	0.33	0.16	0.36	0.36
Volume/Cap:	0.67	0.48	0.00	0.48	0.67	0.67	0.67	0.65	0.57	0.65	0.67	0.21
Uniform Del:	52.5	31.0	0.0	54.2	35.9	35.9	49.4	34.5	33.3	46.9	32.7	26.8
IncremntDel:	5.7	0.2	0.0	1.7	1.2	1.2	7.8	1.3	1.3	2.6	1.5	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.2	31.2	0.0	55.9	37.1	37.1	57.2	35.8	34.6	49.5	34.2	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.2	31.2	0.0	55.9	37.1	37.1	57.2	35.8	34.6	49.5	34.2	27.0
HCM2kAvg:	5	7	0	3	11	12	7	12	9	8	13	2

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 26th St/Olympic Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.762		
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	33.3		
Optimal Cycle:	73	Level Of Service:	C		

Street Name:	26th St						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	2 0	0	0 2	1 0	2	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	13	290	65	341	0	362	49	763	0	0	1063	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	290	65	341	0	362	49	763	0	0	1063	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.91	0.91	0.91	0.93	0.93	0.93
PHF Volume:	16	347	78	408	0	433	54	840	0	0	1143	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	347	78	408	0	433	54	840	0	0	1143	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	16	347	78	408	0	433	54	840	0	0	1143	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.83	1.00	0.70	0.95	0.95	1.00	1.00	0.93	0.93
Lanes:	1.00	1.63	0.37	2.00	0.00	2.00	1.00	2.00	0.00	0.00	1.76	0.24
Final Sat.:	1805	2775	622	3152	0	2652	1805	3610	0	0	3111	433
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.13	0.00	0.16	0.03	0.23	0.00	0.00	0.37	0.37
Crit Moves:			****			****	****				****	
Green/Cycle:	0.16	0.16	0.16	0.21	0.00	0.25	0.04	0.52	0.00	0.00	0.48	0.48
Volume/Cap:	0.05	0.76	0.76	0.60	0.00	0.64	0.76	0.45	0.00	0.00	0.76	0.76
Uniform Del:	42.3	47.9	47.9	42.5	0.0	39.9	57.1	17.9	0.0	0.0	25.4	25.4
IncremntDel:	0.1	6.1	6.1	1.6	0.0	2.1	37.8	0.2	0.0	0.0	2.1	2.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	42.4	54.0	54.0	44.1	0.0	42.1	94.9	18.1	0.0	0.0	27.5	27.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.4	54.0	54.0	44.1	0.0	42.1	94.9	18.1	0.0	0.0	27.5	27.5
HCM2kAvg:	1	9	9	8	0	8	4	7	0	0	18	18

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Stewart St/Olympic Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.693
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	27.3
Optimal Cycle:	61	Level Of Service:	C

Street Name:	Stewart St						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	2 0	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	43	186	62	160	287	53	42	1072	103	112	1099	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	186	62	160	287	53	42	1072	103	112	1099	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.96	0.96	0.96	0.97	0.97	0.97
PHF Volume:	50	217	72	186	334	62	44	1121	108	115	1130	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	217	72	186	334	62	44	1121	108	115	1130	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	50	217	72	186	334	62	44	1121	108	115	1130	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.86	1.07	0.98	0.22	0.97	0.94	0.95	0.97	0.94
Lanes:	1.00	1.50	0.50	2.00	0.83	0.17	1.00	1.82	0.18	1.00	1.86	0.14
Final Sat.:	1805	2607	869	3267	1697	313	412	3348	322	1805	3425	259
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.08	0.06	0.20	0.20	0.11	0.33	0.33	0.06	0.33	0.33
Crit Moves:	****				****			****			****	
Green/Cycle:	0.04	0.19	0.19	0.13	0.28	0.28	0.48	0.48	0.48	0.58	0.58	0.58
Volume/Cap:	0.69	0.43	0.43	0.43	0.69	0.69	0.22	0.69	0.69	0.43	0.57	0.57
Uniform Del:	56.9	42.7	42.7	47.9	38.3	38.3	17.9	24.1	24.1	16.5	16.1	16.1
IncremntDel:	25.0	0.4	0.4	0.7	3.7	3.7	0.6	1.2	1.2	1.1	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	81.8	43.1	43.1	48.6	41.9	41.9	18.5	25.3	25.3	17.6	16.5	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.8	43.1	43.1	48.6	41.9	41.9	18.5	25.3	25.3	17.6	16.5	16.5
HCM2kAvg:	3	5	5	4	14	13	3	15	15	2	10	9

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Centinela Ave (West)/Olympic Blvd

Cycle (sec):	60	Critical Vol./Cap. (X):	0.640
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	9.1
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Centinela Ave (West)						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	609	0	88	35	1262	11	6	1121	443
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	609	0	88	35	1262	11	6	1121	443
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	0.95	0.95	0.95
PHF Volume:	0	0	0	609	0	88	36	1299	11	6	1177	465
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	609	0	88	36	1299	11	6	1177	465
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	609	0	88	36	1299	11	6	1177	465
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.86	1.00	0.82	0.18	0.89	0.95	0.13	0.89	0.74
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	0	0	0	3267	0	1562	351	3338	29	253	3368	1410
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.06	0.10	0.39	0.39	0.02	0.35	0.33
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.29	0.00	0.29	0.61	0.61	0.61	0.61	0.61	0.90
Volume/Cap:	0.00	0.00	0.00	0.64	0.00	0.19	0.17	0.64	0.64	0.04	0.57	0.37
Uniform Del:	0.0	0.0	0.0	18.5	0.0	16.0	5.1	7.5	7.5	4.7	7.1	0.4
IncremntDel:	0.0	0.0	0.0	1.5	0.0	0.2	0.4	0.7	0.7	0.1	0.4	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	20.0	0.0	16.2	5.5	8.2	8.2	4.8	7.5	0.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.0	0.0	16.2	5.5	8.2	8.2	4.8	7.5	0.6
HCM2kAvg:	0	0	0	6	0	1	2	9	9	0	7	2

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Centinela Ave (East)/Olympic Blvd

Cycle (sec):	60	Critical Vol./Cap. (X):	0.786
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	10.1
Optimal Cycle:	60	Level Of Service:	B

Street Name:	Centinela Ave (East)						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	0	0	1 0	0 0	1 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	364	0	109	15	38	0	0	1308	562	130	1239	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	364	0	109	15	38	0	0	1308	562	130	1239	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.95	0.95	0.95	0.99	0.99	0.99
PHF Volume:	389	0	117	16	41	0	0	1376	591	132	1254	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	0	117	16	41	0	0	1376	591	132	1254	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	389	0	117	16	41	0	0	1376	591	132	1254	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.93	0.99	0.99	1.00	1.00	0.91	0.85	0.15	0.91	0.91
Lanes:	1.63	0.00	0.37	0.28	0.72	0.00	1.00	3.00	1.00	1.00	2.99	0.01
Final Sat.:	2873	0	662	530	1343	0	1900	5187	1615	285	5179	8
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.18	0.03	0.03	0.00	0.00	0.27	0.37	0.46	0.24	0.24
Crit Moves:			****		****					****		
Green/Cycle:	0.22	0.00	0.22	0.04	0.04	0.00	0.00	0.59	0.81	0.59	0.59	0.59
Volume/Cap:	0.60	0.00	0.79	0.79	0.79	0.00	0.00	0.45	0.45	0.79	0.41	0.41
Uniform Del:	20.9	0.0	21.9	28.6	28.6	0.0	0.0	6.9	1.7	9.5	6.7	6.7
IncremntDel:	1.3	0.0	6.3	42.1	42.1	0.0	0.0	0.1	0.2	21.3	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	22.2	0.0	28.3	70.7	70.7	0.0	0.0	7.1	1.9	30.8	6.8	6.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.2	0.0	28.3	70.7	70.7	0.0	0.0	7.1	1.9	30.8	6.8	6.8
HCM2kAvg:	5	0	8	3	3	0	0	5	4	14	4	4

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 Centinela Ave/Exposition Blvd

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: E[39.0]

Street Name:	Centinela Ave						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	24 530	0	0	624	16		50	0	132	0	0	0
Growth Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24 530	0	0	624	16		50	0	132	0	0	0
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89 0.89	0.89	0.89	0.89	0.89		0.91	0.91	0.91	1.00	1.00	1.00
PHF Volume:	27 596	0	0	702	18		55	0	145	0	0	0
Reduct Vol:	0 0	0	0	0	0		0	0	0	0	0	0
Final Vol.:	27 596	0	0	702	18		55	0	145	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2 xxxx xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx		
Capacity Module:												
Cnflict Vol:	720 xxxx xxxxx	xxxx	xxxx	xxxxx	1361	xxxx	711	xxxx	xxxx	xxxxx		
Potent Cap.:	891 xxxx xxxxx	xxxx	xxxx	xxxxx	165	xxxx	436	xxxx	xxxx	xxxxx		
Move Cap.:	891 xxxx xxxxx	xxxx	xxxx	xxxxx	161	xxxx	436	xxxx	xxxx	xxxxx		
Volume/Cap:	0.03 xxxx xxxx	xxxx	xxxx	xxxx	0.34	xxxx	0.33	xxxx	xxxx	xxxx		
Level Of Service Module:												
Queue:	0.1 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Stopped Del:	9.2 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	A *	*	*	*	*		*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx 297 xxxxx			xxxx xxxx xxxxx		
SharedQueue:	0.1 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx		4.5 xxxxx	xxxxx	xxxx	xxxxx		
Shrd StpDel:	9.2 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx		39.0 xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	A *	*	*	*	*		E	*	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx				39.0		xxxxxx			
ApproachLOS:	*		*				E		*			

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Centinela Ave/I-10 WB On/Off Ramps

Cycle (sec):	60	Critical Vol./Cap. (X):	1.058
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	56.9
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Centinela Ave						I-10 WB On/Off Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	0	0	0 1	0 1	1 0	0 0	1	0	0 0	0 0
Volume Module:												
Base Vol:	378	233	0	0	705	87	323	0	267	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	378	233	0	0	705	87	323	0	267	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.94	0.94	0.94	1.00	1.00	1.00
PHF Volume:	432	266	0	0	805	99	344	0	284	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	432	266	0	0	805	99	344	0	284	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	432	266	0	0	805	99	344	0	284	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.82	0.76	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	1559	1451	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.14	0.00	0.00	0.42	0.06	0.24	0.00	0.18	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.23	0.63	0.00	0.00	0.40	0.40	0.22	0.00	0.45	0.00	0.00	0.00
Volume/Cap:	1.06	0.22	0.00	0.00	1.06	0.16	1.06	0.00	0.39	0.00	0.00	0.00
Uniform Del:	23.2	4.9	0.0	0.0	18.0	11.5	23.3	0.0	11.0	0.0	0.0	0.0
IncremntDel:	60.9	0.1	0.0	0.0	49.2	0.1	66.1	0.0	0.3	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	84.1	5.0	0.0	0.0	67.2	11.6	89.3	0.0	11.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.1	5.0	0.0	0.0	67.2	11.6	89.3	0.0	11.4	0.0	0.0	0.0
HCM2kAvg:	17	2	0	0	27	1	17	0	4	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 I-10 EB Off Ramp-34th St/Pico Blvd

Cycle (sec):	80	Critical Vol./Cap. (X):	0.747
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	10.5
Optimal Cycle:	55	Level Of Service:	B

Street Name:	I-10 EB Off Ramp-34th St						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1	1	0	0	1	0	1	1	0	0
Volume Module:														
Base Vol:	10	0	30	165	12	22	0	1524	36	36	716	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	30	165	12	22	0	1524	36	36	716	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.92	0.92	0.92	0.89	0.89	0.89
PHF Volume:	12	0	37	203	15	27	0	1655	39	41	808	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	0	37	203	15	27	0	1655	39	41	808	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	12	0	37	203	15	27	0	1655	39	41	808	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.66	1.00	0.66	0.89	0.86	0.94	1.00	0.80	0.85	0.76	0.79	1.00
Lanes:	0.25	0.00	0.75	1.86	0.14	1.00	0.00	1.96	0.04	0.10	1.90	0.00
Final Sat.:	315	0	945	3148	229	1777	0	2957	70	143	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.06	0.06	0.02	0.00	0.56	0.56	0.28	0.28	0.00
Crit Moves:			****		****			****				
Green/Cycle:	0.05	0.00	0.05	0.09	0.09	0.09	0.00	0.75	0.75	0.75	0.75	0.00
Volume/Cap:	0.75	0.00	0.75	0.75	0.75	0.18	0.00	0.75	0.75	0.38	0.38	0.00
Uniform Del:	37.4	0.0	37.4	35.7	35.7	33.9	0.0	5.7	5.7	3.5	3.5	0.0
IncremntDel:	36.9	0.0	36.9	10.2	10.2	0.6	0.0	1.4	1.4	0.1	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	74.3	0.0	74.3	45.8	45.8	34.5	0.0	7.1	7.1	3.6	3.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.3	0.0	74.3	45.8	45.8	34.5	0.0	7.1	7.1	3.6	3.6	0.0
HCM2kAvg:	3	0	3	5	4	1	0	13	14	5	5	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Centinela Ave/Pico Blvd

Cycle (sec):	60	Critical Vol./Cap. (X):	0.802
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	14.4
Optimal Cycle:	52	Level Of Service:	B

Street Name:	Centinela Ave						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	37	294	65	96	748	147	69	1218	431	93	562	281
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	294	65	96	748	147	69	1218	431	93	562	281
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.94	0.94	0.94	0.89	0.89	0.89
PHF Volume:	43	342	76	112	871	171	73	1292	457	105	632	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	342	76	112	871	171	73	1292	457	105	632	316
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	43	342	76	112	871	171	73	1292	457	105	632	316
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	0.93	0.83	0.37	0.86	1.02	0.21	0.95	0.90	0.13	0.83	0.88
Lanes:	1.00	1.00	1.00	1.00	1.71	0.29	1.00	2.00	1.00	1.00	1.36	0.64
Final Sat.:	306	1773	1584	698	2814	553	393	3610	1711	254	2137	1069
Capacity Analysis Module:												
Vol/Sat:	0.14	0.19	0.05	0.16	0.31	0.31	0.19	0.36	0.27	0.41	0.30	0.30
Crit Moves:					****					****		
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.51	0.51	0.51	0.51	0.51	0.51
Volume/Cap:	0.36	0.50	0.12	0.41	0.80	0.80	0.36	0.70	0.52	0.80	0.58	0.58
Uniform Del:	13.1	14.0	11.9	13.5	16.4	16.4	8.7	11.0	9.7	12.1	10.1	10.1
IncremntDel:	1.8	0.6	0.1	1.0	3.7	3.7	1.1	1.2	0.6	28.8	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	15.0	14.6	12.0	14.5	20.0	20.0	9.8	12.2	10.2	40.9	10.6	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.0	14.6	12.0	14.5	20.0	20.0	9.8	12.2	10.2	40.9	10.6	10.6
HCM2kAvg:	4	5	1	4	11	12	4	10	6	15	7	7

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Centinela Ave/I-10 WB On Ramp

Cycle (sec):	60	Critical Vol./Cap. (X):	0.515
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	7.3
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Centinela Ave						I-10 WB On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 1	1 0		1 0 2	0 0		0 0 0	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	0	418	208	488	832	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	418	208	488	832	0	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.00	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	474	0	553	943	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	474	0	553	943	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	474	0	553	943	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3610	0	1805	3610	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.31	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green/Cycle:	0.00	0.25	0.00	0.60	0.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.51	0.00	0.51	0.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Del:	0.0	19.2	0.0	7.1	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IncremntDel:	0.0	0.5	0.0	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	19.7	0.0	7.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.7	0.0	7.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HCM2kAvg:	0	4	0	7	2	0	0	0	0	0	0	0

ICU ANALYSIS

Project Title: **LA TNP**
Intersection: **59 Overland Ave & Culver Blvd**
Description: **Baseline**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	184	1,600	0.026	N-S(1):	0.442 *
	TH	2.00	640	3,200	0.200	N-S(2):	0.272
	LT	2.00	160	2,880	0.056 *	E-W(1):	0.429
Westbound	RT	0.00	163	0	0.000	E-W(2):	0.448 *
	TH	2.00	700	3,200	0.270 *		
	LT	1.00	84	1,600	0.053	V/C:	0.890
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	2.00	1,046	3,200	0.386 *	ITS:	0.000
	LT	2.00	207	2,880	0.072		
Eastbound	RT	1.00	111	1,600	0.033	ICU:	0.990
	TH	2.00	1,202	3,200	0.376		
	LT	1.00	284	1,600	0.178 *	LOS:	E

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	274	1,600	0.088	N-S(1):	0.390
	TH	2.00	1,093	3,200	0.342 *	N-S(2):	0.393 *
	LT	2.00	164	2,880	0.057	E-W(1):	0.422
Westbound	RT	0.00	167	0	0.000	E-W(2):	0.458 *
	TH	2.00	768	3,200	0.292 *		
	LT	1.00	195	1,600	0.122	V/C:	0.851
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	2.00	904	3,200	0.333	ITS:	0.000
	LT	2.00	147	2,880	0.051 *		
Eastbound	RT	1.00	167	1,600	0.079	ICU:	0.951
	TH	2.00	961	3,200	0.300		
	LT	1.00	265	1,600	0.166 *	LOS:	E

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **65 Duquesne Ave & Culver Blvd**
Description: **Baseline**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	104	1,600	0.031	N-S(1):	0.226
	TH	1.00	234	1,600	0.146 *	N-S(2):	0.240 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.396 *
Westbound	RT	0.00	44	0	0.000	E-W(2):	0.315
	TH	2.00	745	3,200	0.247		
	LT	1.00	72	1,600	0.045 *	V/C:	0.636
Northbound	RT	1.00	109	1,600	0.046	Lost Time:	0.100
	TH	1.00	321	1,600	0.201	ITS:	0.000
	LT	1.00	151	1,600	0.094 *		
Eastbound	RT	0.00	108	0	0.000	ICU:	0.736
	TH	2.00	1,016	3,200	0.351 *		
	LT	1.00	108	1,600	0.068	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	253	1,600	0.131	N-S(1):	0.249
	TH	1.00	336	1,600	0.210 *	N-S(2):	0.279 *
	LT	1.00	157	1,600	0.098	E-W(1):	0.358 *
Westbound	RT	0.00	36	0	0.000	E-W(2):	0.279
	TH	2.00	683	3,200	0.225		
	LT	1.00	78	1,600	0.049 *	V/C:	0.637
Northbound	RT	1.00	113	1,600	0.046	Lost Time:	0.100
	TH	1.00	241	1,600	0.151	ITS:	0.000
	LT	1.00	111	1,600	0.069 *		
Eastbound	RT	0.00	104	0	0.000	ICU:	0.737
	TH	2.00	885	3,200	0.309 *		
	LT	1.00	87	1,600	0.054	LOS:	C

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **73 National Blvd & Washington Blvd**
Description: **Baseline**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	168	0	0.000	N-S(1):	0.318
	TH	2.00	610	3,200	0.243 *	N-S(2):	0.331 *
	LT	2.00	129	2,880	0.045	E-W(1):	0.299
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.311 *
	TH	3.00	1,149	4,800	0.275 *		
	LT	1.00	98	1,600	0.061	V/C:	0.642
Northbound	RT	0.00	63	0	0.000	Lost Time:	0.100
	TH	2.00	810	3,200	0.273	ITS:	0.000
	LT	2.00	253	2,880	0.088 *		
Eastbound	RT	1.00	200	1,600	0.081	ICU:	0.742
	TH	2.00	761	3,200	0.238		
	LT	1.00	58	1,600	0.036 *	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	125	0	0.000	N-S(1):	0.305
	TH	2.00	926	3,200	0.328 *	N-S(2):	0.402 *
	LT	2.00	200	2,880	0.069	E-W(1):	0.415 *
Westbound	RT	0.00	133	0	0.000	E-W(2):	0.259
	TH	3.00	866	4,800	0.208		
	LT	1.00	104	1,600	0.065 *	V/C:	0.817
Northbound	RT	0.00	93	0	0.000	Lost Time:	0.100
	TH	2.00	661	3,200	0.236	ITS:	0.000
	LT	2.00	212	2,880	0.074 *		
Eastbound	RT	1.00	259	1,600	0.125	ICU:	0.917
	TH	2.00	1,119	3,200	0.350 *		
	LT	1.00	82	1,600	0.051	LOS:	E

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **77 La Cienega Blvd & Washington Blvd**
Description: **Baseline**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	43	0	0.000	N-S(1):	0.402
	TH	3.00	1,218	4,800	0.263 *	N-S(2):	0.409 *
	LT	1.00	108	1,600	0.068	E-W(1):	0.257
Westbound	RT	1.00	350	1,600	0.185	E-W(2):	0.427 *
	TH	2.00	1,240	3,200	0.388 *		
	LT	1.00	44	1,600	0.028	V/C:	0.836
Northbound	RT	0.00	17	0	0.000	Lost Time:	0.100
	TH	3.00	1,586	4,800	0.334	ITS:	0.000
	LT	1.00	234	1,600	0.146 *		
Eastbound	RT	1.00	126	1,600	0.006	ICU:	0.936
	TH	2.00	732	3,200	0.229		
	LT	1.00	63	1,600	0.039 *	LOS:	E

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	45	0	0.000	N-S(1):	0.370 *
	TH	3.00	1,393	4,800	0.300	N-S(2):	0.358
	LT	1.00	219	1,600	0.137 *	E-W(1):	0.421 *
Westbound	RT	1.00	120	1,600	0.007	E-W(2):	0.305
	TH	2.00	791	3,200	0.247		
	LT	1.00	57	1,600	0.036 *	V/C:	0.791
Northbound	RT	0.00	41	0	0.000	Lost Time:	0.100
	TH	3.00	1,077	4,800	0.233 *	ITS:	0.000
	LT	1.00	92	1,600	0.058		
Eastbound	RT	1.00	132	1,600	0.054	ICU:	0.891
	TH	2.00	1,232	3,200	0.385 *		
	LT	1.00	93	1,600	0.058	LOS:	D

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **79 Higuera St & Washington Blvd**
Description: **Baseline**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	27	1,600	0.000	N-S(1):	0.250 *
	TH	1.00	108	1,600	0.068	N-S(2):	0.101
	LT	1.00	85	1,600	0.053 *	E-W(1):	0.369
Westbound	RT	1.00	179	1,600	0.085	E-W(2):	0.441 *
	TH	2.00	1,302	3,200	0.407 *		
	LT	1.00	83	1,600	0.052	V/C:	0.691
Northbound	RT	1.00	129	1,600	0.055	Lost Time:	0.100
	TH	1.00	315	1,600	0.197 *	ITS:	0.000
	LT	1.00	52	1,600	0.033		
Eastbound	RT	0.00	88	0	0.000	ICU:	0.791
	TH	2.00	927	3,200	0.317		
	LT	1.00	54	1,600	0.034 *	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	52	1,600	0.005	N-S(1):	0.177 *
	TH	1.00	166	1,600	0.104	N-S(2):	0.137
	LT	1.00	83	1,600	0.052 *	E-W(1):	0.432 *
Westbound	RT	1.00	187	1,600	0.091	E-W(2):	0.332
	TH	2.00	885	3,200	0.277		
	LT	1.00	112	1,600	0.070 *	V/C:	0.609
Northbound	RT	1.00	104	1,600	0.030	Lost Time:	0.100
	TH	1.00	200	1,600	0.125 *	ITS:	0.000
	LT	1.00	53	1,600	0.033		
Eastbound	RT	0.00	56	0	0.000	ICU:	0.709
	TH	2.00	1,102	3,200	0.362 *		
	LT	1.00	88	1,600	0.055	LOS:	C

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **80 Ince Blvd & Washington Blvd**
Description: **Baseline**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	1	1,600	0.001	N-S(1):	0.520 *
	TH	0.22	128	358	0.358	N-S(2):	0.000
	LT	1.78	1,016	2,558	0.397 *	E-W(1):	0.030 *
Westbound	RT	2.00	1,237	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	1.00	45	1,600	0.028 *	V/C:	0.550
Northbound	RT	1.00	96	1,600	0.060	Lost Time:	0.100
	TH	1.00	197	1,600	0.123 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	3	0	0.000	ICU:	0.650
	TH	1.00	0	1,600	0.002 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.487 *
	TH	0.12	70	187	0.373	N-S(2):	0.000
	LT	1.88	1,125	2,711	0.415 *	E-W(1):	0.086 *
Westbound	RT	2.00	922	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	1.00	128	1,600	0.080 *	V/C:	0.573
Northbound	RT	1.00	101	1,600	0.063	Lost Time:	0.100
	TH	1.00	115	1,600	0.072 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	5	0	0.000	ICU:	0.673
	TH	1.00	4	1,600	0.006 *		
	LT	0.00	0	0	0.000	LOS:	B

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **81 Ince Blvd & Culver Blvd**
Description: **Baseline**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	6	1,600	0.004 *	N-S(1):	0.498 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	0.00	0	0	0.000	E-W(1):	0.262 *
Westbound	RT	0.00	3	0	0.000	E-W(2):	0.074
	TH	2.00	209	3,200	0.066		
	LT	1.00	81	1,600	0.051 *	V/C:	0.760
Northbound	RT	1.00	56	1,600	0.010	Lost Time:	0.100
	TH	0.03	19	43	0.444	ITS:	0.000
	LT	1.97	1,403	2,842	0.494 *		
Eastbound	RT	2.00	1,011	3,200	0.000	ICU:	0.860
	TH	2.00	674	3,200	0.211 *		
	LT	1.00	13	1,600	0.008	LOS:	D

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	87	1,600	0.054 *	N-S(1):	0.384 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	0.00	0	0	0.000	E-W(1):	0.291 *
Westbound	RT	0.00	32	0	0.000	E-W(2):	0.164
	TH	2.00	347	3,200	0.118		
	LT	1.00	77	1,600	0.048 *	V/C:	0.675
Northbound	RT	1.00	75	1,600	0.023	Lost Time:	0.100
	TH	0.06	27	91	0.297	ITS:	0.000
	LT	1.94	924	2,798	0.330 *		
Eastbound	RT	2.00	1,135	3,200	0.024	ICU:	0.775
	TH	2.00	779	3,200	0.243 *		
	LT	1.00	73	1,600	0.046	LOS:	C

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **83 Duquesne Ave & Washington Blvd**
Description: **Baseline**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	0.215
	TH	1.00	325	1,600	0.228 *	N-S(2):	0.300 *
	LT	1.00	16	1,600	0.010	E-W(1):	0.287 *
Westbound	RT	0.00	47	0	0.000	E-W(2):	0.273
	TH	2.00	740	3,200	0.246		
	LT	1.00	87	1,600	0.054 *	V/C:	0.587
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	1.00	268	1,600	0.205	ITS:	0.000
	LT	1.00	115	1,600	0.072 *		
Eastbound	RT	0.00	207	0	0.000	ICU:	0.687
	TH	2.00	537	3,200	0.233 *		
	LT	1.00	43	1,600	0.027	LOS:	B

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	53	0	0.000	N-S(1):	0.211
	TH	1.00	334	1,600	0.242 *	N-S(2):	0.301 *
	LT	1.00	73	1,600	0.046	E-W(1):	0.352 *
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.261
	TH	2.00	657	3,200	0.237		
	LT	1.00	112	1,600	0.070 *	V/C:	0.653
Northbound	RT	0.00	32	0	0.000	Lost Time:	0.100
	TH	1.00	232	1,600	0.165	ITS:	0.000
	LT	1.00	95	1,600	0.059 *		
Eastbound	RT	0.00	123	0	0.000	ICU:	0.753
	TH	2.00	779	3,200	0.282 *		
	LT	1.00	39	1,600	0.024	LOS:	C

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **84 Sepulveda Blvd & Venice Blvd**
Description: **Baseline**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	201	1,600	0.075	N-S(1):	0.417 *
	TH	2.00	437	3,200	0.137	N-S(2):	0.276
	LT	1.00	99	1,600	0.062 *	E-W(1):	0.405 *
Westbound	RT	1.00	95	1,600	0.028	E-W(2):	0.389
	TH	3.00	1,384	4,800	0.288		
	LT	1.00	191	1,600	0.119 *	V/C:	0.822
Northbound	RT	1.00	289	1,600	0.121	Lost Time:	0.100
	TH	2.00	1,137	3,200	0.355 *	ITS:	0.000
	LT	1.00	223	1,600	0.139		
Eastbound	RT	1.00	318	1,600	0.129	ICU:	0.922
	TH	3.00	1,374	4,800	0.286 *		
	LT	1.00	162	1,600	0.101	LOS:	E

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	168	1,600	0.051	N-S(1):	0.498 *
	TH	2.00	968	3,200	0.303	N-S(2):	0.442
	LT	1.00	122	1,600	0.076 *	E-W(1):	0.351 *
Westbound	RT	1.00	131	1,600	0.044	E-W(2):	0.317
	TH	3.00	998	4,800	0.208		
	LT	1.00	184	1,600	0.115 *	V/C:	0.849
Northbound	RT	1.00	377	1,600	0.178	Lost Time:	0.100
	TH	2.00	1,349	3,200	0.422 *	ITS:	0.000
	LT	1.00	223	1,600	0.139		
Eastbound	RT	1.00	239	1,600	0.080	ICU:	0.949
	TH	3.00	1,135	4,800	0.236 *		
	LT	1.00	174	1,600	0.109	LOS:	E

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **85 Sepulveda Blvd & 405 NB On/Off-Ramps**
Description: **Baseline**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	448	1,600	0.280 *	N-S(1):	0.387
	TH	2.00	536	3,200	0.168	N-S(2):	0.587 *
	LT	0.00	0	0	0.000	E-W(1):	0.001
Westbound	RT	0.00	2	0	0.000	E-W(2):	0.167 *
	TH	1.00	0	1,600	0.002 *		
	LT	0.00	1	1,600	0.001	V/C:	0.754
Northbound	RT	0.00	1	0	0.000	Lost Time:	0.100
	TH	2.00	1,238	3,200	0.387	ITS:	0.000
	LT	1.00	491	1,600	0.307 *		
Eastbound	RT	0.16	39	263	0.000	ICU:	0.854
	TH	0.00	0	0	0.000		
	LT	1.84	436	2,644	0.165 *	LOS:	D

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	133	1,600	0.000	N-S(1):	0.321
	TH	2.00	1,219	3,200	0.382 *	N-S(2):	0.506 *
	LT	0.00	2	1,600	0.001	E-W(1):	0.250
Westbound	RT	0.00	4	0	0.000	E-W(2):	0.350 *
	TH	1.00	2	1,600	0.006 *		
	LT	0.00	3	1,600	0.002	V/C:	0.856
Northbound	RT	0.00	7	0	0.000	Lost Time:	0.100
	TH	2.00	1,016	3,200	0.320	ITS:	0.000
	LT	1.00	199	1,600	0.124 *		
Eastbound	RT	0.21	106	342	0.248	ICU:	0.956
	TH	0.00	0	0	0.000		
	LT	1.79	886	2,572	0.344 *	LOS:	E

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **86 Sawtelle Blvd & 405 SB On/Off-Ramps**
Description: **Baseline**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	16	0	0.000	N-S(1):	0.793 *
	TH	2.00	194	1,600	0.471 *	N-S(2):	0.000
	LT	0.00	543	1,600	0.339	E-W(1):	0.240 *
Westbound	RT	1.00	315	1,600	0.000	E-W(2):	0.150
	TH	1.00	13	1,600	0.139		
	LT	0.00	210	1,600	0.131 *	V/C:	1.033
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	2.00	839	3,200	0.322 *	ITS:	0.000
	LT	0.00	11	1,600	0.007		
Eastbound	RT	0.00	24	0	0.000	ICU:	1.133
	TH	1.00	134	1,600	0.109 *		
	LT	0.00	17	1,600	0.011	LOS:	F

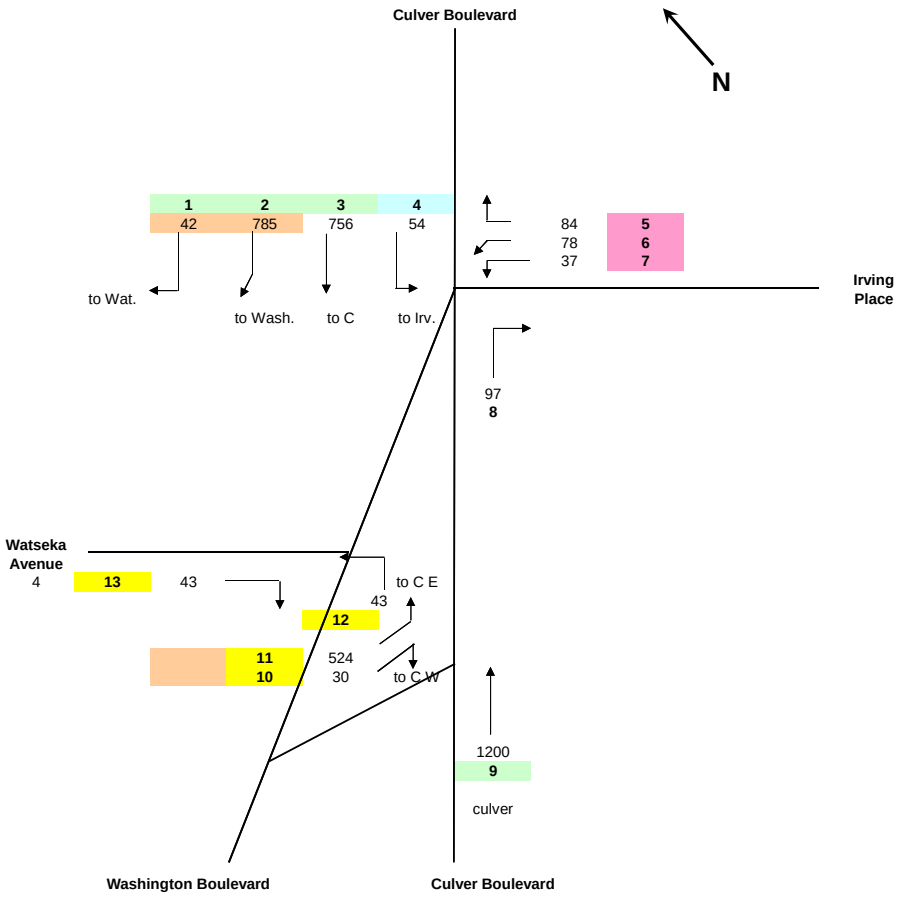
Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	14	0	0.000	N-S(1):	0.596 *
	TH	2.00	615	3,200	0.341 *	N-S(2):	0.000
	LT	0.00	462	1,600	0.289	E-W(1):	0.284 *
Westbound	RT	1.00	323	1,600	0.000	E-W(2):	0.227
	TH	1.00	31	1,600	0.218		
	LT	0.00	317	1,600	0.198 *	V/C:	0.880
Northbound	RT	0.00	115	0	0.000	Lost Time:	0.100
	TH	2.00	677	3,200	0.255 *	ITS:	0.000
	LT	0.00	23	1,600	0.014		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.980
	TH	1.00	94	1,600	0.086 *		
	LT	0.00	14	1,600	0.009	LOS:	E

* - Denotes critical movement

HAND CALCULATION

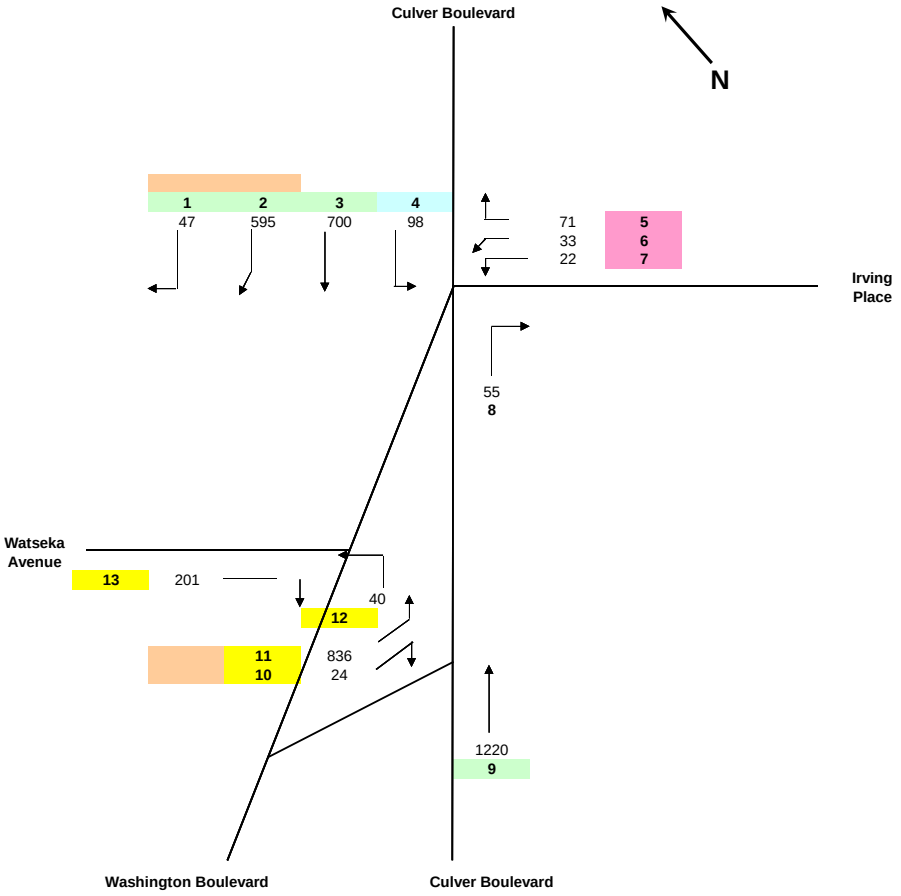
Baseline Conditions A.M. Peak Hour



pair 1 Washington EBR Culver WBT	Max	{	TH/RT 524 + 30 3200 Washington EBR	}	LT +	{	756 3200 Culver WBT	}		red: higher critical volu
	=	0.409								
pair 2 Washington EBL Culver WBT to Wash.	Max	{	43 1600 Washington EBL	}	+	{	42 + 785 3200 Culver WBT to Wash.	}		
	=	0.285								
pair 3 Culver EB Culver WBL to Irv	Max	{	1200 4800 EBT	+	54 1600 WBL	}	—	{	756 3200 Overlap Culver WBT	}
	=	0.048								
pair 4 Irving Pl	Max	{	78 + 37 1600	}	or	{	84 1600	}		
	=	0.072								

										Loss Time		
V/C =	0.409	+	0.285	+	0.048	+	0.072	+	0.100	=	0.914	
LOS =		E										

Baseline Conditions P.M. Peak Hour



pair 1 — Max { 836 + 24 / 3200 } + { 700 / 3200 }
ashington E / Culver WBT
Washington EBR / Culver WBT

red: higher critical volu

= 0.488

pair 2 — Max { 40 / 1600 } + { 47 + 595 / 3200 }
ashington E / er WBT to Wash.
Washington EBL / Culver WBT to Wash.

= 0.226

pair 3 — Max { 1220 / 4800 + 98 / 1600 } — { 700 / 3200 }
Culver EB / lver WBL to Irv
EBT / WBL / Overlap Culver WBT

= 0.097

pair 4 — Max { 33 + 22 / 1600 or 71 / 1600 }
Irving Pl

= 0.044

									Loss Time			
V/C =	0.488	+	0.226	+	0.097	+	0.044	+	0.100	=	0.954	
LOS =		E										

BASELINE PLUS PROJECT

CMA ANALYSIS:

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
5	North-South Street:	Centinela Ave (East)	East-West Street:	Olympic Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0		SB--	0	NB-- 0		SB--	0
		EB-- 3		WB--	0	EB-- 3		WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	751	1		**479**	364	1		**242**
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	206	0		479	119	0		242
	Left-Through-Right		0				0		
	Left-Right		1				1		
SOUTHBOUND	Left	2	0		2	15	0		15
	Left-Through		0				0		
	Through	4	0		**8**	38	0		**53**
	Through-Right		0				0		
	Right	2	0		0	0	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
EASTBOUND	Left	0	1		0	0	1		0
	Left-Through		0				0		
	Through	1097	3		**366**	1278	3		**426**
	Through-Right		0				0		
	Right	381	1		0	592	1		350
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	163	1		**163**	150	1		**150**
	Left-Through		0				0		
	Through	1321	2		441	1309	2		437
	Through-Right		1				1		
	Right	2	0		2	2	0		2
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	487			*North-South:*	295
				East-West:	529			*East-West:*	576
				SUM:	1016			*SUM:*	871
VOLUME/CAPACITY *(V/C)* RATIO:					0.713				0.611
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.613**				**0.511**
LEVEL OF SERVICE (LOS):					**B**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
7	North-South Street:	Centinela Ave	East-West Street:	I-10 WB On/Off-Ramps
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 3	WB--		0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	453	1	**453**	388	1	**388**
	Left-Through		0			0	
	Through	581	1	581	243	1	243
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	399	1	**399**	805	1	**805**
	Through-Right		0			0	
	Right	97	1	0	107	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	585	1	**585**	333	1	**333**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	424	1	0	267	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	852		*North-South:*	1193
			East-West:	585		*East-West:*	333
			SUM:	1437		*SUM:*	1526
VOLUME/CAPACITY *(V/C)* RATIO:				1.008			1.071
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.908**			**0.971**
LEVEL OF SERVICE (LOS):				**E**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
9	North-South Street:	Centinela Ave	East-West Street:	Pico Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	50	1	50		37	1	**37**	
	Left-Through		0				0		
	Through	524	1	**524**		264	1	264	
	Through-Right		0				0		
	Right	54	1	49		65	1	9	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	32	1	**32**		96	1	96	
	Left-Through		0				0		
	Through	527	1	391		848	1	**498**	
	Through-Right		1				1		
	Right	254	0	254		147	0	147	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	197	1	**197**		89	1	89	
	Left-Through		0				0		
	Through	975	2	488		1168	2	**584**	
	Through-Right		0				0		
	Right	306	1	281		441	1	423	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	10	1	10		113	1	**113**	
	Left-Through		0				0		
	Through	717	1	**543**		592	1	457	
	Through-Right		1				1		
	Right	368	0	368		321	0	321	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	556			*North-South:*	535	
			East-West:	740			*East-West:*	697	
			SUM:	1296			*SUM:*	1232	
VOLUME/CAPACITY *(V/C)* RATIO:				0.864				0.821	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.764**				**0.721**	
LEVEL OF SERVICE (LOS):				**C**				**C**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
10	North-South Street:	Centinela Ave	East-West Street:	I-10 EB On-Ramp
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	637	1		**432**	408	1		**348**
	Through-Right		1				1		
	Right	227	0		227	288	0		288
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	411	1		**411**	568	1		**568**
	Left-Through		0				0		
	Through	451	2		226	882	2		441
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	0	0		**0**	0	0		**0**
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	0		**0**	0	0		**0**
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	843			*North-South:*	916
				East-West:	0			*East-West:*	0
				SUM:	843			*SUM:*	916
VOLUME/CAPACITY *(V/C)* RATIO:					0.562				0.611
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.462**				**0.511**
LEVEL OF SERVICE (LOS):					**A**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
11	North-South Street:	Bundy Dr	East-West Street:	Wilshire Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	245	1		**245**	193	1		**193**
	Left-Through		0				0		
	Through	645	1		378	741	1		440
	Through-Right		1				1		
	Right	110	0		110	138	0		138
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	118	1		118	106	1		106
	Left-Through		0				0		
	Through	616	1		**349**	672	1		**380**
	Through-Right		1				1		
	Right	82	0		82	88	0		88
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	73	1		**73**	126	1		126
	Left-Through		0				0		
	Through	1028	2		378	1051	2		**389**
	Through-Right		1				1		
	Right	105	0		105	116	0		116
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	112	1		112	130	1		**130**
	Left-Through		0				0		
	Through	1223	2		**435**	1074	2		387
	Through-Right		1				1		
	Right	81	0		81	87	0		87
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	594			North-South:	573
				East-West:	508			East-West:	519
				SUM:	1102			SUM:	1092
VOLUME/CAPACITY *(V/C)* RATIO:					0.801				0.794
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.701**				**0.694**
LEVEL OF SERVICE (LOS):					**C**				**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
12	North-South Street:	Bundy Dr	East-West Street:	Santa Monica Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	97	1	**97**	123	1	123
	Left-Through		0			0	
	Through	844	2	422	1024	2	**512**
	Through-Right		0			0	
	Right	79	1	79	103	1	103
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	104	1	104	100	1	**100**
	Left-Through		0			0	
	Through	871	1	**464**	785	1	415
	Through-Right		1			1	
	Right	56	0	56	44	0	44
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	37	1	**37**	74	1	74
	Left-Through		0			0	
	Through	699	1	423	906	1	**522**
	Through-Right		1			1	
	Right	146	0	146	138	0	138
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1171	2	**442**	923	2	337
	Through-Right		1			1	
	Right	154	0	154	89	0	89
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	561		*North-South:*	612
			East-West:	479		*East-West:*	522
			SUM:	1040		*SUM:*	1134
VOLUME/CAPACITY *(V/C)* RATIO:				0.693			0.756
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.593**			**0.656**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 13

PROJECT TITLE: LATNP
North-South Street: Bundy Dr **East-West Street:** Ohio Ave
Scenario: BASELINE PLUS PROJECT
Count Date: 5/15/2013 **Analyst:** Fehr & Peers **Date:** 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	86	1	**86**	64	1	**64**
	Left-Through		0			0	
	Through	952	2	334	1144	2	401
	Through-Right		1			1	
	Right	49	0	49	60	0	60
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	914	1	**517**	899	1	**478**
	Through-Right		1			1	
	Right	119	0	119	56	0	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	66	1	66	80	1	80
	Left-Through		0			0	
	Through	182	0	**269**	231	0	**380**
	Through-Right		1			1	
	Right	87	0	0	149	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	138	1	**138**	68	1	**68**
	Left-Through		0			0	
	Through	174	0	180	92	0	107
	Through-Right		1			1	
	Right	6	0	0	15	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	603		*North-South:*	542
			East-West:	407		*East-West:*	448
			SUM:	1010		*SUM:*	990
VOLUME/CAPACITY *(V/C)* RATIO:				0.673			0.660
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.573**			**0.560**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
14	North-South Street:	Bundy Dr	East-West Street:	Missouri Ave
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	0	0		0	0	0	
	Left-Through		0				0		
	Through	1276	1	**664**		1321	1	**694**	
	Through-Right		1				1		
	Right	51	0	51		67	0	67	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	66	1	**66**		96	1	**96**	
	Left-Through		0				0		
	Through	1159	2	580		1184	2	592	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	0	0	0		0	0	0	
	Left-Through		0				0		
	Through	0	0	**0**		0	0	**0**	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	91	1	**91**		58	1	**58**	
	Left-Through		0				0		
	Through	0	0	0		0	0	0	
	Through-Right		0				0		
	Right	64	1	31		66	1	18	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	730			*North-South:*	790	
			East-West:	91			*East-West:*	58	
			SUM:	821			*SUM:*	848	
VOLUME/CAPACITY *(V/C)* RATIO:				0.547				0.565	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.447**				**0.465**	
LEVEL OF SERVICE (LOS):				**A**				**A**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
15	North-South Street:	Bundy Dr	East-West Street:	La Grange Ave
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	43	1	43	13	1	13
	Left-Through		0			0	
	Through	1275	1	**663**	1321	1	**699**
	Through-Right		1			1	
	Right	50	0	50	77	0	77
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	59	1	**59**	105	1	**105**
	Left-Through		0			0	
	Through	1124	1	571	1139	1	571
	Through-Right		1			1	
	Right	18	0	18	3	0	3
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	1	0	**1**	0	0	**0**
	Left-Through		0			0	
	Through	1	0	9	7	0	21
	Through-Right		0			0	
	Right	7	0	0	14	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	104	0	104	109	0	109
	Left-Through		0			0	
	Through	8	0	**163**	5	0	**212**
	Through-Right		0			0	
	Right	51	0	0	98	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	722		*North-South:*	804
			East-West:	164		*East-West:*	212
			SUM:	886		*SUM:*	1016
VOLUME/CAPACITY *(V/C)* RATIO:				0.591			0.677
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.491**			**0.577**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
16	North-South Street:	Bundy Dr	East-West Street:	Olympic Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--		0	NB-- 3	SB--		0
		EB-- 3	WB--		3	EB-- 3	WB--		3
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	196	1	196		98	1	98	
	Left-Through		0				0		
	Through	937	2	**469**		1013	2	**507**	
	Through-Right		0				0		
	Right	141	1	31		177	1	47	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	266	1	**266**		145	1	**145**	
	Left-Through		0				0		
	Through	856	2	428		867	2	434	
	Through-Right		0				0		
	Right	166	1	84		129	1	34	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	165	1	**165**		191	1	**191**	
	Left-Through		0				0		
	Through	938	3	313		1253	3	418	
	Through-Right		0				0		
	Right	91	1	0		319	1	221	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	200	2	110		237	2	130	
	Left-Through		0				0		
	Through	1292	3	**431**		1300	3	**433**	
	Through-Right		0				0		
	Right	300	1	34		292	1	147	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	735			*North-South:*	652	
			East-West:	596			*East-West:*	624	
			SUM:	1331			*SUM:*	1276	
VOLUME/CAPACITY *(V/C)* RATIO:				0.968				0.928	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.868**				**0.828**	
LEVEL OF SERVICE (LOS):				**D**				**D**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
17	North-South Street:	Bundy Dr	East-West Street:	Pico Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0		SB--	3	NB-- 0		SB--	3
		EB-- 0		WB--	0	EB-- 0		WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	264	1	**264**		194	1	**194**	
	Left-Through		0				0		
	Through	1106	2	434		1097	2	450	
	Through-Right		1				1		
	Right	195	0	195		252	0	252	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	58	1	58		87	1	87	
	Left-Through		0				0		
	Through	1026	2	**513**		1318	2	**659**	
	Through-Right		0				0		
	Right	79	1	0		84	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	148	1	**148**		95	1	95	
	Left-Through		0				0		
	Through	829	1	469		883	1	**533**	
	Through-Right		1				1		
	Right	108	0	108		183	0	183	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	104	1	104		165	1	**165**	
	Left-Through		0				0		
	Through	887	1	**476**		642	1	356	
	Through-Right		1				1		
	Right	64	0	64		69	0	69	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	777			*North-South:*	853	
			East-West:	624			*East-West:*	698	
			SUM:	1401			*SUM:*	1551	
VOLUME/CAPACITY *(V/C)* RATIO:				1.019				1.128	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.919**				**1.028**	
LEVEL OF SERVICE (LOS):				**E**				**F**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
18	North-South Street:	Bundy Dr	East-West Street:	I-10 EB On-Ramp
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2	SB--		0	NB-- 2	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	0	0		0	0	0	
	Left-Through		0				0		
	Through	1103	1	**552**		846	1	**423**	
	Through-Right		1				1		
	Right	374	1	374		288	1	288	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	593	1	**593**		850	1	**850**	
	Left-Through		0				0		
	Through	1014	2	507		1385	2	693	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	0	0	0		0	0	0	
	Left-Through		0				0		
	Through	0	0	**0**		0	0	**0**	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	0	**0**		0	0	**0**	
	Left-Through		0				0		
	Through	0	0	0		0	0	0	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	1145			*North-South:*	1273	
			East-West:	0			*East-West:*	0	
			SUM:	1145			*SUM:*	1273	
VOLUME/CAPACITY *(V/C)* RATIO:				0.763				0.849	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.663**				**0.749**	
LEVEL OF SERVICE (LOS):				**B**				**C**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
19	North-South Street:	Bundy Dr	East-West Street:	Ocean Park Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	3
		EB-- 3	WB--	0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	771	1	**771**	351	1	**351**
	Left-Through		0			0	
	Through	1411	1	808	822	1	491
	Through-Right		1			1	
	Right	205	0	205	159	0	159
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	21	1	21	47	1	47
	Left-Through		0			0	
	Through	593	2	**297**	1230	2	**615**
	Through-Right		0			0	
	Right	344	1	291	174	1	94
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	53	1	**53**	80	1	80
	Left-Through		0			0	
	Through	540	2	270	844	2	422
	Through-Right		0			0	
	Right	323	1	0	900	1	**549**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	80	150	1	**150**
	Left-Through		0			0	
	Through	663	1	**383**	424	1	238
	Through-Right		1			1	
	Right	102	0	102	52	0	52
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1068		*North-South:*	966
			East-West:	436		*East-West:*	699
			SUM:	1504		*SUM:*	1665
VOLUME/CAPACITY *(V/C)* RATIO:				1.094			1.211
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.994**			**1.111**
LEVEL OF SERVICE (LOS):				**E**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
20	North-South Street:	Bundy Dr	East-West Street:	National Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	2	SB--	0	NB--	2	SB--	0
		EB--	0	WB--	3	EB--	0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	0	0		0	0	0		**0**
	Left-Through		0				0		
	Through	1998	2		**999**	1087	2		544
	Through-Right		0				0		
	Right	368	1		368	369	1		369
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	207	2		**114**	481	2		265
	Left-Through		0				0		
	Through	812	2		406	1783	2		**892**
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	0	0		**0**	0	0		0
	Left-Through		0				0		
	Through	0	0		0	0	0		**0**
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	222	2		122	478	2		**263**
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	444	1		**330**	251	1		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	1113			North-South:	892
				East-West:	330			East-West:	263
				SUM:	1443			SUM:	1155
VOLUME/CAPACITY (V/C) RATIO:					1.013				0.811
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.913**				**0.711**
LEVEL OF SERVICE (LOS):					**E**				**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
21	North-South Street:	Barrington Ave	East-West Street:	Santa Monica Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			1000			900

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	111	1	**111**	105	1	**105**
	Left-Through		0			0	
	Through	549	1	549	485	1	485
	Through-Right		0			0	
	Right	102	1	62	90	1	59
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	108	1	108	87	1	87
	Left-Through		0			0	
	Through	506	0	**561**	585	0	**626**
	Through-Right		1			1	
	Right	55	0	0	41	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	59	1	**59**	90	1	90
	Left-Through		0			0	
	Through	1026	2	367	996	2	**385**
	Through-Right		1			1	
	Right	74	0	74	159	0	159
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	81	1	81	62	1	**62**
	Left-Through		0			0	
	Through	1311	2	**470**	883	2	320
	Through-Right		1			1	
	Right	98	0	98	76	0	76
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	672		*North-South:*	731
			East-West:	529		*East-West:*	447
			SUM:	1201		*SUM:*	1178
VOLUME/CAPACITY *(V/C)* RATIO:				1.201			1.309
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.101**			**1.209**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
22	North-South Street:	Barrington Ave	East-West Street:	Nebraska Ave
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	18	0		18	24	0		**24**
	Left-Through		0				0		
	Through	744	0		**791**	644	0		701
	Through-Right		0				0		
	Right	29	0		0	33	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
SOUTHBOUND	Left	10	0		**10**	63	0		63
	Left-Through		0				0		
	Through	692	0		723	657	0		**740**
	Through-Right		0				0		
	Right	21	0		0	20	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
EASTBOUND	Left	18	0		**18**	18	0		18
	Left-Through		0				0		
	Through	78	0		138	223	0		**287**
	Through-Right		0				0		
	Right	42	0		0	46	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
WESTBOUND	Left	46	0		46	21	0		**21**
	Left-Through		0				0		
	Through	105	0		**188**	70	0		107
	Through-Right		0				0		
	Right	37	0		0	16	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	801			*North-South:*	764
				East-West:	206			*East-West:*	308
				SUM:	1007			*SUM:*	1072
VOLUME/CAPACITY *(V/C)* RATIO:					0.671				0.715
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.571**				**0.615**
LEVEL OF SERVICE (LOS):					**A**				**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
24	North-South Street:	Barrington Ave	East-West Street:	La Grange Ave
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	36	0	36	41	0	**41**
	Left-Through		0			0	
	Through	795	0	**859**	635	0	713
	Through-Right		0			0	
	Right	28	0	0	37	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	26	0	**26**	51	0	51
	Left-Through		0			0	
	Through	715	0	794	754	0	**824**
	Through-Right		0			0	
	Right	53	0	0	19	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	20	0	20	47	0	47
	Left-Through		0			0	
	Through	62	0	**182**	203	0	**373**
	Through-Right		0			0	
	Right	100	0	0	123	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	43	0	**43**	49	0	**49**
	Left-Through		0			0	
	Through	68	0	125	74	0	149
	Through-Right		0			0	
	Right	14	0	0	26	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	885		*North-South:*	865
			East-West:	225		*East-West:*	422
			SUM:	1110		*SUM:*	1287
VOLUME/CAPACITY *(V/C)* RATIO:				0.740			0.858
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.640**			**0.758**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
25	North-South Street:	Barrington Ave	East-West Street:	Mississippi Ave
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	**90**	44	1	**44**
	Left-Through		0			0	
	Through	829	0	891	674	0	761
	Through-Right		1			1	
	Right	62	0	0	87	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	21	1	21	22	1	22
	Left-Through		0			0	
	Through	808	0	**828**	889	0	**893**
	Through-Right		1			1	
	Right	20	0	0	4	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	17	0	17	34	0	34
	Left-Through		0			0	
	Through	70	0	**179**	237	0	**499**
	Through-Right		0			0	
	Right	92	0	0	228	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	35	0	**35**	54	0	**54**
	Left-Through		0			0	
	Through	84	0	143	69	0	135
	Through-Right		0			0	
	Right	24	0	0	12	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	918		*North-South:*	937
			East-West:	214		*East-West:*	553
			SUM:	1132		*SUM:*	1490
VOLUME/CAPACITY *(V/C)* RATIO:				0.755			0.993
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.655**			**0.893**
LEVEL OF SERVICE (LOS):				**B**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
26	North-South Street:	Barrington Ave	East-West Street:	Olympic Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0		SB--	0	NB-- 0		SB--	0
		EB-- 0		WB--	3	EB-- 0		WB--	3
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	597	1		597	191	1		**191**
	Left-Through		0				0		
	Through	808	1		**563**	497	1		306
	Through-Right		1				1		
	Right	318	0		318	114	0		114
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	294	1		**294**	189	1		189
	Left-Through		0				0		
	Through	507	2		254	939	2		**470**
	Through-Right		0				0		
	Right	85	1		75	57	1		27
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	20	1		20	60	1		60
	Left-Through		0				0		
	Through	1123	2		**394**	1085	2		**437**
	Through-Right		1				1		
	Right	60	0		60	227	0		227
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	107	1		**107**	156	1		**156**
	Left-Through		0				0		
	Through	1736	4		434	1453	4		363
	Through-Right		0				0		
	Right	205	1		0	185	1		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	857			North-South:	661
				East-West:	501			East-West:	593
				SUM:	1358			SUM:	1254
VOLUME/CAPACITY *(V/C)* RATIO:					0.953				0.880
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.853**				**0.780**
LEVEL OF SERVICE (LOS):					**D**				**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
27	North-South Street:	Barrington Ave	East-West Street:	Pico Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				1200			1100

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	173	1	173	64	1	**64**
	Left-Through		0			0	
	Through	1562	1	**798**	598	1	318
	Through-Right		1			1	
	Right	33	0	33	38	0	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	73	1	**73**	155	1	155
	Left-Through		0			0	
	Through	552	1	315	1459	1	**771**
	Through-Right		1			1	
	Right	77	0	77	83	0	83
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	149	1	**149**	104	1	104
	Left-Through		0			0	
	Through	786	1	426	902	1	**541**
	Through-Right		1			1	
	Right	65	0	65	180	0	180
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	21	1	21	79	1	**79**
	Left-Through		0			0	
	Through	697	1	**403**	643	1	337
	Through-Right		1			1	
	Right	109	0	109	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	871		*North-South:*	835
			East-West:	552		*East-West:*	620
			SUM:	1423		*SUM:*	1455
VOLUME/CAPACITY *(V/C)* RATIO:				1.186			1.323
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.086**			**1.223**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
28	North-South Street:	Barrington Ave	East-West Street:	Gateway Rd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	204	1	204	97	1	**97**
	Left-Through		0			0	
	Through	1559	1	**880**	553	1	311
	Through-Right		1			1	
	Right	200	0	200	68	0	68
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	34	1	**34**	91	1	91
	Left-Through		0			0	
	Through	506	2	253	1478	2	**739**
	Through-Right		0			0	
	Right	123	1	3	195	1	123
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	241	1	**241**	144	1	144
	Left-Through		0			0	
	Through	620	1	346	486	1	**410**
	Through-Right		1			1	
	Right	71	0	71	333	0	333
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	60	164	1	**164**
	Left-Through		0			0	
	Through	356	1	**178**	459	1	238
	Through-Right		1			1	
	Right	0	0	0	17	0	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	914		*North-South:*	836
			East-West:	419		*East-West:*	574
			SUM:	1333		*SUM:*	1410
VOLUME/CAPACITY *(V/C)* RATIO:				0.889			0.940
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.789**			**0.840**
LEVEL OF SERVICE (LOS):				**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
29	North-South Street:	Gateway Blvd	East-West Street:	Pico Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--		0	NB-- 3	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					1100				1000
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	873	2		**292**	503	2		**32**
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	0	0		**0**	0	0		**0**
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	805	1		**418**	1061	1		**549**
	Through-Right		1				1		
	Right	31	0		31	36	0		36
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	342	2		**188**	446	2		**245**
	Left-Through		0				0		
	Through	894	2		447	806	2		403
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	292			*North-South:*	32
				East-West:	606			*East-West:*	794
				SUM:	898			*SUM:*	826
VOLUME/CAPACITY *(V/C)* RATIO:					0.816				0.826
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.716**				**0.726**
LEVEL OF SERVICE (LOS):					**C**				**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
30	North-South Street:	Sawtelle Blvd	East-West Street:	Santa Monica Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	88	0		88	67	0		67
	Left-Through		0				0		
	Through	318	0		**654**	246	0		**566**
	Through-Right		0				0		
	Right	248	0		0	253	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
SOUTHBOUND	Left	68	0		**68**	115	0		**115**
	Left-Through		0				0		
	Through	147	0		218	348	0		493
	Through-Right		0				0		
	Right	3	0		0	30	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
EASTBOUND	Left	21	1		21	26	1		26
	Left-Through		0				0		
	Through	1403	2		**477**	1363	2		**485**
	Through-Right		1				1		
	Right	27	0		27	92	0		92
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	143	1		**143**	126	1		**126**
	Left-Through		0				0		
	Through	1517	2		584	882	2		320
	Through-Right		1				1		
	Right	234	0		234	79	0		79
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	722			North-South:	681
				East-West:	620			East-West:	611
				SUM:	1342			SUM:	1292
VOLUME/CAPACITY *(V/C)* RATIO:					0.942				0.907
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.842**				**0.807**
LEVEL OF SERVICE (LOS):					**D**				**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP			
31	North-South Street:	Beloit Ave/I-405 SB Off-Ramp	East-West Street:	Santa Monica Blvd	
	Scenario:	BASELINE PLUS PROJECT			
	Count Date:	5/15/2013	Analyst:	Fehr & Peers	Date: 6/24/2014

		AM			PM		
	No. of Phases			0			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			1000			800
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	588	1	**323**	473	1	260
	Left-Through		1			1	
	Through	217	0	262	316	0	**316**
	Through-Right		1			1	
	Right	307	1	0	306	1	306
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1188	3	396	1411	3	**451**
	Through-Right		1			1	
	Right	537	0	**537**	394	0	394
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	661	2	**364**	726	2	**399**
	Left-Through		0			0	
	Through	1597	3	532	881	3	294
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	323		*North-South:*	316
			East-West:	901		*East-West:*	850
			SUM:	1224		*SUM:*	1166
	VOLUME/CAPACITY *(V/C)* RATIO:			1.224			1.458
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.124**			**1.358**
	LEVEL OF SERVICE (LOS):			**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
32	North-South Street:	Sawtelle Blvd	East-West Street:	Olympic Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
	No. of Phases			0			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 3	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			1200			1000
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	323	1	323	245	1	245
	Left-Through		0			0	
	Through	506	1	**506**	325	1	**325**
	Through-Right		0			0	
	Right	496	1	422	341	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	280	1	**280**	415	1	**415**
	Left-Through		0			0	
	Through	283	1	164	490	1	269
	Through-Right		1			1	
	Right	45	0	45	47	0	47
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	28	1	**28**	11	1	11
	Left-Through		0			0	
	Through	1446	2	508	857	2	**303**
	Through-Right		1			1	
	Right	79	0	79	53	0	53
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	74	1	74	394	1	**394**
	Left-Through		0			0	
	Through	2066	3	**689**	2013	3	536
	Through-Right		0			1	
	Right	96	1	0	129	0	129
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	786		*North-South:*	740
			East-West:	717		*East-West:*	697
			SUM:	1503		*SUM:*	1437
	VOLUME/CAPACITY *(V/C)* RATIO:			1.253			1.437
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.153**			**1.337**
	LEVEL OF SERVICE (LOS):			**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
33	North-South Street:	Sawtelle Blvd	East-West Street:	I-405 SB Off-Ramp
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	339	1	**339**	109	1	**109**
	Left-Through		0			0	
	Through	815	2	408	483	2	242
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	390	1	**208**	955	1	**502**
	Through-Right		1			1	
	Right	26	0	26	49	0	49
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	47	1	**47**	164	1	164
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	84	1	0	491	1	**437**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	339	1	339	408	1	**408**
	Left-Through		0			0	
	Through	228	0	**413**	129	0	231
	Through-Right		1			1	
	Right	598	1	0	333	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	547		*North-South:*	611
			East-West:	460		*East-West:*	845
			SUM:	1007		*SUM:*	1456
	VOLUME/CAPACITY *(V/C)* RATIO:			0.707			1.022
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.607**			**0.922**
	LEVEL OF SERVICE (LOS):			**B**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
34	North-South Street:	Sawtelle Blvd	East-West Street:	Pico Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				1200			1100

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	212	1	212	64	1	**64**
	Left-Through		0			0	
	Through	905	1	**650**	460	1	348
	Through-Right		1			1	
	Right	395	0	395	235	0	235
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	296	1	**296**	289	1	289
	Left-Through		0			0	
	Through	468	2	234	1417	2	**709**
	Through-Right		0			0	
	Right	83	1	27	83	1	68
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	112	1	112	30	1	30
	Left-Through		0			0	
	Through	1517	2	**524**	1326	2	**520**
	Through-Right		1			1	
	Right	55	0	55	234	0	234
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	97	1	**97**	220	1	**220**
	Left-Through		0			0	
	Through	1044	2	381	1076	2	386
	Through-Right		1			1	
	Right	100	0	100	81	0	81
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	946		*North-South:*	773
			East-West:	621		*East-West:*	740
			SUM:	1567		*SUM:*	1513
VOLUME/CAPACITY *(V/C)* RATIO:				1.306			1.375
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.206**			**1.275**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
35	North-South Street:	Sawtelle Blvd	East-West Street:	National Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	148	1	148	74	1	74
	Left-Through		0			0	
	Through	986	1	**584**	511	1	**326**
	Through-Right		1			1	
	Right	182	0	182	141	0	141
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	362	2	**199**	626	2	**344**
	Left-Through		0			0	
	Through	333	1	191	917	1	515
	Through-Right		1			1	
	Right	48	0	48	112	0	112
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	64	1	**64**	97	1	97
	Left-Through		0			0	
	Through	947	1	500	1138	1	**598**
	Through-Right		1			1	
	Right	52	0	52	58	0	58
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	108	1	108	151	1	**151**
	Left-Through		0			0	
	Through	727	1	**626**	543	1	392
	Through-Right		1			1	
	Right	525	0	525	240	0	240
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	783		*North-South:*	670
			East-West:	690		*East-West:*	749
			SUM:	1473		*SUM:*	1419
VOLUME/CAPACITY *(V/C)* RATIO:				1.071			1.032
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.971**			**0.932**
LEVEL OF SERVICE (LOS):				**E**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
36	North-South Street:	I-405 SB On-Ramp	East-West Street:	National Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1109	2	**555**	1172	2	586
	Through-Right		0			0	
	Right	496	1	496	773	1	**773**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	365	2	**201**	611	2	**336**
	Left-Through		0			0	
	Through	1359	2	680	966	2	483
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	0		*North-South:*	0
			East-West:	756		*East-West:*	1109
			SUM:	756		*SUM:*	1109
VOLUME/CAPACITY *(V/C)* RATIO:				0.504			0.739
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.404**			**0.639**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
37	

PROJECT TITLE: LATNP
North-South Street: Sawtelle Blvd **East-West Street:** Palms Blvd
Scenario: BASELINE PLUS PROJECT
Count Date: 5/15/2013 **Analyst:** Fehr & Peers **Date:** 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	105	1	105	48	1	48
	Left-Through		0			0	
	Through	939	1	**562**	378	1	**290**
	Through-Right		1			1	
	Right	184	0	184	201	0	201
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	133	1	**133**	342	1	**342**
	Left-Through		0			0	
	Through	272	1	165	858	1	472
	Through-Right		1			1	
	Right	57	0	57	86	0	86
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	113	1	113	50	1	50
	Left-Through		0			0	
	Through	744	1	**417**	1109	1	**589**
	Through-Right		1			1	
	Right	90	0	90	69	0	69
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	141	1	**141**	143	1	**143**
	Left-Through		0			0	
	Through	808	2	404	876	2	438
	Through-Right		0			0	
	Right	378	1	312	218	1	47
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	695		*North-South:*	632
			East-West:	558		*East-West:*	732
			SUM:	1253		*SUM:*	1364
VOLUME/CAPACITY *(V/C)* RATIO:				0.835			0.909
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.735**			**0.809**
LEVEL OF SERVICE (LOS):				**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
38	North-South Street:	Cotner Ave/I-405 NB On/Off-F	East-West Street:	Santa Monica Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					900				700
	MOVEMENT	Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	896	1		**493**	364	1		**282**
	Left-Through		1				1		
	Through	400	1		398	553	1		282
	Through-Right		1				1		
	Right	795	1		0	494	1		282
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	0	0		**0**	0	0		**0**
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	435	2		**239**	516	2		**284**
	Left-Through		0				0		
	Through	1335	3		445	1404	3		468
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	1350	4		**338**	1248	4		312
	Through-Right		0				0		
	Right	261	1		261	330	1		**330**
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	493			*North-South:*	282
				East-West:	577			*East-West:*	614
				SUM:	1070			*SUM:*	896
VOLUME/CAPACITY *(V/C)* RATIO:					1.189				1.280
V/C LESS ATSAC/ATCS ADJUSTMENT:					**1.089**				**1.180**
LEVEL OF SERVICE (LOS):					**F**				**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
39	North-South Street:	Sepulveda Blvd	East-West Street:	Santa Monica Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	3
		EB-- 3	WB--	3	EB-- 3	WB--	3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				1100			1000
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	175	1	175	172	1	172
	Left-Through		0			0	
	Through	825	2	**413**	839	2	**420**
	Through-Right		0			0	
	Right	159	1	68	176	1	83
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	141	1	**141**	184	1	**184**
	Left-Through		0			0	
	Through	469	2	235	853	2	427
	Through-Right		0			0	
	Right	140	1	8	129	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	132	1	132	129	1	129
	Left-Through		0			0	
	Through	1782	3	**594**	1619	3	**540**
	Through-Right		0			0	
	Right	241	1	66	182	1	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	183	1	**183**	186	1	**186**
	Left-Through		0			0	
	Through	1321	3	440	1208	3	403
	Through-Right		0			0	
	Right	141	1	0	170	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	554		*North-South:*	604
			East-West:	777		*East-West:*	726
			SUM:	1331		*SUM:*	1330
VOLUME/CAPACITY *(V/C)* RATIO:				1.210			1.330
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.110**			**1.230**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
40	North-South Street:	Sepulveda Blvd	East-West Street:	Olympic Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	WB-- 0	0	NB-- 0	SB--	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					1200				1000
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	156	1	156		77	1	**77**	
	Left-Through		0				0		
	Through	919	2	**460**		825	2	413	
	Through-Right		0				0		
	Right	122	1	67		176	1	109	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	93	1	**93**		100	1	100	
	Left-Through		0				0		
	Through	419	1	273		872	1	**498**	
	Through-Right		1				1		
	Right	126	0	126		123	0	123	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	49	1	**49**		95	1	**95**	
	Left-Through		0				0		
	Through	1933	2	659		1487	2	536	
	Through-Right		1				1		
	Right	44	0	44		120	0	120	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	110	1	110		134	1	134	
	Left-Through		0				0		
	Through	2475	2	**869**		2420	3	**647**	
	Through-Right		1				1		
	Right	133	0	133		167	0	167	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	553			*North-South:*	575	
			East-West:	918			*East-West:*	742	
			SUM:	1471			*SUM:*	1317	
VOLUME/CAPACITY *(V/C)* RATIO:				1.226				1.317	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.126**				**1.217**	
LEVEL OF SERVICE (LOS):				**F**				**F**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
41	North-South Street:	Sepulveda Blvd	East-West Street:	Pico Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
	No. of Phases			0			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 / EB-- 3	SB-- / WB--	0 / 0	NB-- 0 / EB-- 3	SB-- / WB--	0 / 0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			1200			1100
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	263	1	263	192	1	**192**
	Left-Through		0			0	
	Through	1226	1	**702**	881	1	547
	Through-Right		1			1	
	Right	177	0	177	212	0	212
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	82	1	**82**	111	1	111
	Left-Through		0			0	
	Through	389	1	239	1008	1	**558**
	Through-Right		1			1	
	Right	89	0	89	108	0	108
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	67	1	**67**	90	1	90
	Left-Through		0			0	
	Through	1185	3	395	1356	3	**452**
	Through-Right		0			0	
	Right	87	1	0	162	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	154	1	154	402	1	**402**
	Left-Through		0			0	
	Through	1292	2	**484**	1015	2	354
	Through-Right		1			1	
	Right	160	0	160	46	0	46
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	784		*North-South:*	750
			East-West:	551		*East-West:*	854
			SUM:	1335		*SUM:*	1604
	VOLUME/CAPACITY *(V/C)* RATIO:			1.113			1.458
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.013**			**1.358**
	LEVEL OF SERVICE (LOS):			**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
42	North-South Street:	Cotner Ave	East-West Street:	Pico Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		3	NB-- 0	SB--		3
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	0	0		**0**	0	0		0
	Left-Through		0				0		
	Through	0	0		0	0	0		**0**
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	0	1		0	79	1		**79**
	Left-Through		0				0		
	Through	0	0		**0**	0	0		0
	Through-Right		0				0		
	Right	63	1		0	196	1		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	649	1		**649**	331	1		**331**
	Left-Through		0				0		
	Through	1505	3		502	1526	3		509
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	1200	2		**514**	1172	2		**462**
	Through-Right		1				1		
	Right	341	0		341	213	0		213
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	0			*North-South:*	79
				East-West:	1163			*East-West:*	793
				SUM:	1163			*SUM:*	872
VOLUME/CAPACITY *(V/C)* RATIO:					0.816				0.612
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.716**				**0.512**
LEVEL OF SERVICE (LOS):					**C**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
43	North-South Street:	Sepulveda Blvd	East-West Street:	Exposition Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	56	1		56	68	1		**68**
	Left-Through		0				0		
	Through	1681	1		**859**	1169	1		591
	Through-Right		1				1		
	Right	37	0		37	12	0		12
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	0	1		**0**	20	1		20
	Left-Through		0				0		
	Through	541	2		271	1565	2		**783**
	Through-Right		0				0		
	Right	35	1		35	48	1		48
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	6	0		**6**	21	0		21
	Left-Through		0				0		
	Through	65	0		101	192	0		**325**
	Through-Right		0				0		
	Right	30	0		0	112	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
WESTBOUND	Left	0	0		0	0	0		**0**
	Left-Through		0				0		
	Through	0	0		**189**	0	0		97
	Through-Right		0				0		
	Right	189	0		0	97	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	859			North-South:	851
				East-West:	195			East-West:	325
				SUM:	1054			SUM:	1176
VOLUME/CAPACITY *(V/C)* RATIO:					0.740				0.825
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.640**				**0.725**
LEVEL OF SERVICE (LOS):					**B**				**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
44	North-South Street:	I-405 NB Off-Ramp	East-West Street:	National Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	526	0	526	284	0	284
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	587	1	**557**	439	1	**362**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	5	0	0	51
	Through-Right		0			0	
	Right	5	0	0	51	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1107	2	554	1123	2	562
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1159	1	**582**	1250	1	**628**
	Through-Right		1			1	
	Right	4	0	4	5	0	5
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	557		*North-South:*	362
			East-West:	582		*East-West:*	628
			SUM:	1139		*SUM:*	990
VOLUME/CAPACITY *(V/C)* RATIO:				0.759			0.660
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.659**			**0.560**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
45	North-South Street:	Sepulveda Blvd	East-West Street:	National Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	262	1		262	313	1		**313**
	Left-Through		0				0		
	Through	1359	2		**680**	1056	2		528
	Through-Right		0				0		
	Right	270	1		240	159	1		62
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	71	1		**71**	101	1		101
	Left-Through		0				0		
	Through	268	1		224	817	1		**427**
	Through-Right		1				1		
	Right	179	0		179	37	0		37
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	351	2		193	138	2		76
	Left-Through		0				0		
	Through	1097	1		**636**	1000	1		**661**
	Through-Right		1				1		
	Right	175	0		175	322	0		322
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	60	1		**60**	194	1		**194**
	Left-Through		0				0		
	Through	728	1		397	906	1		552
	Through-Right		1				1		
	Right	65	0		65	197	0		197
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	751			North-South:	740
				East-West:	696			East-West:	855
				SUM:	1447			SUM:	1595
VOLUME/CAPACITY *(V/C)* RATIO:					1.052				1.160
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.952**				**1.060**
LEVEL OF SERVICE (LOS):					**E**				**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
46	North-South Street:	Sepulveda Blvd	East-West Street:	Palms Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	197	1	197	110	1	110
	Left-Through		0			0	
	Through	1499	1	**830**	1069	1	**665**
	Through-Right		1			1	
	Right	160	0	160	260	0	260
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	66	1	**66**	117	1	**117**
	Left-Through		0			0	
	Through	312	1	170	1093	1	633
	Through-Right		1			1	
	Right	27	0	27	172	0	172
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	141	1	**141**	118	1	118
	Left-Through		0			0	
	Through	869	1	468	1346	1	**768**
	Through-Right		1			1	
	Right	67	0	67	189	0	189
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	103	1	103	115	1	**115**
	Left-Through		0			0	
	Through	911	2	**456**	903	2	452
	Through-Right		0			0	
	Right	171	1	138	113	1	55
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	896		*North-South:*	782
			East-West:	597		*East-West:*	883
			SUM:	1493		*SUM:*	1665
VOLUME/CAPACITY *(V/C)* RATIO:				0.995			1.110
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.895**			**1.010**
LEVEL OF SERVICE (LOS):				**D**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
47	North-South Street:	Military Ave	East-West Street:	National Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	85	0	85		19	0		**19**
	Left-Through		0				0		
	Through	143	0	**340**		45	0		100
	Through-Right		0				0		
	Right	112	0	0		36	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
SOUTHBOUND	Left	30	0	**30**		124	0		124
	Left-Through		0				0		
	Through	37	0	149		252	0		**580**
	Through-Right		0				0		
	Right	82	0	0		204	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
EASTBOUND	Left	161	1	161		74	1		74
	Left-Through		0				0		
	Through	1170	1	**595**		1119	1		**577**
	Through-Right		1				1		
	Right	19	0	19		34	0		34
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	72	1	**72**		168	1		**168**
	Left-Through		0				0		
	Through	731	1	406		986	1		504
	Through-Right		1				1		
	Right	81	0	81		21	0		21
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	370			*North-South:*	599	
			East-West:	667			*East-West:*	745	
			SUM:	1037			*SUM:*	1344	
VOLUME/CAPACITY *(V/C)* RATIO:				0.691				0.896	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.591**				**0.796**	
LEVEL OF SERVICE (LOS):				**A**				**C**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
48	North-South Street:	Westwood Blvd	East-West Street:	Olympic Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	98	1	98	79	1	**79**
	Left-Through		0			0	
	Through	1045	1	**571**	943	1	529
	Through-Right		1			1	
	Right	97	0	97	115	0	115
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	158	1	**158**	150	1	150
	Left-Through		0			0	
	Through	536	1	330	1085	1	**622**
	Through-Right		1			1	
	Right	124	0	124	158	0	158
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	79	1	79	82	1	82
	Left-Through		0			0	
	Through	2049	2	**707**	1537	2	**543**
	Through-Right		1			1	
	Right	73	0	73	92	0	92
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	55	1	**55**	129	1	**129**
	Left-Through		0			0	
	Through	2263	3	596	2201	3	588
	Through-Right		1			1	
	Right	119	0	119	149	0	149
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	729		*North-South:*	701
			East-West:	762		*East-West:*	672
			SUM:	1491		*SUM:*	1373
VOLUME/CAPACITY *(V/C)* RATIO:				1.084			0.999
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.984**			**0.899**
LEVEL OF SERVICE (LOS):				**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
49	North-South Street:	Westwood Blvd	East-West Street:	Pico Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 3	SB--	0
	EB-- 3	WB--	3	EB-- 3	WB--	3
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	144	1	144	120	1	**120**
	Left-Through		0			0	
	Through	848	2	**424**	644	2	322
	Through-Right		0			0	
	Right	152	1	100	122	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	142	1	**142**	117	1	117
	Left-Through		0			0	
	Through	389	1	240	929	1	**535**
	Through-Right		1			1	
	Right	91	0	91	141	0	141
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	164	1	164
	Left-Through		0			0	
	Through	1318	3	439	1151	3	**384**
	Through-Right		0			0	
	Right	39	1	0	201	1	81
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	52	1	52	260	1	**260**
	Left-Through		0			0	
	Through	1347	3	**449**	1096	3	365
	Through-Right		0			0	
	Right	261	1	119	291	1	174
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	566		*North-South:*	655
			East-West:	629		*East-West:*	644
			SUM:	1195		*SUM:*	1299
VOLUME/CAPACITY *(V/C)* RATIO:				0.869			0.945
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.769**			**0.845**
LEVEL OF SERVICE (LOS):				**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
51	North-South Street:	Westwood Blvd	East-West Street:	National Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	241	1	**241**	92	1	**92**
	Left-Through		0			0	
	Through	486	1	257	223	1	118
	Through-Right		1			1	
	Right	27	0	27	12	0	12
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	154	1	154	196	1	196
	Left-Through		0			0	
	Through	245	1	**245**	713	1	**713**
	Through-Right		0			0	
	Right	156	1	0	447	1	361
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	334	1	**334**	172	1	**172**
	Left-Through		0			0	
	Through	874	1	496	671	1	492
	Through-Right		1			1	
	Right	118	0	118	313	0	313
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	1	30	48	1	48
	Left-Through		0			0	
	Through	410	1	**324**	537	1	**378**
	Through-Right		1			1	
	Right	238	0	238	218	0	218
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	486		*North-South:*	805
			East-West:	658		*East-West:*	550
			SUM:	1144		*SUM:*	1355
VOLUME/CAPACITY *(V/C)* RATIO:				0.763			0.903
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.663**			**0.803**
LEVEL OF SERVICE (LOS):				**B**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
52	North-South Street:	Overland Ave	East-West Street:	Pico Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	WB-- 0	EB-- 0	NB-- 3	SB--	WB-- 0	EB-- 0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	304	2	167		313	2	172	
	Left-Through		0				0		
	Through	564	1	**564**		541	1	**541**	
	Through-Right		0				0		
	Right	980	2	283		518	2	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	32	1	**32**		44	1	**44**	
	Left-Through		0				0		
	Through	406	1	220		631	1	333	
	Through-Right		1				1		
	Right	34	0	34		34	0	34	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	56	1	56		53	1	53	
	Left-Through		0				0		
	Through	1354	2	**495**		1123	2	**464**	
	Through-Right		1				1		
	Right	132	0	132		270	0	270	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	466	2	**256**		814	2	**448**	
	Left-Through		0				0		
	Through	1310	1	671		1306	2	448	
	Through-Right		1				1		
	Right	31	0	31		37	0	37	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	596			*North-South:*	585	
			East-West:	751			*East-West:*	912	
			SUM:	1347			*SUM:*	1497	
VOLUME/CAPACITY *(V/C)* RATIO:				0.980				1.089	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.880**				**0.989**	
LEVEL OF SERVICE (LOS):				**D**				**E**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
53	North-South Street:	Overland Ave	East-West Street:	National Blvd/I-10 WB On/Off-Ramps
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB--		0	NB-- 2	SB--	0
	EB-- 0	WB--		3	EB-- 0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1349	3	450	785	3	262
	Through-Right		0			0	
	Right	645	1	**645**	470	1	**470**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	355	2	**195**	523	2	**288**
	Left-Through		0			0	
	Through	672	1	423	1239	1	689
	Through-Right		1			1	
	Right	173	0	173	138	0	138
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	447	1	276	272	1	189
	Left-Through		1			1	
	Through	104	0	276	105	0	189
	Through-Right		0			0	
	Right	437	1	**437**	505	1	**505**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	61	0	61	238	0	238
	Left-Through		1			1	
	Through	351	1	**237**	521	1	**521**
	Through-Right		0			0	
	Right	323	1	128	651	1	363
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	840		*North-South:*	758
			East-West:	674		*East-West:*	1026
			SUM:	1514		*SUM:*	1784
VOLUME/CAPACITY *(V/C)* RATIO:				1.101			1.297
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.001**			**1.197**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
54	North-South Street:	Overland Ave	East-West Street:	I-10 EB On-Ramp
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2087	3	**630**	1308	3	**435**
	Through-Right		1			1	
	Right	433	0	433	432	0	432
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	693	2	**381**	759	2	**417**
	Left-Through		0			0	
	Through	438	2	219	1171	2	586
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1011		*North-South:*	852
			East-West:	0		*East-West:*	0
			SUM:	1011		*SUM:*	852
VOLUME/CAPACITY *(V/C)* RATIO:				0.674			0.568
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.574**			**0.468**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
55	North-South Street:	Overland Ave	East-West Street:	National Pl
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	2	EB-- 0	WB--	2
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	320	1	320	142	1	**142**
	Left-Through		0			0	
	Through	1663	3	**554**	1188	3	396
	Through-Right		0			0	
	Right	11	1	0	22	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	32	1	**32**	94	1	94
	Left-Through		0			0	
	Through	430	1	225	1025	1	**526**
	Through-Right		1			1	
	Right	19	0	19	26	0	26
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	1	**51**	194	1	194
	Left-Through		0			0	
	Through	149	1	149	507	1	**463**
	Through-Right		1			1	
	Right	196	0	36	419	0	419
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	157	1	157	224	1	**224**
	Left-Through		0			0	
	Through	515	1	**515**	162	1	162
	Through-Right		0			0	
	Right	837	2	460	363	2	200
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	586		*North-South:*	668
			East-West:	566		*East-West:*	687
			SUM:	1152		*SUM:*	1355
	VOLUME/CAPACITY *(V/C)* RATIO:			0.838			0.985
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.738**			**0.885**
	LEVEL OF SERVICE (LOS):			**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
56	North-South Street:	I-10 WB Off-Ramp	East-West Street:	National Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	365	1	365	438	1	**438**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	734	1	**734**	397	1	397
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	340	2	170	636	2	**318**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	705	2	**353**	350	2	175
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	734		*North-South:*	438
			East-West:	353		*East-West:*	318
			SUM:	1087		*SUM:*	756
	VOLUME/CAPACITY *(V/C)* RATIO:			0.725			0.504
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.625**			**0.404**
	LEVEL OF SERVICE (LOS):			**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
57	North-South Street:	Overland Ave	East-West Street:	Palms Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0		SB--	0	NB-- 0		SB--	0
		EB-- 0		WB--	0	EB-- 0		WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	167	1		167	92	1		**92**
	Left-Through		0				0		
	Through	1465	2		**733**	1202	2		601
	Through-Right		0				0		
	Right	144	1		89	162	1		101
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	65	1		**65**	98	1		98
	Left-Through		0				0		
	Through	693	1		379	1443	1		**789**
	Through-Right		1				1		
	Right	64	0		64	134	0		134
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	188	1		**188**	143	1		143
	Left-Through		0				0		
	Through	860	1		481	1177	1		**667**
	Through-Right		1				1		
	Right	102	0		102	157	0		157
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	111	1		111	122	1		**122**
	Left-Through		0				0		
	Through	784	1		**477**	773	1		428
	Through-Right		1				1		
	Right	170	0		170	82	0		82
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	798			North-South:	881
				East-West:	665			East-West:	789
				SUM:	1463			SUM:	1670
VOLUME/CAPACITY *(V/C)* RATIO:					1.027				1.172
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.927**				**1.072**
LEVEL OF SERVICE (LOS):					**E**				**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
58	North-South Street:	Overland Ave	East-West Street:	Venice Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--		3	NB-- 3	SB--	3
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	117	1	117	108	1	**108**
	Left-Through		0			0	
	Through	1069	2	**535**	967	2	484
	Through-Right		0			0	
	Right	132	1	0	150	1	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	190	1	**190**	195	1	195
	Left-Through		0			0	
	Through	722	2	361	1223	2	**612**
	Through-Right		0			0	
	Right	115	1	0	209	1	66
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	287	2	158	260	2	143
	Left-Through		0			0	
	Through	1333	3	**444**	1252	3	**417**
	Through-Right		0			0	
	Right	142	1	84	172	1	118
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	272	2	**150**	255	2	**140**
	Left-Through		0			0	
	Through	1123	3	374	1119	3	373
	Through-Right		0			0	
	Right	221	1	126	207	1	110
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	725		*North-South:*	720
			East-West:	594		*East-West:*	557
			SUM:	1319		*SUM:*	1277
VOLUME/CAPACITY *(V/C)* RATIO:				0.959			0.929
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.859**			**0.829**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
60	North-South Street:	Motor Ave	East-West Street:	National Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32	1	32	131	1	**131**
	Left-Through		0			0	
	Through	558	0	**568**	403	0	433
	Through-Right		1			1	
	Right	10	0	0	30	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	33	1	**33**	67	1	67
	Left-Through		0			0	
	Through	283	1	283	509	1	**509**
	Through-Right		0			0	
	Right	166	1	166	153	1	153
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	115	0	115
	Left-Through		1			1	
	Through	555	0	**390**	652	0	**499**
	Through-Right		1			1	
	Right	224	0	390	231	0	499
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	17	0	**17**	7	0	**7**
	Left-Through		1			1	
	Through	441	0	255	173	0	124
	Through-Right		1			1	
	Right	0	0	255	46	0	124
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	601		*North-South:*	640
			East-West:	407		*East-West:*	506
			SUM:	1008		*SUM:*	1146
VOLUME/CAPACITY *(V/C)* RATIO:				0.707			0.804
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.607**			**0.704**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
61	North-South Street:	Motor Ave	East-West Street:	Palms Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0		SB--	0	NB-- 0		SB--	0
		EB-- 0		WB--	0	EB-- 0		WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	286	1		**286**	156	1		**156**
	Left-Through		0				0		
	Through	438	1		438	421	1		421
	Through-Right		0				0		
	Right	135	1		105	103	1		53
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	78	1		78	114	1		114
	Left-Through		0				0		
	Through	364	1		**364**	583	1		**583**
	Through-Right		0				0		
	Right	67	1		24	136	1		83
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	86	1		86	107	1		107
	Left-Through		0				0		
	Through	948	1		**515**	1154	1		**631**
	Through-Right		1				1		
	Right	82	0		82	107	0		107
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	61	1		**61**	100	1		**100**
	Left-Through		0				0		
	Through	715	1		373	779	1		401
	Through-Right		1				1		
	Right	31	0		31	23	0		23
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	650			North-South:	739
				East-West:	576			East-West:	731
				SUM:	1226			SUM:	1470
VOLUME/CAPACITY *(V/C)* RATIO:					0.860				1.032
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.760**				**0.932**
LEVEL OF SERVICE (LOS):					**C**				**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
62	North-South Street:	Motor Ave	East-West Street:	Venice Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	83	1		83	72	1		**72**
	Left-Through		0				0		
	Through	376	1		**376**	330	1		330
	Through-Right		0				0		
	Right	65	1		26	14	1		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	162	1		**162**	153	1		153
	Left-Through		0				0		
	Through	323	1		323	481	1		**481**
	Through-Right		0				0		
	Right	153	1		84	221	1		142
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	138	1		**138**	159	1		**159**
	Left-Through		0				0		
	Through	1467	3		489	1447	3		482
	Through-Right		0				0		
	Right	64	1		23	33	1		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	78	1		78	73	1		73
	Left-Through		0				0		
	Through	1309	2		**460**	1233	2		**449**
	Through-Right		1				1		
	Right	70	0		70	114	0		114
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	538			*North-South:*	553
				East-West:	598			*East-West:*	608
				SUM:	1136			*SUM:*	1161
VOLUME/CAPACITY *(V/C)* RATIO:					0.757				0.774
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.657**				**0.674**
LEVEL OF SERVICE (LOS):					**B**				**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP			
63	North-South Street:	National Blvd/Exposition Blvd	East-West Street:	Palms Blvd	
	Scenario:	BASELINE PLUS PROJECT			
	Count Date:	5/15/2013	Analyst:	Fehr & Peers	Date: 6/24/2014

		AM			PM		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	123	1	123	56	1	**56**
	Left-Through		0			0	
	Through	254	1	**254**	198	1	198
	Through-Right		0			0	
	Right	118	1	113	101	1	101
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	266	1	266
	Left-Through		0			0	
	Through	168	1	168	525	1	**525**
	Through-Right		0			0	
	Right	38	1	38	47	1	47
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	1	0	0	1	**0**
	Left-Through		0			0	
	Through	1229	2	**615**	1065	2	533
	Through-Right		0			0	
	Right	87	1	26	260	1	232
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	**10**	0	1	0
	Left-Through		0			0	
	Through	699	1	442	955	1	**553**
	Through-Right		1			1	
	Right	184	0	184	150	0	150
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	414		*North-South:*	581
			East-West:	625		*East-West:*	553
			SUM:	1039		*SUM:*	1134
	VOLUME/CAPACITY *(V/C)* RATIO:			0.693			0.756
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.593**			**0.656**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
64	North-South Street:	Hughes Ave	East-West Street:	Venice Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0		SB--		0	NB-- 0		SB--	0
	EB-- 0		WB--		0	EB-- 0		WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	84	0	84	119	0	119
	Left-Through		0			0	
	Through	146	0	**312**	192	0	**386**
	Through-Right		0			0	
	Right	82	0	0	75	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	32	0	**32**	48	0	**48**
	Left-Through		0			0	
	Through	149	0	219	148	0	228
	Through-Right		0			0	
	Right	38	0	0	32	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	45	1	45	78	1	78
	Left-Through		0			0	
	Through	1441	2	**521**	1340	2	**480**
	Through-Right		1			1	
	Right	122	0	122	100	0	100
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	175	1	**175**	125	1	**125**
	Left-Through		0			0	
	Through	1219	2	417	1240	2	423
	Through-Right		1			1	
	Right	31	0	31	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	344		*North-South:*	434
			East-West:	696		*East-West:*	605
			SUM:	1040		*SUM:*	1039
VOLUME/CAPACITY *(V/C)* RATIO:				0.693			0.693
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.593**			**0.593**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
66	North-South Street:	Manning Ave/I-10 EB Off-Ram	East-West Street:	National Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2	SB--	0	NB-- 2	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	162	1	162	473	1	**473**
	Left-Through		0			0	
	Through	179	0	**203**	225	0	316
	Through-Right		1			1	
	Right	24	0	0	91	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	112	1	**112**	116	1	**116**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	51	1	0	138	1	40
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	399	1	**399**	196	1	196
	Left-Through		0			0	
	Through	1079	2	540	1254	2	**627**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	740	1	**563**	481	1	359
	Through-Right		1			1	
	Right	385	0	385	236	0	236
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	315		*North-South:*	589
			East-West:	962		*East-West:*	627
			SUM:	1277		*SUM:*	1216
VOLUME/CAPACITY *(V/C)* RATIO:				0.929			0.884
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.829**			**0.784**
LEVEL OF SERVICE (LOS):				**D**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
67	North-South Street:	Castle Heights Ave	East-West Street:	National Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	68	0	68		71	0	71	
	Left-Through		0				0		
	Through	210	0	**321**		60	0	**160**	
	Through-Right		0				0		
	Right	43	0	0		29	0	0	
	Left-Through-Right		1				1		
	Left-Right		0				0		
SOUTHBOUND	Left	151	1	**151**		221	1	**221**	
	Left-Through		0				0		
	Through	96	1	96		115	1	115	
	Through-Right		0				0		
	Right	184	1	83		228	1	80	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	202	1	**202**		296	1	296	
	Left-Through		0				0		
	Through	907	1	907		969	1	**969**	
	Through-Right		0				0		
	Right	52	1	52		89	1	89	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	20	1	20		20	1	**20**	
	Left-Through		0				0		
	Through	828	0	**937**		496	0	549	
	Through-Right		1				1		
	Right	109	0	0		53	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	472			*North-South:*	381	
			East-West:	1139			*East-West:*	989	
			SUM:	1611			*SUM:*	1370	
VOLUME/CAPACITY *(V/C)* RATIO:				1.074				0.913	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.974**				**0.813**	
LEVEL OF SERVICE (LOS):				**E**				**D**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
68	North-South Street:	Culver Blvd	East-West Street:	Venice Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 3	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				1100			1100
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	62	1	62	48	1	48
	Left-Through		0			0	
	Through	57	1	57	66	1	66
	Through-Right		0			0	
	Right	502	2	**105**	621	2	**149**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	133	1	**105**	236	1	**174**
	Left-Through		0			0	
	Through	42	0	105	69	0	174
	Through-Right		0			0	
	Right	34	0	0	43	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	19	1	19	13	1	13
	Left-Through		0			0	
	Through	1314	2	**450**	1049	2	**363**
	Through-Right		1			1	
	Right	35	0	35	40	0	40
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	310	2	**171**	351	2	**193**
	Left-Through		0			0	
	Through	1176	2	429	1048	2	403
	Through-Right		1			1	
	Right	111	0	111	160	0	160
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	210		*North-South:*	323
			East-West:	621		*East-West:*	556
			SUM:	831		*SUM:*	879
VOLUME/CAPACITY *(V/C)* RATIO:				0.755			0.799
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.655**			**0.699**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
69	North-South Street:	Robertson Blvd	East-West Street:	Venice Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
	No. of Phases			0			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 / EB-- 0	SB-- / WB--	0 / 0	NB-- 3 / EB-- 0	SB-- / WB--	0 / 0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			1100			1100
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	83	1	83	74	1	74
	Left-Through		0			0	
	Through	317	2	**159**	288	2	**144**
	Through-Right		0			0	
	Right	47	1	37	58	1	58
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	432	1	238	485	1	267
	Left-Through		1			1	
	Through	213	1	213	226	1	226
	Through-Right		0			0	
	Right	452	1	**380**	390	1	**327**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	261	2	144	231	2	127
	Left-Through		0			0	
	Through	1595	2	**547**	1630	2	**550**
	Through-Right		1			1	
	Right	47	0	47	20	0	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	**10**	0	1	**0**
	Left-Through		0			0	
	Through	1049	2	396	1007	2	360
	Through-Right		1			1	
	Right	139	0	139	72	0	72
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	539		*North-South:*	471
			East-West:	557		*East-West:*	550
			SUM:	1096		*SUM:*	1021
	VOLUME/CAPACITY *(V/C)* RATIO:			0.996			0.928
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.896**			**0.828**
	LEVEL OF SERVICE (LOS):			**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
70	North-South Street:	Robertson Blvd	East-West Street:	National Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
	No. of Phases			0			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 / EB-- 0	SB-- / WB--	NB-- 0 / SB-- 0 / EB-- 0 / WB-- 3	NB-- 0 / EB-- 0	SB-- / WB--	NB-- 0 / SB-- 0 / EB-- 0 / WB-- 3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			1100			1100
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	1	**65**	45	1	45
	Left-Through		0			0	
	Through	441	1	230	422	1	**240**
	Through-Right		1			1	
	Right	19	0	19	57	0	57
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	530	2	292	681	2	**375**
	Left-Through		0			0	
	Through	732	1	**473**	803	1	521
	Through-Right		1			1	
	Right	213	0	213	239	0	239
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	308	1	**308**	251	1	251
	Left-Through		0			0	
	Through	553	1	375	941	1	**504**
	Through-Right		1			1	
	Right	196	0	196	66	0	66
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	227	1	227	153	1	**153**
	Left-Through		0			0	
	Through	626	1	**626**	336	1	336
	Through-Right		0			0	
	Right	441	1	149	295	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	538		*North-South:*	615
			East-West:	934		*East-West:*	657
			SUM:	1472		*SUM:*	1272
	VOLUME/CAPACITY *(V/C)* RATIO:			1.338			1.156
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.238**			**1.056**
	LEVEL OF SERVICE (LOS):			**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
71	North-South Street:	National Blvd	East-West Street:	I-10 EB On-Ramp
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				1100			1100

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	39	1	39	86	1	**86**
	Left-Through		0			0	
	Through	1203	2	**602**	809	2	405
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	702	2	351	1181	2	**591**
	Through-Right		0			0	
	Right	439	1	439	545	1	545
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	602		*North-South:*	677
			East-West:	0		*East-West:*	0
			SUM:	602		*SUM:*	677
VOLUME/CAPACITY *(V/C)* RATIO:				0.547			0.615
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.447**			**0.515**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
72	North-South Street:	National Blvd	East-West Street:	Venice Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					1100				1100
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	154	1		154	137	1		**137**
	Left-Through		0				0		
	Through	837	1		**450**	581	1		336
	Through-Right		1				1		
	Right	63	0		63	91	0		91
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	114	1		**114**	183	1		183
	Left-Through		0				0		
	Through	567	1		311	889	1		**478**
	Through-Right		1				1		
	Right	54	0		54	66	0		66
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	128	1		128	164	1		164
	Left-Through		0				0		
	Through	1369	2		**535**	1448	2		**569**
	Through-Right		1				1		
	Right	237	0		237	258	0		258
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	124	1		**124**	98	1		**98**
	Left-Through		0				0		
	Through	935	2		372	906	2		341
	Through-Right		1				1		
	Right	181	0		181	117	0		117
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	564			North-South:	615
				East-West:	659			East-West:	667
				SUM:	1223			SUM:	1282
VOLUME/CAPACITY *(V/C)* RATIO:					1.112				1.165
V/C LESS ATSAC/ATCS ADJUSTMENT:					**1.012**				**1.065**
LEVEL OF SERVICE (LOS):					**F**				**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
74	North-South Street:	Robertson Blvd	East-West Street:	I-10 WB Off-Ramp/Kincardine Ave
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--		0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	76	1	**76**	55	1	**55**
	Left-Through		0			0	
	Through	1092	2	546	931	2	466
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1343	1	**720**	1431	1	**746**
	Through-Right		1			1	
	Right	96	0	96	60	0	60
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	77	0	77	62	0	**62**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	79	0	**156**	68	0	130
	Left-Through-Right		0			0	
	Left-Right		1			1	
WESTBOUND	Left	129	0	**129**	304	0	304
	Left-Through		0			0	
	Through	55	0	184	38	0	342
	Through-Right		0			0	
	Right	139	1	139	510	1	**510**
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	796		*North-South:*	801
			East-West:	285		*East-West:*	572
			SUM:	1081		*SUM:*	1373
VOLUME/CAPACITY *(V/C)* RATIO:				0.721			0.915
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.621**			**0.815**
LEVEL OF SERVICE (LOS):				**B**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
75	North-South Street:	Robertson Blvd	East-West Street:	Cattaraugus Ave
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	85	1	**85**		55	1	**55**	
	Left-Through		0				0		
	Through	1328	1	665		1337	1	679	
	Through-Right		1				1		
	Right	1	0	1		20	0	20	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	44	1	44		64	1	64	
	Left-Through		0				0		
	Through	1312	1	**709**		1460	1	**772**	
	Through-Right		1				1		
	Right	106	0	106		84	0	84	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	79	0	**79**		129	0	129	
	Left-Through		1				1		
	Through	78	0	157		211	0	**340**	
	Through-Right		0				0		
	Right	60	1	18		71	1	44	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	88	0	88		55	0	**55**	
	Left-Through		1				1		
	Through	285	0	**373**		64	0	119	
	Through-Right		0				0		
	Right	96	1	74		62	1	30	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	794			*North-South:*	827	
			East-West:	452			*East-West:*	395	
			SUM:	1246			*SUM:*	1222	
VOLUME/CAPACITY *(V/C)* RATIO:				0.831				0.815	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.731**				**0.715**	
LEVEL OF SERVICE (LOS):				**C**				**C**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
76	North-South Street:	La Cienega Blvd	East-West Street:	Venice Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	111	1	111	67	1	**67**
	Left-Through		0			0	
	Through	1785	2	**622**	1181	2	426
	Through-Right		1			1	
	Right	81	0	81	97	0	97
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	28	1	**28**	46	1	46
	Left-Through		0			0	
	Through	1331	2	521	1435	2	**540**
	Through-Right		1			1	
	Right	231	0	231	184	0	184
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	387	2	**213**	287	2	158
	Left-Through		0			0	
	Through	1055	3	352	1464	3	**488**
	Through-Right		0			0	
	Right	108	1	53	182	1	149
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	207	1	207	231	1	**231**
	Left-Through		0			0	
	Through	1208	2	**416**	858	2	294
	Through-Right		1			1	
	Right	39	0	39	24	0	24
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	650		*North-South:*	607
			East-West:	629		*East-West:*	719
			SUM:	1279		*SUM:*	1326
VOLUME/CAPACITY *(V/C)* RATIO:				0.930			0.964
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.830**			**0.864**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
78	North-South Street:	Jefferson Blvd	East-West Street:	National Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0		SB--	3	NB-- 0		SB--	3
		EB-- 3		WB--	0	EB-- 3		WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	283	1		283	165	1		165
	Left-Through		0				0		
	Through	681	2		**341**	793	2		**397**
	Through-Right		0				0		
	Right	26	1		26	18	1		18
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	12	1		12	3	1		3
	Left-Through		0				0		
	Through	881	1		**881**	467	1		**467**
	Through-Right		0				0		
	Right	816	1		640	271	1		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	322	1		**176**	579	1		**294**
	Left-Through		1				1		
	Through	29	0		176	8	0		294
	Through-Right		0				0		
	Right	221	1		0	378	1		213
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	1	0		1	6	0		6
	Left-Through		1				1		
	Through	14	0		**15**	32	0		**38**
	Through-Right		0				0		
	Right	5	1		0	28	1		27
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	1222			*North-South:*	864
				East-West:	191			*East-West:*	332
				SUM:	1413			*SUM:*	1196
VOLUME/CAPACITY *(V/C)* RATIO:					1.028				0.870
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.928**				**0.770**
LEVEL OF SERVICE (LOS):					**E**				**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
83	North-South Street:	Duquesne Ave	East-West Street:	Washington Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/6/2014	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	125	1	**125**		105	1	**105**	
	Left-Through		0				0		
	Through	348	0	408		282	0	314	
	Through-Right		1				1		
	Right	60	0	0		32	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	6	1	6		73	1	73	
	Left-Through		0				0		
	Through	335	0	**365**		354	0	**407**	
	Through-Right		1				1		
	Right	30	0	0		53	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	53	1	**53**		39	1	39	
	Left-Through		0				0		
	Through	557	1	377		799	1	**471**	
	Through-Right		1				1		
	Right	197	0	197		143	0	143	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	87	1	87		112	1	**112**	
	Left-Through		0				0		
	Through	800	1	**424**		687	1	394	
	Through-Right		1				1		
	Right	47	0	47		100	0	100	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	490			*North-South:*	512	
			East-West:	477			*East-West:*	583	
			SUM:	967			*SUM:*	1095	
VOLUME/CAPACITY *(V/C)* RATIO:				0.645				0.730	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.545**				**0.630**	
LEVEL OF SERVICE (LOS):				**A**				**B**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
84	North-South Street:	Sepulveda Blvd	East-West Street:	Venice Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/6/2014	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	253	1	253	223	1	223
	Left-Through		0			0	
	Through	1127	2	**564**	1429	2	**715**
	Through-Right		0			0	
	Right	289	1	189	377	1	285
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	99	1	**99**	122	1	**122**
	Left-Through		0			0	
	Through	477	2	239	1018	2	509
	Through-Right		0			0	
	Right	201	1	100	208	1	116
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	202	1	**202**	184	1	184
	Left-Through		0			0	
	Through	1374	3	458	1185	3	**395**
	Through-Right		0			0	
	Right	318	1	192	259	1	148
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	201	1	201	184	1	**184**
	Left-Through		0			0	
	Through	1434	3	**478**	1008	3	336
	Through-Right		0			0	
	Right	105	1	56	131	1	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	663		*North-South:*	837
			East-West:	680		*East-West:*	579
			SUM:	1343		*SUM:*	1416
VOLUME/CAPACITY *(V/C)* RATIO:				0.977			1.030
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.877**			**0.930**
LEVEL OF SERVICE (LOS):				**D**			**E**

Version: 1i Beta; 8/4/2011

HCM ANALYSIS

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Cloverfield Blvd/Olympic Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.679
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	38.4
Optimal Cycle:	60	Level Of Service:	D

Street Name:	Cloverfield Blvd						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	1 0	2 0	2	1 0	1 0	2	0 1	2 0	2	0 1
Volume Module:												
Base Vol:	203	1259	0	88	877	31	166	656	279	346	595	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	203	1259	0	88	877	31	166	656	279	346	595	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.96	0.96	0.96	0.88	0.88	0.88	0.85	0.85	0.85
PHF Volume:	217	1345	0	91	909	32	188	742	316	407	701	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	1345	0	91	909	32	188	742	316	407	701	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	217	1345	0	91	909	32	188	742	316	407	701	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.88	0.91	0.86	0.88	0.91	0.89	0.98	0.94	0.92	0.92	0.82
Lanes:	2.00	3.00	0.00	2.00	2.90	0.10	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3267	5016	0	3267	4826	171	1684	3729	1777	3502	3491	1562
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.00	0.03	0.19	0.19	0.11	0.20	0.18	0.12	0.20	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.39	0.00	0.04	0.32	0.32	0.17	0.29	0.29	0.17	0.30	0.30
Volume/Cap:	0.58	0.68	0.00	0.68	0.58	0.58	0.67	0.68	0.61	0.68	0.67	0.33
Uniform Del:	50.5	30.0	0.0	56.8	34.0	34.0	47.0	37.5	36.5	46.6	37.0	32.8
IncremntDel:	2.4	1.0	0.0	13.2	0.6	0.6	6.3	1.8	2.1	3.2	1.7	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.9	31.0	0.0	70.0	34.5	34.5	53.3	39.2	38.5	49.8	38.7	33.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.9	31.0	0.0	70.0	34.5	34.5	53.3	39.2	38.5	49.8	38.7	33.2
HCM2kAvg:	5	13	0	3	9	10	8	12	10	8	11	4

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 26th St/Olympic Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.786	
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	32.7	
Optimal Cycle:	78	Level Of Service:	C	

Street Name:	26th St						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	2 0	0	0 2	1 0	2	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	17	403	69	223	0	254	87	713	0	0	753	420
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	403	69	223	0	254	87	713	0	0	753	420
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.88	0.88	0.88	0.93	0.93	0.93	0.86	0.86	0.86
PHF Volume:	18	430	74	253	0	289	94	768	0	0	874	488
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	430	74	253	0	289	94	768	0	0	874	488
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	18	430	74	253	0	289	94	768	0	0	874	488
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.83	1.00	0.70	0.95	0.95	1.00	1.00	0.90	0.89
Lanes:	1.00	1.71	0.29	2.00	0.00	2.00	1.00	2.00	0.00	0.00	1.28	0.72
Final Sat.:	1805	2915	499	3152	0	2652	1805	3610	0	0	2187	1220
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.15	0.08	0.00	0.11	0.05	0.21	0.00	0.00	0.40	0.40
Crit Moves:			****			****	****				****	
Green/Cycle:	0.19	0.19	0.19	0.14	0.00	0.20	0.07	0.57	0.00	0.00	0.51	0.51
Volume/Cap:	0.05	0.79	0.79	0.58	0.00	0.53	0.79	0.37	0.00	0.00	0.79	0.79
Uniform Del:	40.0	46.5	46.5	48.4	0.0	42.6	55.2	13.8	0.0	0.0	24.2	24.2
IncremntDel:	0.1	6.4	6.4	2.0	0.0	1.0	28.4	0.1	0.0	0.0	2.5	2.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	40.1	52.9	52.9	50.4	0.0	43.6	83.6	13.9	0.0	0.0	26.7	26.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.1	52.9	52.9	50.4	0.0	43.6	83.6	13.9	0.0	0.0	26.7	26.7
HCM2kAvg:	1	11	11	5	0	5	5	5	0	0	19	19

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Stewart St/Olympic Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.689
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	47.7
Optimal Cycle:	178	Level Of Service:	D

Street Name:	Stewart St						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	2 0	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	121	407	160	111	157	41	53	794	62	60	1039	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	407	160	111	157	41	53	794	62	60	1039	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.87	0.87	0.87	0.92	0.92	0.92	0.89	0.89	0.89
PHF Volume:	146	490	192	128	181	47	57	859	67	67	1162	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	490	192	128	181	47	57	859	67	67	1162	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	146	490	192	128	181	47	57	859	67	67	1162	226
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.86	1.07	0.97	0.19	0.97	0.94	0.95	0.96	0.93
Lanes:	1.00	1.44	0.56	2.00	0.78	0.22	1.00	1.85	0.15	1.00	1.67	0.33
Final Sat.:	1805	2482	976	3267	1573	411	356	3412	266	1805	3031	589
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.20	0.04	0.12	0.12	0.16	0.25	0.25	0.04	0.38	0.38
Crit Moves:		****		****							****	
Green/Cycle:	0.10	0.20	0.20	0.04	0.14	0.14	0.26	0.26	0.26	0.66	0.66	0.66
Volume/Cap:	0.80	0.97	0.97	0.97	0.80	0.80	0.62	0.97	0.97	0.09	0.58	0.58
Uniform Del:	52.8	47.4	47.4	57.5	49.7	49.7	39.2	43.9	43.9	7.4	11.5	11.5
IncremntDel:	22.1	26.2	26.2	68.6	15.0	15.0	12.1	21.7	21.7	0.0	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	74.9	73.6	73.6	126.1	64.8	64.8	51.3	65.7	65.7	7.4	11.9	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.9	73.6	73.6	126.1	64.8	64.8	51.3	65.7	65.7	7.4	11.9	11.9
HCM2kAvg:	8	17	17	5	10	10	10	22	21	0	7	7

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Centinela Ave (West)/Olympic Blvd

Cycle (sec):	60	Critical Vol./Cap. (X):	0.657
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	8.3
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Centinela Ave (West)						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	478	0	55	63	991	4	8	1291	726
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	478	0	55	63	991	4	8	1291	726
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.82	0.82	0.82	0.92	0.92	0.92	0.93	0.93	0.93
PHF Volume:	0	0	0	585	0	67	68	1076	4	9	1389	781
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	585	0	67	68	1076	4	9	1389	781
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	585	0	67	68	1076	4	9	1389	781
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.86	1.00	0.82	0.14	0.89	0.95	0.20	0.89	0.75
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	0	0	0	3267	0	1562	257	3352	14	377	3368	1418
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.04	0.27	0.32	0.32	0.02	0.41	0.55
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.27	0.00	0.27	0.63	0.63	0.63	0.63	0.63	0.90
Volume/Cap:	0.00	0.00	0.00	0.66	0.00	0.16	0.42	0.51	0.51	0.04	0.66	0.61
Uniform Del:	0.0	0.0	0.0	19.3	0.0	16.6	5.7	6.1	6.1	4.3	7.1	0.7
IncremntDel:	0.0	0.0	0.0	1.8	0.0	0.2	1.8	0.2	0.2	0.1	0.8	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	21.1	0.0	16.8	7.5	6.3	6.3	4.3	7.9	1.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.1	0.0	16.8	7.5	6.3	6.3	4.3	7.9	1.5
HCM2kAvg:	0	0	0	6	0	1	5	6	6	0	9	4

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Centinela Ave (East)/Olympic Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 1.019
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 18.1
Optimal Cycle: 139 Level Of Service: B

Street Name:	Centinela Ave (East)						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1! 0	0	0	0 1! 0	0	1	0 3	0 1	1	0 2	1 0
Volume Module:												
Base Vol:	751	0	206	2	4	2	0	1097	381	163	1321	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	751	0	206	2	4	2	0	1097	381	163	1321	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.67	0.67	0.67	0.98	0.98	0.98	0.88	0.88	0.88
PHF Volume:	812	0	223	3	6	3	0	1120	389	185	1498	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	812	0	223	3	6	3	0	1120	389	185	1498	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	812	0	223	3	6	3	0	1120	389	185	1498	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.93	0.95	0.95	0.95	1.00	0.91	0.85	0.19	0.91	0.91
Lanes:	1.65	0.00	0.35	0.25	0.50	0.25	1.00	3.00	1.00	1.00	2.99	0.01
Final Sat.:	2912	0	627	453	907	453	1900	5187	1615	367	5179	8
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.36	0.01	0.01	0.01	0.00	0.22	0.24	0.50	0.29	0.29
Crit Moves:			****	****						****		
Green/Cycle:	0.35	0.00	0.35	0.01	0.01	0.01	0.00	0.49	0.84	0.49	0.49	0.49
Volume/Cap:	0.80	0.00	1.02	1.02	1.02	1.02	0.00	0.44	0.29	1.02	0.58	0.58
Uniform Del:	17.6	0.0	19.5	29.8	29.8	29.8	0.0	9.8	1.0	15.2	10.8	10.8
IncremntDel:	3.6	0.0	33.1	269.0	269	269.0	0.0	0.1	0.1	71.8	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	21.3	0.0	52.6	298.8	299	298.8	0.0	9.9	1.1	87.0	11.1	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.3	0.0	52.6	298.8	299	298.8	0.0	9.9	1.1	87.0	11.1	11.1
HCM2kAvg:	11	0	21	1	1	1	0	5	2	28	7	7

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 Centinela Ave/Exposition Blvd

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: D[31.9]

Street Name:	Centinela Ave						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	183 949	0	0	437	70	12	0	37	0	0	0	
Growth Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	183 949	0	0	437	70	12	0	37	0	0	0	
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.97 0.97	0.97	0.90	0.90	0.90	0.75	0.75	0.75	1.00	1.00	1.00	
PHF Volume:	189 983	0	0	484	78	16	0	49	0	0	0	
Reduct Vol:	0 0	0	0	0	0	0	0	0	0	0	0	
Final Vol.:	189 983	0	0	484	78	16	0	49	0	0	0	
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2 xxxx xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx		
Capacity Module:												
Cnflict Vol:	561 xxxx xxxxx	xxxx	xxxx	xxxxx	1884	xxxx	523	xxxx	xxxx	xxxxx		
Potent Cap.:	1020 xxxx xxxxx	xxxx	xxxx	xxxxx	79	xxxx	558	xxxx	xxxx	xxxxx		
Move Cap.:	1020 xxxx xxxxx	xxxx	xxxx	xxxxx	66	xxxx	558	xxxx	xxxx	xxxxx		
Volume/Cap:	0.19 xxxx xxxx	xxxx	xxxx	xxxx	0.24	xxxx	0.09	xxxx	xxxx	xxxx		
Level Of Service Module:												
Queue:	0.7 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Stopped Del:	9.3 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	A *	*	*	*	*	*	*	*	*	*		
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx	198	xxxxx	xxxx	xxxx	xxxxx		
SharedQueue:	0.7 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.4	xxxxx	xxxxx	xxxx	xxxxx		
Shrd StpDel:	9.3 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	31.9	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	A *	*	*	*	*	*	D	*	*	*	*	
ApproachDel:	xxxxxx		xxxxxx			31.9		xxxxxx				
ApproachLOS:	*		*			D		*				

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Centinela Ave/I-10 WB On/Off Ramps

Cycle (sec):	60	Critical Vol./Cap. (X):	1.078
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	53.8
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Centinela Ave						I-10 WB On/Off Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	0	0	0 1	0 1	1 0	0 0	1	0	0 0	0 0
Volume Module:												
Base Vol:	453	581	0	0	399	97	585	0	424	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	453	581	0	0	399	97	585	0	424	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.90	0.90	0.90	0.94	0.94	0.94	1.00	1.00	1.00
PHF Volume:	464	595	0	0	442	107	622	0	450	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	464	595	0	0	442	107	622	0	450	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	464	595	0	0	442	107	622	0	450	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.82	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	1563	1456	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.31	0.00	0.00	0.23	0.07	0.43	0.00	0.28	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.24	0.45	0.00	0.00	0.22	0.22	0.40	0.00	0.63	0.00	0.00	0.00
Volume/Cap:	1.08	0.69	0.00	0.00	1.08	0.32	1.08	0.00	0.44	0.00	0.00	0.00
Uniform Del:	22.9	13.0	0.0	0.0	23.5	19.8	18.1	0.0	5.6	0.0	0.0	0.0
IncremntDel:	66.2	2.4	0.0	0.0	67.2	0.5	60.3	0.0	0.3	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	89.0	15.4	0.0	0.0	90.7	20.4	78.4	0.0	5.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.0	15.4	0.0	0.0	90.7	20.4	78.4	0.0	5.9	0.0	0.0	0.0
HCM2kAvg:	18	10	0	0	17	2	28	0	5	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 I-10 EB Off Ramp-34th St/Pico Blvd

Cycle (sec):	80	Critical Vol./Cap. (X):	0.683
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	20.9
Optimal Cycle:	47	Level Of Service:	C

Street Name:	I-10 EB Off Ramp-34th St						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1	1	0	0	1	0	1	1	0	0
Volume Module:														
Base Vol:	46	0	58	579	45	70	0	841	18	18	1004	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	0	58	579	45	70	0	841	18	18	1004	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.95	0.95	0.95	0.96	0.96	0.96	0.92	0.92	0.92
PHF Volume:	51	0	64	612	48	74	0	880	19	20	1096	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	0	64	612	48	74	0	880	19	20	1096	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	51	0	64	612	48	74	0	880	19	20	1096	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	1.00	0.68	0.89	0.86	0.94	1.00	0.80	0.85	0.89	0.92	1.00
Lanes:	0.44	0.00	0.56	1.85	0.15	1.00	0.00	1.96	0.04	0.04	1.96	0.00
Final Sat.:	567	0	715	3137	244	1777	0	2963	63	61	3416	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.09	0.20	0.20	0.04	0.00	0.30	0.30	0.32	0.32	0.00
Crit Moves:	****			****							****	
Green/Cycle:	0.13	0.00	0.13	0.29	0.29	0.29	0.00	0.47	0.47	0.47	0.47	0.00
Volume/Cap:	0.68	0.00	0.68	0.68	0.68	0.15	0.00	0.63	0.63	0.68	0.68	0.00
Uniform Del:	33.1	0.0	33.1	25.4	25.4	21.3	0.0	16.0	16.0	16.5	16.5	0.0
IncremntDel:	10.9	0.0	10.9	2.0	2.0	0.1	0.0	0.9	0.9	1.2	1.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	44.0	0.0	44.0	27.4	27.4	21.4	0.0	16.9	16.9	17.8	17.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.0	0.0	44.0	27.4	27.4	21.4	0.0	16.9	16.9	17.8	17.8	0.0
HCM2kAvg:	4	0	4	9	9	1	0	9	10	12	12	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Centinela Ave/Pico Blvd

Cycle (sec):	60	Critical Vol./Cap. (X):	1.094		
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	27.1		
Optimal Cycle:	180	Level Of Service:	C		

Street Name:	Centinela Ave						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	50	524	54	32	527	254	197	975	306	10	717	368
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	524	54	32	527	254	197	975	306	10	717	368
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.91	0.91	0.91	0.98	0.98	0.98	0.93	0.93	0.93
PHF Volume:	57	599	62	35	578	279	201	996	312	11	771	396
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	599	62	35	578	279	201	996	312	11	771	396
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	57	599	62	35	578	279	201	996	312	11	771	396
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.93	0.83	0.20	0.84	0.99	0.16	0.95	0.91	0.24	0.83	0.87
Lanes:	1.00	1.00	1.00	1.00	1.42	0.58	1.00	2.00	1.00	1.00	1.35	0.65
Final Sat.:	382	1773	1576	383	2269	1094	311	3610	1737	453	2117	1086
Capacity Analysis Module:												
Vol/Sat:	0.15	0.34	0.04	0.09	0.25	0.25	0.65	0.28	0.18	0.02	0.36	0.36
Crit Moves:		****					****					
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.59	0.59	0.59	0.59	0.59	0.59
Volume/Cap:	0.48	1.09	0.13	0.29	0.83	0.83	1.09	0.47	0.30	0.04	0.62	0.62
Uniform Del:	16.8	20.7	14.9	15.8	19.2	19.2	12.3	6.9	6.1	5.1	7.9	7.9
IncremntDel:	3.0	66.6	0.1	1.4	5.5	5.5	93.7	0.2	0.2	0.1	0.6	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	19.8	87.4	15.0	17.1	24.7	24.7	106.0	7.1	6.3	5.2	8.5	8.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.8	87.4	15.0	17.1	24.7	24.7	106.0	7.1	6.3	5.2	8.5	8.5
HCM2kAvg:	4	22	1	2	10	11	39	6	3	0	8	8

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Centinela Ave/I-10 WB On Ramp

Cycle (sec):	60	Critical Vol./Cap. (X):	0.521
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	9.8
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Centinela Ave						I-10 WB On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	1	0 2	0 0	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	637	227	411	451	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	637	227	411	451	0	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	694	0	453	497	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	694	0	453	497	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	694	0	453	497	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3610	0	1805	3610	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.25	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green/Cycle:	0.00	0.37	0.00	0.48	0.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.52	0.00	0.52	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Del:	0.0	14.8	0.0	10.8	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IncremntDel:	0.0	0.4	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	15.2	0.0	11.4	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.2	0.0	11.4	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HCM2kAvg:	0	6	0	7	1	0	0	0	0	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Cloverfield Blvd/Olympic Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.699
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	38.5
Optimal Cycle:	61	Level Of Service:	D

Street Name:	Cloverfield Blvd						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	1 0	2 0	2	1 0	1 0	2	0 1	2 0	2	0 1
Volume Module:												
Base Vol:	222	791	0	98	954	56	144	706	248	368	832	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	222	791	0	98	954	56	144	706	248	368	832	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.88	0.88	0.88	0.95	0.95	0.95
PHF Volume:	231	824	0	102	994	58	164	805	283	385	871	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	824	0	102	994	58	164	805	283	385	871	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	231	824	0	102	994	58	164	805	283	385	871	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.88	0.91	0.86	0.87	0.90	0.89	0.98	0.94	0.92	0.92	0.82
Lanes:	2.00	3.00	0.00	2.00	2.84	0.16	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3267	5016	0	3267	4708	276	1684	3729	1777	3502	3491	1562
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.00	0.03	0.21	0.21	0.10	0.22	0.16	0.11	0.25	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.34	0.00	0.06	0.30	0.30	0.14	0.33	0.33	0.17	0.36	0.36
Volume/Cap:	0.70	0.48	0.00	0.48	0.70	0.70	0.70	0.66	0.48	0.66	0.70	0.21
Uniform Del:	52.2	31.4	0.0	54.2	37.0	37.0	49.2	34.5	32.1	46.7	33.0	26.8
IncremntDel:	6.5	0.2	0.0	1.8	1.5	1.5	9.0	1.3	0.6	2.7	1.8	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.6	31.6	0.0	56.0	38.5	38.5	58.2	35.8	32.8	49.4	34.8	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.6	31.6	0.0	56.0	38.5	38.5	58.2	35.8	32.8	49.4	34.8	26.9
HCM2kAvg:	6	7	0	3	12	12	7	12	8	8	14	2

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 26th St/Olympic Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.766	
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	33.0	
Optimal Cycle:	73	Level Of Service:	C	

Street Name:	26th St						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	2 0	0	0 2	1 0	2	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	13	320	35	331	0	362	39	783	0	0	1113	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	320	35	331	0	362	39	783	0	0	1113	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.91	0.91	0.91	0.93	0.93	0.93
PHF Volume:	16	383	42	396	0	433	43	862	0	0	1196	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	383	42	396	0	433	43	862	0	0	1196	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	16	383	42	396	0	433	43	862	0	0	1196	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.83	1.00	0.70	0.95	0.95	1.00	1.00	0.93	0.93
Lanes:	1.00	1.80	0.20	2.00	0.00	2.00	1.00	2.00	0.00	0.00	1.78	0.22
Final Sat.:	1805	3099	339	3152	0	2652	1805	3610	0	0	3160	392
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.12	0.13	0.00	0.16	0.02	0.24	0.00	0.00	0.38	0.38
Crit Moves:			****			****	****				****	
Green/Cycle:	0.16	0.16	0.16	0.21	0.00	0.24	0.03	0.53	0.00	0.00	0.49	0.49
Volume/Cap:	0.05	0.77	0.77	0.59	0.00	0.67	0.77	0.45	0.00	0.00	0.77	0.77
Uniform Del:	42.6	48.2	48.2	42.5	0.0	41.0	57.7	17.8	0.0	0.0	24.7	24.7
IncremntDel:	0.1	6.3	6.3	1.4	0.0	2.7	46.5	0.2	0.0	0.0	2.1	2.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	42.6	54.5	54.5	43.9	0.0	43.7	104.2	17.9	0.0	0.0	26.8	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	54.5	54.5	43.9	0.0	43.7	104.2	17.9	0.0	0.0	26.8	26.8
HCM2kAvg:	1	9	9	8	0	8	3	7	0	0	18	18

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Stewart St/Olympic Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.695	
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	27.7	
Optimal Cycle:	61	Level Of Service:	C	

Street Name:	Stewart St						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	2 0	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	53	186	62	140	287	53	42	1032	123	112	1139	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	186	62	140	287	53	42	1032	123	112	1139	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.96	0.96	0.96	0.97	0.97	0.97
PHF Volume:	62	217	72	163	334	62	44	1080	129	115	1171	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	217	72	163	334	62	44	1080	129	115	1171	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	62	217	72	163	334	62	44	1080	129	115	1171	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.86	1.07	0.98	0.20	0.97	0.93	0.95	0.97	0.94
Lanes:	1.00	1.50	0.50	2.00	0.83	0.17	1.00	1.78	0.22	1.00	1.84	0.16
Final Sat.:	1805	2607	869	3267	1697	313	371	3267	389	1805	3401	278
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.08	0.05	0.20	0.20	0.12	0.33	0.33	0.06	0.34	0.34
Crit Moves:	****				****			****			****	
Green/Cycle:	0.05	0.21	0.21	0.12	0.28	0.28	0.48	0.48	0.48	0.57	0.57	0.57
Volume/Cap:	0.70	0.40	0.40	0.40	0.69	0.69	0.25	0.69	0.69	0.43	0.61	0.61
Uniform Del:	56.2	41.1	41.1	48.4	38.4	38.4	18.7	24.7	24.7	16.8	17.1	17.1
IncremntDel:	21.3	0.4	0.4	0.6	3.7	3.7	0.7	1.2	1.2	1.1	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	77.5	41.4	41.4	49.0	42.1	42.1	19.5	25.9	25.9	18.0	17.7	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.5	41.4	41.4	49.0	42.1	42.1	19.5	25.9	25.9	18.0	17.7	17.7
HCM2kAvg:	4	5	5	3	14	13	3	15	15	2	11	11

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Centinela Ave (West)/Olympic Blvd

Cycle (sec):	60	Critical Vol./Cap. (X):	0.640
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	9.3
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Centinela Ave (West)						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	629	0	88	15	1242	11	6	1161	483
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	629	0	88	15	1242	11	6	1161	483
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	0.95	0.95	0.95
PHF Volume:	0	0	0	629	0	88	15	1279	11	6	1219	507
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	629	0	88	15	1279	11	6	1219	507
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	629	0	88	15	1279	11	6	1219	507
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.86	1.00	0.82	0.17	0.89	0.95	0.14	0.89	0.74
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	0	0	0	3267	0	1562	321	3337	30	257	3368	1410
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.06	0.05	0.38	0.38	0.02	0.36	0.36
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.30	0.00	0.30	0.60	0.60	0.60	0.60	0.60	0.90
Volume/Cap:	0.00	0.00	0.00	0.64	0.00	0.19	0.08	0.64	0.64	0.04	0.60	0.40
Uniform Del:	0.0	0.0	0.0	18.2	0.0	15.5	5.1	7.8	7.8	4.9	7.6	0.5
IncremntDel:	0.0	0.0	0.0	1.4	0.0	0.2	0.2	0.7	0.7	0.1	0.5	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	19.6	0.0	15.7	5.2	8.5	8.5	5.1	8.1	0.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.6	0.0	15.7	5.2	8.5	8.5	5.1	8.1	0.7
HCM2kAvg:	0	0	0	6	0	1	1	9	9	0	8	2

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Centinela Ave (East)/Olympic Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.841
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: 65 Level Of Service: B

Street Name:	Centinela Ave (East)						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	0	0	1 0	0 0	1 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	364	0	119	15	38	0	0	1278	592	150	1309	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	364	0	119	15	38	0	0	1278	592	150	1309	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.95	0.95	0.95	0.99	0.99	0.99
PHF Volume:	389	0	127	16	41	0	0	1344	623	152	1325	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	0	127	16	41	0	0	1344	623	152	1325	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	389	0	127	16	41	0	0	1344	623	152	1325	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.93	0.99	0.99	1.00	1.00	0.91	0.85	0.16	0.91	0.91
Lanes:	1.60	0.00	0.40	0.28	0.72	0.00	1.00	3.00	1.00	1.00	2.99	0.01
Final Sat.:	2830	0	697	530	1343	0	1900	5187	1615	302	5179	8
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.18	0.03	0.03	0.00	0.00	0.26	0.39	0.50	0.26	0.26
Crit Moves:			****		****					****		
Green/Cycle:	0.22	0.00	0.22	0.04	0.04	0.00	0.00	0.60	0.81	0.60	0.60	0.60
Volume/Cap:	0.63	0.00	0.84	0.84	0.84	0.00	0.00	0.43	0.47	0.84	0.43	0.43
Uniform Del:	21.3	0.0	22.5	28.8	28.8	0.0	0.0	6.6	1.7	9.8	6.5	6.5
IncremntDel:	1.6	0.0	10.2	58.2	58.2	0.0	0.0	0.1	0.3	28.3	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	23.0	0.0	32.7	87.0	87.0	0.0	0.0	6.7	2.0	38.1	6.6	6.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.0	0.0	32.7	87.0	87.0	0.0	0.0	6.7	2.0	38.1	6.6	6.6
HCM2kAvg:	5	0	9	3	3	0	0	5	4	17	5	5

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 Centinela Ave/Exposition Blvd

Average Delay (sec/veh): 6.5 Worst Case Level Of Service: F[52.4]

Street Name:	Centinela Ave						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	24 550	0	0	694	16		50	0	132	0	0	0
Growth Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24 550	0	0	694	16		50	0	132	0	0	0
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89 0.89	0.89	0.89	0.89	0.89		0.91	0.91	0.91	1.00	1.00	1.00
PHF Volume:	27 619	0	0	781	18		55	0	145	0	0	0
Reduct Vol:	0 0	0	0	0	0		0	0	0	0	0	0
Final Vol.:	27 619	0	0	781	18		55	0	145	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx	xxxxx	xxxx	xxxxx			6.4 xxxx		6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2 xxxx xxxxx	xxxxx	xxxx	xxxxx			3.5 xxxx		3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	799 xxxx xxxxx	xxxx	xxxx	xxxxx			1462 xxxx		790	xxxx	xxxx	xxxxx
Potent Cap.:	833 xxxx xxxxx	xxxx	xxxx	xxxxx			143 xxxx		393	xxxx	xxxx	xxxxx
Move Cap.:	833 xxxx xxxxx	xxxx	xxxx	xxxxx			140 xxxx		393	xxxx	xxxx	xxxxx
Volume/Cap:	0.03 xxxx xxxx	xxxx	xxxx	xxxx			0.39 xxxx		0.37	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.1 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Stopped Del:	9.5 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	A *	*	*	*	*	*	*	*	*	*		
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx	262	xxxxx	xxxx	xxxx	xxxxx		
SharedQueue:	0.1 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	5.6	xxxxx	xxxxx	xxxx	xxxxx		
Shrd StpDel:	9.5 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	52.4	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	A *	*	*	*	*	F	*	*	*	*		
ApproachDel:	xxxxxx		xxxxxx			52.4		xxxxxx				
ApproachLOS:	*		*			F		*				

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Centinela Ave/I-10 WB On/Off Ramps

Cycle (sec):	60	Critical Vol./Cap. (X):	1.145
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	78.8
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Centinela Ave						I-10 WB On/Off Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	0	0	0 1	0 1	1 0	0 0	1	0	0 0	0 0
Volume Module:												
Base Vol:	388	243	0	0	805	107	333	0	267	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	388	243	0	0	805	107	333	0	267	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.94	0.94	0.94	1.00	1.00	1.00
PHF Volume:	443	277	0	0	919	122	354	0	284	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	443	277	0	0	919	122	354	0	284	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	443	277	0	0	919	122	354	0	284	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.82	0.76	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	1560	1451	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.15	0.00	0.00	0.48	0.08	0.24	0.00	0.18	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.21	0.64	0.00	0.00	0.42	0.42	0.21	0.00	0.43	0.00	0.00	0.00
Volume/Cap:	1.15	0.23	0.00	0.00	1.15	0.19	1.14	0.00	0.41	0.00	0.00	0.00
Uniform Del:	23.6	4.6	0.0	0.0	17.3	10.9	23.6	0.0	11.9	0.0	0.0	0.0
IncremntDel:	91.6	0.1	0.0	0.0	79.9	0.1	96.3	0.0	0.4	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	115.2	4.7	0.0	0.0	97.2	11.0	119.9	0.0	12.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	115.2	4.7	0.0	0.0	97.2	11.0	119.9	0.0	12.3	0.0	0.0	0.0
HCM2kAvg:	20	2	0	0	36	2	20	0	4	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 I-10 EB Off Ramp-34th St/Pico Blvd

Cycle (sec):	80	Critical Vol./Cap. (X):	0.764
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	11.8
Optimal Cycle:	58	Level Of Service:	B

Street Name:	I-10 EB Off Ramp-34th St						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1	1	0	0	1	0	1	1	0	0
Volume Module:														
Base Vol:	30	0	30	165	12	22	0	1514	36	56	766	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	0	30	165	12	22	0	1514	36	56	766	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.92	0.92	0.92	0.89	0.89	0.89
PHF Volume:	37	0	37	203	15	27	0	1644	39	63	865	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	0	37	203	15	27	0	1644	39	63	865	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	37	0	37	203	15	27	0	1644	39	63	865	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	1.00	0.68	0.89	0.86	0.94	1.00	0.80	0.85	0.69	0.71	1.00
Lanes:	0.50	0.00	0.50	1.86	0.14	1.00	0.00	1.96	0.04	0.14	1.86	0.00
Final Sat.:	646	0	646	3148	229	1777	0	2957	70	184	2510	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.06	0.06	0.06	0.02	0.00	0.56	0.56	0.34	0.34	0.00
Crit Moves:	****				****			****				
Green/Cycle:	0.07	0.00	0.07	0.08	0.08	0.08	0.00	0.73	0.73	0.73	0.73	0.00
Volume/Cap:	0.76	0.00	0.76	0.76	0.76	0.18	0.00	0.76	0.76	0.47	0.47	0.00
Uniform Del:	36.3	0.0	36.3	35.8	35.8	34.0	0.0	6.7	6.7	4.5	4.5	0.0
IncremntDel:	29.6	0.0	29.6	11.6	11.6	0.6	0.0	1.6	1.6	0.2	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	65.9	0.0	65.9	47.4	47.4	34.6	0.0	8.3	8.3	4.7	4.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.9	0.0	65.9	47.4	47.4	34.6	0.0	8.3	8.3	4.7	4.7	0.0
HCM2kAvg:	4	0	4	5	5	1	0	14	15	7	7	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Centinela Ave/Pico Blvd

Cycle (sec):	60	Critical Vol./Cap. (X):	0.925		
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	17.4		
Optimal Cycle:	86	Level Of Service:	B		

Street Name:	Centinela Ave						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	37	264	65	96	848	147	89	1168	441	113	592	321
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	264	65	96	848	147	89	1168	441	113	592	321
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.94	0.94	0.94	0.89	0.89	0.89
PHF Volume:	43	308	76	112	988	171	94	1239	468	127	666	361
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	308	76	112	988	171	94	1239	468	127	666	361
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	43	308	76	112	988	171	94	1239	468	127	666	361
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.93	0.83	0.39	0.87	1.02	0.19	0.95	0.90	0.14	0.83	0.87
Lanes:	1.00	1.00	1.00	1.00	1.74	0.26	1.00	2.00	1.00	1.00	1.32	0.68
Final Sat.:	317	1773	1582	748	2871	498	352	3610	1713	260	2074	1125
Capacity Analysis Module:												
Vol/Sat:	0.14	0.17	0.05	0.15	0.34	0.34	0.27	0.34	0.27	0.49	0.32	0.32
Crit Moves:					****					****		
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	0.36	0.47	0.13	0.40	0.93	0.93	0.51	0.65	0.52	0.93	0.61	0.61
Uniform Del:	13.7	14.3	12.4	13.9	18.0	18.0	9.1	10.2	9.2	13.1	9.8	9.8
IncremntDel:	1.8	0.5	0.1	1.0	11.6	11.6	2.3	0.8	0.5	54.5	0.6	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	15.5	14.8	12.5	14.9	29.7	29.7	11.5	11.0	9.7	67.5	10.5	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.5	14.8	12.5	14.9	29.7	29.7	11.5	11.0	9.7	67.5	10.5	10.5
HCM2kAvg:	3	5	1	4	15	17	6	9	6	22	7	8

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Centinela Ave/I-10 WB On Ramp

Cycle (sec):	60	Critical Vol./Cap. (X):	0.570
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	7.4
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Centinela Ave						I-10 WB On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	1 0	1 0	2	0 0	0 0	0	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	408	288	568	882	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	408	288	568	882	0	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.00	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	462	0	644	1000	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	462	0	644	1000	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	462	0	644	1000	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3610	0	1805	3610	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.36	0.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green/Cycle:	0.00	0.22	0.00	0.63	0.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.57	0.00	0.57	0.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Del:	0.0	20.7	0.0	6.5	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IncremntDel:	0.0	1.0	0.0	0.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	21.7	0.0	7.2	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.7	0.0	7.2	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HCM2kAvg:	0	5	0	8	2	0	0	0	0	0	0	0

ICU ANALYSIS

Project Title: **LA TNP**
Intersection: **59 Overland Ave & Culver Blvd**
Description: **Baseline Plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	204	1,600	0.036	N-S(1):	0.455 *
	TH	2.00	650	3,200	0.203	N-S(2):	0.275
	LT	2.00	160	2,880	0.056 *	E-W(1):	0.429
Westbound	RT	0.00	163	0	0.000	E-W(2):	0.460 *
	TH	2.00	720	3,200	0.276 *		
	LT	1.00	84	1,600	0.053	V/C:	0.915
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	2.00	1,086	3,200	0.399 *	ITS:	0.000
	LT	2.00	207	2,880	0.072		
Eastbound	RT	1.00	111	1,600	0.033	ICU:	1.015
	TH	2.00	1,202	3,200	0.376		
	LT	1.00	294	1,600	0.184 *	LOS:	F

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	284	1,600	0.092	N-S(1):	0.393
	TH	2.00	1,123	3,200	0.351 *	N-S(2):	0.402 *
	LT	2.00	164	2,880	0.057	E-W(1):	0.429
Westbound	RT	0.00	167	0	0.000	E-W(2):	0.467 *
	TH	2.00	778	3,200	0.295 *		
	LT	1.00	195	1,600	0.122	V/C:	0.869
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	2.00	904	3,200	0.336	ITS:	0.000
	LT	2.00	147	2,880	0.051 *		
Eastbound	RT	1.00	167	1,600	0.079	ICU:	0.969
	TH	2.00	981	3,200	0.307		
	LT	1.00	275	1,600	0.172 *	LOS:	E

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **65 Duquesne Ave & Culver Blvd**
Description: **Baseline Plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	114	1,600	0.031	N-S(1):	0.238
	TH	1.00	234	1,600	0.146 *	N-S(2):	0.253 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.393 *
Westbound	RT	0.00	44	0	0.000	E-W(2):	0.323
	TH	2.00	735	3,200	0.243		
	LT	1.00	72	1,600	0.045 *	V/C:	0.646
Northbound	RT	1.00	109	1,600	0.046	Lost Time:	0.100
	TH	1.00	341	1,600	0.213	ITS:	0.000
	LT	1.00	171	1,600	0.107 *		
Eastbound	RT	0.00	98	0	0.000	ICU:	0.746
	TH	2.00	1,016	3,200	0.348 *		
	LT	1.00	128	1,600	0.080	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	263	1,600	0.131	N-S(1):	0.249
	TH	1.00	366	1,600	0.229 *	N-S(2):	0.298 *
	LT	1.00	157	1,600	0.098	E-W(1):	0.367 *
Westbound	RT	0.00	36	0	0.000	E-W(2):	0.295
	TH	2.00	693	3,200	0.228		
	LT	1.00	88	1,600	0.055 *	V/C:	0.665
Northbound	RT	1.00	113	1,600	0.043	Lost Time:	0.100
	TH	1.00	241	1,600	0.151	ITS:	0.000
	LT	1.00	111	1,600	0.069 *		
Eastbound	RT	0.00	104	0	0.000	ICU:	0.765
	TH	2.00	895	3,200	0.312 *		
	LT	1.00	107	1,600	0.067	LOS:	C

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **73 National Blvd & Washington Blvd**
Description: **Baseline Plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	188	0	0.000	N-S(1):	0.330 *
	TH	2.00	600	3,200	0.246 *	N-S(2):	0.330 *
	LT	2.00	129	2,880	0.045	E-W(1):	0.302
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.324 *
	TH	3.00	1,179	4,800	0.281 *		
	LT	1.00	98	1,600	0.061	V/C:	0.654
Northbound	RT	0.00	63	0	0.000	Lost Time:	0.100
	TH	2.00	850	3,200	0.285	ITS:	0.000
	LT	2.00	243	2,880	0.084 *		
Eastbound	RT	1.00	200	1,600	0.083	ICU:	0.754
	TH	2.00	771	3,200	0.241		
	LT	1.00	68	1,600	0.043 *	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	125	0	0.000	N-S(1):	0.308
	TH	2.00	976	3,200	0.344 *	N-S(2):	0.418 *
	LT	2.00	200	2,880	0.069	E-W(1):	0.424 *
Westbound	RT	0.00	133	0	0.000	E-W(2):	0.265
	TH	3.00	896	4,800	0.214		
	LT	1.00	104	1,600	0.065 *	V/C:	0.842
Northbound	RT	0.00	93	0	0.000	Lost Time:	0.100
	TH	2.00	671	3,200	0.239	ITS:	0.000
	LT	2.00	212	2,880	0.074 *		
Eastbound	RT	1.00	259	1,600	0.125	ICU:	0.942
	TH	2.00	1,149	3,200	0.359 *		
	LT	1.00	82	1,600	0.051	LOS:	E

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **77 La Cienega Blvd & Washington Blvd**
Description: **Baseline Plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	43	0	0.000	N-S(1):	0.414 *
	TH	3.00	1,228	4,800	0.265	N-S(2):	0.411
	LT	1.00	108	1,600	0.068 *	E-W(1):	0.257
Westbound	RT	1.00	360	1,600	0.191	E-W(2):	0.442 *
	TH	2.00	1,290	3,200	0.403 *		
	LT	1.00	44	1,600	0.028	V/C:	0.856
Northbound	RT	0.00	17	0	0.000	Lost Time:	0.100
	TH	3.00	1,646	4,800	0.346 *	ITS:	0.000
	LT	1.00	234	1,600	0.146		
Eastbound	RT	1.00	126	1,600	0.006	ICU:	0.956
	TH	2.00	732	3,200	0.229		
	LT	1.00	63	1,600	0.039 *	LOS:	E

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	45	0	0.000	N-S(1):	0.384 *
	TH	3.00	1,433	4,800	0.308	N-S(2):	0.359
	LT	1.00	239	1,600	0.149 *	E-W(1):	0.434 *
Westbound	RT	1.00	120	1,600	0.000	E-W(2):	0.305
	TH	2.00	791	3,200	0.247		
	LT	1.00	57	1,600	0.036 *	V/C:	0.818
Northbound	RT	0.00	31	0	0.000	Lost Time:	0.100
	TH	3.00	1,097	4,800	0.235 *	ITS:	0.000
	LT	1.00	82	1,600	0.051		
Eastbound	RT	1.00	132	1,600	0.057	ICU:	0.918
	TH	2.00	1,272	3,200	0.398 *		
	LT	1.00	93	1,600	0.058	LOS:	E

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **79 Higuera St & Washington Blvd**
Description: **Baseline Plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	27	1,600	0.013	N-S(1):	0.262 *
	TH	1.00	118	1,600	0.074	N-S(2):	0.100
	LT	1.00	85	1,600	0.053 *	E-W(1):	0.382
Westbound	RT	1.00	179	1,600	0.085	E-W(2):	0.432 *
	TH	2.00	1,352	3,200	0.423 *		
	LT	1.00	83	1,600	0.052	V/C:	0.694
Northbound	RT	1.00	129	1,600	0.055	Lost Time:	0.100
	TH	1.00	335	1,600	0.209 *	ITS:	0.000
	LT	1.00	42	1,600	0.026		
Eastbound	RT	0.00	138	0	0.000	ICU:	0.794
	TH	2.00	917	3,200	0.330		
	LT	1.00	14	1,600	0.009 *	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	62	1,600	0.011	N-S(1):	0.183 *
	TH	1.00	176	1,600	0.110	N-S(2):	0.149
	LT	1.00	83	1,600	0.052 *	E-W(1):	0.441 *
Westbound	RT	1.00	197	1,600	0.097	E-W(2):	0.338
	TH	2.00	905	3,200	0.283		
	LT	1.00	112	1,600	0.070 *	V/C:	0.624
Northbound	RT	1.00	104	1,600	0.030	Lost Time:	0.100
	TH	1.00	210	1,600	0.131 *	ITS:	0.000
	LT	1.00	63	1,600	0.039		
Eastbound	RT	0.00	56	0	0.000	ICU:	0.724
	TH	2.00	1,132	3,200	0.371 *		
	LT	1.00	88	1,600	0.055	LOS:	C

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **80 Ince Blvd & Washington Blvd**
Description: **Baseline Plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	1	1,600	0.001	N-S(1):	0.520 *
	TH	0.22	128	358	0.358	N-S(2):	0.000
	LT	1.78	1,016	2,558	0.397 *	E-W(1):	0.030 *
Westbound	RT	2.00	1,277	3,200	0.002	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	1.00	45	1,600	0.028 *	V/C:	0.550
Northbound	RT	1.00	96	1,600	0.060	Lost Time:	0.100
	TH	1.00	197	1,600	0.123 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	3	0	0.000	ICU:	0.650
	TH	1.00	0	1,600	0.002 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.494 *
	TH	0.12	70	184	0.380	N-S(2):	0.000
	LT	1.88	1,145	2,714	0.422 *	E-W(1):	0.092 *
Westbound	RT	2.00	942	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	1.00	138	1,600	0.086 *	V/C:	0.586
Northbound	RT	1.00	101	1,600	0.063	Lost Time:	0.100
	TH	1.00	115	1,600	0.072 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	5	0	0.000	ICU:	0.686
	TH	1.00	4	1,600	0.006 *		
	LT	0.00	0	0	0.000	LOS:	B

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **81 Ince Blvd & Culver Blvd**
Description: **Baseline Plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	6	1,600	0.004 *	N-S(1):	0.512 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	0.00	0	0	0.000	E-W(1):	0.262 *
Westbound	RT	0.00	3	0	0.000	E-W(2):	0.074
	TH	2.00	209	3,200	0.066		
	LT	1.00	81	1,600	0.051 *	V/C:	0.774
Northbound	RT	1.00	56	1,600	0.010	Lost Time:	0.100
	TH	0.03	19	42	0.457	ITS:	0.000
	LT	1.97	1,443	2,843	0.508 *		
Eastbound	RT	2.00	1,011	3,200	0.000	ICU:	0.874
	TH	2.00	674	3,200	0.211 *		
	LT	1.00	13	1,600	0.008	LOS:	D

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	87	1,600	0.054 *	N-S(1):	0.391 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	0.00	0	0	0.000	E-W(1):	0.291 *
Westbound	RT	0.00	32	0	0.000	E-W(2):	0.164
	TH	2.00	347	3,200	0.118		
	LT	1.00	77	1,600	0.048 *	V/C:	0.682
Northbound	RT	1.00	75	1,600	0.023	Lost Time:	0.100
	TH	0.06	27	89	0.303	ITS:	0.000
	LT	1.94	944	2,800	0.337 *		
Eastbound	RT	2.00	1,155	3,200	0.024	ICU:	0.782
	TH	2.00	779	3,200	0.243 *		
	LT	1.00	73	1,600	0.046	LOS:	C

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **83 Duquesne Ave & Washington Blvd**
Description: **Baseline Plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.259
	TH	1.00	335	1,600	0.228 *	N-S(2):	0.306 *
	LT	1.00	6	1,600	0.004	E-W(1):	0.290
Westbound	RT	0.00	47	0	0.000	E-W(2):	0.298 *
	TH	2.00	800	3,200	0.265 *		
	LT	1.00	87	1,600	0.054	V/C:	0.604
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	1.00	348	1,600	0.255	ITS:	0.000
	LT	1.00	125	1,600	0.078 *		
Eastbound	RT	0.00	197	0	0.000	ICU:	0.704
	TH	2.00	557	3,200	0.236		
	LT	1.00	53	1,600	0.033 *	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	53	0	0.000	N-S(1):	0.242
	TH	1.00	354	1,600	0.254 *	N-S(2):	0.320 *
	LT	1.00	73	1,600	0.046	E-W(1):	0.364 *
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.270
	TH	2.00	687	3,200	0.246		
	LT	1.00	112	1,600	0.070 *	V/C:	0.684
Northbound	RT	0.00	32	0	0.000	Lost Time:	0.100
	TH	1.00	282	1,600	0.196	ITS:	0.000
	LT	1.00	105	1,600	0.066 *		
Eastbound	RT	0.00	143	0	0.000	ICU:	0.784
	TH	2.00	799	3,200	0.294 *		
	LT	1.00	39	1,600	0.024	LOS:	C

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **84 Sepulveda Blvd & Venice Blvd**
Description: **Baseline Plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	201	1,600	0.063	N-S(1):	0.414 *
	TH	2.00	477	3,200	0.149	N-S(2):	0.307
	LT	1.00	99	1,600	0.062 *	E-W(1):	0.412
Westbound	RT	1.00	105	1,600	0.035	E-W(2):	0.425 *
	TH	3.00	1,434	4,800	0.299 *		
	LT	1.00	201	1,600	0.126	V/C:	0.839
Northbound	RT	1.00	289	1,600	0.118	Lost Time:	0.100
	TH	2.00	1,127	3,200	0.352 *	ITS:	0.000
	LT	1.00	253	1,600	0.158		
Eastbound	RT	1.00	318	1,600	0.120	ICU:	0.939
	TH	3.00	1,374	4,800	0.286		
	LT	1.00	202	1,600	0.126 *	LOS:	E

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	208	1,600	0.073	N-S(1):	0.523 *
	TH	2.00	1,018	3,200	0.318	N-S(2):	0.457
	LT	1.00	122	1,600	0.076 *	E-W(1):	0.362 *
Westbound	RT	1.00	131	1,600	0.044	E-W(2):	0.325
	TH	3.00	1,008	4,800	0.210		
	LT	1.00	184	1,600	0.115 *	V/C:	0.885
Northbound	RT	1.00	377	1,600	0.178	Lost Time:	0.100
	TH	2.00	1,429	3,200	0.447 *	ITS:	0.000
	LT	1.00	223	1,600	0.139		
Eastbound	RT	1.00	259	1,600	0.092	ICU:	0.985
	TH	3.00	1,185	4,800	0.247 *		
	LT	1.00	184	1,600	0.115	LOS:	E

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **85 Sepulveda Blvd & 405 NB On/Off-Ramps**
Description: **Baseline Plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	458	1,600	0.286 *	N-S(1):	0.400
	TH	2.00	516	3,200	0.161	N-S(2):	0.587 *
	LT	0.00	0	0	0.000	E-W(1):	0.002
Westbound	RT	0.00	2	0	0.000	E-W(2):	0.170 *
	TH	1.00	0	1,600	0.002 *		
	LT	0.00	1	1,600	0.001	V/C:	0.757
Northbound	RT	0.00	1	0	0.000	Lost Time:	0.100
	TH	2.00	1,278	3,200	0.400	ITS:	0.000
	LT	1.00	481	1,600	0.301 *		
Eastbound	RT	0.16	39	257	0.001	ICU:	0.857
	TH	0.00	0	0	0.000		
	LT	1.84	446	2,648	0.168 *	LOS:	D

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	133	1,600	0.000	N-S(1):	0.321
	TH	2.00	1,249	3,200	0.391 *	N-S(2):	0.515 *
	LT	0.00	2	1,600	0.001	E-W(1):	0.253
Westbound	RT	0.00	4	0	0.000	E-W(2):	0.354 *
	TH	1.00	2	1,600	0.006 *		
	LT	0.00	3	1,600	0.002	V/C:	0.869
Northbound	RT	0.00	7	0	0.000	Lost Time:	0.100
	TH	2.00	1,016	3,200	0.320	ITS:	0.000
	LT	1.00	199	1,600	0.124 *		
Eastbound	RT	0.21	106	339	0.251	ICU:	0.969
	TH	0.00	0	0	0.000		
	LT	1.79	896	2,575	0.348 *	LOS:	E

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **86 Sawtelle Blvd & 405 SB On/Off-Ramps**
Description: **Baseline Plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	6	0	0.000	N-S(1):	0.796 *
	TH	2.00	194	1,600	0.452 *	N-S(2):	0.000
	LT	0.00	523	1,600	0.327	E-W(1):	0.259 *
Westbound	RT	1.00	375	1,600	0.000	E-W(2):	0.143
	TH	1.00	13	1,600	0.139		
	LT	0.00	210	1,600	0.131 *	V/C:	1.055
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	2.00	909	3,200	0.344 *	ITS:	0.000
	LT	0.00	11	1,600	0.007		
Eastbound	RT	0.00	24	0	0.000	ICU:	1.155
	TH	1.00	174	1,600	0.128 *		
	LT	0.00	7	1,600	0.004	LOS:	F

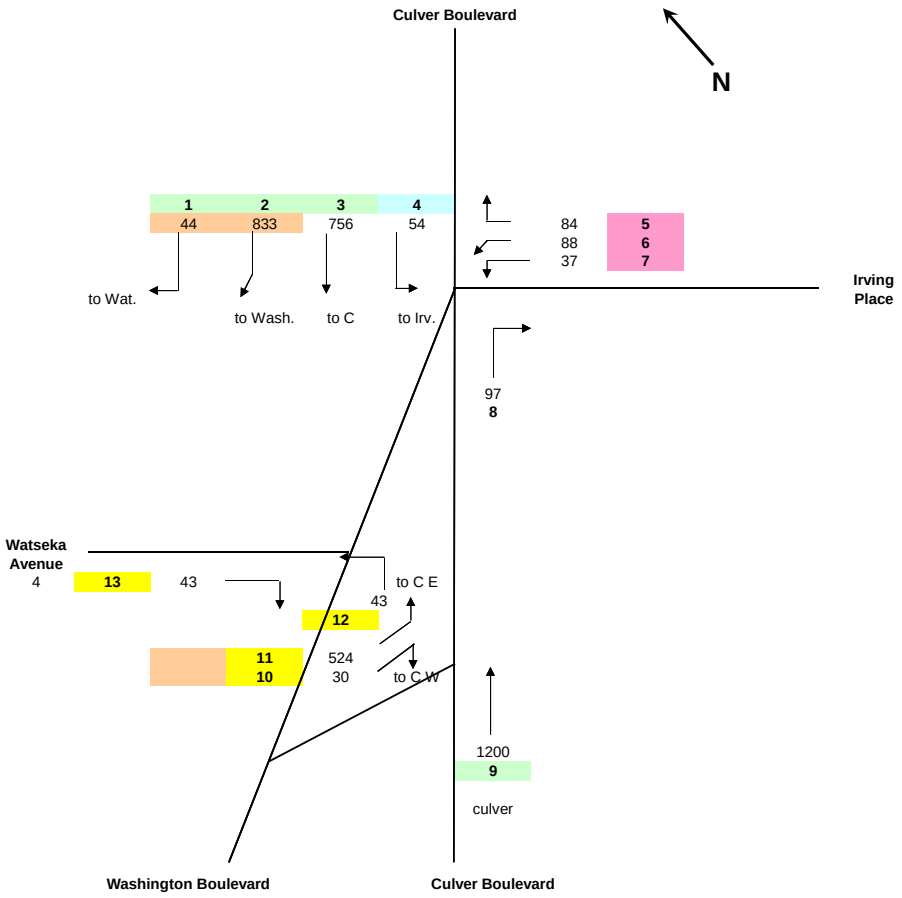
Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.616 *
	TH	2.00	655	3,200	0.352 *	N-S(2):	0.000
	LT	0.00	472	1,600	0.295	E-W(1):	0.282 *
Westbound	RT	1.00	353	1,600	0.000	E-W(2):	0.218
	TH	1.00	31	1,600	0.218		
	LT	0.00	317	1,600	0.198 *	V/C:	0.898
Northbound	RT	0.00	115	0	0.000	Lost Time:	0.100
	TH	2.00	707	3,200	0.264 *	ITS:	0.000
	LT	0.00	23	1,600	0.014		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.998
	TH	1.00	104	1,600	0.084 *		
	LT	0.00	0	0	0.000	LOS:	E

* - Denotes critical movement

HAND CALCULATION

Baseline Plus Project Conditions A.M. Peak Hour



pair 1
Washington EBR
Culver WBT

Max { (524 + 30) / 3200 } TH/RT — Washington EBR
+ { 756 / 3200 } LT — Culver WBT

red: higher critical volu

= **0.409**

pair 2
Washington EBL
Culver WBT to Wash.

Max { 43 / 1600 } Washington EBL + { (44 + 833) / 3200 } Culver WBT to Wash.

= **0.301**

pair 3
Culver EB
Culver WBL to Irv

Max { 1200 / 4800 EBT + 54 / 1600 WBL } − { 756 / 3200 } Overlap Culver WBT

= **0.048**

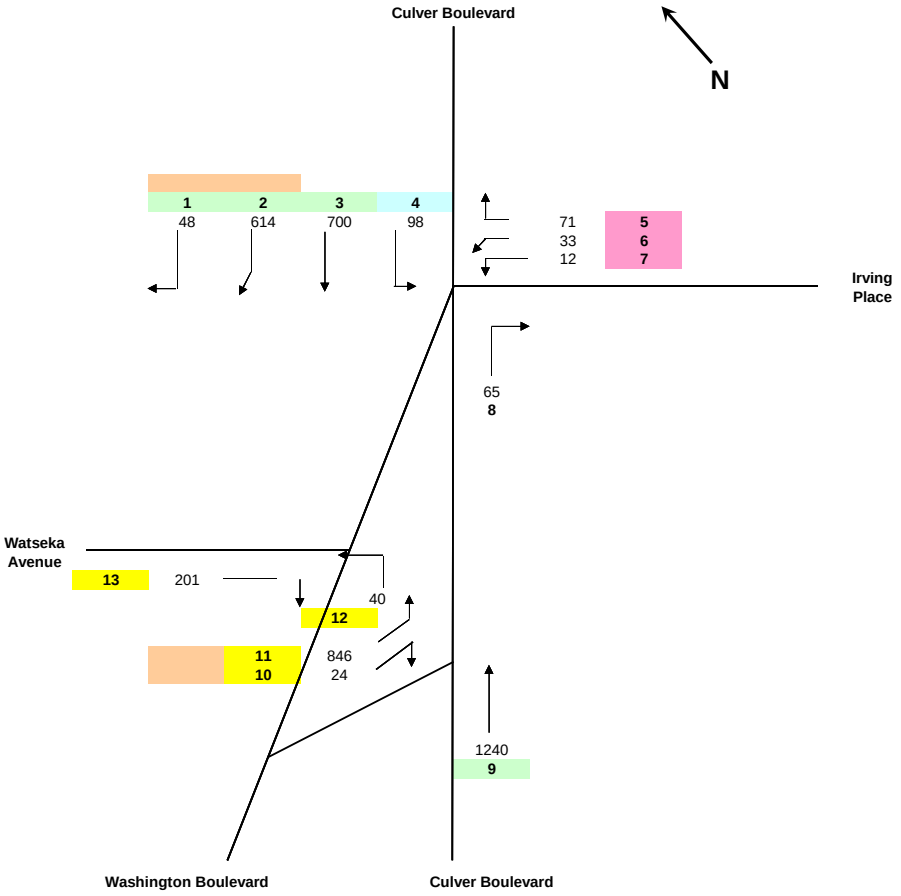
pair 4
Irving Pl

Max { (88 + 37) / 1600 } or { 84 / 1600 }

= **0.078**

									Loss Time			
V/C =	**0.409**	**+**	**0.301**	**+**	**0.048**	**+**	**0.078**	**+**	**0.100**	**=**	**0.936**	
LOS =		**E**										

Baseline Plus Project Conditions P.M. Peak Hour



pair 1 — Max { 846 + 24 / 3200 } + { 700 / 3200 }
ashington E / Culver WBT
Washington EBR / Culver WBT

red: higher critical volu

= 0.491

pair 2 — Max { 40 / 1600 } + { 48 + 614 / 3200 }
ashington E / er WBT to Wash.
Washington EBL / Culver WBT to Wash.

= 0.232

pair 3 — Max { 1240 / 4800 + 98 / 1600 } − { 700 / 3200 }
Culver EB / lver WBL to Irv
EBT / WBL / Overlap Culver WBT

= 0.101

pair 4 — Max { 33 + 12 / 1600 or 71 / 1600 }
Irving Pl

= 0.044

									Loss Time			
V/C =	**0.491**	**+**	**0.232**	**+**	**0.101**	**+**	**0.044**	**+**	**0.100**		**=**	**0.967**
LOS =		**E**										

BASELINE PLUS PROJECT PLUS MITIGATION

CMA ANALYSIS:

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP			
5	North-South Street:	Centinela Ave (East)	East-West Street:	Olympic Blvd	
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)			
	Count Date:	5/15/2013	Analyst:	Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 3	WB--		0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	751	1	**479**	364	1	**242**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	206	0	479	119	0	242
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	2	0	2	15	0	15
	Left-Through		0			0	
	Through	4	0	**8**	38	0	**53**
	Through-Right		0			0	
	Right	2	0	0	0	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	0	1	0	0	1	0
	Left-Through		0			0	
	Through	1097	3	**366**	1278	3	**426**
	Through-Right		0			0	
	Right	381	1	0	592	1	350
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	163	1	**163**	150	1	**150**
	Left-Through		0			0	
	Through	1321	2	441	1309	2	437
	Through-Right		1			1	
	Right	2	0	2	2	0	2
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	487		*North-South:*	295
			East-West:	529		*East-West:*	576
			SUM:	1016		*SUM:*	871
VOLUME/CAPACITY *(V/C)* RATIO:				0.713			0.611
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.613**			**0.511**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
7	North-South Street:	Centinela Ave	East-West Street:	I-10 WB On/Off-Ramps
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0		NB--	0	SB--	0
	EB--	3	WB--	0		EB--	3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	453	1	**453**	388	1	**388**
	Left-Through		0			0	
	Through	581	1	581	243	1	243
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	399	1	**399**	805	1	**805**
	Through-Right		0			0	
	Right	97	1	0	107	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	585	1	**585**	333	1	**333**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	424	1	0	267	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	852		*North-South:*	1193
			East-West:	585		*East-West:*	333
			SUM:	1437		*SUM:*	1526
VOLUME/CAPACITY *(V/C)* RATIO:				1.008			1.071
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.908**			**0.971**
LEVEL OF SERVICE (LOS):				**E**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
9	North-South Street:	Centinela Ave	East-West Street:	Pico Blvd
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	37	1	**37**
	Left-Through		0			0	
	Through	524	1	**524**	264	1	264
	Through-Right		0			0	
	Right	54	1	49	65	1	9
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	32	1	**32**	96	1	96
	Left-Through		0			0	
	Through	527	1	391	848	1	**498**
	Through-Right		1			1	
	Right	254	0	254	147	0	147
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	197	1	**197**	89	1	89
	Left-Through		0			0	
	Through	975	2	488	1168	2	**584**
	Through-Right		0			0	
	Right	306	1	281	441	1	423
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	10	113	1	**113**
	Left-Through		0			0	
	Through	717	1	**543**	592	1	457
	Through-Right		1			1	
	Right	368	0	368	321	0	321
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	556		*North-South:*	535
			East-West:	740		*East-West:*	697
			SUM:	1296		*SUM:*	1232
VOLUME/CAPACITY *(V/C)* RATIO:				0.864			0.821
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.764**			**0.721**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 10

PROJECT TITLE: LATNP
North-South Street: Centinela Ave **East-West Street:** I-10 EB On-Ramp
Scenario: BASELINE PLUS PROJECT (MITIGATION)
Count Date: 5/15/2013 **Analyst:** Fehr & Peers **Date:** 6/24/2014

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	637	1	**432**	408	1	**348**
	Through-Right		1			1	
	Right	227	0	227	288	0	288
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	411	1	**411**	568	1	**568**
	Left-Through		0			0	
	Through	451	2	226	882	2	441
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	843		*North-South:*	916
			East-West:	0		*East-West:*	0
			SUM:	843		*SUM:*	916
VOLUME/CAPACITY *(V/C)* RATIO:				0.562			0.611
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.462**			**0.511**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
11	North-South Street:	Bundy Dr	East-West Street:	Wilshire Blvd
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	245	1	**245**	193	1	**193**
	Left-Through		0			0	
	Through	645	1	378	741	1	440
	Through-Right		1			1	
	Right	110	0	110	138	0	138
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	118	1	118	106	1	106
	Left-Through		0			0	
	Through	616	1	**349**	672	1	**380**
	Through-Right		1			1	
	Right	82	0	82	88	0	88
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	73	1	**73**	126	1	126
	Left-Through		0			0	
	Through	1028	2	378	1051	2	**389**
	Through-Right		1			1	
	Right	105	0	105	116	0	116
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	112	1	112	130	1	**130**
	Left-Through		0			0	
	Through	1223	2	**435**	1074	2	387
	Through-Right		1			1	
	Right	81	0	81	87	0	87
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	594		*North-South:*	573
			East-West:	508		*East-West:*	519
			SUM:	1102		*SUM:*	1092
VOLUME/CAPACITY *(V/C)* RATIO:				0.801			0.794
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.701**			**0.694**
LEVEL OF SERVICE (LOS):				**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
12	North-South Street:	Bundy Dr	East-West Street:	Santa Monica Blvd
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	97	1		**97**	123	1		123
	Left-Through		0				0		
	Through	844	2		422	1024	2		**512**
	Through-Right		0				0		
	Right	79	1		79	103	1		103
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	104	1		104	100	1		**100**
	Left-Through		0				0		
	Through	871	1		**464**	785	1		415
	Through-Right		1				1		
	Right	56	0		56	44	0		44
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	37	1		**37**	74	1		74
	Left-Through		0				0		
	Through	699	1		423	906	1		**522**
	Through-Right		1				1		
	Right	146	0		146	138	0		138
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	0		0	0	0		**0**
	Left-Through		0				0		
	Through	1171	2		**442**	923	2		337
	Through-Right		1				1		
	Right	154	0		154	89	0		89
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	561			*North-South:*	612
				East-West:	479			*East-West:*	522
				SUM:	1040			*SUM:*	1134
VOLUME/CAPACITY *(V/C)* RATIO:					0.693				0.756
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.593**				**0.656**
LEVEL OF SERVICE (LOS):					**A**				**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
13	North-South Street:	Bundy Dr	East-West Street:	Ohio Ave
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	86	1	**86**		64	1	**64**	
	Left-Through		0				0		
	Through	952	2	334		1144	2	401	
	Through-Right		1				1		
	Right	49	0	49		60	0	60	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	0	0	0		0	0	0	
	Left-Through		0				0		
	Through	914	1	**517**		899	1	**478**	
	Through-Right		1				1		
	Right	119	0	119		56	0	56	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	66	1	66		80	1	80	
	Left-Through		0				0		
	Through	182	0	**269**		231	0	**380**	
	Through-Right		1				1		
	Right	87	0	0		149	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	138	1	**138**		68	1	**68**	
	Left-Through		0				0		
	Through	174	0	180		92	0	107	
	Through-Right		1				1		
	Right	6	0	0		15	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	603			*North-South:*	542	
			East-West:	407			*East-West:*	448	
			SUM:	1010			*SUM:*	990	
VOLUME/CAPACITY *(V/C)* RATIO:				0.673				0.660	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.573**				**0.560**	
LEVEL OF SERVICE (LOS):				**A**				**A**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
14	North-South Street:	Bundy Dr	East-West Street:	Missouri Ave
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	0	0		0	0	0	
	Left-Through		0				0		
	Through	1276	1	**664**		1321	1	**694**	
	Through-Right		1				1		
	Right	51	0	51		67	0	67	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	66	1	**66**		96	1	**96**	
	Left-Through		0				0		
	Through	1159	2	580		1184	2	592	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	0	0	0		0	0	0	
	Left-Through		0				0		
	Through	0	0	**0**		0	0	**0**	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	91	1	**91**		58	1	**58**	
	Left-Through		0				0		
	Through	0	0	0		0	0	0	
	Through-Right		0				0		
	Right	64	1	31		66	1	18	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	730			*North-South:*	790	
			East-West:	91			*East-West:*	58	
			SUM:	821			*SUM:*	848	
VOLUME/CAPACITY *(V/C)* RATIO:				0.547				0.565	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.447**				**0.465**	
LEVEL OF SERVICE (LOS):				**A**				**A**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
15	North-South Street:	Bundy Dr	East-West Street:	La Grange Ave
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	43	1	43		13	1	13	
	Left-Through		0				0		
	Through	1275	1	**663**		1321	1	**699**	
	Through-Right		1				1		
	Right	50	0	50		77	0	77	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	59	1	**59**		105	1	**105**	
	Left-Through		0				0		
	Through	1124	1	571		1139	1	571	
	Through-Right		1				1		
	Right	18	0	18		3	0	3	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	1	0	**1**		0	0	**0**	
	Left-Through		0				0		
	Through	1	0	9		7	0	21	
	Through-Right		0				0		
	Right	7	0	0		14	0	0	
	Left-Through-Right		1				1		
	Left-Right		0				0		
WESTBOUND	Left	104	0	104		109	0	109	
	Left-Through		0				0		
	Through	8	0	**163**		5	0	**212**	
	Through-Right		0				0		
	Right	51	0	0		98	0	0	
	Left-Through-Right		1				1		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	722			*North-South:*	804	
			East-West:	164			*East-West:*	212	
			SUM:	886			*SUM:*	1016	
VOLUME/CAPACITY *(V/C)* RATIO:				0.591				0.677	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.491**				**0.577**	
LEVEL OF SERVICE (LOS):				**A**				**A**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
16	North-South Street:	Bundy Dr	East-West Street:	Olympic Blvd
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3		SB--	0	NB-- 3		SB--	0
		EB-- 3		WB--	3	EB-- 3		WB--	3
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	196	2		**108**	98	2		54
	Left-Through		0				0		
	Through	937	2		469	1013	2		**507**
	Through-Right		0				0		
	Right	141	1		31	177	1		47
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	266	2		146	145	2		**80**
	Left-Through		0				0		
	Through	856	1		**511**	867	1		498
	Through-Right		1				1		
	Right	166	0		166	129	0		129
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	165	1		**165**	191	1		**191**
	Left-Through		0				0		
	Through	938	3		313	1253	3		418
	Through-Right		0				0		
	Right	91	1		0	319	1		265
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	200	2		110	237	2		130
	Left-Through		0				0		
	Through	1292	3		**431**	1300	3		**433**
	Through-Right		0				0		
	Right	300	1		154	292	1		212
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	619			North-South:	587
				East-West:	596			East-West:	624
				SUM:	1215			SUM:	1211
VOLUME/CAPACITY *(V/C)* RATIO:					0.884				0.881
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.784**				**0.781**
LEVEL OF SERVICE (LOS):					**C**				**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
17	North-South Street:	Bundy Dr	East-West Street:	Pico Blvd
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		3	NB-- 0	SB--		3
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	264	1	**264**		194	1	**194**	
	Left-Through		0				0		
	Through	1106	2	434		1097	2	450	
	Through-Right		1				1		
	Right	195	0	195		252	0	252	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	58	1	58		87	1	87	
	Left-Through		0				0		
	Through	1026	2	**513**		1318	2	**659**	
	Through-Right		0				0		
	Right	79	1	0		84	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	148	1	**148**		95	1	95	
	Left-Through		0				0		
	Through	829	1	469		883	1	**533**	
	Through-Right		1				1		
	Right	108	0	108		183	0	183	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	104	1	104		165	1	**165**	
	Left-Through		0				0		
	Through	887	1	**476**		642	1	356	
	Through-Right		1				1		
	Right	64	0	64		69	0	69	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	777			*North-South:*	853	
			East-West:	624			*East-West:*	698	
			SUM:	1401			*SUM:*	1551	
VOLUME/CAPACITY *(V/C)* RATIO:				1.019				1.128	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.919**				**1.028**	
LEVEL OF SERVICE (LOS):				**E**				**F**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 18

PROJECT TITLE: LATNP
North-South Street: Bundy Dr **East-West Street:** I-10 EB On-Ramp
Scenario: BASELINE PLUS PROJECT (MITIGATION)
Count Date: 5/15/2013 **Analyst:** Fehr & Peers **Date:** 6/24/2014

		AM				PM		
No. of Phases				2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2	SB--	0		NB-- 2	SB--	0
		EB-- 0	WB--	0		EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2				2
Override Capacity				0				0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**		**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0		0	0	0
	Left-Through		0				0	
	Through	1103	1	**552**		846	1	**423**
	Through-Right		1				1	
	Right	374	1	374		288	1	288
	Left-Through-Right		0				0	
	Left-Right		0				0	
SOUTHBOUND	Left	593	1	**593**		850	1	**850**
	Left-Through		0				0	
	Through	1014	2	507		1385	2	693
	Through-Right		0				0	
	Right	0	0	0		0	0	0
	Left-Through-Right		0				0	
	Left-Right		0				0	
EASTBOUND	Left	0	0	0		0	0	0
	Left-Through		0				0	
	Through	0	0	**0**		0	0	**0**
	Through-Right		0				0	
	Right	0	0	0		0	0	0
	Left-Through-Right		0				0	
	Left-Right		0				0	
WESTBOUND	Left	0	0	**0**		0	0	**0**
	Left-Through		0				0	
	Through	0	0	0		0	0	0
	Through-Right		0				0	
	Right	0	0	0		0	0	0
	Left-Through-Right		0				0	
	Left-Right		0				0	
CRITICAL VOLUMES			*North-South:*	1145			*North-South:*	1273
			East-West:	0			*East-West:*	0
			SUM:	1145			*SUM:*	1273
VOLUME/CAPACITY *(V/C)* RATIO:				0.763				0.849
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.663**				**0.749**
LEVEL OF SERVICE (LOS):				**B**				**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
19	North-South Street:	Bundy Dr	East-West Street:	Ocean Park Blvd
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 / EB-- 3		SB-- / WB--	3 / 0	NB-- 0 / EB-- 3		SB-- / WB--	3 / 0
ATSAC-1 or ATSAC+ATCS-2?				2				2
Override Capacity				0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	771	1	**771**	351	1	**351**
	Left-Through		0			0	
	Through	1411	1	808	822	1	491
	Through-Right		1			1	
	Right	205	0	205	159	0	159
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	21	1	21	47	1	47
	Left-Through		0			0	
	Through	593	2	**297**	1230	2	**615**
	Through-Right		0			0	
	Right	344	1	291	174	1	94
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	53	1	**53**	80	1	80
	Left-Through		0			0	
	Through	540	2	270	844	2	422
	Through-Right		0			0	
	Right	323	1	0	900	1	**549**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	80	150	1	**150**
	Left-Through		0			0	
	Through	663	1	**383**	424	1	238
	Through-Right		1			1	
	Right	102	0	102	52	0	52
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1068		*North-South:*	966
			East-West:	436		*East-West:*	699
			SUM:	1504		*SUM:*	1665
VOLUME/CAPACITY *(V/C)* RATIO:				1.094			1.211
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.994**			**1.111**
LEVEL OF SERVICE (LOS):				**E**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
20	North-South Street:	Bundy Dr	East-West Street:	National Blvd
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM				PM			
No. of Phases				3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	2	SB--	0	NB--	2	SB--	0
	EB--	0	WB--	3	EB--	0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?				2				2
Override Capacity				0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1998	2	**999**	1087	2	544
	Through-Right		0			0	
	Right	368	1	368	369	1	369
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	207	2	**114**	481	2	265
	Left-Through		0			0	
	Through	812	2	406	1783	2	**892**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	222	2	122	478	2	**263**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	444	1	**330**	251	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1113		*North-South:*	892
			East-West:	330		*East-West:*	263
			SUM:	1443		*SUM:*	1155
VOLUME/CAPACITY *(V/C)* RATIO:				1.013			0.811
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.913**			**0.711**
LEVEL OF SERVICE (LOS):				**E**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
21	North-South Street:	Barrington Ave	East-West Street:	Santa Monica Blvd
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				1000			900

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	111	1	**111**	105	1	**105**
	Left-Through		0			0	
	Through	549	1	549	485	1	485
	Through-Right		0			0	
	Right	102	1	62	90	1	59
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	108	1	108	87	1	87
	Left-Through		0			0	
	Through	506	0	**561**	585	0	**626**
	Through-Right		1			1	
	Right	55	0	0	41	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	59	1	**59**	90	1	90
	Left-Through		0			0	
	Through	1026	2	367	996	2	**385**
	Through-Right		1			1	
	Right	74	0	74	159	0	159
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	81	1	81	62	1	**62**
	Left-Through		0			0	
	Through	1311	2	**470**	883	2	320
	Through-Right		1			1	
	Right	98	0	98	76	0	76
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	672		*North-South:*	731
			East-West:	529		*East-West:*	447
			SUM:	1201		*SUM:*	1178
VOLUME/CAPACITY *(V/C)* RATIO:				1.201			1.309
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.101**			**1.209**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP			
22	North-South Street:	Barrington Ave	East-West Street:	Nebraska Ave	
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)			
	Count Date:	5/15/2013	Analyst:	Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	18	0	18	24	0	**24**
	Left-Through		0			0	
	Through	744	0	**791**	644	0	701
	Through-Right		0			0	
	Right	29	0	0	33	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	**10**	63	0	63
	Left-Through		0			0	
	Through	692	0	723	657	0	**740**
	Through-Right		0			0	
	Right	21	0	0	20	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	18	0	**18**	18	0	18
	Left-Through		0			0	
	Through	78	0	138	223	0	**287**
	Through-Right		0			0	
	Right	42	0	0	46	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	46	0	46	21	0	**21**
	Left-Through		0			0	
	Through	105	0	**188**	70	0	107
	Through-Right		0			0	
	Right	37	0	0	16	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	801		*North-South:*	764
			East-West:	206		*East-West:*	308
			SUM:	1007		*SUM:*	1072
VOLUME/CAPACITY *(V/C)* RATIO:				0.671			0.715
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.571**			**0.615**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
24	North-South Street:	Barrington Ave	East-West Street:	La Grange Ave
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	36	0	36	41	0	**41**
	Left-Through		0			0	
	Through	795	0	**859**	635	0	713
	Through-Right		0			0	
	Right	28	0	0	37	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	26	0	**26**	51	0	51
	Left-Through		0			0	
	Through	715	0	794	754	0	**824**
	Through-Right		0			0	
	Right	53	0	0	19	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	20	0	20	47	0	47
	Left-Through		0			0	
	Through	62	0	**182**	203	0	**373**
	Through-Right		0			0	
	Right	100	0	0	123	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	43	0	**43**	49	0	**49**
	Left-Through		0			0	
	Through	68	0	125	74	0	149
	Through-Right		0			0	
	Right	14	0	0	26	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	885		*North-South:*	865
			East-West:	225		*East-West:*	422
			SUM:	1110		*SUM:*	1287
VOLUME/CAPACITY *(V/C)* RATIO:				0.740			0.858
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.640**			**0.758**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
25	North-South Street:	Barrington Ave	East-West Street:	Mississippi Ave
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	90	1	**90**		44	1	**44**	
	Left-Through		0				0		
	Through	829	0	891		674	0	761	
	Through-Right		1				1		
	Right	62	0	0		87	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	21	1	21		22	1	22	
	Left-Through		0				0		
	Through	808	0	**828**		889	0	**893**	
	Through-Right		1				1		
	Right	20	0	0		4	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	17	0	17		34	0	34	
	Left-Through		0				0		
	Through	70	0	**179**		237	0	**499**	
	Through-Right		0				0		
	Right	92	0	0		228	0	0	
	Left-Through-Right		1				1		
	Left-Right		0				0		
WESTBOUND	Left	35	0	**35**		54	0	**54**	
	Left-Through		0				0		
	Through	84	0	143		69	0	135	
	Through-Right		0				0		
	Right	24	0	0		12	0	0	
	Left-Through-Right		1				1		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	918			*North-South:*	937	
			East-West:	214			*East-West:*	553	
			SUM:	1132			*SUM:*	1490	
VOLUME/CAPACITY *(V/C)* RATIO:				0.755				0.993	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.655**				**0.893**	
LEVEL OF SERVICE (LOS):				**B**				**D**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
26	North-South Street:	Barrington Ave	East-West Street:	Olympic Blvd
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0		SB--	0	NB-- 0		SB--	0
		EB-- 0		WB--	3	EB-- 0		WB--	3
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	597	1		597	191	1		**191**
	Left-Through		0				0		
	Through	808	1		**563**	497	1		306
	Through-Right		1				1		
	Right	318	0		318	114	0		114
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	294	1		**294**	189	1		189
	Left-Through		0				0		
	Through	507	2		254	939	2		**470**
	Through-Right		0				0		
	Right	85	1		75	57	1		27
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	20	1		20	60	1		60
	Left-Through		0				0		
	Through	1123	2		**394**	1085	2		**437**
	Through-Right		1				1		
	Right	60	0		60	227	0		227
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	107	1		**107**	156	1		**156**
	Left-Through		0				0		
	Through	1736	4		434	1453	4		363
	Through-Right		0				0		
	Right	205	1		0	185	1		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	857			North-South:	661
				East-West:	501			East-West:	593
				SUM:	1358			SUM:	1254
VOLUME/CAPACITY *(V/C)* RATIO:					0.953				0.880
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.853**				**0.780**
LEVEL OF SERVICE (LOS):					**D**				**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP			
27	North-South Street:	Barrington Ave	East-West Street:	Pico Blvd	
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)			
	Count Date:	5/15/2013	Analyst:	Fehr & Peers	Date: 6/24/2014

		AM			PM		
	No. of Phases			0			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			1200			1100
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	173	1	173	64	1	**64**
	Left-Through		0			0	
	Through	1562	2	**781**	598	2	299
	Through-Right		0			0	
	Right	33	1	23	38	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	73	1	**73**	155	1	155
	Left-Through		0			0	
	Through	552	1	315	1459	1	**771**
	Through-Right		1			1	
	Right	77	0	77	83	0	83
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	149	1	**149**	104	1	104
	Left-Through		0			0	
	Through	786	1	426	902	1	**541**
	Through-Right		1			1	
	Right	65	0	65	180	0	180
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	21	1	21	79	1	**79**
	Left-Through		0			0	
	Through	697	1	**403**	643	1	337
	Through-Right		1			1	
	Right	109	0	109	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	854		*North-South:*	835
			East-West:	552		*East-West:*	620
			SUM:	1406		*SUM:*	1455
	VOLUME/CAPACITY *(V/C)* RATIO:			1.172			1.323
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.072**			**1.223**
	LEVEL OF SERVICE (LOS):			**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP			
28	North-South Street:	Barrington Ave	East-West Street:	Gateway Rd	
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)			
	Count Date:	5/15/2013	Analyst:	Fehr & Peers	Date: 6/24/2014

		AM			PM		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	204	1	204	97	1	**97**
	Left-Through		0			0	
	Through	1559	2	**780**	553	2	277
	Through-Right		0			0	
	Right	200	1	170	68	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	34	1	**34**	91	1	91
	Left-Through		0			0	
	Through	506	2	253	1478	2	**739**
	Through-Right		0			0	
	Right	123	1	3	195	1	123
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	241	1	**241**	144	1	144
	Left-Through		0			0	
	Through	620	1	346	486	1	**410**
	Through-Right		1			1	
	Right	71	0	71	333	0	333
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	60	164	1	**164**
	Left-Through		0			0	
	Through	356	1	**178**	459	1	238
	Through-Right		1			1	
	Right	0	0	0	17	0	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	814		*North-South:*	836
			East-West:	419		*East-West:*	574
			SUM:	1233		*SUM:*	1410
	VOLUME/CAPACITY *(V/C)* RATIO:			0.822			0.940
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.722**			**0.840**
	LEVEL OF SERVICE (LOS):			**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
29	North-South Street:	Gateway Blvd	East-West Street:	Pico Blvd
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
	No. of Phases			0			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 / EB-- 0	SB-- / WB--	0 / 0	NB-- 3 / EB-- 0	SB-- / WB--	0 / 0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			1100			1000
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	873	2	**292**	503	2	**32**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	805	1	**418**	1061	1	**549**
	Through-Right		1			1	
	Right	31	0	31	36	0	36
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	342	2	**188**	446	2	**245**
	Left-Through		0			0	
	Through	894	2	447	806	2	403
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	292		*North-South:*	32
			East-West:	606		*East-West:*	794
			SUM:	898		*SUM:*	826
	VOLUME/CAPACITY *(V/C)* RATIO:			0.816			0.826
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.716**			**0.726**
	LEVEL OF SERVICE (LOS):			**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
30	North-South Street:	Sawtelle Blvd	East-West Street:	Santa Monica Blvd
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0		SB--	0	NB-- 0		SB--	0
		EB-- 0		WB--	0	EB-- 0		WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	88	0		88	67	0		67
	Left-Through		0				0		
	Through	318	0		**654**	246	0		**566**
	Through-Right		0				0		
	Right	248	0		0	253	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
SOUTHBOUND	Left	68	0		**68**	115	0		**115**
	Left-Through		0				0		
	Through	147	0		218	348	0		493
	Through-Right		0				0		
	Right	3	0		0	30	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
EASTBOUND	Left	21	1		21	26	1		26
	Left-Through		0				0		
	Through	1403	2		**477**	1363	2		**485**
	Through-Right		1				1		
	Right	27	0		27	92	0		92
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	143	1		**143**	126	1		**126**
	Left-Through		0				0		
	Through	1517	2		584	882	2		320
	Through-Right		1				1		
	Right	234	0		234	79	0		79
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	722			North-South:	681
				East-West:	620			East-West:	611
				SUM:	1342			SUM:	1292
VOLUME/CAPACITY *(V/C)* RATIO:					0.942				0.907
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.842**				**0.807**
LEVEL OF SERVICE (LOS):					**D**				**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP			
31	North-South Street:	Beloit Ave/I-405 SB Off-Ramp	East-West Street:	Santa Monica Blvd	
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)			
	Count Date:	5/15/2013	Analyst:	Fehr & Peers	Date: 6/24/2014

		AM			PM		
	No. of Phases			0			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			1000			800
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	588	1	**323**	473	1	260
	Left-Through		1			1	
	Through	217	0	262	316	0	**316**
	Through-Right		1			1	
	Right	307	1	0	306	1	306
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1188	3	396	1411	3	**451**
	Through-Right		1			1	
	Right	537	0	**537**	394	0	394
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	661	2	**364**	726	2	**399**
	Left-Through		0			0	
	Through	1597	3	532	881	3	294
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	323		*North-South:*	316
			East-West:	901		*East-West:*	850
			SUM:	1224		*SUM:*	1166
	VOLUME/CAPACITY *(V/C)* RATIO:			1.224			1.458
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.124**			**1.358**
	LEVEL OF SERVICE (LOS):			**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
32	North-South Street:	Sawtelle Blvd	East-West Street:	Olympic Blvd
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
	No. of Phases			0			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 / EB-- 0	SB-- / WB--	0 / 0	NB-- 3 / EB-- 0	SB-- / WB--	0 / 0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			1200			1000
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	323	1	323	245	1	245
	Left-Through		0			0	
	Through	506	1	**506**	325	1	**325**
	Through-Right		0			0	
	Right	496	1	422	341	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	280	1	**280**	415	1	**415**
	Left-Through		0			0	
	Through	283	1	164	490	1	269
	Through-Right		1			1	
	Right	45	0	45	47	0	47
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	28	1	**28**	11	1	11
	Left-Through		0			0	
	Through	1446	2	508	857	2	**303**
	Through-Right		1			1	
	Right	79	0	79	53	0	53
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	74	1	74	394	1	**394**
	Left-Through		0			0	
	Through	2066	3	**689**	2013	3	536
	Through-Right		0			1	
	Right	96	1	0	129	0	129
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	786		*North-South:*	740
			East-West:	717		*East-West:*	697
			SUM:	1503		*SUM:*	1437
	VOLUME/CAPACITY *(V/C)* RATIO:			1.253			1.437
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.153**			**1.337**
	LEVEL OF SERVICE (LOS):			**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
33	North-South Street:	Sawtelle Blvd	East-West Street:	I-405 SB Off-Ramp
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0		SB-- WB--	0 0	NB-- 0 EB-- 0		SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	339	1	**339**	109	1	**109**
	Left-Through		0			0	
	Through	815	2	408	483	2	242
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	390	1	**208**	955	1	**502**
	Through-Right		1			1	
	Right	26	0	26	49	0	49
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	47	1	**47**	164	1	164
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	84	0	0	491	0	**437**
	Left-Through-Right		0			0	
	Left-Right		1			1	
WESTBOUND	Left	339	1	339	408	1	**408**
	Left-Through		0			0	
	Through	228	0	**413**	129	0	231
	Through-Right		1			1	
	Right	598	1	0	333	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	547		*North-South:*	611
			East-West:	460		*East-West:*	845
			SUM:	1007		*SUM:*	1456
VOLUME/CAPACITY *(V/C)* RATIO:				0.707			1.022
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.607**			**0.922**
LEVEL OF SERVICE (LOS):				**B**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP			
34	North-South Street:	Sawtelle Blvd	East-West Street:	Pico Blvd	
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)			
	Count Date:	5/15/2013	Analyst:	Fehr & Peers	Date: 6/24/2014

		AM			PM		
	No. of Phases			0			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			1200			1100
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	212	1	212	64	1	**64**
	Left-Through		0			0	
	Through	905	1	**650**	460	1	348
	Through-Right		1			1	
	Right	395	0	395	235	0	235
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	296	1	**296**	289	1	289
	Left-Through		0			0	
	Through	468	2	234	1417	2	**709**
	Through-Right		0			0	
	Right	83	1	27	83	1	68
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	112	1	112	30	1	30
	Left-Through		0			0	
	Through	1517	2	**524**	1326	2	**520**
	Through-Right		1			1	
	Right	55	0	55	234	0	234
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	97	1	**97**	220	1	**220**
	Left-Through		0			0	
	Through	1044	2	381	1076	2	386
	Through-Right		1			1	
	Right	100	0	100	81	0	81
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	946		*North-South:*	773
			East-West:	621		*East-West:*	740
			SUM:	1567		*SUM:*	1513
	VOLUME/CAPACITY *(V/C)* RATIO:			1.306			1.375
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.206**			**1.275**
	LEVEL OF SERVICE (LOS):			**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
35	North-South Street:	Sawtelle Blvd	East-West Street:	National Blvd
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0		SB--	0	NB-- 0		SB--	0
		EB-- 0		WB--	0	EB-- 0		WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	148	1		148	74	1		74
	Left-Through		0				0		
	Through	986	1		**584**	511	1		**326**
	Through-Right		1				1		
	Right	182	0		182	141	0		141
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	362	2		**199**	626	2		**344**
	Left-Through		0				0		
	Through	333	1		191	917	1		515
	Through-Right		1				1		
	Right	48	0		48	112	0		112
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	64	1		**64**	97	1		97
	Left-Through		0				0		
	Through	947	1		500	1138	1		**598**
	Through-Right		1				1		
	Right	52	0		52	58	0		58
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	108	1		108	151	1		**151**
	Left-Through		0				0		
	Through	727	1		**626**	543	1		392
	Through-Right		1				1		
	Right	525	0		525	240	0		240
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	783			North-South:	670
				East-West:	690			East-West:	749
				SUM:	1473			SUM:	1419
VOLUME/CAPACITY *(V/C)* RATIO:					1.071				1.032
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.971**				**0.932**
LEVEL OF SERVICE (LOS):					**E**				**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
36	North-South Street:	I-405 SB On-Ramp	East-West Street:	National Blvd
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1109	2	**555**	1172	2	586
	Through-Right		0			0	
	Right	496	1	496	773	1	**773**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	365	2	**201**	611	2	**336**
	Left-Through		0			0	
	Through	1359	2	680	966	2	483
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	0		*North-South:*	0
			East-West:	756		*East-West:*	1109
			SUM:	756		*SUM:*	1109
VOLUME/CAPACITY *(V/C)* RATIO:				0.504			0.739
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.404**			**0.639**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
37	North-South Street:	Sawtelle Blvd	East-West Street:	Palms Blvd
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0		SB--	0	NB-- 0		SB--	0
		EB-- 0		WB--	0	EB-- 0		WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	105	1		105	48	1		48
	Left-Through		0				0		
	Through	939	1		**562**	378	1		**290**
	Through-Right		1				1		
	Right	184	0		184	201	0		201
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	133	1		**133**	342	1		**342**
	Left-Through		0				0		
	Through	272	1		165	858	1		472
	Through-Right		1				1		
	Right	57	0		57	86	0		86
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	113	1		113	50	1		50
	Left-Through		0				0		
	Through	744	1		**417**	1109	1		**589**
	Through-Right		1				1		
	Right	90	0		90	69	0		69
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	141	1		**141**	143	1		**143**
	Left-Through		0				0		
	Through	808	2		404	876	2		438
	Through-Right		0				0		
	Right	378	1		312	218	1		47
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	695			North-South:	632
				East-West:	558			East-West:	732
				SUM:	1253			SUM:	1364
VOLUME/CAPACITY *(V/C)* RATIO:					0.835				0.909
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.735**				**0.809**
LEVEL OF SERVICE (LOS):					**C**				**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP			
38	North-South Street:	Cotner Ave/I-405 NB On/Off-F	East-West Street:	Santa Monica Blvd	
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)			
	Count Date:	5/15/2013	Analyst:	Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	WB-- 0	0	NB-- 0	SB--	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					900				700
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	896	1		**493**	364	1		**282**
	Left-Through		1				1		
	Through	400	1		398	553	1		282
	Through-Right		1				1		
	Right	795	1		0	494	1		282
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	0	0		**0**	0	0		**0**
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	435	2		**239**	516	2		**284**
	Left-Through		0				0		
	Through	1335	3		445	1404	3		468
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	1350	4		**338**	1248	4		312
	Through-Right		0				0		
	Right	261	1		261	330	1		**330**
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	493			*North-South:*	282
				East-West:	577			*East-West:*	614
				SUM:	1070			*SUM:*	896
VOLUME/CAPACITY *(V/C)* RATIO:					1.189				1.280
V/C LESS ATSAC/ATCS ADJUSTMENT:					**1.089**				**1.180**
LEVEL OF SERVICE (LOS):					**F**				**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
39	North-South Street:	Sepulveda Blvd	East-West Street:	Santa Monica Blvd
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		3	NB-- 0	SB--		3
		EB-- 3	WB--		3	EB-- 3	WB--		3
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					1100				1000
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	175	1		175	172	1		172
	Left-Through		0				0		
	Through	825	2		**413**	839	2		**420**
	Through-Right		0				0		
	Right	159	1		68	176	1		83
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	141	1		**141**	184	1		**184**
	Left-Through		0				0		
	Through	469	2		235	853	2		427
	Through-Right		0				0		
	Right	140	1		8	129	1		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	132	1		132	129	1		129
	Left-Through		0				0		
	Through	1782	3		**594**	1619	3		**540**
	Through-Right		0				0		
	Right	241	1		66	182	1		10
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	183	1		**183**	186	1		**186**
	Left-Through		0				0		
	Through	1321	3		440	1208	3		403
	Through-Right		0				0		
	Right	141	1		0	170	1		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	554			North-South:	604
				East-West:	777			East-West:	726
				SUM:	1331			SUM:	1330
VOLUME/CAPACITY *(V/C)* RATIO:					1.210				1.330
V/C LESS ATSAC/ATCS ADJUSTMENT:					**1.110**				**1.230**
LEVEL OF SERVICE (LOS):					**F**				**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
40	North-South Street:	Sepulveda Blvd	East-West Street:	Olympic Blvd
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				1200			1000

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	156	1	156	77	1	**77**
	Left-Through		0			0	
	Through	919	2	**460**	825	2	413
	Through-Right		0			0	
	Right	122	1	67	176	1	109
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	93	1	**93**	100	1	100
	Left-Through		0			0	
	Through	419	1	273	872	1	**498**
	Through-Right		1			1	
	Right	126	0	126	123	0	123
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	49	1	**49**	95	1	**95**
	Left-Through		0			0	
	Through	1933	2	659	1487	2	536
	Through-Right		1			1	
	Right	44	0	44	120	0	120
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	134	1	134
	Left-Through		0			0	
	Through	2475	2	**869**	2420	3	**647**
	Through-Right		1			1	
	Right	133	0	133	167	0	167
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	553		*North-South:*	575
			East-West:	918		*East-West:*	742
			SUM:	1471		*SUM:*	1317
VOLUME/CAPACITY *(V/C)* RATIO:				1.226			1.317
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.126**			**1.217**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP			
41	North-South Street:	Sepulveda Blvd	East-West Street:	Pico Blvd	
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)			
	Count Date:	5/15/2013	Analyst:	Fehr & Peers	Date: 6/24/2014

		AM			PM		
	No. of Phases			0			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 / EB-- 3	SB-- / WB--	0 / 0	NB-- 0 / EB-- 3	SB-- / WB--	0 / 0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			1200			1100
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	263	1	263	192	1	**192**
	Left-Through		0			0	
	Through	1226	1	**702**	881	1	547
	Through-Right		1			1	
	Right	177	0	177	212	0	212
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	82	1	**82**	111	1	111
	Left-Through		0			0	
	Through	389	1	239	1008	1	**558**
	Through-Right		1			1	
	Right	89	0	89	108	0	108
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	67	1	**67**	90	1	90
	Left-Through		0			0	
	Through	1185	3	395	1356	3	**452**
	Through-Right		0			0	
	Right	87	1	0	162	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	154	1	154	402	1	**402**
	Left-Through		0			0	
	Through	1292	2	**484**	1015	2	354
	Through-Right		1			1	
	Right	160	0	160	46	0	46
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	784		*North-South:*	750
			East-West:	551		*East-West:*	854
			SUM:	1335		*SUM:*	1604
	VOLUME/CAPACITY *(V/C)* RATIO:			1.113			1.458
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.013**			**1.358**
	LEVEL OF SERVICE (LOS):			**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
42	North-South Street:	Cotner Ave	East-West Street:	Pico Blvd
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		3	NB-- 0	SB--		3
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	0	0		**0**	0	0		0
	Left-Through		0				0		
	Through	0	0		0	0	0		**0**
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	0	1		0	79	1		**79**
	Left-Through		0				0		
	Through	0	0		**0**	0	0		0
	Through-Right		0				0		
	Right	63	1		0	196	1		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	649	1		**649**	331	1		**331**
	Left-Through		0				0		
	Through	1505	3		502	1526	3		509
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	1200	2		**514**	1172	2		**462**
	Through-Right		1				1		
	Right	341	0		341	213	0		213
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	0			*North-South:*	79
				East-West:	1163			*East-West:*	793
				SUM:	1163			*SUM:*	872
VOLUME/CAPACITY *(V/C)* RATIO:					0.816				0.612
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.716**				**0.512**
LEVEL OF SERVICE (LOS):					**C**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP			
43	North-South Street:	Sepulveda Blvd	East-West Street:	Exposition Blvd	
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)			
	Count Date:	5/15/2013	Analyst:	Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	56	1	56	68	1	**68**
	Left-Through		0			0	
	Through	1681	1	**859**	1169	1	591
	Through-Right		1			1	
	Right	37	0	37	12	0	12
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	1	**0**	20	1	20
	Left-Through		0			0	
	Through	541	2	271	1565	2	**783**
	Through-Right		0			0	
	Right	35	1	35	48	1	48
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	6	0	**6**	21	0	21
	Left-Through		1			1	
	Through	65	0	71	192	0	**213**
	Through-Right		0			0	
	Right	30	1	2	112	1	78
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**189**	0	0	97
	Through-Right		0			0	
	Right	189	0	0	97	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	859		*North-South:*	851
			East-West:	195		*East-West:*	213
			SUM:	1054		*SUM:*	1064
VOLUME/CAPACITY *(V/C)* RATIO:				0.740			0.747
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.640**			**0.647**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
44	North-South Street:	I-405 NB Off-Ramp	East-West Street:	National Blvd
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	526	0	526	284	0	284
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	587	1	**557**	439	1	**362**
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	5	0	0	51
	Through-Right		0			0	
	Right	5	0	0	51	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1107	2	554	1123	2	562
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1159	1	**582**	1250	1	**628**
	Through-Right		1			1	
	Right	4	0	4	5	0	5
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	557		*North-South:*	362
			East-West:	582		*East-West:*	628
			SUM:	1139		*SUM:*	990
VOLUME/CAPACITY *(V/C)* RATIO:				0.759			0.660
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.659**			**0.560**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP			
45	North-South Street:	Sepulveda Blvd	East-West Street:	National Blvd	
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)			
	Count Date:	5/15/2013	Analyst:	Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	262	1	262	313	1	**313**
	Left-Through		0			0	
	Through	1359	2	**680**	1056	2	528
	Through-Right		0			0	
	Right	270	1	240	159	1	62
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	71	1	**71**	101	1	101
	Left-Through		0			0	
	Through	268	1	224	817	1	**427**
	Through-Right		1			1	
	Right	179	0	179	37	0	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	351	2	193	138	2	76
	Left-Through		0			0	
	Through	1097	1	**636**	1000	1	**661**
	Through-Right		1			1	
	Right	175	0	175	322	0	322
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	**60**	194	1	**194**
	Left-Through		0			0	
	Through	728	1	397	906	1	552
	Through-Right		1			1	
	Right	65	0	65	197	0	197
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	751		*North-South:*	740
			East-West:	696		*East-West:*	855
			SUM:	1447		*SUM:*	1595
VOLUME/CAPACITY *(V/C)* RATIO:				1.052			1.160
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.952**			**1.060**
LEVEL OF SERVICE (LOS):				**E**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
46	North-South Street:	Sepulveda Blvd	East-West Street:	Palms Blvd
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM				PM			
No. of Phases				2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--		0
	EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?				2				2
Override Capacity				0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	197	1	197	110	1	**110**
	Left-Through		0			0	
	Through	1499	2	**750**	1069	2	535
	Through-Right		0			0	
	Right	160	1	109	260	1	203
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	66	1	**66**	117	1	117
	Left-Through		0			0	
	Through	312	1	170	1093	1	**633**
	Through-Right		1			1	
	Right	27	0	27	172	0	172
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	141	1	**141**	118	1	118
	Left-Through		0			0	
	Through	869	1	468	1346	1	**768**
	Through-Right		1			1	
	Right	67	0	67	189	0	189
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	103	1	103	115	1	**115**
	Left-Through		0			0	
	Through	911	2	**456**	903	2	452
	Through-Right		0			0	
	Right	171	1	138	113	1	55
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	816		*North-South:*	743
			East-West:	597		*East-West:*	883
			SUM:	1413		*SUM:*	1626
VOLUME/CAPACITY *(V/C)* RATIO:				0.942			1.084
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.842**			**0.984**
LEVEL OF SERVICE (LOS):				**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
47	North-South Street:	Military Ave	East-West Street:	National Blvd
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	85	0		85	19	0		**19**
	Left-Through		0				0		
	Through	143	0		**340**	45	0		100
	Through-Right		0				0		
	Right	112	0		0	36	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
SOUTHBOUND	Left	30	0		**30**	124	0		124
	Left-Through		1				1		
	Through	37	0		67	252	0		**376**
	Through-Right		0				0		
	Right	82	1		2	204	1		167
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	161	1		161	74	1		74
	Left-Through		0				0		
	Through	1170	1		**595**	1119	1		**577**
	Through-Right		1				1		
	Right	19	0		19	34	0		34
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	72	1		**72**	168	1		**168**
	Left-Through		0				0		
	Through	731	1		406	986	1		504
	Through-Right		1				1		
	Right	81	0		81	21	0		21
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	370			North-South:	395
				East-West:	667			East-West:	745
				SUM:	1037			SUM:	1140
VOLUME/CAPACITY *(V/C)* RATIO:					0.691				0.760
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.591**				**0.660**
LEVEL OF SERVICE (LOS):					**A**				**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
48	North-South Street:	Westwood Blvd	East-West Street:	Olympic Blvd
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	98	1	98	79	1	**79**
	Left-Through		0			0	
	Through	1045	1	**571**	943	1	529
	Through-Right		1			1	
	Right	97	0	97	115	0	115
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	158	1	**158**	150	1	150
	Left-Through		0			0	
	Through	536	1	330	1085	1	**622**
	Through-Right		1			1	
	Right	124	0	124	158	0	158
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	79	1	79	82	1	82
	Left-Through		0			0	
	Through	2049	2	**707**	1537	2	**543**
	Through-Right		1			1	
	Right	73	0	73	92	0	92
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	55	1	**55**	129	1	**129**
	Left-Through		0			0	
	Through	2263	3	596	2201	3	588
	Through-Right		1			1	
	Right	119	0	119	149	0	149
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	729		*North-South:*	701
			East-West:	762		*East-West:*	672
			SUM:	1491		*SUM:*	1373
VOLUME/CAPACITY *(V/C)* RATIO:				1.084			0.999
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.984**			**0.899**
LEVEL OF SERVICE (LOS):				**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP			
49	North-South Street:	Westwood Blvd	East-West Street:	Pico Blvd	
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)			
	Count Date:	5/15/2013	Analyst:	Fehr & Peers	Date: 6/24/2014

		AM			PM		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 3	SB--	0
		EB-- 3	WB--	3	EB-- 3	WB--	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	144	1	144	120	1	**120**
	Left-Through		0			0	
	Through	848	2	**424**	644	2	322
	Through-Right		0			0	
	Right	152	1	100	122	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	142	1	**142**	117	1	117
	Left-Through		0			0	
	Through	389	1	240	929	1	**535**
	Through-Right		1			1	
	Right	91	0	91	141	0	141
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	164	1	164
	Left-Through		0			0	
	Through	1318	3	439	1151	3	**384**
	Through-Right		0			0	
	Right	39	1	0	201	1	81
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	52	1	52	260	1	**260**
	Left-Through		0			0	
	Through	1347	3	**449**	1096	3	365
	Through-Right		0			0	
	Right	261	1	119	291	1	174
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	566		*North-South:*	655
			East-West:	629		*East-West:*	644
			SUM:	1195		*SUM:*	1299
	VOLUME/CAPACITY *(V/C)* RATIO:			0.869			0.945
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.769**			**0.845**
	LEVEL OF SERVICE (LOS):			**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP			
51	North-South Street:	Westwood Blvd	East-West Street:	National Blvd	
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)			
	Count Date:	5/15/2013	Analyst:	Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	241	1	**241**	92	1	**92**
	Left-Through		0			0	
	Through	486	1	257	223	1	118
	Through-Right		1			1	
	Right	27	0	27	12	0	12
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	154	1	154	196	1	196
	Left-Through		0			0	
	Through	245	1	**245**	713	1	**713**
	Through-Right		0			0	
	Right	156	1	0	447	1	361
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	334	1	**334**	172	1	**172**
	Left-Through		0			0	
	Through	874	1	496	671	1	492
	Through-Right		1			1	
	Right	118	0	118	313	0	313
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	1	30	48	1	48
	Left-Through		0			0	
	Through	410	1	**324**	537	1	**378**
	Through-Right		1			1	
	Right	238	0	238	218	0	218
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	486		*North-South:*	805
			East-West:	658		*East-West:*	550
			SUM:	1144		*SUM:*	1355
VOLUME/CAPACITY *(V/C)* RATIO:				0.763			0.903
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.663**			**0.803**
LEVEL OF SERVICE (LOS):				**B**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
52	North-South Street:	Overland Ave	East-West Street:	Pico Blvd
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	WB-- 0	EB-- 0	NB-- 3	SB--	WB-- 0	EB-- 0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	304	2	167		313	2	172	
	Left-Through		0				0		
	Through	564	1	**564**		541	1	**541**	
	Through-Right		0				0		
	Right	980	2	283		518	2	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	32	1	**32**		44	1	**44**	
	Left-Through		0				0		
	Through	406	1	220		631	1	333	
	Through-Right		1				1		
	Right	34	0	34		34	0	34	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	56	1	56		53	1	53	
	Left-Through		0				0		
	Through	1354	2	**495**		1123	2	**464**	
	Through-Right		1				1		
	Right	132	0	132		270	0	270	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	466	2	**256**		814	2	**448**	
	Left-Through		0				0		
	Through	1310	1	671		1306	2	448	
	Through-Right		1				1		
	Right	31	0	31		37	0	37	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	596			*North-South:*	585	
			East-West:	751			*East-West:*	912	
			SUM:	1347			*SUM:*	1497	
VOLUME/CAPACITY *(V/C)* RATIO:				0.980				1.089	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.880**				**0.989**	
LEVEL OF SERVICE (LOS):				**D**				**E**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
53	North-South Street:	Overland Ave	East-West Street:	National Blvd/I-10 WB On/Off-Ramps
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB--		0	NB-- 2	SB--	0
	EB-- 0	WB--		3	EB-- 0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1349	3	450	785	3	262
	Through-Right		0			0	
	Right	645	1	**645**	470	1	**470**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	355	2	**195**	523	2	**288**
	Left-Through		0			0	
	Through	672	1	423	1239	1	689
	Through-Right		1			1	
	Right	173	0	173	138	0	138
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	447	1	**329**	272	1	272
	Left-Through		0			0	
	Through	104	0	329	105	0	**305**
	Through-Right		0			0	
	Right	437	1	0	505	1	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	61	0	61	238	0	238
	Left-Through		1			1	
	Through	351	1	**237**	521	1	**521**
	Through-Right		0			0	
	Right	323	1	128	651	1	363
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	840		*North-South:*	758
			East-West:	566		*East-West:*	826
			SUM:	1406		*SUM:*	1584
VOLUME/CAPACITY *(V/C)* RATIO:				1.023			1.152
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.923**			**1.052**
LEVEL OF SERVICE (LOS):				**E**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
54	North-South Street:	Overland Ave	East-West Street:	I-10 EB On-Ramp
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2087	3	**630**	1308	3	**435**
	Through-Right		1			1	
	Right	433	0	433	432	0	432
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	693	2	**381**	759	2	**417**
	Left-Through		0			0	
	Through	438	2	219	1171	2	586
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1011		*North-South:*	852
			East-West:	0		*East-West:*	0
			SUM:	1011		*SUM:*	852
VOLUME/CAPACITY *(V/C)* RATIO:				0.674			0.568
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.574**			**0.468**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP			
55	North-South Street:	Overland Ave	East-West Street:	National Pl	
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)			
	Count Date:	5/15/2013	Analyst:	Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		2	EB-- 0	WB--		2
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	320	1	320		142	1	**142**	
	Left-Through		0				0		
	Through	1663	3	**554**		1188	3	396	
	Through-Right		0				0		
	Right	11	1	0		22	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	32	1	**32**		94	1	94	
	Left-Through		0				0		
	Through	430	1	225		1025	1	**526**	
	Through-Right		1				1		
	Right	19	0	19		26	0	26	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	51	1	**51**		194	1	194	
	Left-Through		0				0		
	Through	149	1	149		507	1	**463**	
	Through-Right		1				1		
	Right	196	0	36		419	0	419	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	157	1	157		224	1	**224**	
	Left-Through		0				0		
	Through	515	1	**515**		162	1	162	
	Through-Right		0				0		
	Right	837	2	460		363	2	200	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	586			*North-South:*	668	
			East-West:	566			*East-West:*	687	
			SUM:	1152			*SUM:*	1355	
VOLUME/CAPACITY *(V/C)* RATIO:				0.838				0.985	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.738**				**0.885**	
LEVEL OF SERVICE (LOS):				**C**				**D**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 56

PROJECT TITLE: LATNP
North-South Street: I-10 WB Off-Ramp **East-West Street:** National Blvd
Scenario: BASELINE PLUS PROJECT (MITIGATION)
Count Date: 5/15/2013 **Analyst:** Fehr & Peers **Date:** 6/24/2014

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	365	1	365	438	1	**438**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	734	1	**734**	397	1	397
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	340	2	170	636	2	**318**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	705	2	**353**	350	2	175
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	734		*North-South:*	438
			East-West:	353		*East-West:*	318
			SUM:	1087		*SUM:*	756
VOLUME/CAPACITY *(V/C)* RATIO:				0.725			0.504
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.625**			**0.404**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
57	North-South Street:	Overland Ave	East-West Street:	Palms Blvd
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	167	1	167	92	1	**92**
	Left-Through		0			0	
	Through	1465	2	**733**	1202	2	601
	Through-Right		0			0	
	Right	144	1	89	162	1	101
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	65	1	**65**	98	1	98
	Left-Through		0			0	
	Through	693	1	379	1443	1	**789**
	Through-Right		1			1	
	Right	64	0	64	134	0	134
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	188	1	**188**	143	1	143
	Left-Through		0			0	
	Through	860	1	481	1177	1	**667**
	Through-Right		1			1	
	Right	102	0	102	157	0	157
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	111	1	111	122	1	**122**
	Left-Through		0			0	
	Through	784	1	**477**	773	1	428
	Through-Right		1			1	
	Right	170	0	170	82	0	82
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	798		*North-South:*	881
			East-West:	665		*East-West:*	789
			SUM:	1463		*SUM:*	1670
VOLUME/CAPACITY *(V/C)* RATIO:				1.027			1.172
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.927**			**1.072**
LEVEL OF SERVICE (LOS):				**E**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
58	North-South Street:	Overland Ave	East-West Street:	Venice Blvd
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--		3	NB-- 3	SB--		3
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	117	1	117		108	1	**108**	
	Left-Through		0				0		
	Through	1069	2	**535**		967	2	484	
	Through-Right		0				0		
	Right	132	1	0		150	1	10	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	190	1	**190**		195	1	195	
	Left-Through		0				0		
	Through	722	2	361		1223	2	**612**	
	Through-Right		0				0		
	Right	115	1	0		209	1	66	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	287	2	158		260	2	143	
	Left-Through		0				0		
	Through	1333	3	**444**		1252	3	**417**	
	Through-Right		0				0		
	Right	142	1	84		172	1	118	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	272	2	**150**		255	2	**140**	
	Left-Through		0				0		
	Through	1123	3	374		1119	3	373	
	Through-Right		0				0		
	Right	221	1	126		207	1	110	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	725			*North-South:*	720	
			East-West:	594			*East-West:*	557	
			SUM:	1319			*SUM:*	1277	
VOLUME/CAPACITY *(V/C)* RATIO:				0.959				0.929	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.859**				**0.829**	
LEVEL OF SERVICE (LOS):				**D**				**D**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
60	North-South Street:	Motor Ave	East-West Street:	National Blvd
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	32	1		32	131	1		**131**
	Left-Through		0				0		
	Through	558	0		**568**	403	0		433
	Through-Right		1				1		
	Right	10	0		0	30	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	33	1		**33**	67	1		67
	Left-Through		0				0		
	Through	283	1		283	509	1		**509**
	Through-Right		0				0		
	Right	166	1		166	153	1		153
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	0	0		0	115	0		115
	Left-Through		1				1		
	Through	555	0		**390**	652	0		**499**
	Through-Right		1				1		
	Right	224	0		390	231	0		499
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	17	0		**17**	7	0		**7**
	Left-Through		1				1		
	Through	441	0		255	173	0		124
	Through-Right		1				1		
	Right	0	0		255	46	0		124
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	601			*North-South:*	640
				East-West:	407			*East-West:*	506
				SUM:	1008			*SUM:*	1146
VOLUME/CAPACITY *(V/C)* RATIO:					0.707				0.804
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.607**				**0.704**
LEVEL OF SERVICE (LOS):					**B**				**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP			
61	North-South Street:	Motor Ave	East-West Street:	Palms Blvd	
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)			
	Count Date:	5/15/2013	Analyst:	Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	286	1	**286**	156	1	**156**
	Left-Through		0			0	
	Through	438	1	438	421	1	421
	Through-Right		0			0	
	Right	135	1	105	103	1	53
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	78	1	78	114	1	114
	Left-Through		0			0	
	Through	364	1	**364**	583	1	**583**
	Through-Right		0			0	
	Right	67	1	24	136	1	83
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	86	1	86	107	1	107
	Left-Through		0			0	
	Through	948	1	**515**	1154	1	**631**
	Through-Right		1			1	
	Right	82	0	82	107	0	107
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	61	1	**61**	100	1	**100**
	Left-Through		0			0	
	Through	715	1	373	779	1	401
	Through-Right		1			1	
	Right	31	0	31	23	0	23
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	650		*North-South:*	739
			East-West:	576		*East-West:*	731
			SUM:	1226		*SUM:*	1470
VOLUME/CAPACITY *(V/C)* RATIO:				0.860			1.032
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.760**			**0.932**
LEVEL OF SERVICE (LOS):				**C**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
62	North-South Street:	Motor Ave	East-West Street:	Venice Blvd
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	83	1		83	72	1		**72**
	Left-Through		0				0		
	Through	376	1		**376**	330	1		330
	Through-Right		0				0		
	Right	65	1		26	14	1		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	162	1		**162**	153	1		153
	Left-Through		0				0		
	Through	323	1		323	481	1		**481**
	Through-Right		0				0		
	Right	153	1		84	221	1		142
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	138	1		**138**	159	1		**159**
	Left-Through		0				0		
	Through	1467	3		489	1447	3		482
	Through-Right		0				0		
	Right	64	1		23	33	1		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	78	1		78	73	1		73
	Left-Through		0				0		
	Through	1309	2		**460**	1233	2		**449**
	Through-Right		1				1		
	Right	70	0		70	114	0		114
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	538			North-South:	553
				East-West:	598			East-West:	608
				SUM:	1136			SUM:	1161
VOLUME/CAPACITY *(V/C)* RATIO:					0.757				0.774
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.657**				**0.674**
LEVEL OF SERVICE (LOS):					**B**				**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP			
63	North-South Street:	National Blvd/Exposition Blvd	East-West Street:	Palms Blvd	
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)			
	Count Date:	5/15/2013	Analyst:	Fehr & Peers	Date: 6/24/2014

		AM			PM		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	123	1	123	56	1	**56**
	Left-Through		0			0	
	Through	254	1	**254**	198	1	198
	Through-Right		0			0	
	Right	118	1	113	101	1	101
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	266	1	266
	Left-Through		0			0	
	Through	168	1	168	525	1	**525**
	Through-Right		0			0	
	Right	38	1	38	47	1	47
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	1	0	0	1	**0**
	Left-Through		0			0	
	Through	1229	2	**615**	1065	2	533
	Through-Right		0			0	
	Right	87	1	26	260	1	232
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	1	**10**	0	1	0
	Left-Through		0			0	
	Through	699	1	442	955	1	**553**
	Through-Right		1			1	
	Right	184	0	184	150	0	150
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	414		*North-South:*	581
			East-West:	625		*East-West:*	553
			SUM:	1039		*SUM:*	1134
	VOLUME/CAPACITY *(V/C)* RATIO:			0.693			0.756
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.593**			**0.656**
	LEVEL OF SERVICE (LOS):			**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 64

PROJECT TITLE: LATNP
North-South Street: Hughes Ave **East-West Street:** Venice Blvd
Scenario: BASELINE PLUS PROJECT (MITIGATION)
Count Date: 5/15/2013 **Analyst:** Fehr & Peers **Date:** 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	84	0	84	119	0	119
	Left-Through		0			0	
	Through	146	0	**312**	192	0	**386**
	Through-Right		0			0	
	Right	82	0	0	75	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	32	0	**32**	48	0	**48**
	Left-Through		0			0	
	Through	149	0	219	148	0	228
	Through-Right		0			0	
	Right	38	0	0	32	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	45	1	45	78	1	78
	Left-Through		0			0	
	Through	1441	2	**521**	1340	2	**480**
	Through-Right		1			1	
	Right	122	0	122	100	0	100
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	175	1	**175**	125	1	**125**
	Left-Through		0			0	
	Through	1219	2	417	1240	2	423
	Through-Right		1			1	
	Right	31	0	31	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	344		*North-South:*	434
			East-West:	696		*East-West:*	605
			SUM:	1040		*SUM:*	1039
VOLUME/CAPACITY *(V/C)* RATIO:				0.693			0.693
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.593**			**0.593**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP			
66	North-South Street:	Manning Ave/I-10 EB Off-Ram	East-West Street:	National Blvd	
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)			
	Count Date:	5/15/2013	Analyst:	Fehr & Peers	Date: 6/24/2014

		AM			PM		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB--	0	NB-- 2	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	162	1	162	473	1	**473**
	Left-Through		0			0	
	Through	179	0	**203**	225	0	316
	Through-Right		1			1	
	Right	24	0	0	91	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	112	1	**112**	116	1	**116**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	51	1	0	138	1	40
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	399	1	**399**	196	1	196
	Left-Through		0			0	
	Through	1079	2	540	1254	2	**627**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	740	1	**563**	481	1	359
	Through-Right		1			1	
	Right	385	0	385	236	0	236
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	315		*North-South:*	589
			East-West:	962		*East-West:*	627
			SUM:	1277		*SUM:*	1216
	VOLUME/CAPACITY *(V/C)* RATIO:			0.929			0.884
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.829**			**0.784**
	LEVEL OF SERVICE (LOS):			**D**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP			
67	North-South Street:	Castle Heights Ave	East-West Street:	National Blvd	
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)			
	Count Date:	5/15/2013	Analyst:	Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	68	0	68	71	0	71
	Left-Through		0			0	
	Through	210	0	**321**	60	0	**160**
	Through-Right		0			0	
	Right	43	0	0	29	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	151	1	**151**	221	1	**221**
	Left-Through		0			0	
	Through	96	1	96	115	1	115
	Through-Right		0			0	
	Right	184	1	83	228	1	80
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	202	1	**202**	296	1	296
	Left-Through		0			0	
	Through	907	1	907	969	1	**969**
	Through-Right		0			0	
	Right	52	1	52	89	1	89
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	1	20	20	1	**20**
	Left-Through		0			0	
	Through	828	0	**937**	496	0	549
	Through-Right		1			1	
	Right	109	0	0	53	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	472		*North-South:*	381
			East-West:	1139		*East-West:*	989
			SUM:	1611		*SUM:*	1370
VOLUME/CAPACITY *(V/C)* RATIO:				1.074			0.913
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.974**			**0.813**
LEVEL OF SERVICE (LOS):				**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
68	North-South Street:	Culver Blvd	East-West Street:	Venice Blvd
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
	No. of Phases			0			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 3	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			1100			1100
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	62	1	62	48	1	48
	Left-Through		0			0	
	Through	57	1	57	66	1	66
	Through-Right		0			0	
	Right	502	2	**105**	621	2	**149**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	133	1	**105**	236	1	**174**
	Left-Through		0			0	
	Through	42	0	105	69	0	174
	Through-Right		0			0	
	Right	34	0	0	43	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	19	1	19	13	1	13
	Left-Through		0			0	
	Through	1314	2	**450**	1049	2	**363**
	Through-Right		1			1	
	Right	35	0	35	40	0	40
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	310	2	**171**	351	2	**193**
	Left-Through		0			0	
	Through	1176	2	429	1048	2	403
	Through-Right		1			1	
	Right	111	0	111	160	0	160
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	210		*North-South:*	323
			East-West:	621		*East-West:*	556
			SUM:	831		*SUM:*	879
	VOLUME/CAPACITY *(V/C)* RATIO:			0.755			0.799
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.655**			**0.699**
	LEVEL OF SERVICE (LOS):			**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
69	North-South Street:	Robertson Bvd	East-West Street:	Venice Blvd
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--		0	NB-- 3	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					1100				1100
	MOVEMENT	Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	83	1		83	74	1		74
	Left-Through		0				0		
	Through	317	2		**159**	288	2		**144**
	Through-Right		0				0		
	Right	47	1		37	58	1		58
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	432	1		238	485	1		267
	Left-Through		1				1		
	Through	213	1		213	226	1		226
	Through-Right		0				0		
	Right	452	1		**380**	390	1		**327**
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	261	2		144	231	2		127
	Left-Through		0				0		
	Through	1595	2		**547**	1630	2		**550**
	Through-Right		1				1		
	Right	47	0		47	20	0		20
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	10	1		**10**	0	1		**0**
	Left-Through		0				0		
	Through	1049	2		396	1007	2		360
	Through-Right		1				1		
	Right	139	0		139	72	0		72
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	539			*North-South:*	471
				East-West:	557			*East-West:*	550
				SUM:	1096			*SUM:*	1021
VOLUME/CAPACITY *(V/C)* RATIO:					0.996				0.928
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.896**				**0.828**
LEVEL OF SERVICE (LOS):					**D**				**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP			
70	North-South Street:	Robertson Blvd	East-West Street:	National Blvd	
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)			
	Count Date:	5/15/2013	Analyst:	Fehr & Peers	Date: 6/24/2014

		AM			PM		
	No. of Phases			0			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			1100			1100
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	1	**65**	45	1	45
	Left-Through		0			0	
	Through	441	1	230	422	1	**240**
	Through-Right		1			1	
	Right	19	0	19	57	0	57
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	530	2	292	681	2	**375**
	Left-Through		0			0	
	Through	732	1	**473**	803	1	521
	Through-Right		1			1	
	Right	213	0	213	239	0	239
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	308	1	**308**	251	1	251
	Left-Through		0			0	
	Through	553	1	375	941	1	**504**
	Through-Right		1			1	
	Right	196	0	196	66	0	66
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	227	1	227	153	1	**153**
	Left-Through		0			0	
	Through	626	1	**626**	336	1	336
	Through-Right		0			0	
	Right	441	1	149	295	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	538		*North-South:*	615
			East-West:	934		*East-West:*	657
			SUM:	1472		*SUM:*	1272
	VOLUME/CAPACITY *(V/C)* RATIO:			1.338			1.156
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.238**			**1.056**
	LEVEL OF SERVICE (LOS):			**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
71	North-South Street:	National Blvd	East-West Street:	I-10 EB On-Ramp
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	WB-- 0	0	NB-- 0	SB--	WB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					1100				1100
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	39	1		39	86	1		**86**
	Left-Through		0				0		
	Through	1203	2		**602**	809	2		405
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	0	0		**0**	0	0		0
	Left-Through		0				0		
	Through	702	2		351	1181	2		**591**
	Through-Right		0				0		
	Right	439	1		439	545	1		545
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	0	0		**0**	0	0		**0**
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	0		**0**	0	0		**0**
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	602			*North-South:*	677
				East-West:	0			*East-West:*	0
				SUM:	602			*SUM:*	677
VOLUME/CAPACITY *(V/C)* RATIO:					0.547				0.615
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.447**				**0.515**
LEVEL OF SERVICE (LOS):					**A**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
72	North-South Street:	National Blvd	East-West Street:	Venice Blvd
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					1100				1100
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	154	1		154	137	1		**137**
	Left-Through		0				0		
	Through	837	1		**450**	581	1		336
	Through-Right		1				1		
	Right	63	0		63	91	0		91
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	114	1		**114**	183	1		183
	Left-Through		0				0		
	Through	567	1		311	889	1		**478**
	Through-Right		1				1		
	Right	54	0		54	66	0		66
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	128	1		128	164	1		164
	Left-Through		0				0		
	Through	1369	2		**535**	1448	2		**569**
	Through-Right		1				1		
	Right	237	0		237	258	0		258
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	124	1		**124**	98	1		**98**
	Left-Through		0				0		
	Through	935	2		372	906	2		341
	Through-Right		1				1		
	Right	181	0		181	117	0		117
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	564			North-South:	615
				East-West:	659			East-West:	667
				SUM:	1223			SUM:	1282
VOLUME/CAPACITY *(V/C)* RATIO:					1.112				1.165
V/C LESS ATSAC/ATCS ADJUSTMENT:					**1.012**				**1.065**
LEVEL OF SERVICE (LOS):					**F**				**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
74	North-South Street:	Robertson Blvd	East-West Street:	I-10 WB Off-Ramp/Kincardine Ave
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	76	1		**76**	55	1		**55**
	Left-Through		0				0		
	Through	1092	2		546	931	2		466
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	1343	1		**720**	1431	1		**746**
	Through-Right		1				1		
	Right	96	0		96	60	0		60
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	77	0		77	62	0		**62**
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	79	0		**156**	68	0		130
	Left-Through-Right		0				0		
	Left-Right		1				1		
WESTBOUND	Left	129	0		**129**	304	0		304
	Left-Through		0				0		
	Through	55	0		184	38	0		342
	Through-Right		0				0		
	Right	139	1		139	510	1		**510**
	Left-Through-Right		1				1		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	796			*North-South:*	801
				East-West:	285			*East-West:*	572
				SUM:	1081			*SUM:*	1373
VOLUME/CAPACITY *(V/C)* RATIO:					0.721				0.915
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.621**				**0.815**
LEVEL OF SERVICE (LOS):					**B**				**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP			
75	North-South Street:	Robertson Blvd	East-West Street:	Cattaraugus Ave	
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)			
	Count Date:	5/15/2013	Analyst:	Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	85	1	**85**	55	1	**55**
	Left-Through		0			0	
	Through	1328	1	665	1337	1	679
	Through-Right		1			1	
	Right	1	0	1	20	0	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	44	1	44	64	1	64
	Left-Through		0			0	
	Through	1312	1	**709**	1460	1	**772**
	Through-Right		1			1	
	Right	106	0	106	84	0	84
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	79	0	**79**	129	0	129
	Left-Through		1			1	
	Through	78	0	157	211	0	**340**
	Through-Right		0			0	
	Right	60	1	18	71	1	44
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	88	0	88	55	0	**55**
	Left-Through		1			1	
	Through	285	0	**373**	64	0	119
	Through-Right		0			0	
	Right	96	1	74	62	1	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	794		*North-South:*	827
			East-West:	452		*East-West:*	395
			SUM:	1246		*SUM:*	1222
VOLUME/CAPACITY *(V/C)* RATIO:				0.831			0.815
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.731**			**0.715**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
76	North-South Street:	La Cienega Blvd	East-West Street:	Venice Blvd
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	111	1		111	67	1		**67**
	Left-Through		0				0		
	Through	1785	2		**622**	1181	2		426
	Through-Right		1				1		
	Right	81	0		81	97	0		97
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	28	1		**28**	46	1		46
	Left-Through		0				0		
	Through	1331	2		521	1435	2		**540**
	Through-Right		1				1		
	Right	231	0		231	184	0		184
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	387	2		**213**	287	2		158
	Left-Through		0				0		
	Through	1055	3		352	1464	3		**488**
	Through-Right		0				0		
	Right	108	1		53	182	1		149
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	207	2		114	231	2		**127**
	Left-Through		0				0		
	Through	1208	2		**416**	858	2		294
	Through-Right		1				1		
	Right	39	0		39	24	0		24
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	650			North-South:	607
				East-West:	629			East-West:	615
				SUM:	1279			SUM:	1222
VOLUME/CAPACITY *(V/C)* RATIO:					0.930				0.889
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.830**				**0.789**
LEVEL OF SERVICE (LOS):					**D**				**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP			
78	North-South Street:	Jefferson Blvd	East-West Street:	National Blvd	
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)			
	Count Date:	5/15/2013	Analyst:	Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	3
		EB-- 3	WB--	0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	283	1	283	165	1	165
	Left-Through		0			0	
	Through	681	2	**341**	793	2	**397**
	Through-Right		0			0	
	Right	26	1	26	18	1	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	12	1	12	3	1	3
	Left-Through		0			0	
	Through	881	1	**881**	467	1	**467**
	Through-Right		0			0	
	Right	816	1	640	271	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	322	1	**176**	579	1	**294**
	Left-Through		1			1	
	Through	29	0	176	8	0	294
	Through-Right		0			0	
	Right	221	1	0	378	1	213
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	1	0	1	6	0	6
	Left-Through		1			1	
	Through	14	0	**15**	32	0	**38**
	Through-Right		0			0	
	Right	5	1	0	28	1	27
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1222		*North-South:*	864
			East-West:	191		*East-West:*	332
			SUM:	1413		*SUM:*	1196
VOLUME/CAPACITY *(V/C)* RATIO:				1.028			0.870
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.928**			**0.770**
LEVEL OF SERVICE (LOS):				**E**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
83	North-South Street:	Duquesne Ave	East-West Street:	Washington Blvd
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)		
	Count Date:	5/6/2014	Analyst: Fehr & Peers	Date: 6/24/2014

	AM				PM			
No. of Phases				2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--		0
	EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?				2				2
Override Capacity				0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	125	1	**125**	105	1	**105**
	Left-Through		0			0	
	Through	348	0	408	282	0	314
	Through-Right		1			1	
	Right	60	0	0	32	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	6	1	6	73	1	73
	Left-Through		0			0	
	Through	335	0	**365**	354	0	**407**
	Through-Right		1			1	
	Right	30	0	0	53	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	53	1	**53**	39	1	39
	Left-Through		0			0	
	Through	557	1	377	799	1	**471**
	Through-Right		1			1	
	Right	197	0	197	143	0	143
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	87	1	87	112	1	**112**
	Left-Through		0			0	
	Through	800	1	**424**	687	1	394
	Through-Right		1			1	
	Right	47	0	47	100	0	100
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	490		*North-South:*	512
			East-West:	477		*East-West:*	583
			SUM:	967		*SUM:*	1095
VOLUME/CAPACITY *(V/C)* RATIO:				0.645			0.730
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.545**			**0.630**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
84	North-South Street:	Sepulveda Blvd	East-West Street:	Venice Blvd
	Scenario:	BASELINE PLUS PROJECT (MITIGATION)		
	Count Date:	5/6/2014	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	253	1	253		223	1	223	
	Left-Through		0				0		
	Through	1127	2	**564**		1429	2	**715**	
	Through-Right		0				0		
	Right	289	1	234		377	1	327	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	99	1	**99**		122	1	**122**	
	Left-Through		0				0		
	Through	477	2	239		1018	2	509	
	Through-Right		0				0		
	Right	201	1	146		208	1	158	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	202	2	**111**		184	2	101	
	Left-Through		0				0		
	Through	1374	3	458		1185	3	**395**	
	Through-Right		0				0		
	Right	318	1	192		259	1	148	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	201	2	111		184	2	**101**	
	Left-Through		0				0		
	Through	1434	3	**478**		1008	3	336	
	Through-Right		0				0		
	Right	105	1	56		131	1	70	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	663			*North-South:*	837	
			East-West:	589			*East-West:*	496	
			SUM:	1252			*SUM:*	1333	
VOLUME/CAPACITY *(V/C)* RATIO:				0.911				0.969	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.811**				**0.869**	
LEVEL OF SERVICE (LOS):				**D**				**D**	

Version: 1i Beta; 8/4/2011

HCM ANALYSIS

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Cloverfield Blvd/Olympic Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.679
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	38.4
Optimal Cycle:	60	Level Of Service:	D

Street Name:	Cloverfield Blvd						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	1 0	2 0	2	1 0	1 0	2	0 1	2 0	2	0 1
Volume Module:												
Base Vol:	203	1259	0	88	877	31	166	656	279	346	595	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	203	1259	0	88	877	31	166	656	279	346	595	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.96	0.96	0.96	0.88	0.88	0.88	0.85	0.85	0.85
PHF Volume:	217	1345	0	91	909	32	188	742	316	407	701	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	1345	0	91	909	32	188	742	316	407	701	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	217	1345	0	91	909	32	188	742	316	407	701	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.88	0.91	0.86	0.88	0.91	0.89	0.98	0.94	0.92	0.92	0.82
Lanes:	2.00	3.00	0.00	2.00	2.90	0.10	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3267	5016	0	3267	4826	171	1684	3729	1777	3502	3491	1562
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.00	0.03	0.19	0.19	0.11	0.20	0.18	0.12	0.20	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.39	0.00	0.04	0.32	0.32	0.17	0.29	0.29	0.17	0.30	0.30
Volume/Cap:	0.58	0.68	0.00	0.68	0.58	0.58	0.67	0.68	0.61	0.68	0.67	0.33
Uniform Del:	50.5	30.0	0.0	56.8	34.0	34.0	47.0	37.5	36.5	46.6	37.0	32.8
IncremntDel:	2.4	1.0	0.0	13.2	0.6	0.6	6.3	1.8	2.1	3.2	1.7	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.9	31.0	0.0	70.0	34.5	34.5	53.3	39.2	38.5	49.8	38.7	33.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.9	31.0	0.0	70.0	34.5	34.5	53.3	39.2	38.5	49.8	38.7	33.2
HCM2kAvg:	5	13	0	3	9	10	8	12	10	8	11	4

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 26th St/Olympic Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.786	
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	32.7	
Optimal Cycle:	78	Level Of Service:	C	

Street Name:	26th St						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	2 0	0	0 2	1 0	2	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	17	403	69	223	0	254	87	713	0	0	753	420
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	403	69	223	0	254	87	713	0	0	753	420
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.88	0.88	0.88	0.93	0.93	0.93	0.86	0.86	0.86
PHF Volume:	18	430	74	253	0	289	94	768	0	0	874	488
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	430	74	253	0	289	94	768	0	0	874	488
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	18	430	74	253	0	289	94	768	0	0	874	488
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.83	1.00	0.70	0.95	0.95	1.00	1.00	0.90	0.89
Lanes:	1.00	1.71	0.29	2.00	0.00	2.00	1.00	2.00	0.00	0.00	1.28	0.72
Final Sat.:	1805	2915	499	3152	0	2652	1805	3610	0	0	2187	1220
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.15	0.08	0.00	0.11	0.05	0.21	0.00	0.00	0.40	0.40
Crit Moves:			****			****	****				****	
Green/Cycle:	0.19	0.19	0.19	0.14	0.00	0.20	0.07	0.57	0.00	0.00	0.51	0.51
Volume/Cap:	0.05	0.79	0.79	0.58	0.00	0.53	0.79	0.37	0.00	0.00	0.79	0.79
Uniform Del:	40.0	46.5	46.5	48.4	0.0	42.6	55.2	13.8	0.0	0.0	24.2	24.2
IncremntDel:	0.1	6.4	6.4	2.0	0.0	1.0	28.4	0.1	0.0	0.0	2.5	2.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	40.1	52.9	52.9	50.4	0.0	43.6	83.6	13.9	0.0	0.0	26.7	26.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.1	52.9	52.9	50.4	0.0	43.6	83.6	13.9	0.0	0.0	26.7	26.7
HCM2kAvg:	1	11	11	5	0	5	5	5	0	0	19	19

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Stewart St/Olympic Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.689
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	47.7
Optimal Cycle:	178	Level Of Service:	D

Street Name:	Stewart St						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	2 0	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	121	407	160	111	157	41	53	794	62	60	1039	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	407	160	111	157	41	53	794	62	60	1039	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.87	0.87	0.87	0.92	0.92	0.92	0.89	0.89	0.89
PHF Volume:	146	490	192	128	181	47	57	859	67	67	1162	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	490	192	128	181	47	57	859	67	67	1162	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	146	490	192	128	181	47	57	859	67	67	1162	226
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.86	1.07	0.97	0.19	0.97	0.94	0.95	0.96	0.93
Lanes:	1.00	1.44	0.56	2.00	0.78	0.22	1.00	1.85	0.15	1.00	1.67	0.33
Final Sat.:	1805	2482	976	3267	1573	411	356	3412	266	1805	3031	589
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.20	0.04	0.12	0.12	0.16	0.25	0.25	0.04	0.38	0.38
Crit Moves:		****		****							****	
Green/Cycle:	0.10	0.20	0.20	0.04	0.14	0.14	0.26	0.26	0.26	0.66	0.66	0.66
Volume/Cap:	0.80	0.97	0.97	0.97	0.80	0.80	0.62	0.97	0.97	0.09	0.58	0.58
Uniform Del:	52.8	47.4	47.4	57.5	49.7	49.7	39.2	43.9	43.9	7.4	11.5	11.5
IncremntDel:	22.1	26.2	26.2	68.6	15.0	15.0	12.1	21.7	21.7	0.0	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	74.9	73.6	73.6	126.1	64.8	64.8	51.3	65.7	65.7	7.4	11.9	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.9	73.6	73.6	126.1	64.8	64.8	51.3	65.7	65.7	7.4	11.9	11.9
HCM2kAvg:	8	17	17	5	10	10	10	22	21	0	7	7

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Centinela Ave (West)/Olympic Blvd

Cycle (sec):	60	Critical Vol./Cap. (X):	0.657
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	8.3
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Centinela Ave (West)						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	478	0	55	63	991	4	8	1291	726
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	478	0	55	63	991	4	8	1291	726
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.82	0.82	0.82	0.92	0.92	0.92	0.93	0.93	0.93
PHF Volume:	0	0	0	585	0	67	68	1076	4	9	1389	781
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	585	0	67	68	1076	4	9	1389	781
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	585	0	67	68	1076	4	9	1389	781
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.86	1.00	0.82	0.14	0.89	0.95	0.20	0.89	0.75
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	0	0	0	3267	0	1562	257	3352	14	377	3368	1418
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.04	0.27	0.32	0.32	0.02	0.41	0.55
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.27	0.00	0.27	0.63	0.63	0.63	0.63	0.63	0.90
Volume/Cap:	0.00	0.00	0.00	0.66	0.00	0.16	0.42	0.51	0.51	0.04	0.66	0.61
Uniform Del:	0.0	0.0	0.0	19.3	0.0	16.6	5.7	6.1	6.1	4.3	7.1	0.7
IncremntDel:	0.0	0.0	0.0	1.8	0.0	0.2	1.8	0.2	0.2	0.1	0.8	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	21.1	0.0	16.8	7.5	6.3	6.3	4.3	7.9	1.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.1	0.0	16.8	7.5	6.3	6.3	4.3	7.9	1.5
HCM2kAvg:	0	0	0	6	0	1	5	6	6	0	9	4

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Centinela Ave (East)/Olympic Blvd

Cycle (sec):	60			Critical Vol./Cap. (X):			1.019										
Loss Time (sec):	9 (Y+R = 4 sec)			Average Delay (sec/veh):			18.1										
Optimal Cycle:	139			Level Of Service:			B										
Street Name:	Centinela Ave (East)									Olympic Blvd							
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R					
Control:	Split Phase			Split Phase			Permitted			Permitted							
Rights:	Include			Include			Ovl			Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0					
Lanes:	1	0 1! 0	0	0	0 1! 0	0	1	0 3	0 1	1	0 2	1 0					
Volume Module:																	
Base Vol:	751	0	206	2	4	2	0	1097	381	163	1321	2					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	751	0	206	2	4	2	0	1097	381	163	1321	2					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	0.92	0.92	0.92	0.67	0.67	0.67	0.98	0.98	0.98	0.88	0.88	0.88					
PHF Volume:	812	0	223	3	6	3	0	1120	389	185	1498	2					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	812	0	223	3	6	3	0	1120	389	185	1498	2					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Vol.:	812	0	223	3	6	3	0	1120	389	185	1498	2					
Saturation Flow Module:																	
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900					
Adjustment:	0.93	1.00	0.93	0.95	0.95	0.95	1.00	0.91	0.85	0.19	0.91	0.91					
Lanes:	1.65	0.00	0.35	0.25	0.50	0.25	1.00	3.00	1.00	1.00	2.99	0.01					
Final Sat.:	2912	0	627	453	907	453	1900	5187	1615	367	5179	8					
Capacity Analysis Module:																	
Vol/Sat:	0.28	0.00	0.36	0.01	0.01	0.01	0.00	0.22	0.24	0.50	0.29	0.29					
Crit Moves:			****	****						****							
Green/Cycle:	0.35	0.00	0.35	0.01	0.01	0.01	0.00	0.49	0.84	0.49	0.49	0.49					
Volume/Cap:	0.80	0.00	1.02	1.02	1.02	1.02	0.00	0.44	0.29	1.02	0.58	0.58					
Uniform Del:	17.6	0.0	19.5	29.8	29.8	29.8	0.0	9.8	1.0	15.2	10.8	10.8					
IncremntDel:	3.6	0.0	33.1	269.0	269	269.0	0.0	0.1	0.1	71.8	0.4	0.4					
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00					
Delay/Veh:	21.3	0.0	52.6	298.8	299	298.8	0.0	9.9	1.1	87.0	11.1	11.1					
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
AdjDel/Veh:	21.3	0.0	52.6	298.8	299	298.8	0.0	9.9	1.1	87.0	11.1	11.1					
HCM2kAvg:	11	0	21	1	1	1	0	5	2	28	7	7					

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Centinela Ave/Exposition Blvd (signalized)

Cycle (sec):	60	Critical Vol./Cap. (X):	0.872
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	9.6
Optimal Cycle:	67	Level Of Service:	A

Street Name:	Centinela Ave						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	15	0	0	15	0	0	15	0	0	15	0
Lanes:	0 1	0 0	0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0 0
Volume Module:												
Base Vol:	183	949	0	0	437	70	12	0	37	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	949	0	0	437	70	12	0	37	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.90	0.90	0.90	0.75	0.75	0.75	1.00	1.00	1.00
PHF Volume:	189	983	0	0	484	78	16	0	49	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	983	0	0	484	78	16	0	49	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	189	983	0	0	484	78	16	0	49	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	1.00	1.00	0.98	0.98	0.82	1.00	0.78	1.00	1.00	1.00
Lanes:	0.16	0.84	0.00	0.00	0.86	0.14	0.24	0.00	0.76	0.00	0.00	0.00
Final Sat.:	256	1327	0	0	1607	257	366	0	1129	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.74	0.74	0.00	0.00	0.30	0.30	0.04	0.00	0.04	0.00	0.00	0.00
Crit Moves:		****					****					
Green/Cycle:	0.85	0.85	0.00	0.00	0.85	0.85	0.05	0.00	0.05	0.00	0.00	0.00
Volume/Cap:	0.87	0.87	0.00	0.00	0.35	0.35	0.87	0.00	0.87	0.00	0.00	0.00
Uniform Del:	2.6	2.6	0.0	0.0	1.0	1.0	28.3	0.0	28.3	0.0	0.0	0.0
IncremntDel:	6.5	6.5	0.0	0.0	0.1	0.1	62.3	0.0	62.3	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	9.1	9.1	0.0	0.0	1.1	1.1	90.6	0.0	90.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	9.1	0.0	0.0	1.1	1.1	90.6	0.0	90.6	0.0	0.0	0.0
HCM2kAvg:	19	19	0	0	3	3	4	0	4	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Centinela Ave/I-10 WB On/Off Ramps

Cycle (sec):	60	Critical Vol./Cap. (X):	1.078
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	53.8
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Centinela Ave						I-10 WB On/Off Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	0	0	0 1	0 1	1 0	0 0	1	0	0 0	0 0
Volume Module:												
Base Vol:	453	581	0	0	399	97	585	0	424	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	453	581	0	0	399	97	585	0	424	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.90	0.90	0.90	0.94	0.94	0.94	1.00	1.00	1.00
PHF Volume:	464	595	0	0	442	107	622	0	450	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	464	595	0	0	442	107	622	0	450	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	464	595	0	0	442	107	622	0	450	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.82	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	1563	1456	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.31	0.00	0.00	0.23	0.07	0.43	0.00	0.28	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.24	0.45	0.00	0.00	0.22	0.22	0.40	0.00	0.63	0.00	0.00	0.00
Volume/Cap:	1.08	0.69	0.00	0.00	1.08	0.32	1.08	0.00	0.44	0.00	0.00	0.00
Uniform Del:	22.9	13.0	0.0	0.0	23.5	19.8	18.1	0.0	5.6	0.0	0.0	0.0
IncremntDel:	66.2	2.4	0.0	0.0	67.2	0.5	60.3	0.0	0.3	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	89.0	15.4	0.0	0.0	90.7	20.4	78.4	0.0	5.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.0	15.4	0.0	0.0	90.7	20.4	78.4	0.0	5.9	0.0	0.0	0.0
HCM2kAvg:	18	10	0	0	17	2	28	0	5	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 I-10 EB Off Ramp-34th St/Pico Blvd

Cycle (sec): 80 Critical Vol./Cap. (X): 0.683
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 20.9
Optimal Cycle: 47 Level Of Service: C

Street Name:	I-10 EB Off Ramp-34th St						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1	1	0	0	1	0	1	1	0	0
Volume Module:														
Base Vol:	46	0	58	579	45	70	0	841	18	18	1004	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	0	58	579	45	70	0	841	18	18	1004	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.95	0.95	0.95	0.96	0.96	0.96	0.92	0.92	0.92
PHF Volume:	51	0	64	612	48	74	0	880	19	20	1096	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	0	64	612	48	74	0	880	19	20	1096	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	51	0	64	612	48	74	0	880	19	20	1096	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	1.00	0.68	0.89	0.86	0.94	1.00	0.80	0.85	0.89	0.92	1.00
Lanes:	0.44	0.00	0.56	1.85	0.15	1.00	0.00	1.96	0.04	0.04	1.96	0.00
Final Sat.:	567	0	715	3137	244	1777	0	2963	63	61	3416	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.09	0.20	0.20	0.04	0.00	0.30	0.30	0.32	0.32	0.00
Crit Moves:	****			****							****	
Green/Cycle:	0.13	0.00	0.13	0.29	0.29	0.29	0.00	0.47	0.47	0.47	0.47	0.00
Volume/Cap:	0.68	0.00	0.68	0.68	0.68	0.15	0.00	0.63	0.63	0.68	0.68	0.00
Uniform Del:	33.1	0.0	33.1	25.4	25.4	21.3	0.0	16.0	16.0	16.5	16.5	0.0
IncremntDel:	10.9	0.0	10.9	2.0	2.0	0.1	0.0	0.9	0.9	1.2	1.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	44.0	0.0	44.0	27.4	27.4	21.4	0.0	16.9	16.9	17.8	17.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.0	0.0	44.0	27.4	27.4	21.4	0.0	16.9	16.9	17.8	17.8	0.0
HCM2kAvg:	4	0	4	9	9	1	0	9	10	12	12	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Centinela Ave/Pico Blvd

Cycle (sec):	60	Critical Vol./Cap. (X):	1.094		
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	27.1		
Optimal Cycle:	180	Level Of Service:	C		

Street Name:	Centinela Ave						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	50	524	54	32	527	254	197	975	306	10	717	368
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	524	54	32	527	254	197	975	306	10	717	368
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.91	0.91	0.91	0.98	0.98	0.98	0.93	0.93	0.93
PHF Volume:	57	599	62	35	578	279	201	996	312	11	771	396
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	599	62	35	578	279	201	996	312	11	771	396
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	57	599	62	35	578	279	201	996	312	11	771	396
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.93	0.83	0.20	0.84	0.99	0.16	0.95	0.91	0.24	0.83	0.87
Lanes:	1.00	1.00	1.00	1.00	1.42	0.58	1.00	2.00	1.00	1.00	1.35	0.65
Final Sat.:	382	1773	1576	383	2269	1094	311	3610	1737	453	2117	1086
Capacity Analysis Module:												
Vol/Sat:	0.15	0.34	0.04	0.09	0.25	0.25	0.65	0.28	0.18	0.02	0.36	0.36
Crit Moves:		****					****					
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.59	0.59	0.59	0.59	0.59	0.59
Volume/Cap:	0.48	1.09	0.13	0.29	0.83	0.83	1.09	0.47	0.30	0.04	0.62	0.62
Uniform Del:	16.8	20.7	14.9	15.8	19.2	19.2	12.3	6.9	6.1	5.1	7.9	7.9
IncremntDel:	3.0	66.6	0.1	1.4	5.5	5.5	93.7	0.2	0.2	0.1	0.6	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	19.8	87.4	15.0	17.1	24.7	24.7	106.0	7.1	6.3	5.2	8.5	8.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.8	87.4	15.0	17.1	24.7	24.7	106.0	7.1	6.3	5.2	8.5	8.5
HCM2kAvg:	4	22	1	2	10	11	39	6	3	0	8	8

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Centinela Ave/I-10 WB On Ramp

Cycle (sec):	60	Critical Vol./Cap. (X):	0.521
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	9.8
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Centinela Ave						I-10 WB On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	637	227	411	451	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	637	227	411	451	0	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	694	0	453	497	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	694	0	453	497	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	694	0	453	497	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3610	0	1805	3610	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.25	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green/Cycle:	0.00	0.37	0.00	0.48	0.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.52	0.00	0.52	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Del:	0.0	14.8	0.0	10.8	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IncremntDel:	0.0	0.4	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	15.2	0.0	11.4	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.2	0.0	11.4	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HCM2kAvg:	0	6	0	7	1	0	0	0	0	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Cloverfield Blvd/Olympic Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.699
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	38.5
Optimal Cycle:	61	Level Of Service:	D

Street Name:	Cloverfield Blvd						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	1 0	2 0	2	1 0	1 0	2	0 1	2 0	2	0 1
Volume Module:												
Base Vol:	222	791	0	98	954	56	144	706	248	368	832	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	222	791	0	98	954	56	144	706	248	368	832	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.88	0.88	0.88	0.95	0.95	0.95
PHF Volume:	231	824	0	102	994	58	164	805	283	385	871	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	824	0	102	994	58	164	805	283	385	871	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	231	824	0	102	994	58	164	805	283	385	871	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.88	0.91	0.86	0.87	0.90	0.89	0.98	0.94	0.92	0.92	0.82
Lanes:	2.00	3.00	0.00	2.00	2.84	0.16	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3267	5016	0	3267	4708	276	1684	3729	1777	3502	3491	1562
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.00	0.03	0.21	0.21	0.10	0.22	0.16	0.11	0.25	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.34	0.00	0.06	0.30	0.30	0.14	0.33	0.33	0.17	0.36	0.36
Volume/Cap:	0.70	0.48	0.00	0.48	0.70	0.70	0.70	0.66	0.48	0.66	0.70	0.21
Uniform Del:	52.2	31.4	0.0	54.2	37.0	37.0	49.2	34.5	32.1	46.7	33.0	26.8
IncremntDel:	6.5	0.2	0.0	1.8	1.5	1.5	9.0	1.3	0.6	2.7	1.8	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.6	31.6	0.0	56.0	38.5	38.5	58.2	35.8	32.8	49.4	34.8	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.6	31.6	0.0	56.0	38.5	38.5	58.2	35.8	32.8	49.4	34.8	26.9
HCM2kAvg:	6	7	0	3	12	12	7	12	8	8	14	2

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 26th St/Olympic Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.766	
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	33.0	
Optimal Cycle:	73	Level Of Service:	C	

Street Name:	26th St						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	2 0	0	0 2	1 0	2	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	13	320	35	331	0	362	39	783	0	0	1113	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	320	35	331	0	362	39	783	0	0	1113	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.91	0.91	0.91	0.93	0.93	0.93
PHF Volume:	16	383	42	396	0	433	43	862	0	0	1196	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	383	42	396	0	433	43	862	0	0	1196	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	16	383	42	396	0	433	43	862	0	0	1196	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.83	1.00	0.70	0.95	0.95	1.00	1.00	0.93	0.93
Lanes:	1.00	1.80	0.20	2.00	0.00	2.00	1.00	2.00	0.00	0.00	1.78	0.22
Final Sat.:	1805	3099	339	3152	0	2652	1805	3610	0	0	3160	392
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.12	0.13	0.00	0.16	0.02	0.24	0.00	0.00	0.38	0.38
Crit Moves:			****			****	****				****	
Green/Cycle:	0.16	0.16	0.16	0.21	0.00	0.24	0.03	0.53	0.00	0.00	0.49	0.49
Volume/Cap:	0.05	0.77	0.77	0.59	0.00	0.67	0.77	0.45	0.00	0.00	0.77	0.77
Uniform Del:	42.6	48.2	48.2	42.5	0.0	41.0	57.7	17.8	0.0	0.0	24.7	24.7
IncremntDel:	0.1	6.3	6.3	1.4	0.0	2.7	46.5	0.2	0.0	0.0	2.1	2.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	42.6	54.5	54.5	43.9	0.0	43.7	104.2	17.9	0.0	0.0	26.8	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	54.5	54.5	43.9	0.0	43.7	104.2	17.9	0.0	0.0	26.8	26.8
HCM2kAvg:	1	9	9	8	0	8	3	7	0	0	18	18

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Stewart St/Olympic Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.695		
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	27.7		
Optimal Cycle:	61	Level Of Service:	C		

Street Name:	Stewart St						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	2 0	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	53	186	62	140	287	53	42	1032	123	112	1139	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	186	62	140	287	53	42	1032	123	112	1139	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.96	0.96	0.96	0.97	0.97	0.97
PHF Volume:	62	217	72	163	334	62	44	1080	129	115	1171	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	217	72	163	334	62	44	1080	129	115	1171	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	62	217	72	163	334	62	44	1080	129	115	1171	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.86	1.07	0.98	0.20	0.97	0.93	0.95	0.97	0.94
Lanes:	1.00	1.50	0.50	2.00	0.83	0.17	1.00	1.78	0.22	1.00	1.84	0.16
Final Sat.:	1805	2607	869	3267	1697	313	371	3267	389	1805	3401	278
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.08	0.05	0.20	0.20	0.12	0.33	0.33	0.06	0.34	0.34
Crit Moves:	****				****			****			****	
Green/Cycle:	0.05	0.21	0.21	0.12	0.28	0.28	0.48	0.48	0.48	0.57	0.57	0.57
Volume/Cap:	0.70	0.40	0.40	0.40	0.69	0.69	0.25	0.69	0.69	0.43	0.61	0.61
Uniform Del:	56.2	41.1	41.1	48.4	38.4	38.4	18.7	24.7	24.7	16.8	17.1	17.1
IncremntDel:	21.3	0.4	0.4	0.6	3.7	3.7	0.7	1.2	1.2	1.1	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	77.5	41.4	41.4	49.0	42.1	42.1	19.5	25.9	25.9	18.0	17.7	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.5	41.4	41.4	49.0	42.1	42.1	19.5	25.9	25.9	18.0	17.7	17.7
HCM2kAvg:	4	5	5	3	14	13	3	15	15	2	11	11

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Centinela Ave (West)/Olympic Blvd

Cycle (sec):	60	Critical Vol./Cap. (X):	0.640
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	9.3
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Centinela Ave (West)						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	629	0	88	15	1242	11	6	1161	483
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	629	0	88	15	1242	11	6	1161	483
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	0.95	0.95	0.95
PHF Volume:	0	0	0	629	0	88	15	1279	11	6	1219	507
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	629	0	88	15	1279	11	6	1219	507
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	629	0	88	15	1279	11	6	1219	507
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.86	1.00	0.82	0.17	0.89	0.95	0.14	0.89	0.74
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	0	0	0	3267	0	1562	321	3337	30	257	3368	1410
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.06	0.05	0.38	0.38	0.02	0.36	0.36
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.30	0.00	0.30	0.60	0.60	0.60	0.60	0.60	0.90
Volume/Cap:	0.00	0.00	0.00	0.64	0.00	0.19	0.08	0.64	0.64	0.04	0.60	0.40
Uniform Del:	0.0	0.0	0.0	18.2	0.0	15.5	5.1	7.8	7.8	4.9	7.6	0.5
IncremntDel:	0.0	0.0	0.0	1.4	0.0	0.2	0.2	0.7	0.7	0.1	0.5	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	19.6	0.0	15.7	5.2	8.5	8.5	5.1	8.1	0.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.6	0.0	15.7	5.2	8.5	8.5	5.1	8.1	0.7
HCM2kAvg:	0	0	0	6	0	1	1	9	9	0	8	2

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Centinela Ave (East)/Olympic Blvd

Cycle (sec):	60	Critical Vol./Cap. (X):	0.841	
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	10.6	
Optimal Cycle:	65	Level Of Service:	B	

Street Name:	Centinela Ave (East)						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	0	0	1 0	0 0	1 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	364	0	119	15	38	0	0	1278	592	150	1309	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	364	0	119	15	38	0	0	1278	592	150	1309	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.95	0.95	0.95	0.99	0.99	0.99
PHF Volume:	389	0	127	16	41	0	0	1344	623	152	1325	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	0	127	16	41	0	0	1344	623	152	1325	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	389	0	127	16	41	0	0	1344	623	152	1325	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.93	0.99	0.99	1.00	1.00	0.91	0.85	0.16	0.91	0.91
Lanes:	1.60	0.00	0.40	0.28	0.72	0.00	1.00	3.00	1.00	1.00	2.99	0.01
Final Sat.:	2830	0	697	530	1343	0	1900	5187	1615	302	5179	8
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.18	0.03	0.03	0.00	0.00	0.26	0.39	0.50	0.26	0.26
Crit Moves:			****		****					****		
Green/Cycle:	0.22	0.00	0.22	0.04	0.04	0.00	0.00	0.60	0.81	0.60	0.60	0.60
Volume/Cap:	0.63	0.00	0.84	0.84	0.84	0.00	0.00	0.43	0.47	0.84	0.43	0.43
Uniform Del:	21.3	0.0	22.5	28.8	28.8	0.0	0.0	6.6	1.7	9.8	6.5	6.5
IncremntDel:	1.6	0.0	10.2	58.2	58.2	0.0	0.0	0.1	0.3	28.3	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	23.0	0.0	32.7	87.0	87.0	0.0	0.0	6.7	2.0	38.1	6.6	6.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.0	0.0	32.7	87.0	87.0	0.0	0.0	6.7	2.0	38.1	6.6	6.6
HCM2kAvg:	5	0	9	3	3	0	0	5	4	17	5	5

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Centinela Ave/Exposition Blvd (signalized)

Cycle (sec):	60	Critical Vol./Cap. (X):	0.612
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	7.8
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Centinela Ave						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	15	0	0	15	0	0	15	0	0	15	0
Lanes:	0 1	0 0	0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0 0
Volume Module:												
Base Vol:	24	550	0	0	694	16	50	0	132	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	550	0	0	694	16	50	0	132	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.91	0.91	0.91	1.00	1.00	1.00
PHF Volume:	27	619	0	0	781	18	55	0	145	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	619	0	0	781	18	55	0	145	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	27	619	0	0	781	18	55	0	145	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	1.00	1.00	1.00	1.00	0.83	1.00	0.81	1.00	1.00	1.00
Lanes:	0.04	0.96	0.00	0.00	0.98	0.02	0.27	0.00	0.73	0.00	0.00	0.00
Final Sat.:	76	1748	0	0	1852	43	426	0	1126	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.00	0.00	0.42	0.42	0.13	0.00	0.13	0.00	0.00	0.00
Crit Moves:					****		****					
Green/Cycle:	0.69	0.69	0.00	0.00	0.69	0.69	0.21	0.00	0.21	0.00	0.00	0.00
Volume/Cap:	0.51	0.51	0.00	0.00	0.61	0.61	0.61	0.00	0.61	0.00	0.00	0.00
Uniform Del:	4.5	4.5	0.0	0.0	5.0	5.0	21.4	0.0	21.4	0.0	0.0	0.0
IncremntDel:	0.4	0.4	0.0	0.0	0.9	0.9	3.4	0.0	3.4	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	4.9	4.9	0.0	0.0	5.9	5.9	24.8	0.0	24.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.9	4.9	0.0	0.0	5.9	5.9	24.8	0.0	24.8	0.0	0.0	0.0
HCM2kAvg:	6	6	0	0	9	9	5	0	5	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Centinela Ave/I-10 WB On/Off Ramps

Cycle (sec):	60	Critical Vol./Cap. (X):	1.145
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	78.8
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Centinela Ave						I-10 WB On/Off Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	388	243	0	0	805	107	333	0	267	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	388	243	0	0	805	107	333	0	267	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.94	0.94	0.94	1.00	1.00	1.00
PHF Volume:	443	277	0	0	919	122	354	0	284	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	443	277	0	0	919	122	354	0	284	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	443	277	0	0	919	122	354	0	284	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.82	0.76	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	1560	1451	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.15	0.00	0.00	0.48	0.08	0.24	0.00	0.18	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.21	0.64	0.00	0.00	0.42	0.42	0.21	0.00	0.43	0.00	0.00	0.00
Volume/Cap:	1.15	0.23	0.00	0.00	1.15	0.19	1.14	0.00	0.41	0.00	0.00	0.00
Uniform Del:	23.6	4.6	0.0	0.0	17.3	10.9	23.6	0.0	11.9	0.0	0.0	0.0
IncremntDel:	91.6	0.1	0.0	0.0	79.9	0.1	96.3	0.0	0.4	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	115.2	4.7	0.0	0.0	97.2	11.0	119.9	0.0	12.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	115.2	4.7	0.0	0.0	97.2	11.0	119.9	0.0	12.3	0.0	0.0	0.0
HCM2kAvg:	20	2	0	0	36	2	20	0	4	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 I-10 EB Off Ramp-34th St/Pico Blvd

Cycle (sec):	80	Critical Vol./Cap. (X):	0.764
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	11.8
Optimal Cycle:	58	Level Of Service:	B

Street Name:	I-10 EB Off Ramp-34th St						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1	1	0	0	1	0	1	1	0	0
Volume Module:														
Base Vol:	30	0	30	165	12	22	0	1514	36	56	766	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	0	30	165	12	22	0	1514	36	56	766	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.92	0.92	0.92	0.89	0.89	0.89
PHF Volume:	37	0	37	203	15	27	0	1644	39	63	865	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	0	37	203	15	27	0	1644	39	63	865	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	37	0	37	203	15	27	0	1644	39	63	865	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	1.00	0.68	0.89	0.86	0.94	1.00	0.80	0.85	0.69	0.71	1.00
Lanes:	0.50	0.00	0.50	1.86	0.14	1.00	0.00	1.96	0.04	0.14	1.86	0.00
Final Sat.:	646	0	646	3148	229	1777	0	2957	70	184	2510	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.06	0.06	0.06	0.02	0.00	0.56	0.56	0.34	0.34	0.00
Crit Moves:	****				****			****				
Green/Cycle:	0.07	0.00	0.07	0.08	0.08	0.08	0.00	0.73	0.73	0.73	0.73	0.00
Volume/Cap:	0.76	0.00	0.76	0.76	0.76	0.18	0.00	0.76	0.76	0.47	0.47	0.00
Uniform Del:	36.3	0.0	36.3	35.8	35.8	34.0	0.0	6.7	6.7	4.5	4.5	0.0
IncremntDel:	29.6	0.0	29.6	11.6	11.6	0.6	0.0	1.6	1.6	0.2	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	65.9	0.0	65.9	47.4	47.4	34.6	0.0	8.3	8.3	4.7	4.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.9	0.0	65.9	47.4	47.4	34.6	0.0	8.3	8.3	4.7	4.7	0.0
HCM2kAvg:	4	0	4	5	5	1	0	14	15	7	7	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Centinela Ave/Pico Blvd

Cycle (sec):	60	Critical Vol./Cap. (X):	0.925		
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	17.4		
Optimal Cycle:	86	Level Of Service:	B		

Street Name:	Centinela Ave						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	37	264	65	96	848	147	89	1168	441	113	592	321
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	264	65	96	848	147	89	1168	441	113	592	321
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.94	0.94	0.94	0.89	0.89	0.89
PHF Volume:	43	308	76	112	988	171	94	1239	468	127	666	361
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	308	76	112	988	171	94	1239	468	127	666	361
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	43	308	76	112	988	171	94	1239	468	127	666	361
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.93	0.83	0.39	0.87	1.02	0.19	0.95	0.90	0.14	0.83	0.87
Lanes:	1.00	1.00	1.00	1.00	1.74	0.26	1.00	2.00	1.00	1.00	1.32	0.68
Final Sat.:	317	1773	1582	748	2871	498	352	3610	1713	260	2074	1125
Capacity Analysis Module:												
Vol/Sat:	0.14	0.17	0.05	0.15	0.34	0.34	0.27	0.34	0.27	0.49	0.32	0.32
Crit Moves:					****					****		
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	0.36	0.47	0.13	0.40	0.93	0.93	0.51	0.65	0.52	0.93	0.61	0.61
Uniform Del:	13.7	14.3	12.4	13.9	18.0	18.0	9.1	10.2	9.2	13.1	9.8	9.8
IncremntDel:	1.8	0.5	0.1	1.0	11.6	11.6	2.3	0.8	0.5	54.5	0.6	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	15.5	14.8	12.5	14.9	29.7	29.7	11.5	11.0	9.7	67.5	10.5	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.5	14.8	12.5	14.9	29.7	29.7	11.5	11.0	9.7	67.5	10.5	10.5
HCM2kAvg:	3	5	1	4	15	17	6	9	6	22	7	8

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Centinela Ave/I-10 WB On Ramp

Cycle (sec):	60	Critical Vol./Cap. (X):	0.570
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	7.4
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Centinela Ave						I-10 WB On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	408	288	568	882	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	408	288	568	882	0	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.00	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	462	0	644	1000	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	462	0	644	1000	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	462	0	644	1000	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3610	0	1805	3610	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.36	0.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green/Cycle:	0.00	0.22	0.00	0.63	0.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.57	0.00	0.57	0.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Del:	0.0	20.7	0.0	6.5	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IncremntDel:	0.0	1.0	0.0	0.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	21.7	0.0	7.2	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.7	0.0	7.2	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HCM2kAvg:	0	5	0	8	2	0	0	0	0	0	0	0

ICU ANALYSIS

Project Title: **LA TNP**
Intersection: **79 Higuera St & Washington Blvd**
Description: **Baseline Plus Project Plus Mitigation**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	27	1,600	0.013	N-S(1):	0.262 *
	TH	1.00	118	1,600	0.074	N-S(2):	0.100
	LT	1.00	85	1,600	0.053 *	E-W(1):	0.382
Westbound	RT	1.00	179	1,600	0.085	E-W(2):	0.432 *
	TH	2.00	1,352	3,200	0.423 *		
	LT	1.00	83	1,600	0.052	V/C:	0.694
Northbound	RT	1.00	129	1,600	0.055	Lost Time:	0.100
	TH	1.00	335	1,600	0.209 *	ITS:	0.000
	LT	1.00	42	1,600	0.026		
Eastbound	RT	0.00	138	0	0.000	ICU:	0.794
	TH	2.00	917	3,200	0.330		
	LT	1.00	14	1,600	0.009 *	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	62	1,600	0.011	N-S(1):	0.183 *
	TH	1.00	176	1,600	0.110	N-S(2):	0.149
	LT	1.00	83	1,600	0.052 *	E-W(1):	0.441 *
Westbound	RT	1.00	197	1,600	0.097	E-W(2):	0.338
	TH	2.00	905	3,200	0.283		
	LT	1.00	112	1,600	0.070 *	V/C:	0.624
Northbound	RT	1.00	104	1,600	0.030	Lost Time:	0.100
	TH	1.00	210	1,600	0.131 *	ITS:	0.000
	LT	1.00	63	1,600	0.039		
Eastbound	RT	0.00	56	0	0.000	ICU:	0.724
	TH	2.00	1,132	3,200	0.371 *		
	LT	1.00	88	1,600	0.055	LOS:	C

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **80 Ince Blvd & Washington Blvd**
Description: **Baseline Plus Project Plus Mitigation**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	1	1,600	0.001	N-S(1):	0.520 *
	TH	0.22	128	358	0.358	N-S(2):	0.000
	LT	1.78	1,016	2,558	0.397 *	E-W(1):	0.030 *
Westbound	RT	2.00	1,277	3,200	0.002	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	1.00	45	1,600	0.028 *	V/C:	0.550
Northbound	RT	1.00	96	1,600	0.060	Lost Time:	0.100
	TH	1.00	197	1,600	0.123 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	3	0	0.000	ICU:	0.650
	TH	1.00	0	1,600	0.002 *		
	LT	0.00	0	0	0.000	LOS:	B

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.494 *
	TH	0.12	70	184	0.380	N-S(2):	0.000
	LT	1.88	1,145	2,714	0.422 *	E-W(1):	0.092 *
Westbound	RT	2.00	942	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	1.00	138	1,600	0.086 *	V/C:	0.586
Northbound	RT	1.00	101	1,600	0.063	Lost Time:	0.100
	TH	1.00	115	1,600	0.072 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	5	0	0.000	ICU:	0.686
	TH	1.00	4	1,600	0.006 *		
	LT	0.00	0	0	0.000	LOS:	B

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **81 Ince Blvd & Culver Blvd**
Description: **Baseline Plus Project Plus Mitigation**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	6	1,600	0.004 *	N-S(1):	0.512 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	0.00	0	0	0.000	E-W(1):	0.262 *
Westbound	RT	0.00	3	0	0.000	E-W(2):	0.074
	TH	2.00	209	3,200	0.066		
	LT	1.00	81	1,600	0.051 *	V/C:	0.774
Northbound	RT	1.00	56	1,600	0.010	Lost Time:	0.100
	TH	0.03	19	42	0.457	ITS:	0.000
	LT	1.97	1,443	2,843	0.508 *		
Eastbound	RT	2.00	1,011	3,200	0.000	ICU:	0.874
	TH	2.00	674	3,200	0.211 *		
	LT	1.00	13	1,600	0.008	LOS:	D

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	87	1,600	0.054 *	N-S(1):	0.391 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	0.00	0	0	0.000	E-W(1):	0.291 *
Westbound	RT	0.00	32	0	0.000	E-W(2):	0.164
	TH	2.00	347	3,200	0.118		
	LT	1.00	77	1,600	0.048 *	V/C:	0.682
Northbound	RT	1.00	75	1,600	0.023	Lost Time:	0.100
	TH	0.06	27	89	0.303	ITS:	0.000
	LT	1.94	944	2,800	0.337 *		
Eastbound	RT	2.00	1,155	3,200	0.024	ICU:	0.782
	TH	2.00	779	3,200	0.243 *		
	LT	1.00	73	1,600	0.046	LOS:	C

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **83 Duquesne Ave & Washington Blvd**
Description: **Baseline Plus Project Plus Mitigation**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.259
	TH	1.00	335	1,600	0.228 *	N-S(2):	0.306 *
	LT	1.00	6	1,600	0.004	E-W(1):	0.290
Westbound	RT	0.00	47	0	0.000	E-W(2):	0.298 *
	TH	2.00	800	3,200	0.265 *		
	LT	1.00	87	1,600	0.054	V/C:	0.604
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	1.00	348	1,600	0.255	ITS:	0.000
	LT	1.00	125	1,600	0.078 *		
Eastbound	RT	0.00	197	0	0.000	ICU:	0.704
	TH	2.00	557	3,200	0.236		
	LT	1.00	53	1,600	0.033 *	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	53	0	0.000	N-S(1):	0.242
	TH	1.00	354	1,600	0.254 *	N-S(2):	0.320 *
	LT	1.00	73	1,600	0.046	E-W(1):	0.364 *
Westbound	RT	0.00	100	0	0.000	E-W(2):	0.270
	TH	2.00	687	3,200	0.246		
	LT	1.00	112	1,600	0.070 *	V/C:	0.684
Northbound	RT	0.00	32	0	0.000	Lost Time:	0.100
	TH	1.00	282	1,600	0.196	ITS:	0.000
	LT	1.00	105	1,600	0.066 *		
Eastbound	RT	0.00	143	0	0.000	ICU:	0.784
	TH	2.00	799	3,200	0.294 *		
	LT	1.00	39	1,600	0.024	LOS:	C

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **84 Sepulveda Blvd & Venice Blvd**
Description: **Baseline Plus Project Plus Mitigation**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	201	1,600	0.091	N-S(1):	0.414 *
	TH	2.00	477	3,200	0.149	N-S(2):	0.307
	LT	1.00	99	1,600	0.062 *	E-W(1):	0.356
Westbound	RT	1.00	105	1,600	0.035	E-W(2):	0.369 *
	TH	3.00	1,434	4,800	0.299 *		
	LT	2.00	201	2,880	0.070	V/C:	0.783
Northbound	RT	1.00	289	1,600	0.146	Lost Time:	0.100
	TH	2.00	1,127	3,200	0.352 *	ITS:	0.000
	LT	1.00	253	1,600	0.158		
Eastbound	RT	1.00	318	1,600	0.120	ICU:	0.883
	TH	3.00	1,374	4,800	0.286		
	LT	2.00	202	2,880	0.070 *	LOS:	D

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	208	1,600	0.098	N-S(1):	0.523 *
	TH	2.00	1,018	3,200	0.318	N-S(2):	0.457
	LT	1.00	122	1,600	0.076 *	E-W(1):	0.311 *
Westbound	RT	1.00	131	1,600	0.044	E-W(2):	0.274
	TH	3.00	1,008	4,800	0.210		
	LT	2.00	184	2,880	0.064 *	V/C:	0.834
Northbound	RT	1.00	377	1,600	0.204	Lost Time:	0.100
	TH	2.00	1,429	3,200	0.447 *	ITS:	0.000
	LT	1.00	223	1,600	0.139		
Eastbound	RT	1.00	259	1,600	0.092	ICU:	0.934
	TH	3.00	1,185	4,800	0.247 *		
	LT	2.00	184	2,880	0.064	LOS:	E

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **85 Sepulveda Blvd & 405 NB On/Off-Ramps**
Description: **Baseline Plus Project Plus Mitigation**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	458	1,600	0.286 *	N-S(1):	0.400
	TH	2.00	516	3,200	0.161	N-S(2):	0.587 *
	LT	0.00	0	0	0.000	E-W(1):	0.002
Westbound	RT	0.00	2	0	0.000	E-W(2):	0.170 *
	TH	1.00	0	1,600	0.002 *		
	LT	0.00	1	1,600	0.001	V/C:	0.757
Northbound	RT	0.00	1	0	0.000	Lost Time:	0.100
	TH	2.00	1,278	3,200	0.400	ITS:	0.000
	LT	1.00	481	1,600	0.301 *		
Eastbound	RT	0.16	39	257	0.001	ICU:	0.857
	TH	0.00	0	0	0.000		
	LT	1.84	446	2,648	0.168 *	LOS:	D

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	133	1,600	0.000	N-S(1):	0.321
	TH	2.00	1,249	3,200	0.391 *	N-S(2):	0.515 *
	LT	0.00	2	1,600	0.001	E-W(1):	0.253
Westbound	RT	0.00	4	0	0.000	E-W(2):	0.354 *
	TH	1.00	2	1,600	0.006 *		
	LT	0.00	3	1,600	0.002	V/C:	0.869
Northbound	RT	0.00	7	0	0.000	Lost Time:	0.100
	TH	2.00	1,016	3,200	0.320	ITS:	0.000
	LT	1.00	199	1,600	0.124 *		
Eastbound	RT	0.21	106	339	0.251	ICU:	0.969
	TH	0.00	0	0	0.000		
	LT	1.79	896	2,575	0.348 *	LOS:	E

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **86 Sawtelle Blvd & 405 SB On/Off-Ramps**
Description: **Baseline Plus Project Plus Mitigation**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	6	0	0.000	N-S(1):	0.796 *
	TH	2.00	194	1,600	0.452 *	N-S(2):	0.000
	LT	0.00	523	1,600	0.327	E-W(1):	0.259 *
Westbound	RT	1.00	375	1,600	0.000	E-W(2):	0.143
	TH	1.00	13	1,600	0.139		
	LT	0.00	210	1,600	0.131 *	V/C:	1.055
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	2.00	909	3,200	0.344 *	ITS:	0.000
	LT	0.00	11	1,600	0.007		
Eastbound	RT	0.00	24	0	0.000	ICU:	1.155
	TH	1.00	174	1,600	0.128 *		
	LT	0.00	7	1,600	0.004	LOS:	F

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.616 *
	TH	2.00	655	3,200	0.352 *	N-S(2):	0.000
	LT	0.00	472	1,600	0.295	E-W(1):	0.282 *
Westbound	RT	1.00	353	1,600	0.000	E-W(2):	0.218
	TH	1.00	31	1,600	0.218		
	LT	0.00	317	1,600	0.198 *	V/C:	0.898
Northbound	RT	0.00	115	0	0.000	Lost Time:	0.100
	TH	2.00	707	3,200	0.264 *	ITS:	0.000
	LT	0.00	23	1,600	0.014		
Eastbound	RT	0.00	30	0	0.000	ICU:	0.998
	TH	1.00	104	1,600	0.084 *		
	LT	0.00	0	0	0.000	LOS:	E

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **59 Overland Ave & Culver Blvd**
Description: **Baseline Plus Project Plus Mitigation**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	204	1,600	0.036	N-S(1):	0.455 *
	TH	2.00	650	3,200	0.203	N-S(2):	0.275
	LT	2.00	160	2,880	0.056 *	E-W(1):	0.429
Westbound	RT	0.00	163	0	0.000	E-W(2):	0.460 *
	TH	2.00	720	3,200	0.276 *		
	LT	1.00	84	1,600	0.053	V/C:	0.915
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	2.00	1,086	3,200	0.399 *	ITS:	0.000
	LT	2.00	207	2,880	0.072		
Eastbound	RT	1.00	111	1,600	0.033	ICU:	1.015
	TH	2.00	1,202	3,200	0.376		
	LT	1.00	294	1,600	0.184 *	LOS:	F

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	284	1,600	0.092	N-S(1):	0.393
	TH	2.00	1,123	3,200	0.351 *	N-S(2):	0.402 *
	LT	2.00	164	2,880	0.057	E-W(1):	0.429
Westbound	RT	0.00	167	0	0.000	E-W(2):	0.467 *
	TH	2.00	778	3,200	0.295 *		
	LT	1.00	195	1,600	0.122	V/C:	0.869
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.100
	TH	2.00	904	3,200	0.336	ITS:	0.000
	LT	2.00	147	2,880	0.051 *		
Eastbound	RT	1.00	167	1,600	0.079	ICU:	0.969
	TH	2.00	981	3,200	0.307		
	LT	1.00	275	1,600	0.172 *	LOS:	E

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **65 Duquesne Ave & Culver Blvd**
Description: **Baseline Plus Project Plus Mitigation**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	114	1,600	0.031	N-S(1):	0.238
	TH	1.00	234	1,600	0.146 *	N-S(2):	0.253 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.393 *
Westbound	RT	0.00	44	0	0.000	E-W(2):	0.323
	TH	2.00	735	3,200	0.243		
	LT	1.00	72	1,600	0.045 *	V/C:	0.646
Northbound	RT	1.00	109	1,600	0.046	Lost Time:	0.100
	TH	1.00	341	1,600	0.213	ITS:	0.000
	LT	1.00	171	1,600	0.107 *		
Eastbound	RT	0.00	98	0	0.000	ICU:	0.746
	TH	2.00	1,016	3,200	0.348 *		
	LT	1.00	128	1,600	0.080	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	263	1,600	0.131	N-S(1):	0.249
	TH	1.00	366	1,600	0.229 *	N-S(2):	0.298 *
	LT	1.00	157	1,600	0.098	E-W(1):	0.367 *
Westbound	RT	0.00	36	0	0.000	E-W(2):	0.295
	TH	2.00	693	3,200	0.228		
	LT	1.00	88	1,600	0.055 *	V/C:	0.665
Northbound	RT	1.00	113	1,600	0.043	Lost Time:	0.100
	TH	1.00	241	1,600	0.151	ITS:	0.000
	LT	1.00	111	1,600	0.069 *		
Eastbound	RT	0.00	104	0	0.000	ICU:	0.765
	TH	2.00	895	3,200	0.312 *		
	LT	1.00	107	1,600	0.067	LOS:	C

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **73 National Blvd & Washington Blvd**
Description: **Baseline Plus Project Plus Mitigation**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	188	0	0.000	N-S(1):	0.330 *
	TH	2.00	600	3,200	0.246 *	N-S(2):	0.330 *
	LT	2.00	129	2,880	0.045	E-W(1):	0.302
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.324 *
	TH	3.00	1,179	4,800	0.281 *		
	LT	1.00	98	1,600	0.061	V/C:	0.654
Northbound	RT	0.00	63	0	0.000	Lost Time:	0.100
	TH	2.00	850	3,200	0.285	ITS:	0.000
	LT	2.00	243	2,880	0.084 *		
Eastbound	RT	1.00	200	1,600	0.083	ICU:	0.754
	TH	2.00	771	3,200	0.241		
	LT	1.00	68	1,600	0.043 *	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	125	0	0.000	N-S(1):	0.308
	TH	2.00	976	3,200	0.344 *	N-S(2):	0.418 *
	LT	2.00	200	2,880	0.069	E-W(1):	0.424 *
Westbound	RT	0.00	133	0	0.000	E-W(2):	0.265
	TH	3.00	896	4,800	0.214		
	LT	1.00	104	1,600	0.065 *	V/C:	0.842
Northbound	RT	0.00	93	0	0.000	Lost Time:	0.100
	TH	2.00	671	3,200	0.239	ITS:	0.000
	LT	2.00	212	2,880	0.074 *		
Eastbound	RT	1.00	259	1,600	0.125	ICU:	0.942
	TH	2.00	1,149	3,200	0.359 *		
	LT	1.00	82	1,600	0.051	LOS:	E

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **77 La Cienega Blvd & Washington Blvd**
Description: **Baseline Plus Project Plus Mitigation**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	43	0	0.000	N-S(1):	0.414 *
	TH	3.00	1,228	4,800	0.265	N-S(2):	0.411
	LT	1.00	108	1,600	0.068 *	E-W(1):	0.257
Westbound	RT	1.00	360	1,600	0.191	E-W(2):	0.442 *
	TH	2.00	1,290	3,200	0.403 *		
	LT	1.00	44	1,600	0.028	V/C:	0.856
Northbound	RT	0.00	17	0	0.000	Lost Time:	0.100
	TH	3.00	1,646	4,800	0.346 *	ITS:	0.000
	LT	1.00	234	1,600	0.146		
Eastbound	RT	1.00	126	1,600	0.006	ICU:	0.956
	TH	2.00	732	3,200	0.229		
	LT	1.00	63	1,600	0.039 *	LOS:	E

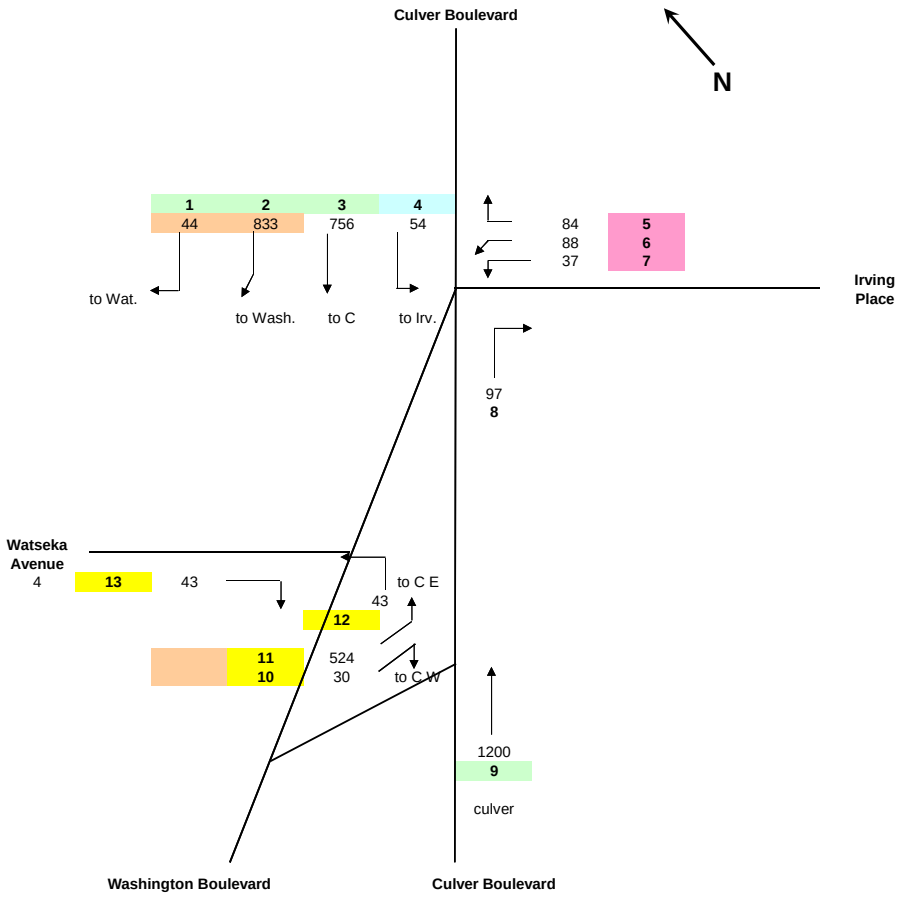
Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	45	0	0.000	N-S(1):	0.384 *
	TH	3.00	1,433	4,800	0.308	N-S(2):	0.359
	LT	1.00	239	1,600	0.149 *	E-W(1):	0.434 *
Westbound	RT	1.00	120	1,600	0.000	E-W(2):	0.305
	TH	2.00	791	3,200	0.247		
	LT	1.00	57	1,600	0.036 *	V/C:	0.818
Northbound	RT	0.00	31	0	0.000	Lost Time:	0.100
	TH	3.00	1,097	4,800	0.235 *	ITS:	0.000
	LT	1.00	82	1,600	0.051		
Eastbound	RT	1.00	132	1,600	0.057	ICU:	0.918
	TH	2.00	1,272	3,200	0.398 *		
	LT	1.00	93	1,600	0.058	LOS:	E

* - Denotes critical movement

HAND CALCULATION

Baseline Plus Project Plus Mitigation Conditions A.M. Peak Hour



pair 1 — Washington EBR / Culver WBT

Max { 524 + 30 (TH/RT) / 3200 Washington EBR } + LT { 756 / 3200 Culver WBT }

= **0.409**

red: higher critical volu

pair 2 — Washington EBL / Culver WBT to Wash.

Max { 43 / 1600 Washington EBL } + { 44 + 833 / 3200 Culver WBT to Wash. }

= **0.301**

pair 3 — Culver EB / Culver WBL to Irv

Max { 1200 / 4800 EBT + 54 / 1600 WBL } — { 756 / 3200 Overlap Culver WBT }

= **0.048**

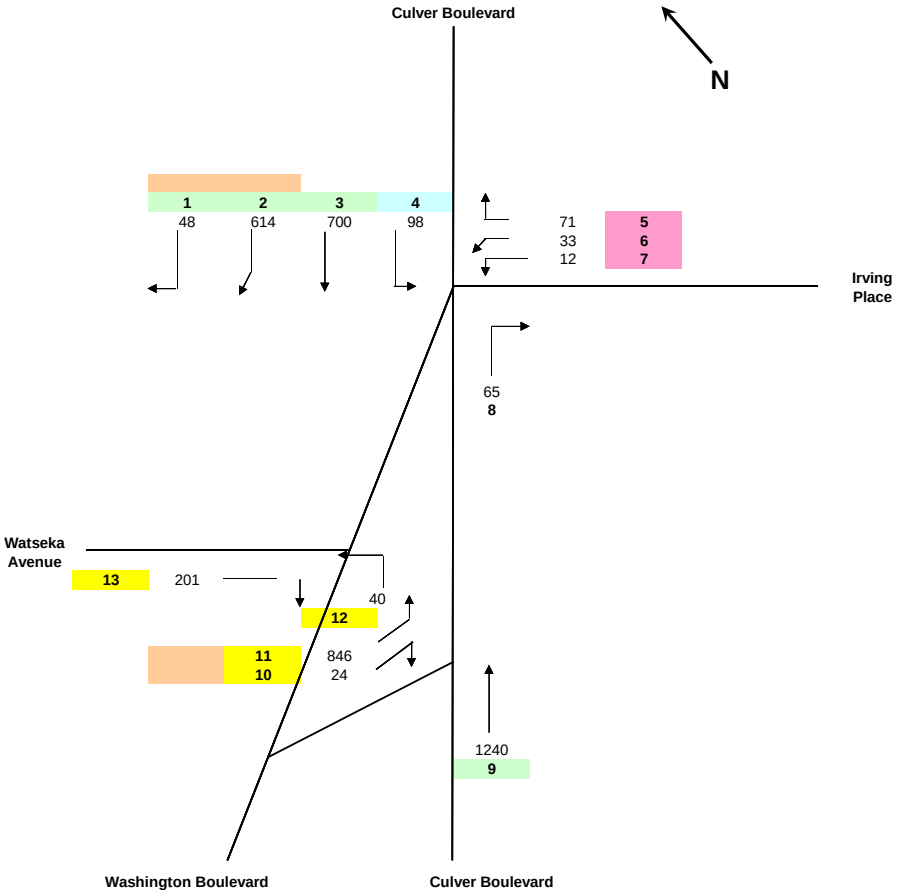
pair 4 — Irving Pl

Max { 88 + 37 / 1600 } or { 84 / 1600 }

= **0.078**

									Loss Time			
V/C =	**0.409**	**+**	**0.301**	**+**	**0.048**	**+**	**0.078**	**+**	**0.100**	**=**	**0.936**	
LOS =		**E**										

Baseline Plus Project Plus Mitigation Conditions P.M. Peak Hour



pair 1 — Max { 846 + 24 / 3200 (Washington EBR) } + { 700 / 3200 (Culver WBT) }

= **0.491**

pair 2 — Max { 40 / 1600 (Washington EBL) } + { 48 + 614 / 3200 (Culver WBT to Wash.) }

= **0.232**

pair 3 — Max { 1240 / 4800 (EBT) + 98 / 1600 (WBL) } — { 700 / 3200 (Overlap Culver WBT) }

= **0.101**

pair 4 — Max { 33 + 12 / 1600 } or { 71 / 1600 }

= **0.044**

red: higher critical volu

V/C =	**0.491**	**+**	**0.232**	**+**	**0.101**	**+**	**0.044**	**+**	**Loss Time 0.100**	**=**	**0.967**
LOS =		**E**									

FUTURE

CMA ANALYSIS:

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
5	North-South Street:	Centinela Ave (East)	East-West Street:	Olympic Blvd
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0		SB--	0	NB-- 0		SB--	0
		EB-- 3		WB--	0	EB-- 3		WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	930	1		**550**	560	1		**295**
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	170	0		550	30	0		295
	Left-Through-Right		0				0		
	Left-Right		1				1		
SOUTHBOUND	Left	10	0		10	20	0		20
	Left-Through		0				0		
	Through	10	0		**30**	40	0		**60**
	Through-Right		0				0		
	Right	10	0		0	0	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
EASTBOUND	Left	0	1		0	0	1		0
	Left-Through		0				0		
	Through	1230	3		**410**	1370	3		**457**
	Through-Right		0				0		
	Right	440	1		0	720	1		425
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	100	1		**100**	130	1		**130**
	Left-Through		0				0		
	Through	1440	2		483	1370	2		460
	Through-Right		1				1		
	Right	10	0		10	10	0		10
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	580			*North-South:*	355
				East-West:	510			*East-West:*	587
				SUM:	1090			*SUM:*	942
VOLUME/CAPACITY *(V/C)* RATIO:					0.765				0.661
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.665**				**0.561**
LEVEL OF SERVICE (LOS):					**B**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
7	North-South Street:	Centinela Ave	East-West Street:	I-10 WB On/Off-Ramps
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 3	WB--		0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	440	1	**440**	450	1	**450**
	Left-Through		0			0	
	Through	550	1	550	220	1	220
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	400	1	**400**	830	1	**830**
	Through-Right		0			0	
	Right	100	1	0	130	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	660	1	**660**	400	1	**400**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	310	1	0	190	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	840		*North-South:*	1280
			East-West:	660		*East-West:*	400
			SUM:	1500		*SUM:*	1680
VOLUME/CAPACITY *(V/C)* RATIO:				1.053			1.179
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.953**			**1.079**
LEVEL OF SERVICE (LOS):				**E**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
9	North-South Street:	Centinela Ave	East-West Street:	Pico Blvd
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0		SB--		0	NB-- 0		SB--	0
	EB-- 0		WB--		0	EB-- 0		WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	210	1	210	90	1	**90**
	Left-Through		0			0	
	Through	480	1	**480**	360	1	360
	Through-Right		0			0	
	Right	80	1	55	130	1	95
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	**50**	100	1	100
	Left-Through		0			0	
	Through	460	1	315	800	1	**475**
	Through-Right		1			1	
	Right	170	0	170	150	0	150
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	40	1	40
	Left-Through		0			0	
	Through	1000	2	500	1190	2	**595**
	Through-Right		0			0	
	Right	460	1	355	580	1	535
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	50	1	50	70	1	**70**
	Left-Through		0			0	
	Through	730	1	**515**	700	1	495
	Through-Right		1			1	
	Right	300	0	300	290	0	290
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	530		*North-South:*	565
			East-West:	695		*East-West:*	665
			SUM:	1225		*SUM:*	1230
VOLUME/CAPACITY *(V/C)* RATIO:				0.817			0.820
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.717**			**0.720**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
10	North-South Street:	Centinela Ave	East-West Street:	I-10 EB On-Ramp
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	0	0		0	0	0	
	Left-Through		0				0		
	Through	750	1	**435**		590	1	**360**	
	Through-Right		1				1		
	Right	120	0	120		130	0	130	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	520	1	**520**		570	1	**570**	
	Left-Through		0				0		
	Through	420	2	210		910	2	455	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	0	0	0		0	0	0	
	Left-Through		0				0		
	Through	0	0	**0**		0	0	**0**	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	0	**0**		0	0	**0**	
	Left-Through		0				0		
	Through	0	0	0		0	0	0	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	955			*North-South:*	930	
			East-West:	0			*East-West:*	0	
			SUM:	955			*SUM:*	930	
VOLUME/CAPACITY *(V/C)* RATIO:				0.637				0.620	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.537**				**0.520**	
LEVEL OF SERVICE (LOS):				**A**				**A**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
11	North-South Street:	Bundy Dr	East-West Street:	Wilshire Blvd
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	610	1		**610**	650	1		**650**
	Left-Through		0				0		
	Through	630	1		390	820	1		520
	Through-Right		1				1		
	Right	150	0		150	220	0		220
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	110	1		110	110	1		110
	Left-Through		0				0		
	Through	690	1		**400**	660	1		**370**
	Through-Right		1				1		
	Right	110	0		110	80	0		80
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	80	1		**80**	130	1		130
	Left-Through		0				0		
	Through	1010	2		373	1030	2		**383**
	Through-Right		1				1		
	Right	110	0		110	120	0		120
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	110	1		110	130	1		**130**
	Left-Through		0				0		
	Through	1200	2		**427**	1060	2		383
	Through-Right		1				1		
	Right	80	0		80	90	0		90
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	1010			*North-South:*	1020
				East-West:	507			*East-West:*	513
				SUM:	1517			*SUM:*	1533
VOLUME/CAPACITY *(V/C)* RATIO:					1.103				1.115
V/C LESS ATSAC/ATCS ADJUSTMENT:					**1.003**				**1.015**
LEVEL OF SERVICE (LOS):					**F**				**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
12	North-South Street:	Bundy Dr	East-West Street:	Santa Monica Blvd
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	150	1	150		160	1	160	
	Left-Through		0				0		
	Through	1020	2	**510**		1240	2	**620**	
	Through-Right		0				0		
	Right	80	1	80		100	1	100	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	410	1	**410**		240	1	**240**	
	Left-Through		0				0		
	Through	1040	1	550		990	1	520	
	Through-Right		1				1		
	Right	60	0	60		50	0	50	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	40	1	**40**		80	1	80	
	Left-Through		0				0		
	Through	740	1	455		870	1	**525**	
	Through-Right		1				1		
	Right	170	0	170		180	0	180	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	0	0		0	0	**0**	
	Left-Through		0				0		
	Through	1120	2	**483**		910	2	333	
	Through-Right		1				1		
	Right	330	0	330		90	0	90	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	920			*North-South:*	860	
			East-West:	523			*East-West:*	525	
			SUM:	1443			*SUM:*	1385	
VOLUME/CAPACITY *(V/C)* RATIO:				0.962				0.923	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.862**				**0.823**	
LEVEL OF SERVICE (LOS):				**D**				**D**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 13

PROJECT TITLE: LATNP
North-South Street: Bundy Dr **East-West Street:** Ohio Ave
Scenario: FUTURE
Count Date: 5/15/2013 **Analyst:** Fehr & Peers **Date:** 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	**90**	60	1	**60**
	Left-Through		0			0	
	Through	1040	2	363	1360	2	470
	Through-Right		1			1	
	Right	50	0	50	50	0	50
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1000	1	**605**	1010	1	**570**
	Through-Right		1			1	
	Right	210	0	210	130	0	130
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	1	170	140	1	140
	Left-Through		0			0	
	Through	100	0	**210**	230	0	**380**
	Through-Right		1			1	
	Right	110	0	0	150	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	**150**	40	1	**40**
	Left-Through		0			0	
	Through	140	0	150	110	0	130
	Through-Right		1			1	
	Right	10	0	0	20	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	695		*North-South:*	630
			East-West:	360		*East-West:*	420
			SUM:	1055		*SUM:*	1050
VOLUME/CAPACITY *(V/C)* RATIO:				0.703			0.700
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.603**			**0.600**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
14	North-South Street:	Bundy Dr	East-West Street:	Missouri Ave
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	1310	1		**680**	1370	1		**720**
	Through-Right		1				1		
	Right	50	0		50	70	0		70
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	100	1		**100**	110	1		**110**
	Left-Through		0				0		
	Through	1170	2		585	1270	2		635
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	0	0		**0**	0	0		**0**
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	90	1		**90**	60	1		**60**
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	60	1		10	80	1		25
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	780			*North-South:*	830
				East-West:	90			*East-West:*	60
				SUM:	870			*SUM:*	890
VOLUME/CAPACITY *(V/C)* RATIO:					0.580				0.593
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.480**				**0.493**
LEVEL OF SERVICE (LOS):					**A**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
15	North-South Street:	Bundy Dr	East-West Street:	La Grange Ave
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	20	1	20
	Left-Through		0			0	
	Through	1350	1	**710**	1360	1	**710**
	Through-Right		1			1	
	Right	70	0	70	60	0	60
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	**90**	110	1	**110**
	Left-Through		0			0	
	Through	1110	1	565	1240	1	625
	Through-Right		1			1	
	Right	20	0	20	10	0	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	**10**	0	0	**0**
	Left-Through		0			0	
	Through	10	0	30	10	0	30
	Through-Right		0			0	
	Right	10	0	0	20	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	60	0	60	130	0	130
	Left-Through		0			0	
	Through	10	0	**120**	10	0	**250**
	Through-Right		0			0	
	Right	50	0	0	110	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	800		*North-South:*	820
			East-West:	130		*East-West:*	250
			SUM:	930		*SUM:*	1070
VOLUME/CAPACITY *(V/C)* RATIO:				0.620			0.713
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.520**			**0.613**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
16	North-South Street:	Bundy Dr	East-West Street:	Olympic Blvd
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--		0	NB-- 3	SB--	0
	EB-- 3	WB--		3	EB-- 3	WB--	3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	1	200	120	1	120
	Left-Through		0			0	
	Through	1040	2	**520**	1040	2	**520**
	Through-Right		0			0	
	Right	130	1	25	170	1	43
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	1	**230**	150	1	**150**
	Left-Through		0			0	
	Through	840	2	420	990	2	495
	Through-Right		0			0	
	Right	120	1	45	90	1	5
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	**150**	170	1	**170**
	Left-Through		0			0	
	Through	1060	3	353	1250	3	417
	Through-Right		0			0	
	Right	90	1	0	320	1	200
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	2	105	230	2	127
	Left-Through		0			0	
	Through	1310	3	**437**	1340	3	**447**
	Through-Right		0			0	
	Right	330	1	100	280	1	130
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	750		*North-South:*	670
			East-West:	587		*East-West:*	617
			SUM:	1337		*SUM:*	1287
VOLUME/CAPACITY *(V/C)* RATIO:				0.972			0.936
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.872**			**0.836**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
17	North-South Street:	Bundy Dr	East-West Street:	Pico Blvd
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		3	NB-- 0	SB--		3
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	260	1	**260**		260	1	**260**	
	Left-Through		0				0		
	Through	1090	2	430		1130	2	443	
	Through-Right		1				1		
	Right	200	0	200		200	0	200	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	50	1	50		80	1	80	
	Left-Through		0				0		
	Through	1040	2	**520**		1440	2	**720**	
	Through-Right		0				0		
	Right	70	1	0		60	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	100	1	100		100	1	100	
	Left-Through		0				0		
	Through	870	1	**510**		920	1	**495**	
	Through-Right		1				1		
	Right	150	0	150		70	0	70	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	90	1	**90**		140	1	**140**	
	Left-Through		0				0		
	Through	920	1	485		670	1	365	
	Through-Right		1				1		
	Right	50	0	50		60	0	60	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	780			*North-South:*	980	
			East-West:	600			*East-West:*	635	
			SUM:	1380			*SUM:*	1615	
VOLUME/CAPACITY *(V/C)* RATIO:				1.004				1.175	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.904**				**1.075**	
LEVEL OF SERVICE (LOS):				**E**				**F**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
18	North-South Street:	Bundy Dr	East-West Street:	I-10 EB On-Ramp
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2	SB--		0	NB-- 2	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	0	0		0	0	0	
	Left-Through		0				0		
	Through	1000	1	**500**		820	1	**410**	
	Through-Right		1				1		
	Right	410	1	410		350	1	350	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	590	1	**590**		770	1	**770**	
	Left-Through		0				0		
	Through	1000	2	500		1380	2	690	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	0	0	0		0	0	0	
	Left-Through		0				0		
	Through	0	0	**0**		0	0	**0**	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	0	**0**		0	0	**0**	
	Left-Through		0				0		
	Through	0	0	0		0	0	0	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	1090			*North-South:*	1180	
			East-West:	0			*East-West:*	0	
			SUM:	1090			*SUM:*	1180	
VOLUME/CAPACITY *(V/C)* RATIO:				0.727				0.787	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.627**				**0.687**	
LEVEL OF SERVICE (LOS):				**B**				**B**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
19	North-South Street:	Bundy Dr	East-West Street:	Ocean Park Blvd
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0		SB--	3	NB-- 0		SB--	3
		EB-- 3		WB--	0	EB-- 3		WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	660	1		**660**	410	1		**410**
	Left-Through		0				0		
	Through	1280	1		785	790	1		515
	Through-Right		1				1		
	Right	290	0		290	240	0		240
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	30	1		30	80	1		80
	Left-Through		0				0		
	Through	660	2		**330**	1230	2		**615**
	Through-Right		0				0		
	Right	320	1		170	150	1		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	150	1		**150**	150	1		150
	Left-Through		0				0		
	Through	560	2		280	730	2		**365**
	Through-Right		0				0		
	Right	380	1		0	770	1		360
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	80	1		80	190	1		**190**
	Left-Through		0				0		
	Through	630	1		**345**	490	1		275
	Through-Right		1				1		
	Right	60	0		60	60	0		60
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	990			*North-South:*	1025
				East-West:	495			*East-West:*	555
				SUM:	1485			*SUM:*	1580
VOLUME/CAPACITY *(V/C)* RATIO:					1.080				1.149
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.980**				**1.049**
LEVEL OF SERVICE (LOS):					**E**				**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
20	North-South Street:	Bundy Dr	East-West Street:	National Blvd
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB--	0	NB-- 2	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1790	2	**895**	1280	2	**640**
	Through-Right		0			0	
	Right	420	1	420	240	1	240
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	2	**149**	630	2	**347**
	Left-Through		0			0	
	Through	890	2	445	1550	2	775
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	230	2	127	580	2	**319**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	470	1	**321**	180	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1044		*North-South:*	987
			East-West:	321		*East-West:*	319
			SUM:	1365		*SUM:*	1306
VOLUME/CAPACITY *(V/C)* RATIO:				0.958			0.916
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.858**			**0.816**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
21	North-South Street:	Barrington Ave	East-West Street:	Santa Monica Blvd
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					1000				900
	MOVEMENT	Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	140	1		140	130	1		**130**
	Left-Through		0				0		
	Through	520	1		**520**	450	1		450
	Through-Right		0				0		
	Right	120	1		85	150	1		90
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	250	1		**250**	120	1		120
	Left-Through		0				0		
	Through	520	0		540	530	0		**630**
	Through-Right		1				1		
	Right	20	0		0	100	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	110	1		**110**	80	1		80
	Left-Through		0				0		
	Through	1340	2		483	1100	2		**430**
	Through-Right		1				1		
	Right	110	0		110	190	0		190
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	70	1		70	120	1		**120**
	Left-Through		0				0		
	Through	1410	2		**513**	1140	2		453
	Through-Right		1				1		
	Right	130	0		130	220	0		220
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	770			North-South:	760
				East-West:	623			East-West:	550
				SUM:	1393			SUM:	1310
VOLUME/CAPACITY *(V/C)* RATIO:					1.393				1.456
V/C LESS ATSAC/ATCS ADJUSTMENT:					**1.293**				**1.356**
LEVEL OF SERVICE (LOS):					**F**				**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
22	North-South Street:	Barrington Ave	East-West Street:	Nebraska Ave
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	20	0		20	30	0		30
	Left-Through		0				0		
	Through	750	0		**800**	640	0		**710**
	Through-Right		0				0		
	Right	30	0		0	40	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
SOUTHBOUND	Left	40	0		**40**	70	0		**70**
	Left-Through		0				0		
	Through	680	0		750	640	0		720
	Through-Right		0				0		
	Right	30	0		0	10	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
EASTBOUND	Left	20	0		20	20	0		20
	Left-Through		0				0		
	Through	80	0		**150**	220	0		**290**
	Through-Right		0				0		
	Right	50	0		0	50	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
WESTBOUND	Left	50	0		**50**	30	0		**30**
	Left-Through		0				0		
	Through	70	0		150	80	0		140
	Through-Right		0				0		
	Right	30	0		0	30	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	840			*North-South:*	780
				East-West:	200			*East-West:*	320
				SUM:	1040			*SUM:*	1100
VOLUME/CAPACITY *(V/C)* RATIO:					0.693				0.733
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.593**				**0.633**
LEVEL OF SERVICE (LOS):					**A**				**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
24	North-South Street:	Barrington Ave	East-West Street:	La Grange Ave
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	0	70	50	0	**50**
	Left-Through		0			0	
	Through	780	0	**880**	640	0	710
	Through-Right		0			0	
	Right	30	0	0	20	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	40	0	**40**	70	0	70
	Left-Through		0			0	
	Through	720	0	800	720	0	**820**
	Through-Right		0			0	
	Right	40	0	0	30	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	10	0	10	30	0	30
	Left-Through		0			0	
	Through	70	0	**180**	200	0	**370**
	Through-Right		0			0	
	Right	100	0	0	140	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	40	0	**40**	60	0	**60**
	Left-Through		0			0	
	Through	80	0	160	40	0	150
	Through-Right		0			0	
	Right	40	0	0	50	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	920		*North-South:*	870
			East-West:	220		*East-West:*	430
			SUM:	1140		*SUM:*	1300
VOLUME/CAPACITY *(V/C)* RATIO:				0.760			0.867
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.660**			**0.767**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
25	North-South Street:	Barrington Ave	East-West Street:	Mississippi Ave
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	90	1		90	50	1		**50**
	Left-Through		0				0		
	Through	840	0		**910**	640	0		720
	Through-Right		1				1		
	Right	70	0		0	80	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	30	1		**30**	30	1		30
	Left-Through		0				0		
	Through	780	0		810	900	0		**910**
	Through-Right		1				1		
	Right	30	0		0	10	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	20	0		20	40	0		40
	Left-Through		0				0		
	Through	80	0		**180**	220	0		**490**
	Through-Right		0				0		
	Right	80	0		0	230	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
WESTBOUND	Left	60	0		**60**	80	0		**80**
	Left-Through		0				0		
	Through	40	0		130	40	0		140
	Through-Right		0				0		
	Right	30	0		0	20	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	940			*North-South:*	960
				East-West:	240			*East-West:*	570
				SUM:	1180			*SUM:*	1530
VOLUME/CAPACITY *(V/C)* RATIO:					0.787				1.020
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.687**				**0.920**
LEVEL OF SERVICE (LOS):					**B**				**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
26	North-South Street:	Barrington Ave	East-West Street:	Olympic Blvd
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0		SB--	0	NB-- 0		SB--	0
		EB-- 0		WB--	3	EB-- 0		WB--	3
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	550	1		550	260	1		**260**
	Left-Through		0				0		
	Through	820	1		**595**	480	1		305
	Through-Right		1				1		
	Right	370	0		370	130	0		130
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	280	1		**280**	190	1		190
	Left-Through		0				0		
	Through	520	2		260	960	2		**480**
	Through-Right		0				0		
	Right	80	1		65	60	1		25
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	30	1		**30**	70	1		70
	Left-Through		0				0		
	Through	1100	2		417	1050	2		**440**
	Through-Right		1				1		
	Right	150	0		150	270	0		270
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	50	1		50	170	1		**170**
	Left-Through		0				0		
	Through	1800	4		**450**	1420	4		355
	Through-Right		0				0		
	Right	200	1		0	190	1		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	875			*North-South:*	740
				East-West:	480			*East-West:*	610
				SUM:	1355			*SUM:*	1350
VOLUME/CAPACITY *(V/C)* RATIO:					0.951				0.947
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.851**				**0.847**
LEVEL OF SERVICE (LOS):					**D**				**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
27	North-South Street:	Barrington Ave	East-West Street:	Pico Blvd
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					1200				1100
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	170	1		170	40	1		**40**
	Left-Through		0				0		
	Through	1520	1		**780**	640	1		340
	Through-Right		1				1		
	Right	40	0		40	40	0		40
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	80	1		**80**	140	1		140
	Left-Through		0				0		
	Through	620	1		320	1460	1		**795**
	Through-Right		1				1		
	Right	20	0		20	130	0		130
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	220	1		**220**	110	1		110
	Left-Through		0				0		
	Through	770	1		415	920	1		**540**
	Through-Right		1				1		
	Right	60	0		60	160	0		160
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	30	1		30	90	1		**90**
	Left-Through		0				0		
	Through	780	1		**400**	620	1		335
	Through-Right		1				1		
	Right	20	0		20	50	0		50
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	860			North-South:	835
				East-West:	620			East-West:	630
				SUM:	1480			SUM:	1465
VOLUME/CAPACITY *(V/C)* RATIO:					1.233				1.332
V/C LESS ATSAC/ATCS ADJUSTMENT:					**1.133**				**1.232**
LEVEL OF SERVICE (LOS):					**F**				**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
28	North-South Street:	Barrington Ave	East-West Street:	Gateway Rd
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	200	1		200	100	1		**100**
	Left-Through		0				0		
	Through	1460	1		**820**	580	1		330
	Through-Right		1				1		
	Right	180	0		180	80	0		80
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	40	1		**40**	100	1		100
	Left-Through		0				0		
	Through	560	2		280	1400	2		**700**
	Through-Right		0				0		
	Right	140	1		30	180	1		95
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	220	1		220	170	1		170
	Left-Through		0				0		
	Through	710	1		**390**	510	1		**420**
	Through-Right		1				1		
	Right	70	0		70	330	0		330
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	60	1		**60**	220	1		**220**
	Left-Through		0				0		
	Through	320	1		175	530	1		275
	Through-Right		1				1		
	Right	30	0		30	20	0		20
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	860			North-South:	800
				East-West:	450			East-West:	640
				SUM:	1310			SUM:	1440
VOLUME/CAPACITY *(V/C)* RATIO:					0.873				0.960
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.773**				**0.860**
LEVEL OF SERVICE (LOS):					**C**				**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
29	North-South Street:	Gateway Blvd	East-West Street:	Pico Blvd
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	WB-- 0	EB-- 0	NB-- 3	SB--	WB-- 0	EB-- 0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					1100				1000
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	0	0		0	0	0		**0**
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	860	2		**297**	540	2		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	0	0		**0**	0	0		0
	Left-Through		0				0		
	Through	0	0		0	0	0		**0**
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	780	1		**410**	1050	1		**545**
	Through-Right		1				1		
	Right	40	0		40	40	0		40
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	320	2		**176**	550	2		**303**
	Left-Through		0				0		
	Through	920	2		460	770	2		385
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	297			*North-South:*	0
				East-West:	586			*East-West:*	848
				SUM:	883			*SUM:*	848
VOLUME/CAPACITY *(V/C)* RATIO:					0.803				0.848
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.703**				**0.748**
LEVEL OF SERVICE (LOS):					**C**				**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
30	North-South Street:	Sawtelle Blvd	East-West Street:	Santa Monica Blvd
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	80	0		80	70	0		70
	Left-Through		0				0		
	Through	230	0		**640**	200	0		**580**
	Through-Right		0				0		
	Right	330	0		0	310	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
SOUTHBOUND	Left	60	0		**60**	50	0		**50**
	Left-Through		0				0		
	Through	140	0		210	330	0		460
	Through-Right		0				0		
	Right	10	0		0	80	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
EASTBOUND	Left	70	1		70	30	1		30
	Left-Through		0				0		
	Through	1670	2		**567**	1540	2		**540**
	Through-Right		1				1		
	Right	30	0		30	80	0		80
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	100	1		**100**	130	1		**130**
	Left-Through		0				0		
	Through	1560	2		570	910	2		330
	Through-Right		1				1		
	Right	150	0		150	80	0		80
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	700			*North-South:*	630
				East-West:	667			*East-West:*	670
				SUM:	1367			*SUM:*	1300
VOLUME/CAPACITY *(V/C)* RATIO:					0.959				0.912
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.859**				**0.812**
LEVEL OF SERVICE (LOS):					**D**				**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 31

PROJECT TITLE: LATNP
North-South Street: Beloit Ave/I-405 SB Off-Ramp **East-West Street:** Santa Monica Blvd
Scenario: FUTURE
Count Date: 5/15/2013 **Analyst:** Fehr & Peers **Date:** 6/24/2014

	AM			PM		
No. of Phases			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			1000			800

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	730	1	**402**	480	1	264
	Left-Through		1			1	
	Through	180	0	195	290	0	**290**
	Through-Right		1			1	
	Right	210	1	0	280	1	280
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1500	3	500	1670	3	**483**
	Through-Right		1			1	
	Right	530	0	**530**	260	0	260
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	760	2	**418**	720	2	**396**
	Left-Through		0			0	
	Through	1630	3	543	870	3	290
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	402		*North-South:*	290
			East-West:	948		*East-West:*	879
			SUM:	1350		*SUM:*	1169
VOLUME/CAPACITY *(V/C)* RATIO:				1.350			1.461
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.250**			**1.361**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
32	North-South Street:	Sawtelle Blvd	East-West Street:	Olympic Blvd
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 3	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				1200			1000
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	490	1	490	280	1	280
	Left-Through		0			0	
	Through	500	1	**500**	330	1	**330**
	Through-Right		0			0	
	Right	440	1	230	300	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	270	1	**270**	430	1	**430**
	Left-Through		0			0	
	Through	230	1	140	470	1	260
	Through-Right		1			1	
	Right	50	0	50	50	0	50
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	1	30	20	1	20
	Left-Through		0			0	
	Through	1520	2	**520**	840	2	**300**
	Through-Right		1			1	
	Right	40	0	40	60	0	60
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	1	**210**	500	1	**500**
	Left-Through		0			0	
	Through	1800	3	600	2020	3	525
	Through-Right		0			1	
	Right	130	1	0	80	0	80
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	770		*North-South:*	760
			East-West:	730		*East-West:*	800
			SUM:	1500		*SUM:*	1560
VOLUME/CAPACITY *(V/C)* RATIO:				1.250			1.560
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.150**			**1.460**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
33	North-South Street:	Sawtelle Blvd	East-West Street:	I-405 SB Off-Ramp
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	260	1	**260**	80	1	**80**
	Left-Through		0			0	
	Through	750	2	375	530	2	265
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	430	1	**230**	1070	1	**560**
	Through-Right		1			1	
	Right	30	0	30	50	0	50
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	**50**	140	1	140
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	120	1	0	330	1	**290**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	250	1	250	430	1	**430**
	Left-Through		0			0	
	Through	160	0	**455**	120	0	210
	Through-Right		1			1	
	Right	750	1	0	300	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	490		*North-South:*	640
			East-West:	505		*East-West:*	720
			SUM:	995		*SUM:*	1360
VOLUME/CAPACITY *(V/C)* RATIO:				0.698			0.954
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.598**			**0.854**
LEVEL OF SERVICE (LOS):				**A**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
34	North-South Street:	Sawtelle Blvd	East-West Street:	Pico Blvd
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					1200				1100
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	210	1		210	70	1		**70**
	Left-Through		0				0		
	Through	800	1		**600**	440	1		320
	Through-Right		1				1		
	Right	400	0		400	200	0		200
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	230	1		**230**	310	1		310
	Left-Through		0				0		
	Through	470	2		235	1320	2		**660**
	Through-Right		0				0		
	Right	130	1		90	160	1		130
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	80	1		80	60	1		60
	Left-Through		0				0		
	Through	1560	2		**540**	1310	2		**513**
	Through-Right		1				1		
	Right	60	0		60	230	0		230
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	70	1		**70**	280	1		**280**
	Left-Through		0				0		
	Through	1020	2		370	1080	2		400
	Through-Right		1				1		
	Right	90	0		90	120	0		120
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	830			North-South:	730
				East-West:	610			East-West:	793
				SUM:	1440			SUM:	1523
VOLUME/CAPACITY *(V/C)* RATIO:					1.200				1.385
V/C LESS ATSAC/ATCS ADJUSTMENT:					**1.100**				**1.285**
LEVEL OF SERVICE (LOS):					**F**				**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
35	North-South Street:	Sawtelle Blvd	East-West Street:	National Blvd
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	150	80	1	80
	Left-Through		0			0	
	Through	840	1	**560**	510	1	**380**
	Through-Right		1			1	
	Right	280	0	280	250	0	250
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	440	2	**242**	820	2	**451**
	Left-Through		0			0	
	Through	330	1	190	820	1	445
	Through-Right		1			1	
	Right	50	0	50	70	0	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	30	1	30
	Left-Through		0			0	
	Through	1230	1	**645**	1320	1	**690**
	Through-Right		1			1	
	Right	60	0	60	60	0	60
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	200	1	**200**
	Left-Through		0			0	
	Through	760	1	680	570	1	455
	Through-Right		1			1	
	Right	600	0	600	340	0	340
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	802		*North-South:*	831
			East-West:	785		*East-West:*	890
			SUM:	1587		*SUM:*	1721
VOLUME/CAPACITY *(V/C)* RATIO:				1.154			1.252
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.054**			**1.152**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
36	North-South Street:	I-405 SB On-Ramp	East-West Street:	National Blvd
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	0	0		**0**	0	0		**0**
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	0	0		**0**	0	0		**0**
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	1240	2		620	1240	2		620
	Through-Right		0				0		
	Right	740	1		**740**	1180	1		**1180**
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	470	2		**259**	730	2		**402**
	Left-Through		0				0		
	Through	1510	2		755	1130	2		565
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	0			*North-South:*	0
				East-West:	999			*East-West:*	1582
				SUM:	999			*SUM:*	1582
VOLUME/CAPACITY *(V/C)* RATIO:					0.666				1.055
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.566**				**0.955**
LEVEL OF SERVICE (LOS):					**A**				**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
37	North-South Street:	Sawtelle Blvd	East-West Street:	Palms Blvd
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	130	1		130	60	1		60
	Left-Through		0				0		
	Through	870	1		**540**	440	1		**320**
	Through-Right		1				1		
	Right	210	0		210	200	0		200
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	130	1		**130**	340	1		**340**
	Left-Through		0				0		
	Through	240	1		150	790	1		445
	Through-Right		1				1		
	Right	60	0		60	100	0		100
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	170	1		170	90	1		90
	Left-Through		0				0		
	Through	740	1		**400**	1090	1		**590**
	Through-Right		1				1		
	Right	60	0		60	90	0		90
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	200	1		**200**	150	1		**150**
	Left-Through		0				0		
	Through	780	2		390	880	2		440
	Through-Right		0				0		
	Right	380	1		315	260	1		90
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	670			North-South:	660
				East-West:	600			East-West:	740
				SUM:	1270			SUM:	1400
VOLUME/CAPACITY *(V/C)* RATIO:					0.847				0.933
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.747**				**0.833**
LEVEL OF SERVICE (LOS):					**C**				**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
38	North-South Street:	Cotner Ave/I-405 NB On/Off-F	East-West Street:	Santa Monica Blvd
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			900			700

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	870	1	479	370	1	283
	Left-Through		1			1	
	Through	400	1	400	480	1	283
	Through-Right		1			1	
	Right	1030	1	**567**	580	1	**319**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	470	2	**259**	700	2	**385**
	Left-Through		0			0	
	Through	1730	3	577	1460	3	487
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1520	4	**380**	1230	4	308
	Through-Right		0			0	
	Right	290	1	290	320	1	**320**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	567		*North-South:*	319
			East-West:	639		*East-West:*	705
			SUM:	1206		*SUM:*	1024
VOLUME/CAPACITY *(V/C)* RATIO:				1.340			1.463
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.240**			**1.363**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
39	North-South Street:	Sepulveda Blvd	East-West Street:	Santa Monica Blvd
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
	No. of Phases			0			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3
		EB-- 3	WB--	3	EB-- 3	WB--	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			1100			1000
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	1	200	250	1	**250**
	Left-Through		0			0	
	Through	850	2	**425**	740	2	370
	Through-Right		0			0	
	Right	400	1	360	160	1	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	170	1	170
	Left-Through		0			0	
	Through	460	2	230	950	2	**475**
	Through-Right		0			0	
	Right	140	1	0	260	1	90
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	1	220	170	1	170
	Left-Through		0			0	
	Through	2320	3	**773**	1690	3	**563**
	Through-Right		0			0	
	Right	190	1	0	210	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	**80**	270	1	**270**
	Left-Through		0			0	
	Through	1480	3	493	1740	3	580
	Through-Right		0			0	
	Right	150	1	10	100	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	565		*North-South:*	725
			East-West:	853		*East-West:*	833
			SUM:	1418		*SUM:*	1558
	VOLUME/CAPACITY *(V/C)* RATIO:			1.289			1.558
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.189**			**1.458**
	LEVEL OF SERVICE (LOS):			**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
40	North-South Street:	Sepulveda Blvd	East-West Street:	Olympic Blvd
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				1200			1000

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	150	100	1	**100**
	Left-Through		0			0	
	Through	1010	2	**505**	810	2	405
	Through-Right		0			0	
	Right	130	1	80	110	1	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	120	1	120
	Left-Through		0			0	
	Through	350	1	260	930	1	**550**
	Through-Right		1			1	
	Right	170	0	170	170	0	170
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	**100**	50	1	**50**
	Left-Through		0			0	
	Through	2040	2	703	1500	2	550
	Through-Right		1			1	
	Right	70	0	70	150	0	150
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	100	150	1	150
	Left-Through		0			0	
	Through	2410	2	**857**	2590	3	**693**
	Through-Right		1			1	
	Right	160	0	160	180	0	180
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	605		*North-South:*	650
			East-West:	957		*East-West:*	743
			SUM:	1562		*SUM:*	1393
VOLUME/CAPACITY *(V/C)* RATIO:				1.302			1.393
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.202**			**1.293**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
41	North-South Street:	Sepulveda Blvd	East-West Street:	Pico Blvd
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 3	WB--		0	EB-- 3	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					1200				1100
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	270	1		270	190	1		**190**
	Left-Through		0				0		
	Through	1120	1		**670**	820	1		515
	Through-Right		1				1		
	Right	220	0		220	210	0		210
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	30	1		**30**	120	1		120
	Left-Through		0				0		
	Through	410	1		260	830	1		**540**
	Through-Right		1				1		
	Right	110	0		110	250	0		250
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	200	1		**200**	160	1		160
	Left-Through		0				0		
	Through	1190	3		397	1250	3		**417**
	Through-Right		0				0		
	Right	90	1		0	160	1		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	220	1		220	430	1		**430**
	Left-Through		0				0		
	Through	1250	2		**437**	1060	2		370
	Through-Right		1				1		
	Right	60	0		60	50	0		50
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	700			*North-South:*	730
				East-West:	637			*East-West:*	847
				SUM:	1337			*SUM:*	1577
VOLUME/CAPACITY *(V/C)* RATIO:					1.114				1.434
V/C LESS ATSAC/ATCS ADJUSTMENT:					**1.014**				**1.334**
LEVEL OF SERVICE (LOS):					**F**				**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 42	**PROJECT TITLE:**	LATNP	
	North-South Street:	Cotner Ave	**East-West Street:** Pico Blvd
	Scenario:	FUTURE	
	Count Date:	5/15/2013	**Analyst:** Fehr & Peers **Date:** 6/24/2014

		AM			PM		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	**40**	80	1	**80**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	20	1	0	170	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	530	1	**530**	230	1	**230**
	Left-Through		0			0	
	Through	1630	3	543	1600	3	533
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1180	2	**530**	1280	2	**523**
	Through-Right		1			1	
	Right	410	0	410	290	0	290
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	40		*North-South:*	80
			East-West:	1060		*East-West:*	753
			SUM:	1100		*SUM:*	833
	VOLUME/CAPACITY *(V/C)* RATIO:			0.772			0.585
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.672**			**0.485**
	LEVEL OF SERVICE (LOS):			**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
43	North-South Street:	Sepulveda Blvd	East-West Street:	Exposition Blvd
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	70	1		70	80	1		**80**
	Left-Through		0				0		
	Through	1630	1		**835**	1240	1		630
	Through-Right		1				1		
	Right	40	0		40	20	0		20
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	50	1		**50**	160	1		160
	Left-Through		0				0		
	Through	650	2		325	1620	2		**810**
	Through-Right		0				0		
	Right	40	1		40	50	1		50
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	10	0		**10**	10	0		10
	Left-Through		0				0		
	Through	60	0		90	130	0		**270**
	Through-Right		0				0		
	Right	20	0		0	130	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
WESTBOUND	Left	20	0		20	30	0		**30**
	Left-Through		0				0		
	Through	70	0		**260**	40	0		270
	Through-Right		0				0		
	Right	170	0		0	200	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	885			*North-South:*	890
				East-West:	270			*East-West:*	300
				SUM:	1155			*SUM:*	1190
VOLUME/CAPACITY *(V/C)* RATIO:					0.811				0.835
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.711**				**0.735**
LEVEL OF SERVICE (LOS):					**C**				**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
44	North-South Street:	I-405 NB Off-Ramp	East-West Street:	National Blvd
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	610	0		**610**	320	0		**320**
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	460	1		460	380	1		350
	Left-Through-Right		0				0		
	Left-Right		1				1		
SOUTHBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	0	0		**10**	0	0		**50**
	Through-Right		0				0		
	Right	10	0		0	50	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
EASTBOUND	Left	0	0		**0**	0	0		**0**
	Left-Through		0				0		
	Through	1240	2		620	1210	2		605
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	1360	1		**685**	1520	1		**765**
	Through-Right		1				1		
	Right	10	0		10	10	0		10
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	620			*North-South:*	370
				East-West:	685			*East-West:*	765
				SUM:	1305			*SUM:*	1135
VOLUME/CAPACITY *(V/C)* RATIO:					0.870				0.757
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.770**				**0.657**
LEVEL OF SERVICE (LOS):					**C**				**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
45	North-South Street:	Sepulveda Blvd	East-West Street:	National Blvd
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	270	1	270		330	1	**330**	
	Left-Through		0				0		
	Through	1280	2	**640**		1130	2	565	
	Through-Right		0				0		
	Right	240	1	190		120	1	20	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	90	1	**90**		90	1	90	
	Left-Through		0				0		
	Through	260	1	260		700	1	**470**	
	Through-Right		1				1		
	Right	300	0	196		240	0	240	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	380	2	209		140	2	77	
	Left-Through		0				0		
	Through	1110	1	**645**		1060	1	**710**	
	Through-Right		1				1		
	Right	180	0	180		360	0	360	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	100	1	**100**		200	1	**200**	
	Left-Through		0				0		
	Through	810	1	435		960	1	575	
	Through-Right		1				1		
	Right	60	0	60		190	0	190	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	730			*North-South:*	800	
			East-West:	745			*East-West:*	910	
			SUM:	1475			*SUM:*	1710	
VOLUME/CAPACITY *(V/C)* RATIO:				1.073				1.244	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.973**				**1.144**	
LEVEL OF SERVICE (LOS):				**E**				**F**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP			
46	North-South Street:	Sepulveda Blvd	East-West Street:	Palms Blvd	
	Scenario:	FUTURE			
	Count Date:	5/15/2013	Analyst:	Fehr & Peers	Date: 6/24/2014

		AM			PM		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	1	200	130	1	130
	Left-Through		0			0	
	Through	1440	1	**810**	1130	1	**710**
	Through-Right		1			1	
	Right	180	0	180	290	0	290
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	**40**	90	1	**90**
	Left-Through		0			0	
	Through	370	1	210	1040	1	605
	Through-Right		1			1	
	Right	50	0	50	170	0	170
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	110	1	110
	Left-Through		0			0	
	Through	900	1	**490**	1340	1	**760**
	Through-Right		1			1	
	Right	80	0	80	180	0	180
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	110	1	**110**
	Left-Through		0			0	
	Through	920	2	460	940	2	470
	Through-Right		0			0	
	Right	140	1	120	130	1	85
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	850		*North-South:*	800
			East-West:	620		*East-West:*	870
			SUM:	1470		*SUM:*	1670
	VOLUME/CAPACITY *(V/C)* RATIO:			0.980			1.113
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.880**			**1.013**
	LEVEL OF SERVICE (LOS):			**D**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
47	North-South Street:	Military Ave	East-West Street:	National Blvd
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	0	100	30	0	**30**
	Left-Through		0			0	
	Through	140	0	**320**	60	0	130
	Through-Right		0			0	
	Right	80	0	0	40	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	40	0	**40**	140	0	140
	Left-Through		0			0	
	Through	40	0	150	250	0	**600**
	Through-Right		0			0	
	Right	70	0	0	210	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	170	1	170	50	1	50
	Left-Through		0			0	
	Through	1120	1	**570**	1010	1	**525**
	Through-Right		1			1	
	Right	20	0	20	40	0	40
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	**60**	140	1	**140**
	Left-Through		0			0	
	Through	800	1	430	1040	1	560
	Through-Right		1			1	
	Right	60	0	60	80	0	80
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	360		*North-South:*	630
			East-West:	630		*East-West:*	665
			SUM:	990		*SUM:*	1295
VOLUME/CAPACITY *(V/C)* RATIO:				0.660			0.863
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.560**			**0.763**
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
48	North-South Street:	Westwood Blvd	East-West Street:	Olympic Blvd
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	80	1	**80**
	Left-Through		0			0	
	Through	1010	1	**555**	920	1	510
	Through-Right		1			1	
	Right	100	0	100	100	0	100
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	160	1	160
	Left-Through		0			0	
	Through	510	1	340	1290	1	**740**
	Through-Right		1			1	
	Right	170	0	170	190	0	190
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	1	10	100	1	**100**
	Left-Through		0			0	
	Through	2210	2	**757**	1500	2	513
	Through-Right		1			1	
	Right	60	0	60	40	0	40
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	**90**	80	1	80
	Left-Through		0			0	
	Through	2220	3	610	2370	3	**618**
	Through-Right		1			1	
	Right	220	0	220	100	0	100
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	625		*North-South:*	820
			East-West:	847		*East-West:*	718
			SUM:	1472		*SUM:*	1538
VOLUME/CAPACITY *(V/C)* RATIO:				1.071			1.119
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.971**			**1.019**
LEVEL OF SERVICE (LOS):				**E**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
49	North-South Street:	Westwood Blvd	East-West Street:	Pico Blvd
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--		0	NB-- 3	SB--		0
		EB-- 3	WB--		3	EB-- 3	WB--		3
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	130	1		130	130	1		**130**
	Left-Through		0				0		
	Through	1020	2		**510**	670	2		335
	Through-Right		0				0		
	Right	140	1		80	120	1		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	90	1		**90**	50	1		50
	Left-Through		0				0		
	Through	420	1		275	1140	1		**625**
	Through-Right		1				1		
	Right	130	0		130	110	0		110
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	180	1		**180**	140	1		140
	Left-Through		0				0		
	Through	1300	3		433	1150	3		**383**
	Through-Right		0				0		
	Right	40	1		0	180	1		50
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	60	1		60	230	1		**230**
	Left-Through		0				0		
	Through	1290	3		**430**	1170	3		390
	Through-Right		0				0		
	Right	280	1		190	250	1		200
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	600			North-South:	755
				East-West:	610			East-West:	613
				SUM:	1210			SUM:	1368
VOLUME/CAPACITY *(V/C)* RATIO:					0.880				0.995
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.780**				**0.895**
LEVEL OF SERVICE (LOS):					**C**				**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 51

PROJECT TITLE: LATNP
North-South Street: Westwood Blvd **East-West Street:** National Blvd
Scenario: FUTURE
Count Date: 5/15/2013 **Analyst:** Fehr & Peers **Date:** 6/24/2014

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	180	110	1	**110**
	Left-Through		0			0	
	Through	450	1	**240**	230	1	125
	Through-Right		1			1	
	Right	30	0	30	20	0	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	200	1	**200**	360	1	360
	Left-Through		0			0	
	Through	240	1	240	700	1	**700**
	Through-Right		0			0	
	Right	170	1	40	420	1	335
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	260	1	**260**	170	1	**170**
	Left-Through		0			0	
	Through	760	1	460	660	1	485
	Through-Right		1			1	
	Right	160	0	160	310	0	310
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	1	30	50	1	50
	Left-Through		0			0	
	Through	500	1	**470**	610	1	**445**
	Through-Right		1			1	
	Right	440	0	440	280	0	280
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	440		*North-South:*	810
			East-West:	730		*East-West:*	615
			SUM:	1170		*SUM:*	1425
VOLUME/CAPACITY *(V/C)* RATIO:				0.780			0.950
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.680**			**0.850**
LEVEL OF SERVICE (LOS):				**B**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
52	North-South Street:	Overland Ave	East-West Street:	Pico Blvd
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB--		0	NB--	3	SB--	0
	EB--	0	WB--		0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	280	2	154	280	2	154
	Left-Through		0			0	
	Through	590	1	**590**	530	1	**530**
	Through-Right		0			0	
	Right	990	2	259	640	2	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	**40**	50	1	**50**
	Left-Through		0			0	
	Through	400	1	220	610	1	330
	Through-Right		1			1	
	Right	40	0	40	50	0	50
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	60	1	60
	Left-Through		0			0	
	Through	1240	2	**453**	1020	2	**403**
	Through-Right		1			1	
	Right	120	0	120	190	0	190
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	520	2	**286**	890	2	**490**
	Left-Through		0			0	
	Through	1290	1	660	1230	2	423
	Through-Right		1			1	
	Right	30	0	30	40	0	40
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	630		*North-South:*	580
			East-West:	739		*East-West:*	893
			SUM:	1369		*SUM:*	1473
VOLUME/CAPACITY *(V/C)* RATIO:				0.996			1.071
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.896**			**0.971**
LEVEL OF SERVICE (LOS):				**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
53	North-South Street:	Overland Ave	East-West Street:	National Blvd/I-10 WB On/Off-Ramps
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2 / EB-- 0		SB-- / WB--	0 / 3	NB-- 2 / EB-- 0	SB-- / WB--	0 / 3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1740	3	580	1060	3	353
	Through-Right		0			0	
	Right	630	1	**630**	440	1	**440**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	370	2	**204**	540	2	**297**
	Left-Through		0			0	
	Through	700	1	490	1180	1	730
	Through-Right		1			1	
	Right	280	0	280	280	0	280
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	370	1	250	270	1	190
	Left-Through		1			1	
	Through	130	0	250	110	0	190
	Through-Right		0			0	
	Right	460	1	**460**	670	1	**670**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	0	60	190	0	190
	Left-Through		1			1	
	Through	660	1	**390**	630	1	**630**
	Through-Right		0			0	
	Right	250	1	46	570	1	273
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	834		*North-South:*	737
			East-West:	850		*East-West:*	1300
			SUM:	1684		*SUM:*	2037
VOLUME/CAPACITY *(V/C)* RATIO:				1.225			1.481
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.125**			**1.381**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 54

PROJECT TITLE: LATNP
North-South Street: Overland Ave
East-West Street: I-10 EB On-Ramp
Scenario: FUTURE
Count Date: 5/15/2013
Analyst: Fehr & Peers **Date:** 6/24/2014

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2400	3	**708**	1530	3	**483**
	Through-Right		1			1	
	Right	430	0	430	400	0	400
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	710	2	**391**	820	2	**451**
	Left-Through		0			0	
	Through	510	2	255	1250	2	625
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1099		*North-South:*	934
			East-West:	0		*East-West:*	0
			SUM:	1099		*SUM:*	934
VOLUME/CAPACITY *(V/C)* RATIO:				0.733			0.623
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.633**			**0.523**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 55

PROJECT TITLE: LATNP
North-South Street: Overland Ave **East-West Street:** National Pl
Scenario: FUTURE
Count Date: 5/15/2013 **Analyst:** Fehr & Peers **Date:** 6/24/2014

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	2
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	270	1	270	100	1	**100**
	Left-Through		0			0	
	Through	1770	3	**590**	1270	3	423
	Through-Right		0			0	
	Right	20	1	0	30	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	**60**	160	1	160
	Left-Through		0			0	
	Through	440	1	240	1030	1	**530**
	Through-Right		1			1	
	Right	40	0	40	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	**100**	180	1	180
	Left-Through		0			0	
	Through	230	1	230	520	1	**475**
	Through-Right		1			1	
	Right	240	0	105	430	0	430
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	140	200	1	**200**
	Left-Through		0			0	
	Through	500	1	500	230	1	230
	Through-Right		0			0	
	Right	980	2	**539**	470	2	259
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	650		*North-South:*	630
			East-West:	639		*East-West:*	675
			SUM:	1289		*SUM:*	1305
VOLUME/CAPACITY *(V/C)* RATIO:				0.937			0.949
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.837**			**0.849**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
56	North-South Street:	I-10 WB Off-Ramp	East-West Street:	National Blvd
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	0	0		**0**	0	0		**0**
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	400	1		400	360	1		360
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	760	1		**760**	460	1		**460**
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	0	0		**0**	0	0		0
	Left-Through		0				0		
	Through	340	2		170	710	2		**355**
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	0		0	0	0		**0**
	Left-Through		0				0		
	Through	830	2		**415**	460	2		230
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	760			*North-South:*	460
				East-West:	415			*East-West:*	355
				SUM:	1175			*SUM:*	815
VOLUME/CAPACITY *(V/C)* RATIO:					0.783				0.543
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.683**				**0.443**
LEVEL OF SERVICE (LOS):					**B**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 57

PROJECT TITLE: LATNP
North-South Street: Overland Ave **East-West Street:** Palms Blvd
Scenario: FUTURE
Count Date: 5/15/2013 **Analyst:** Fehr & Peers **Date:** 6/24/2014

	AM			PM		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	160	160	1	**160**
	Left-Through		0			0	
	Through	1500	2	**750**	1260	2	630
	Through-Right		0			0	
	Right	110	1	55	120	1	90
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	140	1	140
	Left-Through		0			0	
	Through	720	1	395	1430	1	**770**
	Through-Right		1			1	
	Right	70	0	70	110	0	110
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	140	1	140
	Left-Through		0			0	
	Through	850	1	485	1160	1	**665**
	Through-Right		1			1	
	Right	120	0	120	170	0	170
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	60	1	**60**
	Left-Through		0			0	
	Through	810	1	**505**	800	1	465
	Through-Right		1			1	
	Right	200	0	200	130	0	130
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	830		*North-South:*	930
			East-West:	685		*East-West:*	725
			SUM:	1515		*SUM:*	1655
VOLUME/CAPACITY *(V/C)* RATIO:				1.063			1.161
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.963**			**1.061**
LEVEL OF SERVICE (LOS):				**E**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
58	North-South Street:	Overland Ave	East-West Street:	Venice Blvd
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB--	3		NB--	3	SB--	3
	EB--	0	WB--	0		EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	170	1	**170**
	Left-Through		0			0	
	Through	1090	2	**545**	1110	2	555
	Through-Right		0			0	
	Right	120	1	0	150	1	18
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	170	1	170
	Left-Through		0			0	
	Through	760	2	380	1230	2	**615**
	Through-Right		0			0	
	Right	140	1	0	200	1	57
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	280	2	154	260	2	**143**
	Left-Through		0			0	
	Through	1300	3	**433**	1280	3	427
	Through-Right		0			0	
	Right	200	1	150	150	1	65
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	310	2	**171**	240	2	132
	Left-Through		0			0	
	Through	1290	3	430	1290	3	**430**
	Through-Right		0			0	
	Right	200	1	120	130	1	45
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	705		*North-South:*	785
			East-West:	604		*East-West:*	573
			SUM:	1309		*SUM:*	1358
VOLUME/CAPACITY *(V/C)* RATIO:				0.952			0.988
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.852**			**0.888**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
60	North-South Street:	Motor Ave	East-West Street:	National Blvd
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	150	1	**150**
	Left-Through		0			0	
	Through	520	0	**550**	380	0	400
	Through-Right		1			1	
	Right	30	0	0	20	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	**40**	50	1	50
	Left-Through		0			0	
	Through	280	1	280	490	1	**490**
	Through-Right		0			0	
	Right	170	1	170	160	1	160
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	110	0	110
	Left-Through		1			1	
	Through	550	0	**385**	700	0	**510**
	Through-Right		1			1	
	Right	220	0	385	210	0	510
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	0	**20**	40	0	**40**
	Left-Through		1			1	
	Through	540	0	310	190	0	205
	Through-Right		1			1	
	Right	0	0	310	60	0	205
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	590		*North-South:*	640
			East-West:	405		*East-West:*	550
			SUM:	995		*SUM:*	1190
VOLUME/CAPACITY *(V/C)* RATIO:				0.698			0.835
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.598**			**0.735**
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
61	North-South Street:	Motor Ave	East-West Street:	Palms Blvd
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	250	1	**250**	140	1	**140**
	Left-Through		0			0	
	Through	430	1	430	480	1	480
	Through-Right		0			0	
	Right	130	1	100	110	1	75
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	90	1	90
	Left-Through		0			0	
	Through	400	1	**400**	540	1	**540**
	Through-Right		0			0	
	Right	110	1	70	120	1	95
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	50	1	50
	Left-Through		0			0	
	Through	910	1	**500**	1210	1	**675**
	Through-Right		1			1	
	Right	90	0	90	140	0	140
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	**60**	70	1	**70**
	Left-Through		0			0	
	Through	800	1	405	800	1	425
	Through-Right		1			1	
	Right	10	0	10	50	0	50
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	650		*North-South:*	680
			East-West:	560		*East-West:*	745
			SUM:	1210		*SUM:*	1425
VOLUME/CAPACITY *(V/C)* RATIO:				0.849			1.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.749**			**0.900**
LEVEL OF SERVICE (LOS):				**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
62	North-South Street:	Motor Ave	East-West Street:	Venice Blvd
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	80	40	1	40
	Left-Through		0			0	
	Through	360	1	**360**	430	1	**430**
	Through-Right		0			0	
	Right	30	1	0	120	1	90
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	180	1	**180**
	Left-Through		0			0	
	Through	360	1	360	490	1	490
	Through-Right		0			0	
	Right	170	1	105	200	1	135
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	130	1	**130**
	Left-Through		0			0	
	Through	1430	3	**477**	1450	3	483
	Through-Right		0			0	
	Right	40	1	0	70	1	50
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	1	**190**	60	1	60
	Left-Through		0			0	
	Through	1490	2	527	1360	2	**490**
	Through-Right		1			1	
	Right	90	0	90	110	0	110
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	480		*North-South:*	610
			East-West:	667		*East-West:*	620
			SUM:	1147		*SUM:*	1230
VOLUME/CAPACITY *(V/C)* RATIO:				0.765			0.820
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.665**			**0.720**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
63	North-South Street:	National Blvd/Exposition Blvd	East-West Street:	Palms Blvd
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	**130**	60	1	**60**
	Left-Through		0			0	
	Through	210	1	210	220	1	220
	Through-Right		0			0	
	Right	130	1	80	120	1	5
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	130	260	1	260
	Left-Through		0			0	
	Through	260	1	**260**	520	1	**520**
	Through-Right		0			0	
	Right	110	1	100	40	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	20	1	20	100	1	100
	Left-Through		0			0	
	Through	1210	2	**605**	1040	2	**520**
	Through-Right		0			0	
	Right	90	1	25	260	1	230
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	230	1	**230**
	Left-Through		0			0	
	Through	820	1	495	980	1	545
	Through-Right		1			1	
	Right	170	0	170	110	0	110
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	390		*North-South:*	580
			East-West:	705		*East-West:*	750
			SUM:	1095		*SUM:*	1330
VOLUME/CAPACITY *(V/C)* RATIO:				0.730			0.887
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.630**			**0.787**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
64	North-South Street:	Hughes Ave	East-West Street:	Venice Blvd
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--		0	NB--	0	SB--	0
	EB--	0	WB--		0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	0	**100**	120	0	120
	Left-Through		0			0	
	Through	130	0	300	240	0	**460**
	Through-Right		0			0	
	Right	70	0	0	100	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	20	0	**20**
	Left-Through		0			0	
	Through	190	0	**250**	150	0	230
	Through-Right		0			0	
	Right	50	0	0	60	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	40	1	40	70	1	70
	Left-Through		0			0	
	Through	1310	2	**477**	1490	2	**543**
	Through-Right		1			1	
	Right	120	0	120	140	0	140
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	**240**	100	1	**100**
	Left-Through		0			0	
	Through	1570	2	533	1290	2	433
	Through-Right		1			1	
	Right	30	0	30	10	0	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	350		*North-South:*	480
			East-West:	717		*East-West:*	643
			SUM:	1067		*SUM:*	1123
VOLUME/CAPACITY *(V/C)* RATIO:				0.711			0.749
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.611**			**0.649**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
66	North-South Street:	Manning Ave/I-10 EB Off-Ram	East-West Street:	National Blvd
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2	SB--		0	NB-- 2	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	170	1	170		390	1	**390**	
	Left-Through		0				0		
	Through	200	0	**230**		280	0	370	
	Through-Right		1				1		
	Right	30	0	0		90	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	110	1	**110**		130	1	**130**	
	Left-Through		0				0		
	Through	0	0	0		0	0	0	
	Through-Right		0				0		
	Right	30	1	0		140	1	40	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	350	1	**350**		200	1	**200**	
	Left-Through		0				0		
	Through	1090	2	545		1250	2	625	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	0	0		0	0	0	
	Left-Through		0				0		
	Through	860	1	**640**		760	1	**485**	
	Through-Right		1				1		
	Right	420	0	420		210	0	210	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	340			*North-South:*	520	
			East-West:	990			*East-West:*	685	
			SUM:	1330			*SUM:*	1205	
VOLUME/CAPACITY *(V/C)* RATIO:				0.967				0.876	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.867**				**0.776**	
LEVEL OF SERVICE (LOS):				**D**				**C**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
67	North-South Street:	Castle Heights Ave	East-West Street:	National Blvd
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	50	0		50	50	0		50
	Left-Through		0				0		
	Through	210	0		**310**	60	0		**140**
	Through-Right		0				0		
	Right	50	0		0	30	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
SOUTHBOUND	Left	160	1		**160**	230	1		**230**
	Left-Through		0				0		
	Through	100	1		100	120	1		120
	Through-Right		0				0		
	Right	190	1		110	240	1		115
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	160	1		**160**	250	1		250
	Left-Through		0				0		
	Through	930	1		930	1080	1		**1080**
	Through-Right		0				0		
	Right	30	1		30	50	1		50
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	20	1		20	20	1		**20**
	Left-Through		0				0		
	Through	1010	0		**1200**	540	0		660
	Through-Right		1				1		
	Right	190	0		0	120	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	470			*North-South:*	370
				East-West:	1360			*East-West:*	1100
				SUM:	1830			*SUM:*	1470
VOLUME/CAPACITY *(V/C)* RATIO:					1.220				0.980
V/C LESS ATSAC/ATCS ADJUSTMENT:					**1.120**				**0.880**
LEVEL OF SERVICE (LOS):					**F**				**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
68	North-South Street:	Culver Blvd	East-West Street:	Venice Blvd
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--		0	NB-- 3	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					1100				1100
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	70	1		**70**	70	1		70
	Left-Through		0				0		
	Through	60	1		60	70	1		70
	Through-Right		0				0		
	Right	530	2		33	770	2		**187**
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	130	1		**110**	240	1		**180**
	Left-Through		0				0		
	Through	50	0		110	70	0		180
	Through-Right		0				0		
	Right	40	0		0	50	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
EASTBOUND	Left	20	1		20	20	1		20
	Left-Through		0				0		
	Through	1250	2		**430**	1290	2		**443**
	Through-Right		1				1		
	Right	40	0		40	40	0		40
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	470	2		**259**	430	2		**237**
	Left-Through		0				0		
	Through	1580	2		563	1160	2		440
	Through-Right		1				1		
	Right	110	0		110	160	0		160
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	180			*North-South:*	367
				East-West:	689			*East-West:*	680
				SUM:	869			*SUM:*	1047
VOLUME/CAPACITY *(V/C)* RATIO:					0.790				0.952
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.690**				**0.852**
LEVEL OF SERVICE (LOS):					**B**				**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
69	North-South Street:	Robertson Blvd	East-West Street:	Venice Blvd
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	WB-- 0	EB-- 0	NB-- 3	SB--	WB-- 0	EB-- 0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					1100				1100
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	100	1	100		80	1	80	
	Left-Through		0				0		
	Through	410	2	**205**		280	2	**140**	
	Through-Right		0				0		
	Right	10	1	0		60	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	380	1	223		420	1	257	
	Left-Through		1				1		
	Through	290	1	223		350	1	257	
	Through-Right		0				0		
	Right	770	1	**699**		660	1	**580**	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	260	2	143		290	2	160	
	Left-Through		0				0		
	Through	1540	2	**530**		1860	2	**660**	
	Through-Right		1				1		
	Right	50	0	50		120	0	120	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	160	1	**160**		80	1	**80**	
	Left-Through		0				0		
	Through	1270	2	470		980	2	353	
	Through-Right		1				1		
	Right	140	0	140		80	0	80	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	904			*North-South:*	720	
			East-West:	690			*East-West:*	740	
			SUM:	1594			*SUM:*	1460	
VOLUME/CAPACITY *(V/C)* RATIO:				1.449				1.327	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.349**				**1.227**	
LEVEL OF SERVICE (LOS):				**F**				**F**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
70	North-South Street:	Robertson Blvd	East-West Street:	National Blvd
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		3	EB-- 0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				1100			1100

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	50	1	50
	Left-Through		0			0	
	Through	440	1	230	420	1	**240**
	Through-Right		1			1	
	Right	20	0	20	60	0	60
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	520	2	286	670	2	**369**
	Left-Through		0			0	
	Through	720	1	**465**	790	1	515
	Through-Right		1			1	
	Right	210	0	210	240	0	240
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	230	1	**230**	180	1	180
	Left-Through		0			0	
	Through	550	1	345	1070	1	**545**
	Through-Right		1			1	
	Right	140	0	140	20	0	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	230	1	230	150	1	**150**
	Left-Through		0			0	
	Through	730	1	**730**	360	1	360
	Through-Right		0			0	
	Right	680	1	394	510	1	141
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	535		*North-South:*	609
			East-West:	960		*East-West:*	695
			SUM:	1495		*SUM:*	1304
VOLUME/CAPACITY *(V/C)* RATIO:				1.359			1.185
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.259**			**1.085**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
71	North-South Street:	National Blvd	East-West Street:	I-10 EB On-Ramp
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					1100				1100
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	20	1		20	80	1		**80**
	Left-Through		0				0		
	Through	1260	2		**630**	860	2		430
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	0	0		**0**	0	0		0
	Left-Through		0				0		
	Through	720	2		360	1180	2		590
	Through-Right		0				0		
	Right	470	1		470	640	1		**640**
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	0	0		**0**	0	0		**0**
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	0		**0**	0	0		**0**
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	630			*North-South:*	720
				East-West:	0			*East-West:*	0
				SUM:	630			*SUM:*	720
VOLUME/CAPACITY *(V/C)* RATIO:					0.573				0.655
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.473**				**0.555**
LEVEL OF SERVICE (LOS):					**A**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
72	North-South Street:	National Blvd	East-West Street:	Venice Blvd
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		WB--	0	NB-- 0	SB--		0
	EB-- 0				0	EB-- 0		WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					1100				1100

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	**190**	30	1	30
	Left-Through		0			0	
	Through	850	1	455	680	1	**385**
	Through-Right		1			1	
	Right	60	0	60	90	0	90
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	130	270	1	**270**
	Left-Through		0			0	
	Through	640	1	**395**	1010	1	540
	Through-Right		1			1	
	Right	150	0	150	70	0	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	120	150	1	150
	Left-Through		0			0	
	Through	1300	2	**503**	1590	2	**600**
	Through-Right		1			1	
	Right	210	0	210	210	0	210
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	80	1	**80**
	Left-Through		0			0	
	Through	1120	2	447	880	2	323
	Through-Right		1			1	
	Right	220	0	220	90	0	90
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	585		*North-South:*	655
			East-West:	633		*East-West:*	680
			SUM:	1218		*SUM:*	1335
VOLUME/CAPACITY *(V/C)* RATIO:				1.107			1.214
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.007**			**1.114**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
74	North-South Street:	Robertson Blvd	East-West Street:	I-10 WB Off-Ramp/Kincardine Ave
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	**80**	60	1	**60**
	Left-Through		0			0	
	Through	1140	2	570	930	2	465
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1440	1	**765**	1590	1	**820**
	Through-Right		1			1	
	Right	90	0	90	50	0	50
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	0	80	60	0	**60**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	80	0	**160**	70	0	130
	Left-Through-Right		0			0	
	Left-Right		1			1	
WESTBOUND	Left	130	0	**130**	300	0	300
	Left-Through		0			0	
	Through	60	0	190	40	0	340
	Through-Right		0			0	
	Right	140	1	140	500	1	**500**
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	845		*North-South:*	880
			East-West:	290		*East-West:*	560
			SUM:	1135		*SUM:*	1440
VOLUME/CAPACITY *(V/C)* RATIO:				0.757			0.960
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.657**			**0.860**
LEVEL OF SERVICE (LOS):				**B**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
75	North-South Street:	Robertson Blvd	East-West Street:	Cattaraugus Ave
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	190	1		**190**	130	1		**130**
	Left-Through		0				0		
	Through	1350	1		690	1480	1		750
	Through-Right		1				1		
	Right	30	0		30	20	0		20
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	30	1		30	90	1		90
	Left-Through		0				0		
	Through	1420	1		**755**	1590	1		**830**
	Through-Right		1				1		
	Right	90	0		90	70	0		70
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	110	0		**110**	190	0		190
	Left-Through		1				1		
	Through	80	0		190	240	0		**430**
	Through-Right		0				0		
	Right	60	1		0	40	1		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	120	0		120	60	0		**60**
	Left-Through		1				1		
	Through	320	0		**440**	100	0		160
	Through-Right		0				0		
	Right	90	1		75	50	1		5
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	945			*North-South:*	960
				East-West:	550			*East-West:*	490
				SUM:	1495			*SUM:*	1450
VOLUME/CAPACITY *(V/C)* RATIO:					0.997				0.967
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.897**				**0.867**
LEVEL OF SERVICE (LOS):					**D**				**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
76	North-South Street:	La Cienega Blvd	East-West Street:	Venice Blvd
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	80	1	**80**
	Left-Through		0			0	
	Through	1870	2	**657**	1260	2	450
	Through-Right		1			1	
	Right	100	0	100	90	0	90
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	80	1	80
	Left-Through		0			0	
	Through	1220	2	487	1470	2	**543**
	Through-Right		1			1	
	Right	240	0	240	160	0	160
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	370	2	**204**	290	2	160
	Left-Through		0			0	
	Through	1030	3	343	1610	3	**537**
	Through-Right		0			0	
	Right	110	1	25	260	1	220
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	200	1	200	260	1	**260**
	Left-Through		0			0	
	Through	1420	2	**490**	870	2	300
	Through-Right		1			1	
	Right	50	0	50	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	727		*North-South:*	623
			East-West:	694		*East-West:*	797
			SUM:	1421		*SUM:*	1420
VOLUME/CAPACITY *(V/C)* RATIO:				1.033			1.033
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.933**			**0.933**
LEVEL OF SERVICE (LOS):				**E**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
78	North-South Street:	Jefferson Blvd	East-West Street:	National Blvd
	Scenario:	FUTURE		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0		SB--	3	NB-- 0		SB--	3
		EB-- 3		WB--	0	EB-- 3		WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	210	1		210	50	1		50
	Left-Through		0				0		
	Through	660	2		**330**	970	2		**485**
	Through-Right		0				0		
	Right	30	1		30	20	1		20
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	20	1		20	10	1		10
	Left-Through		0				0		
	Through	1070	1		**1070**	520	1		**520**
	Through-Right		0				0		
	Right	840	1		660	300	1		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	330	1		**180**	650	1		**330**
	Left-Through		1				1		
	Through	30	0		180	10	0		330
	Through-Right		0				0		
	Right	70	1		0	230	1		180
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	10	0		10	10	0		10
	Left-Through		1				1		
	Through	20	0		**30**	40	0		**50**
	Through-Right		0				0		
	Right	10	1		0	30	1		25
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	1400			*North-South:*	1005
				East-West:	210			*East-West:*	380
				SUM:	1610			*SUM:*	1385
VOLUME/CAPACITY *(V/C)* RATIO:					1.171				1.007
V/C LESS ATSAC/ATCS ADJUSTMENT:					**1.071**				**0.907**
LEVEL OF SERVICE (LOS):					**F**				**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
83	North-South Street:	Duquesne Ave	East-West Street:	Washington Blvd
	Scenario:	FUTURE		
	Count Date:	5/6/2014	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	140	1		**140**	110	1		**110**
	Left-Through		0				0		
	Through	270	0		330	270	0		310
	Through-Right		1				1		
	Right	60	0		0	40	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	40	1		40	80	1		80
	Left-Through		0				0		
	Through	360	0		**430**	360	0		**410**
	Through-Right		1				1		
	Right	70	0		0	50	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	40	1		**40**	50	1		50
	Left-Through		0				0		
	Through	520	1		350	960	1		**550**
	Through-Right		1				1		
	Right	180	0		180	140	0		140
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	90	1		90	120	1		**120**
	Left-Through		0				0		
	Through	1020	1		**540**	690	1		410
	Through-Right		1				1		
	Right	60	0		60	130	0		130
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	570			*North-South:*	520
				East-West:	580			*East-West:*	670
				SUM:	1150			*SUM:*	1190
VOLUME/CAPACITY *(V/C)* RATIO:					0.767				0.793
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.667**				**0.693**
LEVEL OF SERVICE (LOS):					**B**				**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
84	North-South Street:	Sepulveda Blvd	East-West Street:	Venice Blvd
	Scenario:	FUTURE		
	Count Date:	5/6/2014	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	270	1	270		310	1	**310**	
	Left-Through		0				0		
	Through	1240	2	**620**		1360	2	680	
	Through-Right		0				0		
	Right	300	1	180		470	1	360	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	100	1	**100**		120	1	120	
	Left-Through		0				0		
	Through	550	2	275		1060	2	**530**	
	Through-Right		0				0		
	Right	180	1	135		70	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	90	1	90		230	1	**230**	
	Left-Through		0				0		
	Through	1430	3	**477**		1180	3	393	
	Through-Right		0				0		
	Right	380	1	245		260	1	105	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	240	1	**240**		220	1	220	
	Left-Through		0				0		
	Through	1560	3	520		1200	3	**400**	
	Through-Right		0				0		
	Right	90	1	40		130	1	70	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	720			*North-South:*	840	
			East-West:	717			*East-West:*	630	
			SUM:	1437			*SUM:*	1470	
VOLUME/CAPACITY *(V/C)* RATIO:				1.045				1.069	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.945**				**0.969**	
LEVEL OF SERVICE (LOS):				**E**				**E**	

Version: 1i Beta; 8/4/2011

HCM ANALYSIS

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Cloverfield Blvd/Olympic Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.788
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	38.1
Optimal Cycle:	78	Level Of Service:	D

Street Name:	Cloverfield Blvd						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	1 0	2 0	2	1 0	1 0	2	0 1	2 0	2	0 1
Volume Module:												
Base Vol:	250	1420	0	90	860	30	80	740	230	280	500	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	1420	0	90	860	30	80	740	230	280	500	430
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.96	0.96	0.96	0.88	0.88	0.88	0.85	0.85	0.85
PHF Volume:	267	1517	0	93	892	31	91	837	260	330	589	506
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	1517	0	93	892	31	91	837	260	330	589	506
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	267	1517	0	93	892	31	91	837	260	330	589	506
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.88	0.91	0.86	0.88	0.91	0.89	0.98	0.94	0.92	0.92	0.82
Lanes:	2.00	3.00	0.00	2.00	2.90	0.10	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3267	5016	0	3267	4828	168	1684	3729	1777	3502	3491	1562
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.00	0.03	0.18	0.18	0.05	0.22	0.15	0.09	0.17	0.32
Crit Moves:		****		****			****					****
Green/Cycle:	0.13	0.38	0.00	0.04	0.29	0.29	0.07	0.34	0.34	0.14	0.41	0.41
Volume/Cap:	0.63	0.79	0.00	0.79	0.63	0.63	0.79	0.66	0.43	0.66	0.41	0.79
Uniform Del:	49.6	32.6	0.0	57.4	37.0	37.0	55.1	33.9	30.8	48.8	25.0	30.7
IncremntDel:	3.2	2.2	0.0	28.7	0.9	0.9	29.5	1.4	0.5	3.4	0.2	6.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.7	34.9	0.0	86.1	37.9	37.9	84.5	35.3	31.3	52.2	25.2	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.7	34.9	0.0	86.1	37.9	37.9	84.5	35.3	31.3	52.2	25.2	37.2
HCM2kAvg:	6	17	0	3	10	10	5	13	7	7	6	17

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 26th St/Olympic Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.835
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	31.3
Optimal Cycle:	92	Level Of Service:	C

Street Name:	26th St						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	2 0	0	0 2	1 0	2	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	20	340	100	180	0	200	90	760	0	0	970	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	340	100	180	0	200	90	760	0	0	970	430
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.88	0.88	0.88	0.93	0.93	0.93	0.86	0.86	0.86
PHF Volume:	21	363	107	204	0	227	97	819	0	0	1126	499
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	363	107	204	0	227	97	819	0	0	1126	499
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	21	363	107	204	0	227	97	819	0	0	1126	499
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.83	1.00	0.70	0.95	0.95	1.00	1.00	0.91	0.90
Lanes:	1.00	1.55	0.45	2.00	0.00	2.00	1.00	2.00	0.00	0.00	1.38	0.62
Final Sat.:	1805	2606	766	3152	0	2652	1805	3610	0	0	2382	1056
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.14	0.06	0.00	0.09	0.05	0.23	0.00	0.00	0.47	0.47
Crit Moves:			****			****	****				****	
Green/Cycle:	0.17	0.17	0.17	0.10	0.00	0.17	0.06	0.63	0.00	0.00	0.57	0.57
Volume/Cap:	0.07	0.83	0.83	0.63	0.00	0.51	0.84	0.36	0.00	0.00	0.83	0.83
Uniform Del:	42.2	48.4	48.4	51.7	0.0	45.5	55.5	10.6	0.0	0.0	21.4	21.4
IncremntDel:	0.1	10.4	10.4	4.0	0.0	1.0	38.2	0.1	0.0	0.0	3.3	3.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	42.3	58.8	58.8	55.7	0.0	46.6	93.7	10.7	0.0	0.0	24.7	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	58.8	58.8	55.7	0.0	46.6	93.7	10.7	0.0	0.0	24.7	24.7
HCM2kAvg:	1	11	11	5	0	4	6	4	0	0	22	22

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Stewart St/Olympic Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.783
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	66.0
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Stewart St						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	2 0	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	110	390	170	180	80	40	70	890	50	50	1270	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	390	170	180	80	40	70	890	50	50	1270	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.87	0.87	0.87	0.92	0.92	0.92	0.89	0.89	0.89
PHF Volume:	132	469	204	208	92	46	76	963	54	56	1421	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	469	204	208	92	46	76	963	54	56	1421	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	132	469	204	208	92	46	76	963	54	56	1421	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.86	1.05	0.95	0.15	0.97	0.94	0.95	0.96	0.93
Lanes:	1.00	1.39	0.61	2.00	0.65	0.35	1.00	1.89	0.11	1.00	1.74	0.26
Final Sat.:	1805	2398	1045	3267	1281	640	281	3496	196	1805	3191	452
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.20	0.06	0.07	0.07	0.27	0.28	0.28	0.03	0.45	0.45
Crit Moves:		****		****							****	
Green/Cycle:	0.12	0.18	0.18	0.06	0.12	0.12	0.25	0.25	0.25	0.66	0.66	0.66
Volume/Cap:	0.61	1.09	1.09	1.09	0.61	0.61	1.07	1.09	1.09	0.07	0.67	0.67
Uniform Del:	50.1	49.2	49.2	56.5	50.3	50.3	44.8	44.8	44.8	7.1	12.4	12.4
IncremntDel:	5.0	62.8	62.8	90.7	4.8	4.8	125.9	56.7	56.7	0.0	0.8	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	55.2	112	112.0	147.2	55.1	55.1	170.7	102	101.6	7.1	13.1	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.2	112	112.0	147.2	55.1	55.1	170.7	102	101.6	7.1	13.1	13.1
HCM2kAvg:	6	20	20	8	6	6	26	28	27	0	10	10

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Centinela Ave (West)/Olympic Blvd

Cycle (sec):	60	Critical Vol./Cap. (X):	0.799
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	9.8
Optimal Cycle:	51	Level Of Service:	A

Street Name:	Centinela Ave (West)						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	530	0	40	50	1120	10	10	1630	710
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	530	0	40	50	1120	10	10	1630	710
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.82	0.82	0.82	0.92	0.92	0.92	0.93	0.93	0.93
PHF Volume:	0	0	0	649	0	49	54	1216	11	11	1753	764
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	649	0	49	54	1216	11	11	1753	764
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	649	0	49	54	1216	11	11	1753	764
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.86	1.00	0.82	0.11	0.89	0.95	0.17	0.89	0.75
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	0	0	0	3267	0	1562	200	3337	30	315	3368	1419
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.03	0.27	0.36	0.36	0.03	0.52	0.54
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.25	0.00	0.25	0.65	0.65	0.65	0.65	0.65	0.90
Volume/Cap:	0.00	0.00	0.00	0.80	0.00	0.13	0.42	0.56	0.56	0.05	0.80	0.60
Uniform Del:	0.0	0.0	0.0	21.1	0.0	17.5	5.0	5.7	5.7	3.8	7.6	0.6
IncremntDel:	0.0	0.0	0.0	5.6	0.0	0.1	2.1	0.3	0.3	0.1	2.2	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	26.8	0.0	17.6	7.1	6.1	6.1	3.9	9.8	1.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.8	0.0	17.6	7.1	6.1	6.1	3.9	9.8	1.4
HCM2kAvg:	0	0	0	8	0	1	5	7	7	0	14	4

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Centinela Ave (East)/Olympic Blvd

Cycle (sec):	60	Critical Vol./Cap. (X):	0.896
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	18.1
Optimal Cycle:	78	Level Of Service:	B

Street Name:	Centinela Ave (East)						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	0	0 0	1! 0	0	1 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	930	0	170	10	10	10	0	1230	440	100	1440	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	930	0	170	10	10	10	0	1230	440	100	1440	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.67	0.67	0.67	0.98	0.98	0.98	0.88	0.88	0.88
PHF Volume:	1006	0	184	15	15	15	0	1255	449	113	1633	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1006	0	184	15	15	15	0	1255	449	113	1633	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1006	0	184	15	15	15	0	1255	449	113	1633	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	1.00	0.94	0.94	0.94	0.94	1.00	0.91	0.85	0.17	0.91	0.91
Lanes:	1.73	0.00	0.27	0.34	0.33	0.33	1.00	3.00	1.00	1.00	2.98	0.02
Final Sat.:	3084	0	477	595	595	595	1900	5187	1615	323	5146	36
Capacity Analysis Module:												
Vol/Sat:	0.33	0.00	0.39	0.03	0.03	0.03	0.00	0.24	0.28	0.35	0.32	0.32
Crit Moves:			****		****					****		
Green/Cycle:	0.43	0.00	0.43	0.03	0.03	0.03	0.00	0.39	0.82	0.39	0.39	0.39
Volume/Cap:	0.76	0.00	0.90	0.90	0.90	0.90	0.00	0.62	0.34	0.90	0.81	0.81
Uniform Del:	14.5	0.0	15.9	29.1	29.1	29.1	0.0	14.6	1.3	17.1	16.3	16.3
IncremntDel:	2.2	0.0	8.3	89.0	89.0	89.0	0.0	0.6	0.2	49.7	2.6	2.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	16.6	0.0	24.2	118.1	118	118.1	0.0	15.2	1.5	66.8	18.8	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.6	0.0	24.2	118.1	118	118.1	0.0	15.2	1.5	66.8	18.8	18.8
HCM2kAvg:	11	0	17	3	3	3	0	7	2	16	12	12

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 Centinela Ave/Exposition Blvd

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: F[63.8]

Street Name:	Centinela Ave						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0 0	1 0		0 0 1! 0	0		0 0 0	0 0	
Volume Module:												
Base Vol:	180 1050	0	0	490	30		20	0	40	0	0	0
Growth Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180 1050	0	0	490	30		20	0	40	0	0	0
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97 0.97	0.97	0.90	0.90	0.90		0.75	0.75	0.75	1.00	1.00	1.00
PHF Volume:	186 1087	0	0	543	33		27	0	53	0	0	0
Reduct Vol:	0 0	0	0	0	0		0	0	0	0	0	0
Final Vol.:	186 1087	0	0	543	33		27	0	53	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.4 xxxx		6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5 xxxx		3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	576 xxxx	xxxxx	xxxx	xxxx	xxxxx		2019 xxxx		559	xxxx	xxxx	xxxxx
Potent Cap.:	1008 xxxx	xxxxx	xxxx	xxxx	xxxxx		65 xxxx		532	xxxx	xxxx	xxxxx
Move Cap.:	1008 xxxx	xxxxx	xxxx	xxxx	xxxxx		55 xxxx		532	xxxx	xxxx	xxxxx
Volume/Cap:	0.18 xxxx	xxxx	xxxx	xxxx	xxxx		0.49 xxxx		0.10	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.7 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Stopped Del:	9.4 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
LOS by Move:	A *	*	*	*	*	*	*	*	*	*	*	
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx 136		xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.7 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.0	xxxxx	xxxxx	xxxx	xxxxx	
Shrd StpDel:	9.4 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	63.8	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	A *	*	*	*	*	*	F	*	*	*	*	
ApproachDel:	xxxxxx		xxxxxx				63.8		xxxxxx			
ApproachLOS:	*		*				F		*			

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Centinela Ave/I-10 WB On/Off Ramps

Cycle (sec):	60	Critical Vol./Cap. (X):	1.135
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	69.4
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Centinela Ave						I-10 WB On/Off Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	0	0	0 1	0 1	1 0	0 0	1	0	0 0	0 0
Volume Module:												
Base Vol:	440	550	0	0	400	100	660	0	310	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	550	0	0	400	100	660	0	310	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.90	0.90	0.90	0.94	0.94	0.94	1.00	1.00	1.00
PHF Volume:	451	563	0	0	443	111	701	0	329	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	451	563	0	0	443	111	701	0	329	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	451	563	0	0	443	111	701	0	329	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.82	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	1562	1456	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.30	0.00	0.00	0.23	0.07	0.48	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.22	0.43	0.00	0.00	0.21	0.21	0.42	0.00	0.64	0.00	0.00	0.00
Volume/Cap:	1.14	0.70	0.00	0.00	1.14	0.35	1.13	0.00	0.32	0.00	0.00	0.00
Uniform Del:	23.4	14.1	0.0	0.0	23.8	20.4	17.3	0.0	4.8	0.0	0.0	0.0
IncremntDel:	87.3	2.7	0.0	0.0	87.7	0.6	79.2	0.0	0.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	110.7	16.8	0.0	0.0	112	21.0	96.5	0.0	4.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.7	16.8	0.0	0.0	112	21.0	96.5	0.0	4.9	0.0	0.0	0.0
HCM2kAvg:	20	10	0	0	19	2	35	0	3	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 I-10 EB Off Ramp-34th St/Pico Blvd

Cycle (sec):	80	Critical Vol./Cap. (X):	0.727
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	22.2
Optimal Cycle:	52	Level Of Service:	C

Street Name:	I-10 EB Off Ramp-34th St						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1	1	0	0	1	0	1	1	0	0
Volume Module:														
Base Vol:	50	0	60	640	30	90	0	940	20	20	1060	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	60	640	30	90	0	940	20	20	1060	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.95	0.95	0.95	0.96	0.96	0.96	0.92	0.92	0.92
PHF Volume:	56	0	67	676	32	95	0	983	21	22	1157	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	0	67	676	32	95	0	983	21	22	1157	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	56	0	67	676	32	95	0	983	21	22	1157	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	1.00	0.68	0.89	0.86	0.94	1.00	0.80	0.85	0.88	0.91	1.00
Lanes:	0.45	0.00	0.55	1.91	0.09	1.00	0.00	1.96	0.04	0.04	1.96	0.00
Final Sat.:	584	0	701	3226	151	1777	0	2963	63	64	3398	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.10	0.21	0.21	0.05	0.00	0.33	0.33	0.34	0.34	0.00
Crit Moves:	****			****							****	
Green/Cycle:	0.13	0.00	0.13	0.29	0.29	0.29	0.00	0.47	0.47	0.47	0.47	0.00
Volume/Cap:	0.73	0.00	0.73	0.73	0.73	0.19	0.00	0.71	0.71	0.73	0.73	0.00
Uniform Del:	33.4	0.0	33.4	25.6	25.6	21.4	0.0	16.9	16.9	17.1	17.1	0.0
IncremntDel:	14.7	0.0	14.7	2.8	2.8	0.2	0.0	1.7	1.7	1.7	1.7	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	48.1	0.0	48.1	28.4	28.4	21.6	0.0	18.6	18.6	18.8	18.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.1	0.0	48.1	28.4	28.4	21.6	0.0	18.6	18.6	18.8	18.8	0.0
HCM2kAvg:	5	0	5	10	10	2	0	11	12	13	14	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Centinela Ave/Pico Blvd

Cycle (sec):	60	Critical Vol./Cap. (X):	1.198
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	26.1
Optimal Cycle:	180	Level Of Service:	C

Street Name:	Centinela Ave						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	210	480	80	50	460	170	180	1000	460	50	730	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	480	80	50	460	170	180	1000	460	50	730	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.91	0.91	0.91	0.98	0.98	0.98	0.93	0.93	0.93
PHF Volume:	240	549	91	55	505	187	184	1021	470	54	785	323
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	549	91	55	505	187	184	1021	470	54	785	323
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	240	549	91	55	505	187	184	1021	470	54	785	323
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.27	0.93	0.83	0.16	0.85	1.00	0.16	0.95	0.91	0.20	0.83	0.88
Lanes:	1.00	1.00	1.00	1.00	1.52	0.48	1.00	2.00	1.00	1.00	1.44	0.56
Final Sat.:	519	1773	1580	313	2459	909	298	3610	1734	388	2282	938
Capacity Analysis Module:												
Vol/Sat:	0.46	0.31	0.06	0.18	0.21	0.21	0.62	0.28	0.27	0.14	0.34	0.34
Crit Moves:	****						****					
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.51	0.51	0.51	0.51	0.51	0.51
Volume/Cap:	1.20	0.80	0.15	0.45	0.53	0.53	1.20	0.55	0.53	0.27	0.67	0.67
Uniform Del:	18.4	16.4	12.0	13.7	14.2	14.2	14.6	9.9	9.7	8.2	10.8	10.8
IncremntDel:	127.4	6.7	0.1	2.7	0.4	0.4	135.9	0.4	0.6	0.7	1.1	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	145.8	23.1	12.1	16.4	14.6	14.6	150.5	10.2	10.3	9.0	11.9	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	145.8	23.1	12.1	16.4	14.6	14.6	150.5	10.2	10.3	9.0	11.9	11.9
HCM2kAvg:	35	11	1	5	5	6	46	7	6	3	9	9

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Centinela Ave/I-10 WB On Ramp

Cycle (sec):	60	Critical Vol./Cap. (X):	0.640
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	11.8
Optimal Cycle:	41	Level Of Service:	B

Street Name:	Centinela Ave						I-10 WB On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 1	1 0		1 0 2	0 0		0 0 0	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	0	750	120	520	420	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	750	120	520	420	0	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	818	0	573	463	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	818	0	573	463	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	818	0	573	463	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3610	0	1805	3610	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.00	0.32	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green/Cycle:	0.00	0.35	0.00	0.50	0.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.64	0.00	0.64	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Del:	0.0	16.2	0.0	11.2	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IncremntDel:	0.0	1.1	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	17.3	0.0	12.7	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.3	0.0	12.7	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HCM2kAvg:	0	7	0	9	1	0	0	0	0	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Cloverfield Blvd/Olympic Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.682
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	37.0
Optimal Cycle:	60	Level Of Service:	D

Street Name:	Cloverfield Blvd						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	1 0	2 0	2	1 0	1 0	2	0 1	2 0	2	0 1
Volume Module:												
Base Vol:	160	800	10	100	940	60	110	700	280	380	930	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	800	10	100	940	60	110	700	280	380	930	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.88	0.88	0.88	0.95	0.95	0.95
PHF Volume:	167	833	10	104	979	63	125	798	319	398	974	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	833	10	104	979	63	125	798	319	398	974	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	167	833	10	104	979	63	125	798	319	398	974	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.88	0.97	0.86	0.87	0.90	0.89	0.98	0.94	0.92	0.92	0.82
Lanes:	2.00	2.97	0.03	2.00	2.83	0.17	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3267	4950	62	3267	4682	299	1684	3729	1777	3502	3491	1562
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.17	0.03	0.21	0.21	0.07	0.21	0.18	0.11	0.28	0.08
Crit Moves:	****				****		****				****	
Green/Cycle:	0.07	0.32	0.32	0.06	0.31	0.31	0.11	0.34	0.34	0.18	0.41	0.41
Volume/Cap:	0.68	0.52	0.52	0.52	0.68	0.68	0.68	0.63	0.53	0.63	0.68	0.20
Uniform Del:	54.1	33.3	33.3	54.7	36.5	36.5	51.4	33.4	32.0	45.5	29.0	22.8
IncremntDel:	7.7	0.3	0.3	2.6	1.3	1.3	10.0	1.0	0.9	2.1	1.4	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	61.8	33.6	33.6	57.2	37.7	37.7	61.5	34.4	32.9	47.6	30.4	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.8	33.6	33.6	57.2	37.7	37.7	61.5	34.4	32.9	47.6	30.4	22.9
HCM2kAvg:	4	8	9	3	11	12	6	12	9	8	14	2

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 26th St/Olympic Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.853
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	36.3
Optimal Cycle:	98	Level Of Service:	D

Street Name:	26th St						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	2 0	0	0 2	1 0	2	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	20	270	100	310	0	420	80	910	0	0	1150	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	270	100	310	0	420	80	910	0	0	1150	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.91	0.91	0.91	0.93	0.93	0.93
PHF Volume:	24	323	120	371	0	503	88	1001	0	0	1236	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	323	120	371	0	503	88	1001	0	0	1236	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	24	323	120	371	0	503	88	1001	0	0	1236	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.88	0.88	0.83	1.00	0.70	0.95	0.95	1.00	1.00	0.93	0.93
Lanes:	1.00	1.46	0.54	2.00	0.00	2.00	1.00	2.00	0.00	0.00	1.76	0.24
Final Sat.:	1805	2445	906	3152	0	2652	1805	3610	0	0	3111	433
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.12	0.00	0.19	0.05	0.28	0.00	0.00	0.40	0.40
Crit Moves:		****				****	****				****	
Green/Cycle:	0.15	0.15	0.15	0.22	0.00	0.28	0.06	0.52	0.00	0.00	0.47	0.47
Volume/Cap:	0.09	0.85	0.85	0.53	0.00	0.68	0.85	0.53	0.00	0.00	0.85	0.85
Uniform Del:	43.4	49.4	49.4	41.1	0.0	38.5	56.1	18.9	0.0	0.0	28.4	28.4
IncremntDel:	0.1	12.9	12.9	0.8	0.0	2.6	45.7	0.3	0.0	0.0	4.5	4.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	43.6	62.3	62.3	41.9	0.0	41.0	101.7	19.2	0.0	0.0	32.9	32.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	62.3	62.3	41.9	0.0	41.0	101.7	19.2	0.0	0.0	32.9	32.9
HCM2kAvg:	1	11	11	7	0	9	6	9	0	0	23	23

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Stewart St/Olympic Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.734
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	28.2
Optimal Cycle:	67	Level Of Service:	C

Street Name:	Stewart St						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	2 0	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	50	190	70	220	250	80	40	1250	60	110	1190	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	190	70	220	250	80	40	1250	60	110	1190	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.96	0.96	0.96	0.97	0.97	0.97
PHF Volume:	58	221	82	256	291	93	42	1308	63	113	1224	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	221	82	256	291	93	42	1308	63	113	1224	237
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	58	221	82	256	291	93	42	1308	63	113	1224	237
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.86	1.06	0.96	0.15	0.97	0.94	0.95	0.96	0.93
Lanes:	1.00	1.46	0.54	2.00	0.74	0.26	1.00	1.91	0.09	1.00	1.67	0.33
Final Sat.:	1805	2533	933	3267	1490	477	281	3528	169	1805	3034	586
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.08	0.20	0.20	0.15	0.37	0.37	0.06	0.40	0.40
Crit Moves:	****				****			****			****	
Green/Cycle:	0.04	0.16	0.16	0.15	0.27	0.27	0.50	0.50	0.50	0.59	0.59	0.59
Volume/Cap:	0.74	0.53	0.53	0.54	0.73	0.73	0.30	0.73	0.73	0.48	0.68	0.68
Uniform Del:	56.7	46.0	46.0	47.4	40.2	40.2	17.3	23.4	23.4	17.6	16.9	16.9
IncremntDel:	29.7	1.0	1.0	1.2	5.4	5.4	1.2	1.6	1.6	1.5	0.9	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	86.4	47.0	47.0	48.6	45.5	45.5	18.5	24.9	24.9	19.1	17.8	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.4	47.0	47.0	48.6	45.5	45.5	18.5	24.9	24.9	19.1	17.8	17.8
HCM2kAvg:	4	6	6	5	14	13	4	17	17	2	13	13

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Centinela Ave (West)/Olympic Blvd

Cycle (sec):	60	Critical Vol./Cap. (X):	0.718
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	9.3
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Centinela Ave (West)						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	590	0	90	30	1500	20	10	1390	500
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	590	0	90	30	1500	20	10	1390	500
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	0.95	0.95	0.95
PHF Volume:	0	0	0	590	0	90	31	1544	21	10	1459	525
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	590	0	90	31	1544	21	10	1459	525
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	590	0	90	31	1544	21	10	1459	525
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.86	1.00	0.82	0.13	0.88	0.95	0.10	0.89	0.74
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	0	0	0	3267	0	1562	239	3320	44	182	3368	1411
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.06	0.13	0.47	0.47	0.06	0.43	0.37
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.25	0.00	0.25	0.65	0.65	0.65	0.65	0.65	0.90
Volume/Cap:	0.00	0.00	0.00	0.72	0.00	0.23	0.20	0.72	0.72	0.09	0.67	0.41
Uniform Del:	0.0	0.0	0.0	20.5	0.0	17.8	4.3	6.9	6.9	3.9	6.5	0.5
IncremntDel:	0.0	0.0	0.0	3.1	0.0	0.3	0.6	1.2	1.2	0.3	0.8	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	23.6	0.0	18.1	4.9	8.1	8.1	4.2	7.4	0.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.6	0.0	18.1	4.9	8.1	8.1	4.2	7.4	0.7
HCM2kAvg:	0	0	0	7	0	1	2	11	12	1	9	2

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Centinela Ave (East)/Olympic Blvd

Cycle (sec):	60	Critical Vol./Cap. (X):	0.603
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	12.3
Optimal Cycle:	60	Level Of Service:	B

Street Name:	Centinela Ave (East)						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	0	0	1 0	0 0	1 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	560	0	30	20	40	0	0	1370	720	130	1370	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	560	0	30	20	40	0	0	1370	720	130	1370	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.95	0.95	0.95	0.99	0.99	0.99
PHF Volume:	599	0	32	21	43	0	0	1441	757	132	1386	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	599	0	32	21	43	0	0	1441	757	132	1386	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	599	0	32	21	43	0	0	1441	757	132	1386	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	0.98	0.98	1.00	1.00	0.91	0.85	0.17	0.91	0.91
Lanes:	1.90	0.00	0.10	0.33	0.67	0.00	1.00	3.00	1.00	1.00	2.98	0.02
Final Sat.:	3426	0	174	623	1246	0	1900	5187	1615	314	5144	38
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.18	0.03	0.03	0.00	0.00	0.28	0.47	0.42	0.27	0.27
Crit Moves:			****		****				****			
Green/Cycle:	0.31	0.00	0.31	0.06	0.06	0.00	0.00	0.49	0.79	0.49	0.49	0.49
Volume/Cap:	0.57	0.00	0.60	0.60	0.60	0.00	0.00	0.57	0.59	0.86	0.55	0.55
Uniform Del:	17.5	0.0	17.7	27.6	27.6	0.0	0.0	10.9	2.4	13.6	10.8	10.8
IncremntDel:	0.7	0.0	1.0	9.4	9.4	0.0	0.0	0.3	0.7	35.8	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	18.3	0.0	18.7	37.0	37.0	0.0	0.0	11.2	3.2	49.4	11.0	11.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.3	0.0	18.7	37.0	37.0	0.0	0.0	11.2	3.2	49.4	11.0	11.0
HCM2kAvg:	6	0	6	2	2	0	0	7	6	16	7	7

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 Centinela Ave/Exposition Blvd

Average Delay (sec/veh): 12.1 Worst Case Level Of Service: F[110.8]

Street Name:	Centinela Ave						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1! 0	0	0	0	0 1	0	0	0 1! 0	0	0	0	0 0
Volume Module:												
Base Vol:	30	560	0	0	850	20	50	0	130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	560	0	0	850	20	50	0	130	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.91	0.91	0.91	1.00	1.00	1.00
PHF Volume:	34	630	0	0	956	22	55	0	143	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	34	630	0	0	956	22	55	0	143	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	979	xxxx	xxxxx	xxxx	xxxx	xxxxx	1665	xxxx	967	xxxx	xxxx	xxxxx
Potent Cap.:	713	xxxx	xxxxx	xxxx	xxxx	xxxxx	108	xxxx	311	xxxx	xxxx	xxxxx
Move Cap.:	713	xxxx	xxxxx	xxxx	xxxx	xxxxx	104	xxxx	311	xxxx	xxxx	xxxxx
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.53	xxxx	0.46	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	10.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	200	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.5	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	10.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	111	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	B	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			110.8			xxxxxx		
ApproachLOS:	*			*			F			*		

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Centinela Ave/I-10 WB On/Off Ramps

Cycle (sec):	60	Critical Vol./Cap. (X):	1.267
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	120.3
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Centinela Ave						I-10 WB On/Off Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	0	0	0 1	0 1	1 0	0 0	1	0	0 0	0 0
Volume Module:												
Base Vol:	450	220	0	0	830	130	400	0	190	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	220	0	0	830	130	400	0	190	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.94	0.94	0.94	1.00	1.00	1.00
PHF Volume:	514	251	0	0	948	148	426	0	202	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	514	251	0	0	948	148	426	0	202	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	514	251	0	0	948	148	426	0	202	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.82	0.76	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	1559	1452	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.13	0.00	0.00	0.50	0.10	0.29	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.22	0.62	0.00	0.00	0.39	0.39	0.23	0.00	0.46	0.00	0.00	0.00
Volume/Cap:	1.27	0.21	0.00	0.00	1.27	0.24	1.27	0.00	0.27	0.00	0.00	0.00
Uniform Del:	23.3	5.0	0.0	0.0	18.2	12.2	23.1	0.0	10.1	0.0	0.0	0.0
IncremntDel:	138.4	0.1	0.0	0.0	131	0.2	141.2	0.0	0.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	161.7	5.1	0.0	0.0	149	12.4	164.3	0.0	10.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	161.7	5.1	0.0	0.0	149	12.4	164.3	0.0	10.3	0.0	0.0	0.0
HCM2kAvg:	27	2	0	0	45	2	28	0	2	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 I-10 EB Off Ramp-34th St/Pico Blvd

Cycle (sec):	80	Critical Vol./Cap. (X):	0.793
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	11.3
Optimal Cycle:	63	Level Of Service:	B

Street Name:	I-10 EB Off Ramp-34th St						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1	1	0	0	1	0	1	1	0	0
Volume Module:														
Base Vol:	10	0	30	170	10	30	0	1630	40	60	850	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	30	170	10	30	0	1630	40	60	850	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.92	0.92	0.92	0.89	0.89	0.89
PHF Volume:	12	0	37	209	12	37	0	1770	43	68	960	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	0	37	209	12	37	0	1770	43	68	960	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	12	0	37	209	12	37	0	1770	43	68	960	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.66	1.00	0.66	0.89	0.86	0.94	1.00	0.79	0.85	0.67	0.69	1.00
Lanes:	0.25	0.00	0.75	1.89	0.11	1.00	0.00	1.96	0.04	0.14	1.86	0.00
Final Sat.:	315	0	945	3191	188	1777	0	2952	72	172	2443	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.07	0.07	0.02	0.00	0.60	0.60	0.39	0.39	0.00
Crit Moves:			****	****				****				
Green/Cycle:	0.05	0.00	0.05	0.08	0.08	0.08	0.00	0.76	0.76	0.76	0.76	0.00
Volume/Cap:	0.79	0.00	0.79	0.79	0.79	0.25	0.00	0.79	0.79	0.52	0.52	0.00
Uniform Del:	37.6	0.0	37.6	36.0	36.0	34.4	0.0	6.0	6.0	3.9	3.9	0.0
IncremntDel:	49.0	0.0	49.0	14.4	14.4	0.9	0.0	2.0	2.0	0.2	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	86.6	0.0	86.6	50.4	50.4	35.3	0.0	8.0	8.0	4.2	4.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.6	0.0	86.6	50.4	50.4	35.3	0.0	8.0	8.0	4.2	4.2	0.0
HCM2kAvg:	3	0	3	5	5	1	0	16	17	7	8	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Centinela Ave/Pico Blvd

Cycle (sec):	60	Critical Vol./Cap. (X):	0.815
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	17.0
Optimal Cycle:	54	Level Of Service:	B

Street Name:	Centinela Ave						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	90	360	130	100	800	150	40	1190	580	70	700	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	360	130	100	800	150	40	1190	580	70	700	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.94	0.94	0.94	0.89	0.89	0.89
PHF Volume:	105	419	151	116	932	175	42	1263	615	79	788	326
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	419	151	116	932	175	42	1263	615	79	788	326
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	105	419	151	116	932	175	42	1263	615	79	788	326
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.93	0.84	0.34	0.87	1.02	0.14	0.95	0.90	0.16	0.83	0.88
Lanes:	1.00	1.00	1.00	1.00	1.72	0.28	1.00	2.00	1.00	1.00	1.44	0.56
Final Sat.:	282	1773	1589	644	2835	532	267	3610	1704	296	2277	943
Capacity Analysis Module:												
Vol/Sat:	0.37	0.24	0.10	0.18	0.33	0.33	0.16	0.35	0.36	0.27	0.35	0.35
Crit Moves:	****								****			
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.81	0.52	0.21	0.40	0.72	0.72	0.35	0.79	0.81	0.60	0.78	0.78
Uniform Del:	14.1	11.6	9.8	10.8	13.2	13.2	11.0	14.3	14.6	12.7	14.2	14.2
IncremntDel:	31.4	0.6	0.1	0.9	1.7	1.7	1.8	2.7	6.8	7.6	2.9	2.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	45.5	12.2	9.9	11.7	14.9	14.9	12.8	17.0	21.4	20.3	17.1	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.5	12.2	9.9	11.7	14.9	14.9	12.8	17.0	21.4	20.3	17.1	17.1
HCM2kAvg:	13	6	2	4	10	11	4	12	13	8	11	11

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Centinela Ave/I-10 WB On Ramp

Cycle (sec):	60	Critical Vol./Cap. (X):	0.639
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	9.0
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Centinela Ave						I-10 WB On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 1	1 0		1 0 2	0 0		0 0 0	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	0	590	130	570	910	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	590	130	570	910	0	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.00	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	669	0	646	1032	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	669	0	646	1032	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	669	0	646	1032	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3610	0	1805	3610	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.36	0.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green/Cycle:	0.00	0.29	0.00	0.56	0.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.64	0.00	0.64	0.34	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Del:	0.0	18.6	0.0	9.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IncremntDel:	0.0	1.3	0.0	1.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	19.9	0.0	10.4	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.9	0.0	10.4	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HCM2kAvg:	0	7	0	9	2	0	0	0	0	0	0	0

ICU ANALYSIS

Project Title: **LA TNP**
Intersection: **59 Overland Ave & Culver Blvd**
Description: **Future**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	180	1,600	0.000	N-S(1):	0.472 *
	TH	2.00	670	3,200	0.209	N-S(2):	0.272
	LT	2.00	160	2,880	0.056 *	E-W(1):	0.419
Westbound	RT	0.00	150	0	0.000	E-W(2):	0.588 *
	TH	2.00	930	3,200	0.338 *		
	LT	1.00	100	1,600	0.063	V/C:	1.060
Northbound	RT	0.00	200	0	0.000	Lost Time:	0.100
	TH	2.00	1,130	3,200	0.416 *	ITS:	0.000
	LT	2.00	180	2,880	0.063		
Eastbound	RT	1.00	130	1,600	0.050	ICU:	1.160
	TH	2.00	1,140	3,200	0.356		
	LT	1.00	400	1,600	0.250 *	LOS:	F

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	320	1,600	0.113	N-S(1):	0.415
	TH	2.00	1,210	3,200	0.378 *	N-S(2):	0.430 *
	LT	2.00	150	2,880	0.052	E-W(1):	0.484
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.506 *
	TH	2.00	890	3,200	0.331 *		
	LT	1.00	210	1,600	0.131	V/C:	0.936
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	2.00	980	3,200	0.363	ITS:	0.000
	LT	2.00	150	2,880	0.052 *		
Eastbound	RT	1.00	170	1,600	0.080	ICU:	1.036
	TH	2.00	1,130	3,200	0.353		
	LT	1.00	280	1,600	0.175 *	LOS:	F

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **65 Duquesne Ave & Culver Blvd**
Description: **Future**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	150	1,600	0.063	N-S(1):	0.244 *
	TH	1.00	190	1,600	0.119	N-S(2):	0.232
	LT	1.00	40	1,600	0.025 *	E-W(1):	0.413 *
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.388
	TH	2.00	990	3,200	0.325		
	LT	1.00	120	1,600	0.075 *	V/C:	0.657
Northbound	RT	1.00	90	1,600	0.019	Lost Time:	0.100
	TH	1.00	350	1,600	0.219 *	ITS:	0.000
	LT	1.00	180	1,600	0.113		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.757
	TH	2.00	960	3,200	0.338 *		
	LT	1.00	100	1,600	0.063	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	280	1,600	0.144	N-S(1):	0.275
	TH	1.00	350	1,600	0.219 *	N-S(2):	0.282 *
	LT	1.00	160	1,600	0.100	E-W(1):	0.407 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.316
	TH	2.00	770	3,200	0.253		
	LT	1.00	60	1,600	0.038 *	V/C:	0.689
Northbound	RT	1.00	140	1,600	0.069	Lost Time:	0.100
	TH	1.00	280	1,600	0.175	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.789
	TH	2.00	1,030	3,200	0.369 *		
	LT	1.00	100	1,600	0.063	LOS:	C

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **73 National Blvd & Washington Blvd**
Description: **Future**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	180	0	0.000	N-S(1):	0.376 *
	TH	2.00	610	3,200	0.247	N-S(2):	0.337
	LT	2.00	180	2,880	0.063 *	E-W(1):	0.291
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.313 *
	TH	3.00	1,270	4,800	0.300 *		
	LT	1.00	100	1,600	0.063	V/C:	0.689
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	2.00	930	3,200	0.313 *	ITS:	0.000
	LT	2.00	260	2,880	0.090		
Eastbound	RT	1.00	200	1,600	0.080	ICU:	0.789
	TH	2.00	730	3,200	0.228		
	LT	1.00	20	1,600	0.013 *	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.303
	TH	2.00	1,080	3,200	0.375 *	N-S(2):	0.451 *
	LT	2.00	160	2,880	0.056	E-W(1):	0.478 *
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.240
	TH	3.00	840	4,800	0.202		
	LT	1.00	110	1,600	0.069 *	V/C:	0.929
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	2.00	690	3,200	0.247	ITS:	0.000
	LT	2.00	220	2,880	0.076 *		
Eastbound	RT	1.00	270	1,600	0.131	ICU:	1.029
	TH	2.00	1,310	3,200	0.409 *		
	LT	1.00	60	1,600	0.038	LOS:	F

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **77 La Cienega Blvd & Washington Blvd**
Description: **Future**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	50	0	0.000	N-S(1):	0.409 *
	TH	3.00	1,220	4,800	0.265 *	N-S(2):	0.409 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.226
Westbound	RT	1.00	490	1,600	0.275	E-W(2):	0.475 *
	TH	2.00	1,380	3,200	0.431 *		
	LT	1.00	20	1,600	0.013	V/C:	0.884
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	3.00	1,630	4,800	0.346	ITS:	0.000
	LT	1.00	230	1,600	0.144 *		
Eastbound	RT	1.00	130	1,600	0.009	ICU:	0.984
	TH	2.00	680	3,200	0.213		
	LT	1.00	70	1,600	0.044 *	LOS:	E

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	50	0	0.000	N-S(1):	0.453 *
	TH	3.00	1,480	4,800	0.319	N-S(2):	0.388
	LT	1.00	340	1,600	0.213 *	E-W(1):	0.472 *
Westbound	RT	1.00	160	1,600	0.000	E-W(2):	0.297
	TH	2.00	750	3,200	0.234		
	LT	1.00	70	1,600	0.044 *	V/C:	0.925
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	3.00	1,090	4,800	0.240 *	ITS:	0.000
	LT	1.00	110	1,600	0.069		
Eastbound	RT	1.00	110	1,600	0.034	ICU:	1.025
	TH	2.00	1,370	3,200	0.428 *		
	LT	1.00	100	1,600	0.063	LOS:	F

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **79 Higuera St & Washington Blvd**
Description: **Future**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	350	1,600	0.200	N-S(1):	0.306 *
	TH	1.00	140	1,600	0.088	N-S(2):	0.238
	LT	1.00	50	1,600	0.031 *	E-W(1):	0.382
Westbound	RT	1.00	160	1,600	0.084	E-W(2):	0.469 *
	TH	2.00	1,380	3,200	0.431 *		
	LT	1.00	110	1,600	0.069	V/C:	0.775
Northbound	RT	1.00	130	1,600	0.047	Lost Time:	0.100
	TH	1.00	440	1,600	0.275 *	ITS:	0.000
	LT	1.00	60	1,600	0.038		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.875
	TH	2.00	910	3,200	0.313		
	LT	1.00	60	1,600	0.038 *	LOS:	D

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	200	1,600	0.072	N-S(1):	0.212 *
	TH	1.00	280	1,600	0.175	N-S(2):	0.206
	LT	1.00	50	1,600	0.031 *	E-W(1):	0.509 *
Westbound	RT	1.00	190	1,600	0.103	E-W(2):	0.372
	TH	2.00	850	3,200	0.266		
	LT	1.00	120	1,600	0.075 *	V/C:	0.721
Northbound	RT	1.00	110	1,600	0.031	Lost Time:	0.100
	TH	1.00	290	1,600	0.181 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.821
	TH	2.00	1,300	3,200	0.434 *		
	LT	1.00	170	1,600	0.106	LOS:	D

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **80 Ince Blvd & Washington Blvd**
Description: **Future**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.579 *
	TH	0.22	140	353	0.397	N-S(2):	0.000
	LT	1.78	1,130	2,563	0.441 *	E-W(1):	0.031 *
Westbound	RT	2.00	1,370	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	1.00	50	1,600	0.031 *	V/C:	0.610
Northbound	RT	1.00	110	1,600	0.069	Lost Time:	0.100
	TH	1.00	220	1,600	0.138 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.710
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.598 *
	TH	0.12	90	196	0.459	N-S(2):	0.000
	LT	1.88	1,380	2,704	0.510 *	E-W(1):	0.113 *
Westbound	RT	2.00	1,130	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	1.00	160	1,600	0.100 *	V/C:	0.711
Northbound	RT	1.00	120	1,600	0.075	Lost Time:	0.100
	TH	1.00	140	1,600	0.088 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	10	0	0.000	ICU:	0.811
	TH	1.00	10	1,600	0.013 *		
	LT	0.00	0	0	0.000	LOS:	D

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **81 Ince Blvd & Culver Blvd**
Description: **Future**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006 *	N-S(1):	0.555 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	0.00	0	0	0.000	E-W(1):	0.290 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.078
	TH	2.00	230	3,200	0.072		
	LT	1.00	90	1,600	0.056 *	V/C:	0.845
Northbound	RT	1.00	60	1,600	0.009	Lost Time:	0.100
	TH	0.03	20	41	0.494	ITS:	0.000
	LT	1.97	1,560	2,844	0.549 *		
Eastbound	RT	2.00	1,120	3,200	0.000	ICU:	0.945
	TH	2.00	750	3,200	0.234 *		
	LT	1.00	10	1,600	0.006	LOS:	E

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.069 *	N-S(1):	0.475 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	0.00	0	0	0.000	E-W(1):	0.356 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.203
	TH	2.00	430	3,200	0.147		
	LT	1.00	90	1,600	0.056 *	V/C:	0.831
Northbound	RT	1.00	90	1,600	0.028	Lost Time:	0.100
	TH	0.05	30	82	0.366	ITS:	0.000
	LT	1.95	1,140	2,806	0.406 *		
Eastbound	RT	2.00	1,400	3,200	0.031	ICU:	0.931
	TH	2.00	960	3,200	0.300 *		
	LT	1.00	90	1,600	0.056	LOS:	E

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **83 Duquesne Ave & Washington Blvd**
Description: **Future**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.231
	TH	1.00	360	1,600	0.269 *	N-S(2):	0.357 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.275
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.363 *
	TH	2.00	1,020	3,200	0.338 *		
	LT	1.00	90	1,600	0.056	V/C:	0.720
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	1.00	270	1,600	0.206	ITS:	0.000
	LT	1.00	140	1,600	0.088 *		
Eastbound	RT	0.00	180	0	0.000	ICU:	0.820
	TH	2.00	520	3,200	0.219		
	LT	1.00	40	1,600	0.025 *	LOS:	D

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	50	0	0.000	N-S(1):	0.244
	TH	1.00	360	1,600	0.256 *	N-S(2):	0.325 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.419 *
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.287
	TH	2.00	690	3,200	0.256		
	LT	1.00	120	1,600	0.075 *	V/C:	0.744
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	1.00	270	1,600	0.194	ITS:	0.000
	LT	1.00	110	1,600	0.069 *		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.844
	TH	2.00	960	3,200	0.344 *		
	LT	1.00	50	1,600	0.031	LOS:	D

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **84 Sepulveda Blvd & Venice Blvd**
Description: **Future**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	180	1,600	0.084	N-S(1):	0.451 *
	TH	2.00	550	3,200	0.172	N-S(2):	0.341
	LT	1.00	100	1,600	0.063 *	E-W(1):	0.448 *
Westbound	RT	1.00	90	1,600	0.025	E-W(2):	0.381
	TH	3.00	1,560	4,800	0.325		
	LT	1.00	240	1,600	0.150 *	V/C:	0.899
Northbound	RT	1.00	300	1,600	0.113	Lost Time:	0.100
	TH	2.00	1,240	3,200	0.388 *	ITS:	0.000
	LT	1.00	270	1,600	0.169		
Eastbound	RT	1.00	380	1,600	0.153	ICU:	0.999
	TH	3.00	1,430	4,800	0.298 *		
	LT	1.00	90	1,600	0.056	LOS:	E

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	70	1,600	0.000	N-S(1):	0.500
	TH	2.00	1,060	3,200	0.331 *	N-S(2):	0.525 *
	LT	1.00	120	1,600	0.075	E-W(1):	0.384
Westbound	RT	1.00	130	1,600	0.044	E-W(2):	0.394 *
	TH	3.00	1,200	4,800	0.250 *		
	LT	1.00	220	1,600	0.138	V/C:	0.919
Northbound	RT	1.00	470	1,600	0.225	Lost Time:	0.100
	TH	2.00	1,360	3,200	0.425	ITS:	0.000
	LT	1.00	310	1,600	0.194 *		
Eastbound	RT	1.00	260	1,600	0.066	ICU:	1.019
	TH	3.00	1,180	4,800	0.246		
	LT	1.00	230	1,600	0.144 *	LOS:	F

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **85 Sepulveda Blvd & 405 NB On/Off-Ramps**
Description: **Future**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	500	1,600	0.313 *	N-S(1):	0.400
	TH	2.00	670	3,200	0.209	N-S(2):	0.563 *
	LT	0.00	0	0	0.000	E-W(1):	0.053
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.204 *
	TH	1.00	0	1,600	0.013 *		
	LT	0.00	10	1,600	0.006	V/C:	0.767
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	2.00	1,270	3,200	0.400	ITS:	0.000
	LT	1.00	400	1,600	0.250 *		
Eastbound	RT	0.15	40	233	0.047	ICU:	0.867
	TH	0.00	0	0	0.000		
	LT	1.85	510	2,671	0.191 *	LOS:	D

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.000	N-S(1):	0.356
	TH	2.00	1,250	3,200	0.394 *	N-S(2):	0.494 *
	LT	0.00	10	1,600	0.006	E-W(1):	0.281
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.380 *
	TH	1.00	10	1,600	0.019 *		
	LT	0.00	10	1,600	0.006	V/C:	0.874
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	2.00	1,110	3,200	0.350	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	0.21	110	338	0.275	ICU:	0.974
	TH	0.00	0	0	0.000		
	LT	1.79	930	2,575	0.361 *	LOS:	E

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **86 Sawtelle Blvd & 405 SB On/Off-Ramps**
Description: **Future**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	30	0	0.000	N-S(1):	0.832 *
	TH	2.00	200	1,600	0.513 *	N-S(2):	0.000
	LT	0.00	590	1,600	0.369	E-W(1):	0.231 *
Westbound	RT	1.00	310	1,600	0.000	E-W(2):	0.163
	TH	1.00	20	1,600	0.144		
	LT	0.00	210	1,600	0.131 *	V/C:	1.063
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	2.00	820	3,200	0.319 *	ITS:	0.000
	LT	0.00	20	1,600	0.013		
Eastbound	RT	0.00	30	0	0.000	ICU:	1.163
	TH	1.00	100	1,600	0.100 *		
	LT	0.00	30	1,600	0.019	LOS:	F

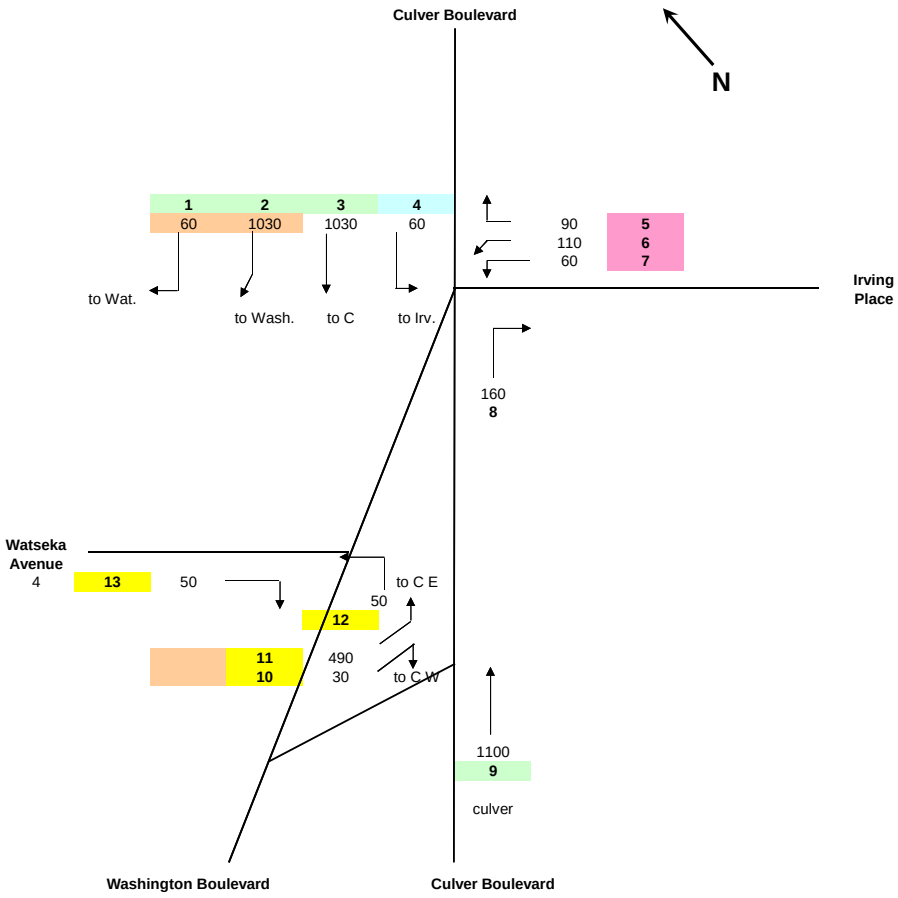
Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.650 *
	TH	2.00	610	3,200	0.356 *	N-S(2):	0.000
	LT	0.00	470	1,600	0.294	E-W(1):	0.269 *
Westbound	RT	1.00	300	1,600	0.000	E-W(2):	0.200
	TH	1.00	30	1,600	0.175		
	LT	0.00	250	1,600	0.156 *	V/C:	0.919
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	2.00	790	3,200	0.294 *	ITS:	0.000
	LT	0.00	30	1,600	0.019		
Eastbound	RT	0.00	30	0	0.000	ICU:	1.019
	TH	1.00	110	1,600	0.113 *		
	LT	0.00	40	1,600	0.025	LOS:	F

* - Denotes critical movement

HAND CALCULATION

Future Conditions A.M. Peak Hour



pair 1 Washington EBR Culver WBT	Max {	TH/RT 490 + 30 3200 Washington EBR	}	LT + {	1030 3200 Culver WBT	}

red: higher critical volu

= **0.484**

pair 2 Washington EBL Culver WBT to Wash.	Max {	50 1600 Washington EBL	}	+ {	60 + 1030 3200 Culver WBT to Wash.	}

= **0.372**

pair 3 Culver EB Culver WBL to Irv	Max {	1100 4800 EBT	+	60 1600 WBL	}	— {	1030 3200 Overlap Culver WBT	}

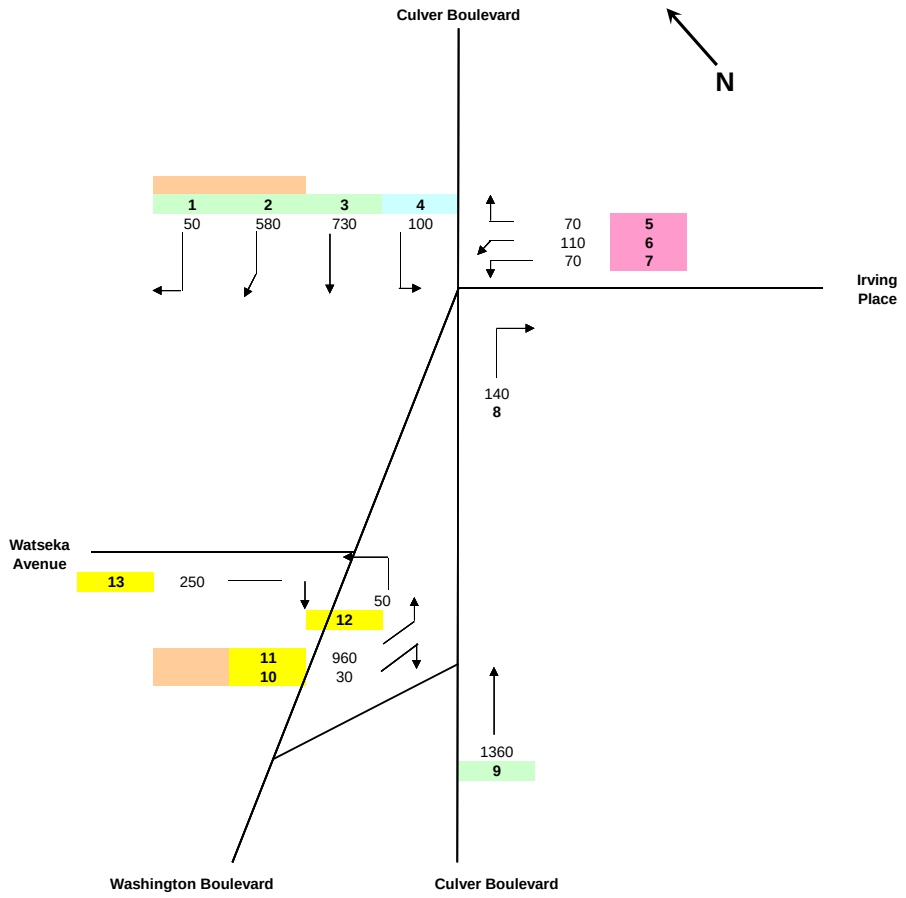
= **-0.055**

pair 4 Irving Pl	Max {	110 + 60 1600	or	90 1600	}	

= **0.106**

									Loss Time		
V/C =	**0.484**	**+**	**0.372**	**+**	**-0.055**	**+**	**0.106**	**+**	**0.100**	**=**	**1.007**
LOS =		**F**									

Future Conditions P.M. Peak Hour



pair 1 — Washington E / Culver WBT

Max { 960 + 30 / 3200 } + { 730 / 3200 }

Washington EBR — Culver WBT

= **0.538**

red: higher critical volu

pair 2 — ashington E / er WBT to Wash.

Max { 50 / 1600 } + { 50 + 580 / 3200 }

Washington EBL — Culver WBT to Wash.

= **0.228**

pair 3 — Culver EB / lver WBL to Irv

Max { 1360 / 4800 + 100 / 1600 } − { 730 / 3200 }

EBT — WBL — Overlap Culver WBT

= **0.118**

pair 4 — Irving Pl

Max { 110 + 70 / 1600 } or { 70 / 1600 }

= **0.113**

										Loss Time				
V/C =	**0.538**	**+**	**0.228**	**+**	**0.118**	**+**	**0.113**	**+**	**0.100**		**=**	**1.096**		
LOS =		**F**												

FUTURE PLUS PROJECT

CMA ANALYSIS:

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
5	North-South Street:	Centinela Ave (East)	East-West Street:	Olympic Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0		SB--	0	NB-- 0		SB--	0
		EB-- 3		WB--	0	EB-- 3		WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	950	1		**570**	560	1		**300**
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	190	0		570	40	0		300
	Left-Through-Right		0				0		
	Left-Right		1				1		
SOUTHBOUND	Left	10	0		10	20	0		20
	Left-Through		0				0		
	Through	10	0		**30**	40	0		**60**
	Through-Right		0				0		
	Right	10	0		0	0	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
EASTBOUND	Left	0	1		0	0	1		0
	Left-Through		0				0		
	Through	1280	3		**427**	1340	3		447
	Through-Right		0				0		
	Right	480	1		0	750	1		**450**
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	110	1		**110**	150	1		**150**
	Left-Through		0				0		
	Through	1340	2		450	1440	2		483
	Through-Right		1				1		
	Right	10	0		10	10	0		10
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	600			*North-South:*	360
				East-West:	537			*East-West:*	600
				SUM:	1137			*SUM:*	960
VOLUME/CAPACITY *(V/C)* RATIO:					0.798				0.674
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.698**				**0.574**
LEVEL OF SERVICE (LOS):					**B**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
7	North-South Street:	Centinela Ave	East-West Street:	I-10 WB On/Off-Ramps
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	450	1	**450**	460	1	**460**
	Left-Through		0			0	
	Through	610	1	610	230	1	230
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	450	1	**450**	930	1	**930**
	Through-Right		0			0	
	Right	100	1	0	150	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	630	1	**630**	410	1	**410**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	370	1	0	190	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	900		*North-South:*	1390
			East-West:	630		*East-West:*	410
			SUM:	1530		*SUM:*	1800
VOLUME/CAPACITY *(V/C)* RATIO:				1.074			1.263
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.974**			**1.163**
LEVEL OF SERVICE (LOS):				**E**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
9	North-South Street:	Centinela Ave	East-West Street:	Pico Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	190	1		190	90	1		**90**
	Left-Through		0				0		
	Through	540	1		**540**	330	1		330
	Through-Right		0				0		
	Right	90	1		75	130	1		85
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	40	1		**40**	100	1		100
	Left-Through		0				0		
	Through	540	1		375	900	1		**525**
	Through-Right		1				1		
	Right	210	0		210	150	0		150
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	210	1		**210**	60	1		60
	Left-Through		0				0		
	Through	1060	2		530	1140	2		**570**
	Through-Right		0				0		
	Right	450	1		355	590	1		545
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	30	1		30	90	1		**90**
	Left-Through		0				0		
	Through	690	1		**490**	730	1		530
	Through-Right		1				1		
	Right	290	0		290	330	0		330
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	580			*North-South:*	615
				East-West:	700			*East-West:*	660
				SUM:	1280			*SUM:*	1275
VOLUME/CAPACITY *(V/C)* RATIO:					0.853				0.850
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.753**				**0.750**
LEVEL OF SERVICE (LOS):					**C**				**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
10	North-South Street:	Centinela Ave	East-West Street:	I-10 EB On-Ramp
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	810	1		**465**	580	1		**395**
	Through-Right		1				1		
	Right	120	0		120	210	0		210
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	540	1		**540**	650	1		**650**
	Left-Through		0				0		
	Through	480	2		240	960	2		480
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	0	0		**0**	0	0		**0**
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	0		**0**	0	0		**0**
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	1005			*North-South:*	1045
				East-West:	0			*East-West:*	0
				SUM:	1005			*SUM:*	1045
VOLUME/CAPACITY *(V/C)* RATIO:					0.670				0.697
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.570**				**0.597**
LEVEL OF SERVICE (LOS):					**A**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
11	North-South Street:	Bundy Dr	East-West Street:	Wilshire Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	610	1		**610**	680	1		**680**
	Left-Through		0				0		
	Through	620	1		385	830	1		525
	Through-Right		1				1		
	Right	150	0		150	220	0		220
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	110	1		110	110	1		110
	Left-Through		0				0		
	Through	700	1		**405**	660	1		**370**
	Through-Right		1				1		
	Right	110	0		110	80	0		80
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	80	1		**80**	130	1		130
	Left-Through		0				0		
	Through	1010	2		373	1030	2		**383**
	Through-Right		1				1		
	Right	110	0		110	120	0		120
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	110	1		110	130	1		**130**
	Left-Through		0				0		
	Through	1200	2		**427**	1060	2		383
	Through-Right		1				1		
	Right	80	0		80	90	0		90
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	1015			*North-South:*	1050
				East-West:	507			*East-West:*	513
				SUM:	1522			*SUM:*	1563
VOLUME/CAPACITY *(V/C)* RATIO:					1.107				1.137
V/C LESS ATSAC/ATCS ADJUSTMENT:					**1.007**				**1.037**
LEVEL OF SERVICE (LOS):					**F**				**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 12

PROJECT TITLE: LATNP
North-South Street: Bundy Dr **East-West Street:** Santa Monica Blvd
Scenario: FUTURE PLUS PROJECT
Count Date: 5/15/2013 **Analyst:** Fehr & Peers **Date:** 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	150	1	150
	Left-Through		0			0	
	Through	1020	2	**510**	1260	2	**630**
	Through-Right		0			0	
	Right	80	1	80	100	1	100
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	410	1	**410**	250	1	**250**
	Left-Through		0			0	
	Through	1080	1	570	970	1	510
	Through-Right		1			1	
	Right	60	0	60	50	0	50
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	80	1	80
	Left-Through		0			0	
	Through	740	1	460	860	1	**525**
	Through-Right		1			1	
	Right	180	0	180	190	0	190
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1130	2	**490**	910	2	333
	Through-Right		1			1	
	Right	340	0	340	90	0	90
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	920		*North-South:*	880
			East-West:	530		*East-West:*	525
			SUM:	1450		*SUM:*	1405
VOLUME/CAPACITY *(V/C)* RATIO:				0.967			0.937
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.867**			**0.837**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 13

PROJECT TITLE: LATNP
North-South Street: Bundy Dr **East-West Street:** Ohio Ave
Scenario: FUTURE PLUS PROJECT
Count Date: 5/15/2013 **Analyst:** Fehr & Peers **Date:** 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	**90**	60	1	**60**
	Left-Through		0			0	
	Through	1030	2	360	1380	2	480
	Through-Right		1			1	
	Right	50	0	50	60	0	60
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1050	1	**635**	1010	1	**565**
	Through-Right		1			1	
	Right	220	0	220	120	0	120
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	170	1	170	120	1	120
	Left-Through		0			0	
	Through	120	0	**220**	250	0	**400**
	Through-Right		1			1	
	Right	100	0	0	150	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	**150**	40	1	**40**
	Left-Through		0			0	
	Through	130	0	140	120	0	140
	Through-Right		1			1	
	Right	10	0	0	20	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	725		*North-South:*	625
			East-West:	370		*East-West:*	440
			SUM:	1095		*SUM:*	1065
VOLUME/CAPACITY *(V/C)* RATIO:				0.730			0.710
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.630**			**0.610**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
14	North-South Street:	Bundy Dr	East-West Street:	Missouri Ave
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	0	0		0	0	0	
	Left-Through		0				0		
	Through	1310	1	**680**		1410	1	**740**	
	Through-Right		1				1		
	Right	50	0	50		70	0	70	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	100	1	**100**		120	1	**120**	
	Left-Through		0				0		
	Through	1190	2	595		1260	2	630	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	0	0	0		0	0	0	
	Left-Through		0				0		
	Through	0	0	**0**		0	0	**0**	
	Through-Right		0				0		
	Right	0	0	0		0	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	90	1	**90**		60	1	**60**	
	Left-Through		0				0		
	Through	0	0	0		0	0	0	
	Through-Right		0				0		
	Right	70	1	20		90	1	30	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	780			*North-South:*	860	
			East-West:	90			*East-West:*	60	
			SUM:	870			*SUM:*	920	
VOLUME/CAPACITY *(V/C)* RATIO:				0.580				0.613	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.480**				**0.513**	
LEVEL OF SERVICE (LOS):				**A**				**A**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
15	North-South Street:	Bundy Dr	East-West Street:	La Grange Ave
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	50	1	50		20	1	20	
	Left-Through		0				0		
	Through	1310	1	**690**		1400	1	**735**	
	Through-Right		1				1		
	Right	70	0	70		70	0	70	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	80	1	**80**		100	1	**100**	
	Left-Through		0				0		
	Through	1140	1	580		1230	1	620	
	Through-Right		1				1		
	Right	20	0	20		10	0	10	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	10	0	**10**		0	0	**0**	
	Left-Through		0				0		
	Through	10	0	30		10	0	30	
	Through-Right		0				0		
	Right	10	0	0		20	0	0	
	Left-Through-Right		1				1		
	Left-Right		0				0		
WESTBOUND	Left	90	0	90		130	0	130	
	Left-Through		0				0		
	Through	10	0	**150**		10	0	**250**	
	Through-Right		0				0		
	Right	50	0	0		110	0	0	
	Left-Through-Right		1				1		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	770			*North-South:*	835	
			East-West:	160			*East-West:*	250	
			SUM:	930			*SUM:*	1085	
VOLUME/CAPACITY *(V/C)* RATIO:				0.620				0.723	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.520**				**0.623**	
LEVEL OF SERVICE (LOS):				**A**				**B**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
16	North-South Street:	Bundy Dr	East-West Street:	Olympic Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--		0	NB-- 3	SB--	0
	EB-- 3	WB--		3	EB-- 3	WB--	3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	230	1	230	130	1	130
	Left-Through		0			0	
	Through	1030	2	**515**	1060	2	**530**
	Through-Right		0			0	
	Right	140	1	30	180	1	48
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	260	1	**260**	150	1	**150**
	Left-Through		0			0	
	Through	850	2	425	1010	2	505
	Through-Right		0			0	
	Right	160	1	60	130	1	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	1	**200**	200	1	**200**
	Left-Through		0			0	
	Through	1100	3	367	1250	3	417
	Through-Right		0			0	
	Right	100	1	0	340	1	210
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	200	2	110	240	2	132
	Left-Through		0			0	
	Through	1280	3	**427**	1390	3	**463**
	Through-Right		0			0	
	Right	320	1	60	300	1	150
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	775		*North-South:*	680
			East-West:	627		*East-West:*	663
			SUM:	1402		*SUM:*	1343
VOLUME/CAPACITY *(V/C)* RATIO:				1.020			0.977
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.920**			**0.877**
LEVEL OF SERVICE (LOS):				**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
17	North-South Street:	Bundy Dr	East-West Street:	Pico Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		3	NB-- 0	SB--		3
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	260	1	**260**		260	1	**260**	
	Left-Through		0				0		
	Through	1090	2	430		1150	2	460	
	Through-Right		1				1		
	Right	200	0	200		230	0	230	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	60	1	60		90	1	90	
	Left-Through		0				0		
	Through	1050	2	**525**		1530	2	**765**	
	Through-Right		0				0		
	Right	80	1	0		70	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	120	1	120		100	1	100	
	Left-Through		0				0		
	Through	910	1	**545**		950	1	**500**	
	Through-Right		1				1		
	Right	180	0	180		50	0	50	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	100	1	**100**		190	1	**190**	
	Left-Through		0				0		
	Through	930	1	495		730	1	400	
	Through-Right		1				1		
	Right	60	0	60		70	0	70	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	785			*North-South:*	1025	
			East-West:	645			*East-West:*	690	
			SUM:	1430			*SUM:*	1715	
VOLUME/CAPACITY *(V/C)* RATIO:				1.040				1.247	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.940**				**1.147**	
LEVEL OF SERVICE (LOS):				**E**				**F**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 18

PROJECT TITLE: LATNP
North-South Street: Bundy Dr
East-West Street: I-10 EB On-Ramp
Scenario: FUTURE PLUS PROJECT
Count Date: 5/15/2013
Analyst: Fehr & Peers **Date:** 6/24/2014

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB--	0	NB-- 2	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1100	1	**550**	900	1	**450**
	Through-Right		1			1	
	Right	390	1	390	260	1	260
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	590	1	**590**	890	1	**890**
	Left-Through		0			0	
	Through	1000	2	500	1420	2	710
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1140		*North-South:*	1340
			East-West:	0		*East-West:*	0
			SUM:	1140		*SUM:*	1340
VOLUME/CAPACITY *(V/C)* RATIO:				0.760			0.893
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.660**			**0.793**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
19	North-South Street:	Bundy Dr	East-West Street:	Ocean Park Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	3
		EB-- 3	WB--	0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	750	1	**750**	390	1	**390**
	Left-Through		0			0	
	Through	1320	1	800	850	1	535
	Through-Right		1			1	
	Right	280	0	280	220	0	220
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	70	1	70
	Left-Through		0			0	
	Through	680	2	**340**	1240	2	**620**
	Through-Right		0			0	
	Right	290	1	150	190	1	130
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	**140**	60	1	60
	Left-Through		0			0	
	Through	570	2	285	770	2	385
	Through-Right		0			0	
	Right	370	1	0	860	1	**470**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	80	190	1	**190**
	Left-Through		0			0	
	Through	610	1	**365**	490	1	280
	Through-Right		1			1	
	Right	120	0	120	70	0	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1090		*North-South:*	1010
			East-West:	505		*East-West:*	660
			SUM:	1595		*SUM:*	1670
VOLUME/CAPACITY *(V/C)* RATIO:				1.160			1.215
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.060**			**1.115**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
20	North-South Street:	Bundy Dr	East-West Street:	National Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2	SB--	0	NB-- 2	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1900	2	**950**	1260	2	**630**
	Through-Right		0			0	
	Right	420	1	420	260	1	260
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	290	2	**160**	640	2	**352**
	Left-Through		0			0	
	Through	870	2	435	1640	2	820
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	230	2	127	590	2	**325**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	500	1	**340**	220	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1110		*North-South:*	982
			East-West:	340		*East-West:*	325
			SUM:	1450		*SUM:*	1307
VOLUME/CAPACITY *(V/C)* RATIO:				1.018			0.917
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.918**			**0.817**
LEVEL OF SERVICE (LOS):				**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
21	North-South Street:	Barrington Ave	East-West Street:	Santa Monica Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	WB-- 0		NB-- 0	SB--	WB-- 0	
		EB-- 0				EB-- 0			
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					1000				900
	MOVEMENT	Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	140	1		140	140	1		**140**
	Left-Through		0				0		
	Through	510	1		**510**	470	1		470
	Through-Right		0				0		
	Right	130	1		90	160	1		100
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	260	1		**260**	120	1		120
	Left-Through		0				0		
	Through	540	0		550	530	0		**630**
	Through-Right		1				1		
	Right	10	0		0	100	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	120	1		**120**	80	1		80
	Left-Through		0				0		
	Through	1360	2		490	1120	2		**437**
	Through-Right		1				1		
	Right	110	0		110	190	0		190
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	80	1		80	120	1		**120**
	Left-Through		0				0		
	Through	1450	2		**523**	1160	2		457
	Through-Right		1				1		
	Right	120	0		120	210	0		210
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	770			*North-South:*	770
				East-West:	643			*East-West:*	557
				SUM:	1413			*SUM:*	1327
VOLUME/CAPACITY *(V/C)* RATIO:					1.413				1.474
V/C LESS ATSAC/ATCS ADJUSTMENT:					**1.313**				**1.374**
LEVEL OF SERVICE (LOS):					**F**				**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
22	North-South Street:	Barrington Ave	East-West Street:	Nebraska Ave
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	20	0	20		30	0	30	
	Left-Through		0				0		
	Through	740	0	**790**		670	0	**740**	
	Through-Right		0				0		
	Right	30	0	0		40	0	0	
	Left-Through-Right		1				1		
	Left-Right		0				0		
SOUTHBOUND	Left	40	0	**40**		70	0	**70**	
	Left-Through		0				0		
	Through	700	0	770		650	0	740	
	Through-Right		0				0		
	Right	30	0	0		20	0	0	
	Left-Through-Right		1				1		
	Left-Right		0				0		
EASTBOUND	Left	20	0	20		20	0	20	
	Left-Through		0				0		
	Through	90	0	**160**		230	0	**300**	
	Through-Right		0				0		
	Right	50	0	0		50	0	0	
	Left-Through-Right		1				1		
	Left-Right		0				0		
WESTBOUND	Left	50	0	**50**		30	0	**30**	
	Left-Through		0				0		
	Through	100	0	190		90	0	150	
	Through-Right		0				0		
	Right	40	0	0		30	0	0	
	Left-Through-Right		1				1		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	830			*North-South:*	810	
			East-West:	210			*East-West:*	330	
			SUM:	1040			*SUM:*	1140	
VOLUME/CAPACITY *(V/C)* RATIO:				0.693				0.760	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.593**				**0.660**	
LEVEL OF SERVICE (LOS):				**A**				**B**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
24	North-South Street:	Barrington Ave	East-West Street:	La Grange Ave
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	0	60	60	0	**60**
	Left-Through		0			0	
	Through	780	0	**880**	650	0	730
	Through-Right		0			0	
	Right	40	0	0	20	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	50	0	**50**	80	0	80
	Left-Through		0			0	
	Through	710	0	820	730	0	**840**
	Through-Right		0			0	
	Right	60	0	0	30	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	20	0	20	50	0	50
	Left-Through		0			0	
	Through	80	0	**210**	210	0	**400**
	Through-Right		0			0	
	Right	110	0	0	140	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	50	0	**50**	60	0	**60**
	Left-Through		0			0	
	Through	80	0	170	70	0	190
	Through-Right		0			0	
	Right	40	0	0	60	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	930		*North-South:*	900
			East-West:	260		*East-West:*	460
			SUM:	1190		*SUM:*	1360
VOLUME/CAPACITY *(V/C)* RATIO:				0.793			0.907
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.693**			**0.807**
LEVEL OF SERVICE (LOS):				**B**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
25	North-South Street:	Barrington Ave	East-West Street:	Mississippi Ave
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	90	1		90	50	1		**50**
	Left-Through		0				0		
	Through	840	0		**900**	670	0		750
	Through-Right		1				1		
	Right	60	0		0	80	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	30	1		**30**	30	1		30
	Left-Through		0				0		
	Through	800	0		830	890	0		**900**
	Through-Right		1				1		
	Right	30	0		0	10	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	20	0		20	40	0		40
	Left-Through		0				0		
	Through	100	0		**210**	260	0		**530**
	Through-Right		0				0		
	Right	90	0		0	230	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
WESTBOUND	Left	60	0		**60**	70	0		**70**
	Left-Through		0				0		
	Through	80	0		170	70	0		160
	Through-Right		0				0		
	Right	30	0		0	20	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	930			*North-South:*	950
				East-West:	270			*East-West:*	600
				SUM:	1200			*SUM:*	1550
VOLUME/CAPACITY *(V/C)* RATIO:					0.800				1.033
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.700**				**0.933**
LEVEL OF SERVICE (LOS):					**C**				**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
26	North-South Street:	Barrington Ave	East-West Street:	Olympic Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		3	EB-- 0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	590	1	590	240	1	**240**
	Left-Through		0			0	
	Through	810	1	**595**	490	1	305
	Through-Right		1			1	
	Right	380	0	380	120	0	120
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	290	1	**290**	190	1	190
	Left-Through		0			0	
	Through	530	2	265	950	2	**475**
	Through-Right		0			0	
	Right	80	1	65	60	1	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	1	30	70	1	70
	Left-Through		0			0	
	Through	1190	2	**440**	1140	2	**473**
	Through-Right		1			1	
	Right	130	0	130	280	0	280
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	**70**	210	1	**210**
	Left-Through		0			0	
	Through	1810	4	453	1510	4	378
	Through-Right		0			0	
	Right	200	1	0	190	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	885		*North-South:*	715
			East-West:	510		*East-West:*	683
			SUM:	1395		*SUM:*	1398
VOLUME/CAPACITY *(V/C)* RATIO:				0.979			0.981
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.879**			**0.881**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
27	North-South Street:	Barrington Ave	East-West Street:	Pico Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				1200			1100

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	160	50	1	**50**
	Left-Through		0			0	
	Through	1620	1	**830**	670	1	360
	Through-Right		1			1	
	Right	40	0	40	50	0	50
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	150	1	150
	Left-Through		0			0	
	Through	620	1	315	1530	1	**835**
	Through-Right		1			1	
	Right	10	0	10	140	0	140
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	1	**220**	90	1	90
	Left-Through		0			0	
	Through	820	1	440	980	1	**575**
	Through-Right		1			1	
	Right	60	0	60	170	0	170
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	1	30	90	1	**90**
	Left-Through		0			0	
	Through	810	1	**440**	690	1	365
	Through-Right		1			1	
	Right	70	0	70	40	0	40
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	910		*North-South:*	885
			East-West:	660		*East-West:*	665
			SUM:	1570		*SUM:*	1550
VOLUME/CAPACITY *(V/C)* RATIO:				1.308			1.409
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.208**			**1.309**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 28

PROJECT TITLE: LATNP
North-South Street: Barrington Ave **East-West Street:** Gateway Rd
Scenario: FUTURE PLUS PROJECT
Count Date: 5/15/2013 **Analyst:** Fehr & Peers **Date:** 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	1	200	100	1	**100**
	Left-Through		0			0	
	Through	1570	1	**875**	590	1	335
	Through-Right		1			1	
	Right	180	0	180	80	0	80
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	**40**	100	1	100
	Left-Through		0			0	
	Through	560	2	280	1480	2	**740**
	Through-Right		0			0	
	Right	140	1	20	220	1	130
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	240	1	240	180	1	180
	Left-Through		0			0	
	Through	750	1	**410**	490	1	**410**
	Through-Right		1			1	
	Right	70	0	70	330	0	330
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	**60**	210	1	**210**
	Left-Through		0			0	
	Through	310	1	165	540	1	280
	Through-Right		1			1	
	Right	20	0	20	20	0	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	915		*North-South:*	840
			East-West:	470		*East-West:*	620
			SUM:	1385		*SUM:*	1460
VOLUME/CAPACITY *(V/C)* RATIO:				0.923			0.973
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.823**			**0.873**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 29

PROJECT TITLE: LATNP
North-South Street: Gateway Blvd **East-West Street:** Pico Blvd
Scenario: FUTURE PLUS PROJECT
Count Date: 5/15/2013 **Analyst:** Fehr & Peers **Date:** 6/24/2014

		AM			PM		
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--		0	NB-- 3	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				1100			1000

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	860	2	**308**	520	2	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	830	1	**435**	1130	1	**585**
	Through-Right		1			1	
	Right	40	0	40	40	0	40
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	300	2	**165**	560	2	**308**
	Left-Through		0			0	
	Through	970	2	485	850	2	425
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	308		*North-South:*	0
			East-West:	600		*East-West:*	893
			SUM:	908		*SUM:*	893
VOLUME/CAPACITY *(V/C)* RATIO:				0.825			0.893
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.725**			**0.793**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
30	North-South Street:	Sawtelle Blvd	East-West Street:	Santa Monica Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	80	0	80		70	0	70	
	Left-Through		0				0		
	Through	240	0	**650**		200	0	**610**	
	Through-Right		0				0		
	Right	330	0	0		340	0	0	
	Left-Through-Right		1				1		
	Left-Right		0				0		
SOUTHBOUND	Left	60	0	**60**		50	0	**50**	
	Left-Through		0				0		
	Through	180	0	250		320	0	460	
	Through-Right		0				0		
	Right	10	0	0		90	0	0	
	Left-Through-Right		1				1		
	Left-Right		0				0		
EASTBOUND	Left	60	1	60		30	1	30	
	Left-Through		0				0		
	Through	1730	2	**587**		1630	2	**570**	
	Through-Right		1				1		
	Right	30	0	30		80	0	80	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	120	1	**120**		130	1	**130**	
	Left-Through		0				0		
	Through	1640	2	603		920	2	333	
	Through-Right		1				1		
	Right	170	0	170		80	0	80	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			North-South:	710			North-South:	660	
			East-West:	707			East-West:	700	
			SUM:	1417			SUM:	1360	
VOLUME/CAPACITY (V/C) RATIO:				0.994				0.954	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.894**				**0.854**	
LEVEL OF SERVICE (LOS):				**D**				**D**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
31	North-South Street:	Beloit Ave/I-405 SB Off-Ramp	East-West Street:	Santa Monica Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					1000				800
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	0	0		0	0	0		**0**
	Left-Through		0				0		
	Through	0	0		**0**	0	0		0
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	680	1		**374**	460	1		253
	Left-Through		1				1		
	Through	180	0		210	290	0		**290**
	Through-Right		1				1		
	Right	240	1		0	290	1		290
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	1550	3		517	1760	3		**513**
	Through-Right		1				1		
	Right	570	0		**570**	290	0		290
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	750	2		**413**	720	2		**396**
	Left-Through		0				0		
	Through	1700	3		567	870	3		290
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	374			*North-South:*	290
				East-West:	983			*East-West:*	909
				SUM:	1357			*SUM:*	1199
VOLUME/CAPACITY *(V/C)* RATIO:					1.357				1.499
V/C LESS ATSAC/ATCS ADJUSTMENT:					**1.257**				**1.399**
LEVEL OF SERVICE (LOS):					**F**				**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
32	North-South Street:	Sawtelle Blvd	East-West Street:	Olympic Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--		0	NB-- 3	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					1200				1000
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	450	1		450	280	1		280
	Left-Through		0				0		
	Through	510	1		**510**	330	1		**330**
	Through-Right		0				0		
	Right	440	1		290	290	1		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	300	1		**300**	450	1		**450**
	Left-Through		0				0		
	Through	270	1		160	480	1		265
	Through-Right		1				1		
	Right	50	0		50	50	0		50
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	30	1		**30**	20	1		20
	Left-Through		0				0		
	Through	1570	2		543	840	2		**300**
	Through-Right		1				1		
	Right	60	0		60	60	0		60
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	150	1		150	490	1		**490**
	Left-Through		0				0		
	Through	2080	3		**693**	2090	3		550
	Through-Right		0				1		
	Right	140	1		0	110	0		110
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	810			North-South:	780
				East-West:	723			East-West:	790
				SUM:	1533			SUM:	1570
VOLUME/CAPACITY (V/C) RATIO:					1.278				1.570
V/C LESS ATSAC/ATCS ADJUSTMENT:					1.178				1.470
LEVEL OF SERVICE (LOS):					F				F

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
33	North-South Street:	Sawtelle Blvd	East-West Street:	I-405 SB Off-Ramp
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0		SB--	0	NB-- 0		SB--	0
		EB-- 0		WB--	0	EB-- 0		WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	440	1		**440**	120	1		**120**
	Left-Through		0				0		
	Through	760	2		380	480	2		240
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	430	1		**230**	1000	1		**525**
	Through-Right		1				1		
	Right	30	0		30	50	0		50
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	50	1		**50**	170	1		170
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	120	1		0	540	1		**480**
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	240	1		240	400	1		**400**
	Left-Through		0				0		
	Through	230	0		**475**	130	0		220
	Through-Right		1				1		
	Right	720	1		0	310	1		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	670			*North-South:*	645
				East-West:	525			*East-West:*	880
				SUM:	1195			*SUM:*	1525
VOLUME/CAPACITY *(V/C)* RATIO:					0.839				1.070
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.739**				**0.970**
LEVEL OF SERVICE (LOS):					**C**				**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 34

PROJECT TITLE: LATNP
North-South Street: Sawtelle Blvd **East-West Street:** Pico Blvd
Scenario: FUTURE PLUS PROJECT
Count Date: 5/15/2013 **Analyst:** Fehr & Peers **Date:** 6/24/2014

		AM			PM		
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				1200			1100

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	210	1	210	70	1	**70**
	Left-Through		0			0	
	Through	930	1	**650**	440	1	320
	Through-Right		1			1	
	Right	370	0	370	200	0	200
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	1	**250**	330	1	330
	Left-Through		0			0	
	Through	460	2	230	1420	2	**710**
	Through-Right		0			0	
	Right	110	1	45	140	1	125
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	30	1	30
	Left-Through		0			0	
	Through	1610	2	**557**	1430	2	**553**
	Through-Right		1			1	
	Right	60	0	60	230	0	230
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	**90**	250	1	**250**
	Left-Through		0			0	
	Through	1090	2	400	1190	2	440
	Through-Right		1			1	
	Right	110	0	110	130	0	130
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	900		*North-South:*	780
			East-West:	647		*East-West:*	803
			SUM:	1547		*SUM:*	1583
VOLUME/CAPACITY *(V/C)* RATIO:				1.289			1.439
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.189**			**1.339**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
35	North-South Street:	Sawtelle Blvd	East-West Street:	National Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	150	80	1	80
	Left-Through		0			0	
	Through	890	1	**590**	510	1	**380**
	Through-Right		1			1	
	Right	290	0	290	250	0	250
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	450	2	**248**	920	2	**506**
	Left-Through		0			0	
	Through	320	1	185	800	1	445
	Through-Right		1			1	
	Right	50	0	50	90	0	90
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	30	1	30
	Left-Through		0			0	
	Through	1240	1	**650**	1320	1	**690**
	Through-Right		1			1	
	Right	60	0	60	60	0	60
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	230	1	**230**
	Left-Through		0			0	
	Through	770	1	730	590	1	465
	Through-Right		1			1	
	Right	690	0	690	340	0	340
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	838		*North-South:*	886
			East-West:	790		*East-West:*	920
			SUM:	1628		*SUM:*	1806
VOLUME/CAPACITY *(V/C)* RATIO:				1.184			1.313
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.084**			**1.213**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
36	North-South Street:	I-405 SB On-Ramp	East-West Street:	National Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1270	2	635	1290	2	645
	Through-Right		0			0	
	Right	740	1	**740**	1230	1	**1230**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	480	2	**264**	730	2	**402**
	Left-Through		0			0	
	Through	1600	2	800	1180	2	590
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	0		*North-South:*	0
			East-West:	1004		*East-West:*	1632
			SUM:	1004		*SUM:*	1632
VOLUME/CAPACITY *(V/C)* RATIO:				0.669			1.088
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.569**			**0.988**
LEVEL OF SERVICE (LOS):				**A**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
37	North-South Street:	Sawtelle Blvd	East-West Street:	Palms Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	130	1	130		50	1	50	
	Left-Through		0				0		
	Through	930	1	**575**		450	1	**325**	
	Through-Right		1				1		
	Right	220	0	220		200	0	200	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	120	1	**120**		370	1	**370**	
	Left-Through		0				0		
	Through	240	1	150		820	1	460	
	Through-Right		1				1		
	Right	60	0	60		100	0	100	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	150	1	150		80	1	80	
	Left-Through		0				0		
	Through	760	1	**420**		1110	1	**600**	
	Through-Right		1				1		
	Right	80	0	80		90	0	90	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	180	1	**180**		160	1	**160**	
	Left-Through		0				0		
	Through	790	2	395		890	2	445	
	Through-Right		0				0		
	Right	440	1	380		260	1	75	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	695			*North-South:*	695	
			East-West:	600			*East-West:*	760	
			SUM:	1295			*SUM:*	1455	
VOLUME/CAPACITY *(V/C)* RATIO:				0.863				0.970	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.763**				**0.870**	
LEVEL OF SERVICE (LOS):				**C**				**D**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
38	North-South Street:	Cotner Ave/I-405 NB On/Off-F	East-West Street:	Santa Monica Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					900				700
	MOVEMENT	Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	880	1		484	390	1		**300**
	Left-Through		1				1		
	Through	400	1		400	540	1		300
	Through-Right		1				1		
	Right	1000	1		**550**	570	1		300
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	0	0		**0**	0	0		0
	Left-Through		0				0		
	Through	0	0		0	0	0		**0**
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	500	2		**275**	730	2		**402**
	Left-Through		0				0		
	Through	1720	3		573	1520	3		507
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	1560	4		**390**	1230	4		308
	Through-Right		0				0		
	Right	290	1		290	330	1		**330**
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	550			*North-South:*	300
				East-West:	665			*East-West:*	732
				SUM:	1215			*SUM:*	1032
VOLUME/CAPACITY *(V/C)* RATIO:					1.350				1.474
V/C LESS ATSAC/ATCS ADJUSTMENT:					**1.250**				**1.374**
LEVEL OF SERVICE (LOS):					**F**				**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
39	North-South Street:	Sepulveda Blvd	East-West Street:	Santa Monica Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	3
		EB-- 3	WB--	3	EB-- 3	WB--	3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				1100			1000

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	210	1	210	260	1	**260**
	Left-Through		0			0	
	Through	840	2	**420**	790	2	395
	Through-Right		0			0	
	Right	380	1	330	170	1	40
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	180	1	180
	Left-Through		0			0	
	Through	460	2	230	930	2	**465**
	Through-Right		0			0	
	Right	140	1	0	260	1	110
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	1	200	150	1	150
	Left-Through		0			0	
	Through	2280	3	**760**	1730	3	**577**
	Through-Right		0			0	
	Right	240	1	30	240	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	1	**100**	260	1	**260**
	Left-Through		0			0	
	Through	1490	3	497	1710	3	570
	Through-Right		0			0	
	Right	170	1	30	140	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	560		*North-South:*	725
			East-West:	860		*East-West:*	837
			SUM:	1420		*SUM:*	1562
VOLUME/CAPACITY *(V/C)* RATIO:				1.291			1.562
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.191**			**1.462**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
40	North-South Street:	Sepulveda Blvd	East-West Street:	Olympic Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM		
	No. of Phases			0			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			1200			1000
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	90	1	**90**
	Left-Through		0			0	
	Through	1040	2	**520**	850	2	425
	Through-Right		0			0	
	Right	90	1	30	130	1	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	140	1	140
	Left-Through		0			0	
	Through	400	1	290	960	1	**560**
	Through-Right		1			1	
	Right	180	0	180	160	0	160
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	80	1	**80**
	Left-Through		0			0	
	Through	1990	2	683	1570	2	573
	Through-Right		1			1	
	Right	60	0	60	150	0	150
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	120	1	120
	Left-Through		0			0	
	Through	2550	2	**903**	2540	3	**688**
	Through-Right		1			1	
	Right	160	0	160	210	0	210
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	640		*North-South:*	650
			East-West:	983		*East-West:*	768
			SUM:	1623		*SUM:*	1418
	VOLUME/CAPACITY *(V/C)* RATIO:			1.353			1.418
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.253**			**1.318**
	LEVEL OF SERVICE (LOS):			**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
41	North-South Street:	Sepulveda Blvd	East-West Street:	Pico Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
	No. of Phases			0			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 / EB-- 3	SB-- / WB--	0 / 0	NB-- 0 / EB-- 3	SB-- / WB--	0 / 0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			1200			1100
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	270	1	270	190	1	**190**
	Left-Through		0			0	
	Through	1230	1	**710**	800	1	515
	Through-Right		1			1	
	Right	190	0	190	230	0	230
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	**40**	170	1	170
	Left-Through		0			0	
	Through	390	1	255	900	1	**565**
	Through-Right		1			1	
	Right	120	0	120	230	0	230
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	170	1	170
	Left-Through		0			0	
	Through	1140	3	380	1370	3	**457**
	Through-Right		0			0	
	Right	90	1	0	160	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	200	1	200	410	1	**410**
	Left-Through		0			0	
	Through	1350	2	**490**	1090	2	373
	Through-Right		1			1	
	Right	120	0	120	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	750		*North-South:*	755
			East-West:	670		*East-West:*	867
			SUM:	1420		*SUM:*	1622
	VOLUME/CAPACITY *(V/C)* RATIO:			1.183			1.475
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.083**			**1.375**
	LEVEL OF SERVICE (LOS):			**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
42	North-South Street:	Cotner Ave	East-West Street:	Pico Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	3
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	1	**10**	90	1	**90**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	40	1	0	210	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	580	1	**580**	250	1	**250**
	Left-Through		0			0	
	Through	1620	3	540	1720	3	573
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1270	2	**557**	1340	2	**540**
	Through-Right		1			1	
	Right	400	0	400	280	0	280
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	10		*North-South:*	90
			East-West:	1137		*East-West:*	790
			SUM:	1147		*SUM:*	880
VOLUME/CAPACITY *(V/C)* RATIO:				0.805			0.618
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.705**			**0.518**
LEVEL OF SERVICE (LOS):				**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
43	North-South Street:	Sepulveda Blvd	East-West Street:	Exposition Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	70	1		70	80	1		**80**
	Left-Through		0				0		
	Through	1740	1		**890**	1250	1		635
	Through-Right		1				1		
	Right	40	0		40	20	0		20
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	40	1		**40**	180	1		180
	Left-Through		0				0		
	Through	640	2		320	1700	2		**850**
	Through-Right		0				0		
	Right	40	1		40	50	1		50
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	10	0		**10**	20	0		20
	Left-Through		0				0		
	Through	60	0		90	140	0		**290**
	Through-Right		0				0		
	Right	20	0		0	130	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
WESTBOUND	Left	20	0		20	30	0		**30**
	Left-Through		0				0		
	Through	80	0		**310**	40	0		260
	Through-Right		0				0		
	Right	210	0		0	190	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*		930		*North-South:*		930
			East-West:		320		*East-West:*		320
			SUM:		1250		*SUM:*		1250
VOLUME/CAPACITY *(V/C)* RATIO:					0.877				0.877
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.777**				**0.777**
LEVEL OF SERVICE (LOS):					**C**				**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
44	North-South Street:	I-405 NB Off-Ramp	East-West Street:	National Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	660	0	**660**	340	0	**340**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	420	1	420	360	1	350
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**10**	0	0	**50**
	Through-Right		0			0	
	Right	10	0	0	50	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1270	2	635	1260	2	630
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1380	1	**695**	1540	1	**775**
	Through-Right		1			1	
	Right	10	0	10	10	0	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	670		*North-South:*	390
			East-West:	695		*East-West:*	775
			SUM:	1365		*SUM:*	1165
VOLUME/CAPACITY *(V/C)* RATIO:				0.910			0.777
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.810**			**0.677**
LEVEL OF SERVICE (LOS):				**D**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
45	North-South Street:	Sepulveda Blvd	East-West Street:	National Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	280	1	280	340	1	**340**
	Left-Through		0			0	
	Through	1400	2	**700**	1130	2	565
	Through-Right		0			0	
	Right	220	1	175	120	1	15
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	100	1	100
	Left-Through		0			0	
	Through	250	1	250	770	1	**505**
	Through-Right		1			1	
	Right	280	0	178	240	0	240
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	370	2	204	140	2	77
	Left-Through		0			0	
	Through	1100	1	**645**	1090	1	**725**
	Through-Right		1			1	
	Right	190	0	190	360	0	360
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	**90**	210	1	**210**
	Left-Through		0			0	
	Through	840	1	450	970	1	585
	Through-Right		1			1	
	Right	60	0	60	200	0	200
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	800		*North-South:*	845
			East-West:	735		*East-West:*	935
			SUM:	1535		*SUM:*	1780
VOLUME/CAPACITY *(V/C)* RATIO:				1.116			1.295
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.016**			**1.195**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 46

PROJECT TITLE: LATNP
North-South Street: Sepulveda Blvd **East-West Street:** Palms Blvd
Scenario: FUTURE PLUS PROJECT
Count Date: 5/15/2013 **Analyst:** Fehr & Peers **Date:** 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	220	1	220	130	1	130
	Left-Through		0			0	
	Through	1500	1	**845**	1120	1	**710**
	Through-Right		1			1	
	Right	190	0	190	300	0	300
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	**60**	120	1	**120**
	Left-Through		0			0	
	Through	340	1	190	1070	1	620
	Through-Right		1			1	
	Right	40	0	40	170	0	170
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	110	1	110
	Left-Through		0			0	
	Through	900	1	**490**	1360	1	**785**
	Through-Right		1			1	
	Right	80	0	80	210	0	210
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	120	1	**120**
	Left-Through		0			0	
	Through	960	2	480	960	2	480
	Through-Right		0			0	
	Right	160	1	130	140	1	80
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	905		*North-South:*	830
			East-West:	630		*East-West:*	905
			SUM:	1535		*SUM:*	1735
VOLUME/CAPACITY *(V/C)* RATIO:				1.023			1.157
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.923**			**1.057**
LEVEL OF SERVICE (LOS):				**E**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
47	North-South Street:	Military Ave	East-West Street:	National Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	0	100	30	0	**30**
	Left-Through		0			0	
	Through	140	0	**350**	60	0	130
	Through-Right		0			0	
	Right	110	0	0	40	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	40	0	**40**	170	0	170
	Left-Through		0			0	
	Through	40	0	160	260	0	**630**
	Through-Right		0			0	
	Right	80	0	0	200	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	60	1	60
	Left-Through		0			0	
	Through	1100	1	560	1050	1	**545**
	Through-Right		1			1	
	Right	20	0	20	40	0	40
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	160	1	**160**
	Left-Through		0			0	
	Through	810	1	**455**	1080	1	575
	Through-Right		1			1	
	Right	100	0	100	70	0	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	390		*North-South:*	660
			East-West:	635		*East-West:*	705
			SUM:	1025		*SUM:*	1365
	VOLUME/CAPACITY *(V/C)* RATIO:			0.683			0.910
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.583**			**0.810**
	LEVEL OF SERVICE (LOS):			**A**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
48	North-South Street:	Westwood Blvd	East-West Street:	Olympic Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	70	1	**70**
	Left-Through		0			0	
	Through	1030	1	**565**	950	1	525
	Through-Right		1			1	
	Right	100	0	100	100	0	100
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	**110**	160	1	160
	Left-Through		0			0	
	Through	520	1	350	1290	1	**740**
	Through-Right		1			1	
	Right	180	0	180	190	0	190
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	1	30	120	1	**120**
	Left-Through		0			0	
	Through	2100	2	**720**	1590	2	550
	Through-Right		1			1	
	Right	60	0	60	60	0	60
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	**80**	80	1	80
	Left-Through		0			0	
	Through	2350	3	638	2320	3	**610**
	Through-Right		1			1	
	Right	200	0	200	120	0	120
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	675		*North-South:*	810
			East-West:	800		*East-West:*	730
			SUM:	1475		*SUM:*	1540
VOLUME/CAPACITY *(V/C)* RATIO:				1.073			1.120
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.973**			**1.020**
LEVEL OF SERVICE (LOS):				**E**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
49	North-South Street:	Westwood Blvd	East-West Street:	Pico Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--		0	NB-- 3	SB--		0
		EB-- 3	WB--		3	EB-- 3	WB--		3
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	140	1	140		130	1	**130**	
	Left-Through		0				0		
	Through	1040	2	**520**		680	2	340	
	Through-Right		0				0		
	Right	140	1	80		130	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	90	1	**90**		50	1	50	
	Left-Through		0				0		
	Through	420	1	280		1140	1	**635**	
	Through-Right		1				1		
	Right	140	0	140		130	0	130	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	180	1	**180**		140	1	140	
	Left-Through		0				0		
	Through	1300	3	433		1230	3	**410**	
	Through-Right		0				0		
	Right	40	1	0		190	1	60	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	60	1	60		230	1	**230**	
	Left-Through		0				0		
	Through	1360	3	**453**		1120	3	373	
	Through-Right		0				0		
	Right	280	1	190		270	1	220	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			North-South:	610			North-South:	765	
			East-West:	633			East-West:	640	
			SUM:	1243			SUM:	1405	
VOLUME/CAPACITY (V/C) RATIO:				0.904				1.022	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.804**				**0.922**	
LEVEL OF SERVICE (LOS):				**D**				**E**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
51	North-South Street:	Westwood Blvd	East-West Street:	National Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	210	1	**210**	120	1	**120**
	Left-Through		0			0	
	Through	460	1	245	230	1	125
	Through-Right		1			1	
	Right	30	0	30	20	0	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	200	1	200	370	1	370
	Left-Through		0			0	
	Through	240	1	**240**	720	1	**720**
	Through-Right		0			0	
	Right	170	1	40	430	1	345
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	260	1	**260**	170	1	**170**
	Left-Through		0			0	
	Through	770	1	465	660	1	485
	Through-Right		1			1	
	Right	160	0	160	310	0	310
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	1	30	50	1	50
	Left-Through		0			0	
	Through	510	1	**500**	630	1	**460**
	Through-Right		1			1	
	Right	490	0	490	290	0	290
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	450		*North-South:*	840
			East-West:	760		*East-West:*	630
			SUM:	1210		*SUM:*	1470
VOLUME/CAPACITY *(V/C)* RATIO:				0.807			0.980
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.707**			**0.880**
LEVEL OF SERVICE (LOS):				**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
52	North-South Street:	Overland Ave	East-West Street:	Pico Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 3	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	280	2	154	300	2	165
	Left-Through		0			0	
	Through	590	1	**590**	540	1	**540**
	Through-Right		0			0	
	Right	1040	2	280	620	2	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	**40**	50	1	**50**
	Left-Through		0			0	
	Through	400	1	220	620	1	335
	Through-Right		1			1	
	Right	40	0	40	50	0	50
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	**60**	60	1	60
	Left-Through		0			0	
	Through	1240	2	453	1110	2	**443**
	Through-Right		1			1	
	Right	120	0	120	220	0	220
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	530	2	292	920	2	**506**
	Left-Through		0			0	
	Through	1350	1	**690**	1200	2	413
	Through-Right		1			1	
	Right	30	0	30	40	0	40
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	630		*North-South:*	590
			East-West:	750		*East-West:*	949
			SUM:	1380		*SUM:*	1539
VOLUME/CAPACITY *(V/C)* RATIO:				1.004			1.119
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.904**			**1.019**
LEVEL OF SERVICE (LOS):				**E**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
53	North-South Street:	Overland Ave	East-West Street:	National Blvd/I-10 WB On/Off-Ramps
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB--		0	NB-- 2	SB--	0
	EB-- 0	WB--		3	EB-- 0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1880	3	**627**	1060	3	353
	Through-Right		0			0	
	Right	620	1	620	460	1	460
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	370	2	**204**	550	2	303
	Left-Through		0			0	
	Through	710	1	530	1230	1	**770**
	Through-Right		1			1	
	Right	350	0	350	310	0	310
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	360	1	245	270	1	190
	Left-Through		1			1	
	Through	130	0	245	110	0	190
	Through-Right		0			0	
	Right	480	1	**480**	690	1	**690**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	0	60	190	0	190
	Left-Through		1			1	
	Through	650	1	**445**	630	1	**630**
	Through-Right		0			0	
	Right	210	1	6	570	1	267
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	831		*North-South:*	770
			East-West:	925		*East-West:*	1320
			SUM:	1756		*SUM:*	2090
VOLUME/CAPACITY *(V/C)* RATIO:				1.277			1.520
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.177**			**1.420**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 54

PROJECT TITLE: LATNP
North-South Street: Overland Ave
East-West Street: I-10 EB On-Ramp
Scenario: FUTURE PLUS PROJECT
Count Date: 5/15/2013
Analyst: Fehr & Peers **Date:** 6/24/2014

		AM			PM		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2530	3	**738**	1550	3	**488**
	Through-Right		1			1	
	Right	420	0	420	400	0	400
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	720	2	**396**	830	2	**457**
	Left-Through		0			0	
	Through	520	2	260	1310	2	655
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	1134		*North-South:*	945
			East-West:	0		*East-West:*	0
			SUM:	1134		*SUM:*	945
	VOLUME/CAPACITY *(V/C)* RATIO:			0.756			0.630
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.656**			**0.530**
	LEVEL OF SERVICE (LOS):			**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
55	North-South Street:	Overland Ave	East-West Street:	National Pl
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0		SB--		0	NB-- 0		SB--	0
	EB-- 0		WB--		2	EB-- 0		WB--	2
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	280	1	280	120	1	**120**
	Left-Through		0			0	
	Through	1790	3	**597**	1280	3	427
	Through-Right		0			0	
	Right	20	1	0	30	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	**50**	150	1	150
	Left-Through		0			0	
	Through	470	1	250	1100	1	**565**
	Through-Right		1			1	
	Right	30	0	30	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	**100**	180	1	180
	Left-Through		0			0	
	Through	230	1	230	560	1	**490**
	Through-Right		1			1	
	Right	240	0	100	420	0	420
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	200	1	**200**
	Left-Through		0			0	
	Through	510	1	510	220	1	220
	Through-Right		0			0	
	Right	1090	2	**600**	490	2	270
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	647		*North-South:*	685
			East-West:	700		*East-West:*	690
			SUM:	1347		*SUM:*	1375
VOLUME/CAPACITY *(V/C)* RATIO:				0.980			1.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.880**			**0.900**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
56	North-South Street:	I-10 WB Off-Ramp	East-West Street:	National Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 / EB-- 0	SB-- / WB--	0 / 0	NB-- 0 / EB-- 0	SB-- / WB--	0 / 0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	400	1	400	380	1	380
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	790	1	**790**	460	1	**460**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	330	2	165	740	2	**370**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	870	2	**435**	450	2	225
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	790		*North-South:*	460
			East-West:	435		*East-West:*	370
			SUM:	1225		*SUM:*	830
	VOLUME/CAPACITY *(V/C)* RATIO:			0.817			0.553
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.717**			**0.453**
	LEVEL OF SERVICE (LOS):			**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
57	North-South Street:	Overland Ave	East-West Street:	Palms Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	180	160	1	**160**
	Left-Through		0			0	
	Through	1530	2	**765**	1280	2	640
	Through-Right		0			0	
	Right	120	1	65	110	1	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	160	1	160
	Left-Through		0			0	
	Through	700	1	385	1480	1	**795**
	Through-Right		1			1	
	Right	70	0	70	110	0	110
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	140	1	140
	Left-Through		0			0	
	Through	850	1	485	1220	1	**690**
	Through-Right		1			1	
	Right	120	0	120	160	0	160
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	80	1	**80**
	Left-Through		0			0	
	Through	860	1	**530**	810	1	470
	Through-Right		1			1	
	Right	200	0	200	130	0	130
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	835		*North-South:*	955
			East-West:	710		*East-West:*	770
			SUM:	1545		*SUM:*	1725
VOLUME/CAPACITY *(V/C)* RATIO:				1.084			1.211
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.984**			**1.111**
LEVEL OF SERVICE (LOS):				**E**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
58	North-South Street:	Overland Ave	East-West Street:	Venice Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--		3	NB-- 3	SB--		3
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	110	1	110		170	1	**170**	
	Left-Through		0				0		
	Through	1120	2	**560**		1090	2	545	
	Through-Right		0				0		
	Right	130	1	0		170	1	43	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	170	1	**170**		190	1	190	
	Left-Through		0				0		
	Through	740	2	370		1260	2	**630**	
	Through-Right		0				0		
	Right	140	1	0		200	1	51	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	280	2	154		270	2	**149**	
	Left-Through		0				0		
	Through	1300	3	**433**		1320	3	440	
	Through-Right		0				0		
	Right	210	1	155		180	1	95	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	320	2	**176**		230	2	127	
	Left-Through		0				0		
	Through	1350	3	450		1310	3	**437**	
	Through-Right		0				0		
	Right	230	1	145		160	1	65	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	730			*North-South:*	800	
			East-West:	609			*East-West:*	586	
			SUM:	1339			*SUM:*	1386	
VOLUME/CAPACITY *(V/C)* RATIO:				0.974				1.008	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.874**				**0.908**	
LEVEL OF SERVICE (LOS):				**D**				**E**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
60	North-South Street:	Motor Ave	East-West Street:	National Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	170	1	**170**
	Left-Through		0			0	
	Through	540	0	**570**	390	0	420
	Through-Right		1			1	
	Right	30	0	0	30	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	**40**	50	1	50
	Left-Through		0			0	
	Through	290	1	290	520	1	**520**
	Through-Right		0			0	
	Right	170	1	170	160	1	160
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	110	0	110
	Left-Through		1			1	
	Through	550	0	**385**	720	0	**530**
	Through-Right		1			1	
	Right	220	0	385	230	0	530
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	0	**20**	40	0	**40**
	Left-Through		1			1	
	Through	580	0	330	180	0	200
	Through-Right		1			1	
	Right	0	0	330	60	0	200
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	610		*North-South:*	690
			East-West:	405		*East-West:*	570
			SUM:	1015		*SUM:*	1260
VOLUME/CAPACITY *(V/C)* RATIO:				0.712			0.884
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.612**			**0.784**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
61	North-South Street:	Motor Ave	East-West Street:	Palms Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	270	1	**270**	150	1	**150**
	Left-Through		0			0	
	Through	440	1	440	510	1	510
	Through-Right		0			0	
	Right	140	1	110	110	1	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	100	1	100
	Left-Through		0			0	
	Through	390	1	**390**	590	1	**590**
	Through-Right		0			0	
	Right	100	1	60	140	1	115
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	50	1	50
	Left-Through		0			0	
	Through	920	1	**505**	1230	1	**690**
	Through-Right		1			1	
	Right	90	0	90	150	0	150
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	**60**	80	1	**80**
	Left-Through		0			0	
	Through	830	1	425	800	1	425
	Through-Right		1			1	
	Right	20	0	20	50	0	50
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	660		*North-South:*	740
			East-West:	565		*East-West:*	770
			SUM:	1225		*SUM:*	1510
VOLUME/CAPACITY *(V/C)* RATIO:				0.860			1.060
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.760**			**0.960**
LEVEL OF SERVICE (LOS):				**C**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
62	North-South Street:	Motor Ave	East-West Street:	Venice Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	110	1		110	70	1		70
	Left-Through		0				0		
	Through	370	1		**370**	440	1		**440**
	Through-Right		0				0		
	Right	50	1		0	100	1		70
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	120	1		**120**	190	1		**190**
	Left-Through		0				0		
	Through	350	1		350	530	1		530
	Through-Right		0				0		
	Right	170	1		100	200	1		125
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	140	1		140	150	1		**150**
	Left-Through		0				0		
	Through	1430	3		**477**	1500	3		500
	Through-Right		0				0		
	Right	60	1		5	60	1		25
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	210	1		**210**	60	1		60
	Left-Through		0				0		
	Through	1560	2		547	1380	2		**497**
	Through-Right		1				1		
	Right	80	0		80	110	0		110
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	490			North-South:	630
				East-West:	687			East-West:	647
				SUM:	1177			SUM:	1277
VOLUME/CAPACITY *(V/C)* RATIO:					0.785				0.851
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.685**				**0.751**
LEVEL OF SERVICE (LOS):					**B**				**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
63	North-South Street:	National Blvd/Exposition Blvd	East-West Street:	Palms Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	**130**	60	1	**60**
	Left-Through		0			0	
	Through	210	1	210	280	1	280
	Through-Right		0			0	
	Right	130	1	75	120	1	5
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	130	250	1	250
	Left-Through		0			0	
	Through	270	1	**270**	530	1	**530**
	Through-Right		0			0	
	Right	130	1	115	60	1	15
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	1	30	90	1	90
	Left-Through		0			0	
	Through	1200	2	**600**	1110	2	**555**
	Through-Right		0			0	
	Right	90	1	25	260	1	230
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	230	1	**230**
	Left-Through		0			0	
	Through	790	1	480	970	1	550
	Through-Right		1			1	
	Right	170	0	170	130	0	130
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	400		*North-South:*	590
			East-West:	710		*East-West:*	785
			SUM:	1110		*SUM:*	1375
	VOLUME/CAPACITY *(V/C)* RATIO:			0.740			0.917
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.640**			**0.817**
	LEVEL OF SERVICE (LOS):			**B**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
64	North-South Street:	Hughes Ave	East-West Street:	Venice Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	0	**100**	130	0	130
	Left-Through		0			0	
	Through	140	0	320	240	0	**470**
	Through-Right		0			0	
	Right	80	0	0	100	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	20	0	20	40	0	**40**
	Left-Through		0			0	
	Through	180	0	**250**	160	0	260
	Through-Right		0			0	
	Right	50	0	0	60	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	80	1	80
	Left-Through		0			0	
	Through	1330	2	**483**	1520	2	**553**
	Through-Right		1			1	
	Right	120	0	120	140	0	140
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	**240**	110	1	**110**
	Left-Through		0			0	
	Through	1620	2	553	1320	2	443
	Through-Right		1			1	
	Right	40	0	40	10	0	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	350		*North-South:*	510
			East-West:	723		*East-West:*	663
			SUM:	1073		*SUM:*	1173
VOLUME/CAPACITY *(V/C)* RATIO:				0.715			0.782
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.615**			**0.682**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
66	North-South Street:	Manning Ave/I-10 EB Off-Ram	East-West Street:	National Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2	SB--	0	NB-- 2	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	400	1	**400**
	Left-Through		0			0	
	Through	210	0	**240**	270	0	360
	Through-Right		1			1	
	Right	30	0	0	90	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	**110**	140	1	**140**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	40	1	0	140	1	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	360	1	**360**	210	1	**210**
	Left-Through		0			0	
	Through	1070	2	535	1300	2	650
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	890	1	**660**	760	1	**490**
	Through-Right		1			1	
	Right	430	0	430	220	0	220
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	350		*North-South:*	540
			East-West:	1020		*East-West:*	700
			SUM:	1370		*SUM:*	1240
VOLUME/CAPACITY *(V/C)* RATIO:				0.996			0.902
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.896**			**0.802**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
67	North-South Street:	Castle Heights Ave	East-West Street:	National Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	0	60	70	0	70
	Left-Through		0			0	
	Through	210	0	**320**	60	0	**160**
	Through-Right		0			0	
	Right	50	0	0	30	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	230	1	**230**
	Left-Through		0			0	
	Through	100	1	100	120	1	120
	Through-Right		0			0	
	Right	190	1	110	240	1	105
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	1	**160**	270	1	270
	Left-Through		0			0	
	Through	910	1	910	1100	1	**1100**
	Through-Right		0			0	
	Right	50	1	50	60	1	60
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	1	20	20	1	**20**
	Left-Through		0			0	
	Through	1030	0	**1230**	540	0	640
	Through-Right		1			1	
	Right	200	0	0	100	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	480		*North-South:*	390
			East-West:	1390		*East-West:*	1120
			SUM:	1870		*SUM:*	1510
VOLUME/CAPACITY *(V/C)* RATIO:				1.247			1.007
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.147**			**0.907**
LEVEL OF SERVICE (LOS):				**F**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
68	North-South Street:	Culver Blvd	East-West Street:	Venice Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 / EB-- 0	SB-- / WB--	SB-- 0 / WB-- 0	NB-- 3 / EB-- 0	SB-- / WB--	SB-- 0 / WB-- 0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				1100			1100
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	60	1	60
	Left-Through		0			0	
	Through	60	1	60	70	1	70
	Through-Right		0			0	
	Right	520	2	27	770	2	**193**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**115**	240	1	**180**
	Left-Through		0			0	
	Through	50	0	115	70	0	180
	Through-Right		0			0	
	Right	40	0	0	50	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	20	1	20	20	1	20
	Left-Through		0			0	
	Through	1260	2	**433**	1330	2	**463**
	Through-Right		1			1	
	Right	40	0	40	60	0	60
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	470	2	**259**	420	2	**231**
	Left-Through		0			0	
	Through	1640	2	583	1200	2	453
	Through-Right		1			1	
	Right	110	0	110	160	0	160
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	185		*North-South:*	373
			East-West:	692		*East-West:*	694
			SUM:	877		*SUM:*	1067
VOLUME/CAPACITY *(V/C)* RATIO:				0.797			0.970
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.697**			**0.870**
LEVEL OF SERVICE (LOS):				**B**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
69	North-South Street:	Robertson Blvd	East-West Street:	Venice Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB--	0	NB-- 3	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				1100			1100
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	80	1	80
	Left-Through		0			0	
	Through	420	2	**210**	290	2	**145**
	Through-Right		0			0	
	Right	10	1	0	60	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	400	1	223	440	1	273
	Left-Through		1			1	
	Through	270	1	223	380	1	273
	Through-Right		0			0	
	Right	800	1	**729**	650	1	**568**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	260	2	143	300	2	165
	Left-Through		0			0	
	Through	1550	2	**533**	1900	2	**670**
	Through-Right		1			1	
	Right	50	0	50	110	0	110
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	80	1	**80**
	Left-Through		0			0	
	Through	1290	2	490	990	2	357
	Through-Right		1			1	
	Right	180	0	180	80	0	80
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	939		*North-South:*	713
			East-West:	703		*East-West:*	750
			SUM:	1642		*SUM:*	1463
VOLUME/CAPACITY *(V/C)* RATIO:				1.493			1.330
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.393**			**1.230**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
70	North-South Street:	Robertson Blvd	East-West Street:	National Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
	No. of Phases			0			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			1100			1100
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	50	1	50
	Left-Through		0			0	
	Through	440	1	230	420	1	**240**
	Through-Right		1			1	
	Right	20	0	20	60	0	60
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	520	2	286	670	2	**369**
	Left-Through		0			0	
	Through	720	1	**465**	790	1	515
	Through-Right		1			1	
	Right	210	0	210	240	0	240
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	240	1	**240**	190	1	190
	Left-Through		0			0	
	Through	540	1	340	1120	1	**570**
	Through-Right		1			1	
	Right	140	0	140	20	0	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	230	1	230	150	1	**150**
	Left-Through		0			0	
	Through	760	1	**760**	340	1	340
	Through-Right		0			0	
	Right	660	1	374	530	1	161
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	535		*North-South:*	609
			East-West:	1000		*East-West:*	720
			SUM:	1535		*SUM:*	1329
	VOLUME/CAPACITY *(V/C)* RATIO:			1.395			1.208
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.295**			**1.108**
	LEVEL OF SERVICE (LOS):			**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
71	North-South Street:	National Blvd	East-West Street:	I-10 EB On-Ramp
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					1100				1100
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	20	1		20	80	1		**80**
	Left-Through		0				0		
	Through	1280	2		**640**	880	2		440
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	0	0		**0**	0	0		0
	Left-Through		0				0		
	Through	720	2		360	1240	2		620
	Through-Right		0				0		
	Right	480	1		480	640	1		**640**
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	0	0		**0**	0	0		**0**
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	0		**0**	0	0		**0**
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	640			*North-South:*	720
				East-West:	0			*East-West:*	0
				SUM:	640			*SUM:*	720
VOLUME/CAPACITY *(V/C)* RATIO:					0.582				0.655
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.482**				**0.555**
LEVEL OF SERVICE (LOS):					**A**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
72	North-South Street:	National Blvd	East-West Street:	Venice Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
	No. of Phases				0				0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
	ATSAC-1 or ATSAC+ATCS-2?				2				2
	Override Capacity				1100				1100
	MOVEMENT	Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	210	1		210	50	1		50
	Left-Through		0				0		
	Through	860	1		**465**	670	1		**380**
	Through-Right		1				1		
	Right	70	0		70	90	0		90
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	150	1		**150**	290	1		**290**
	Left-Through		0				0		
	Through	650	1		400	1030	1		550
	Through-Right		1				1		
	Right	150	0		150	70	0		70
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	110	1		110	170	1		170
	Left-Through		0				0		
	Through	1310	2		**507**	1620	2		**613**
	Through-Right		1				1		
	Right	210	0		210	220	0		220
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	130	1		**130**	100	1		**100**
	Left-Through		0				0		
	Through	1160	2		463	910	2		340
	Through-Right		1				1		
	Right	230	0		230	110	0		110
	Left-Through-Right		0				0		
	Left-Right		0				0		
	CRITICAL VOLUMES			*North-South:*	615			*North-South:*	670
				East-West:	637			*East-West:*	713
				SUM:	1252			*SUM:*	1383
	VOLUME/CAPACITY *(V/C)* RATIO:				1.138				1.257
	V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.038**				**1.157**
	LEVEL OF SERVICE (LOS):				**F**				**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
74	North-South Street:	Robertson Blvd	East-West Street:	I-10 WB Off-Ramp/Kincardine Ave
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	**90**	70	1	**70**
	Left-Through		0			0	
	Through	1110	2	555	970	2	485
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1450	1	**775**	1580	1	**820**
	Through-Right		1			1	
	Right	100	0	100	60	0	60
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	0	80	70	0	**70**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	80	0	**160**	70	0	140
	Left-Through-Right		0			0	
	Left-Right		1			1	
WESTBOUND	Left	130	0	**130**	300	0	300
	Left-Through		0			0	
	Through	60	0	190	40	0	340
	Through-Right		0			0	
	Right	140	1	140	500	1	**500**
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	865		*North-South:*	890
			East-West:	290		*East-West:*	570
			SUM:	1155		*SUM:*	1460
VOLUME/CAPACITY *(V/C)* RATIO:				0.770			0.973
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.670**			**0.873**
LEVEL OF SERVICE (LOS):				**B**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
75	North-South Street:	Robertson Blvd	East-West Street:	Cattaraugus Ave
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	**180**	130	1	**130**
	Left-Through		0			0	
	Through	1360	1	695	1470	1	750
	Through-Right		1			1	
	Right	30	0	30	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	90	1	90
	Left-Through		0			0	
	Through	1410	1	**760**	1600	1	**835**
	Through-Right		1			1	
	Right	110	0	110	70	0	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	0	**120**	190	0	190
	Left-Through		1			1	
	Through	80	0	200	240	0	**430**
	Through-Right		0			0	
	Right	60	1	0	50	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	0	110	70	0	**70**
	Left-Through		1			1	
	Through	340	0	**450**	90	0	160
	Through-Right		0			0	
	Right	90	1	70	60	1	15
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	940		*North-South:*	965
			East-West:	570		*East-West:*	500
			SUM:	1510		*SUM:*	1465
VOLUME/CAPACITY *(V/C)* RATIO:				1.007			0.977
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.907**			**0.877**
LEVEL OF SERVICE (LOS):				**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
76	North-South Street:	La Cienega Blvd	East-West Street:	Venice Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	80	1	**80**
	Left-Through		0			0	
	Through	1890	2	**667**	1280	2	467
	Through-Right		1			1	
	Right	110	0	110	120	0	120
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	**60**	70	1	70
	Left-Through		0			0	
	Through	1240	2	497	1500	2	**553**
	Through-Right		1			1	
	Right	250	0	250	160	0	160
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	370	2	**204**	300	2	165
	Left-Through		0			0	
	Through	1030	3	343	1670	3	**557**
	Through-Right		0			0	
	Right	110	1	15	280	1	240
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	1	220	270	1	**270**
	Left-Through		0			0	
	Through	1470	2	**503**	880	2	303
	Through-Right		1			1	
	Right	40	0	40	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	727		*North-South:*	633
			East-West:	707		*East-West:*	827
			SUM:	1434		*SUM:*	1460
VOLUME/CAPACITY *(V/C)* RATIO:				1.043			1.062
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.943**			**0.962**
LEVEL OF SERVICE (LOS):				**E**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
78	North-South Street:	Jefferson Blvd	East-West Street:	National Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	3
		EB-- 3	WB--	0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	210	1	210	50	1	50
	Left-Through		0			0	
	Through	670	2	**335**	970	2	**485**
	Through-Right		0			0	
	Right	30	1	30	20	1	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	20	10	1	10
	Left-Through		0			0	
	Through	1060	1	**1060**	520	1	**520**
	Through-Right		0			0	
	Right	900	1	710	300	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	350	1	**190**	670	1	**340**
	Left-Through		1			1	
	Through	30	0	190	10	0	340
	Through-Right		0			0	
	Right	70	1	0	240	1	190
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	10	0	10
	Left-Through		1			1	
	Through	20	0	**30**	40	0	**50**
	Through-Right		0			0	
	Right	10	1	0	30	1	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1395		*North-South:*	1005
			East-West:	220		*East-West:*	390
			SUM:	1615		*SUM:*	1395
VOLUME/CAPACITY *(V/C)* RATIO:				1.175			1.015
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.075**			**0.915**
LEVEL OF SERVICE (LOS):				**F**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
83	North-South Street:	Duquesne Ave	East-West Street:	Washington Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/6/2014	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	**150**	120	1	**120**
	Left-Through		0			0	
	Through	350	0	410	320	0	360
	Through-Right		1			1	
	Right	60	0	0	40	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	80	1	80
	Left-Through		0			0	
	Through	370	0	**430**	380	0	**430**
	Through-Right		1			1	
	Right	60	0	0	50	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	**50**	50	1	50
	Left-Through		0			0	
	Through	540	1	355	980	1	**570**
	Through-Right		1			1	
	Right	170	0	170	160	0	160
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	120	1	**120**
	Left-Through		0			0	
	Through	1080	1	**570**	720	1	425
	Through-Right		1			1	
	Right	60	0	60	130	0	130
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	580		*North-South:*	550
			East-West:	620		*East-West:*	690
			SUM:	1200		*SUM:*	1240
VOLUME/CAPACITY *(V/C)* RATIO:				0.800			0.827
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.700**			**0.727**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
84	North-South Street:	Sepulveda Blvd	East-West Street:	Venice Blvd
	Scenario:	FUTURE PLUS PROJECT		
	Count Date:	5/6/2014	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	300	1		300	310	1		**310**
	Left-Through		0				0		
	Through	1230	2		**615**	1440	2		720
	Through-Right		0				0		
	Right	300	1		175	470	1		360
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	100	1		**100**	120	1		120
	Left-Through		0				0		
	Through	590	2		295	1110	2		**555**
	Through-Right		0				0		
	Right	180	1		115	110	1		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	130	1		130	240	1		**240**
	Left-Through		0				0		
	Through	1430	3		**477**	1230	3		410
	Through-Right		0				0		
	Right	380	1		230	280	1		125
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	250	1		**250**	220	1		220
	Left-Through		0				0		
	Through	1610	3		537	1210	3		**403**
	Through-Right		0				0		
	Right	100	1		50	130	1		70
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	715			North-South:	865
				East-West:	727			East-West:	643
				SUM:	1442			SUM:	1508
VOLUME/CAPACITY *(V/C)* RATIO:					1.049				1.097
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.949**				**0.997**
LEVEL OF SERVICE (LOS):					**E**				**E**

Version: 1i Beta; 8/4/2011

HCM ANALYSIS

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Cloverfield Blvd/Olympic Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.782
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	38.4
Optimal Cycle:	77	Level Of Service:	D

Street Name:	Cloverfield Blvd						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	1 0	2 0	2	1 0	1 0	2	0 1	2 0	2	0 1
Volume Module:												
Base Vol:	230	1490	0	90	860	30	80	790	210	350	530	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	1490	0	90	860	30	80	790	210	350	530	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.96	0.96	0.96	0.88	0.88	0.88	0.85	0.85	0.85
PHF Volume:	246	1592	0	93	892	31	91	894	238	412	624	400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	1592	0	93	892	31	91	894	238	412	624	400
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	246	1592	0	93	892	31	91	894	238	412	624	400
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.88	0.91	0.86	0.88	0.91	0.89	0.98	0.94	0.92	0.92	0.82
Lanes:	2.00	3.00	0.00	2.00	2.90	0.10	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3267	5016	0	3267	4828	168	1684	3729	1777	3502	3491	1562
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.00	0.03	0.18	0.18	0.05	0.24	0.13	0.12	0.18	0.26
Crit Moves:		****		****				****		****		
Green/Cycle:	0.13	0.41	0.00	0.04	0.31	0.31	0.08	0.31	0.31	0.15	0.38	0.38
Volume/Cap:	0.59	0.78	0.00	0.78	0.59	0.59	0.68	0.78	0.44	0.78	0.47	0.68
Uniform Del:	49.3	31.0	0.0	57.3	34.6	34.6	53.8	37.9	33.3	49.1	28.3	31.2
IncremntDel:	2.2	2.0	0.0	27.6	0.6	0.6	13.2	3.6	0.6	7.4	0.3	3.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.5	33.0	0.0	84.9	35.2	35.2	66.9	41.5	33.9	56.5	28.5	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.5	33.0	0.0	84.9	35.2	35.2	66.9	41.5	33.9	56.5	28.5	34.4
HCM2kAvg:	5	17	0	3	9	10	5	16	6	10	8	12

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 26th St/Olympic Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.845
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	32.6
Optimal Cycle:	95	Level Of Service:	C

Street Name:	26th St						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	2 0	0	0 2	1 0	2	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	20	340	100	200	0	230	110	840	0	0	910	440
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	340	100	200	0	230	110	840	0	0	910	440
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.88	0.88	0.88	0.93	0.93	0.93	0.86	0.86	0.86
PHF Volume:	21	363	107	227	0	261	118	905	0	0	1056	511
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	363	107	227	0	261	118	905	0	0	1056	511
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	21	363	107	227	0	261	118	905	0	0	1056	511
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.83	1.00	0.70	0.95	0.95	1.00	1.00	0.90	0.90
Lanes:	1.00	1.55	0.45	2.00	0.00	2.00	1.00	2.00	0.00	0.00	1.35	0.65
Final Sat.:	1805	2606	766	3152	0	2652	1805	3610	0	0	2310	1117
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.14	0.07	0.00	0.10	0.07	0.25	0.00	0.00	0.46	0.46
Crit Moves:			****			****	****				****	
Green/Cycle:	0.16	0.16	0.16	0.12	0.00	0.19	0.08	0.62	0.00	0.00	0.54	0.54
Volume/Cap:	0.07	0.85	0.85	0.62	0.00	0.51	0.84	0.41	0.00	0.00	0.85	0.85
Uniform Del:	42.4	48.6	48.6	50.5	0.0	43.2	54.6	11.6	0.0	0.0	23.3	23.3
IncremntDel:	0.1	11.4	11.4	3.2	0.0	0.8	35.0	0.1	0.0	0.0	3.8	3.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	42.5	60.1	60.1	53.6	0.0	44.0	89.6	11.8	0.0	0.0	27.1	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.5	60.1	60.1	53.6	0.0	44.0	89.6	11.8	0.0	0.0	27.1	27.1
HCM2kAvg:	1	11	11	5	0	5	7	5	0	0	23	23

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Stewart St/Olympic Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.785
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	69.9
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Stewart St						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	2 0	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	110	390	170	210	90	40	70	950	40	50	1230	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	390	170	210	90	40	70	950	40	50	1230	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.87	0.87	0.87	0.92	0.92	0.92	0.89	0.89	0.89
PHF Volume:	132	469	204	243	104	46	76	1028	43	56	1376	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	469	204	243	104	46	76	1028	43	56	1376	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	132	469	204	243	104	46	76	1028	43	56	1376	213
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.86	1.05	0.95	0.15	0.98	0.94	0.95	0.96	0.93
Lanes:	1.00	1.39	0.61	2.00	0.67	0.33	1.00	1.92	0.08	1.00	1.72	0.28
Final Sat.:	1805	2398	1045	3267	1339	595	290	3552	150	1805	3151	487
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.20	0.07	0.08	0.08	0.26	0.29	0.29	0.03	0.44	0.44
Crit Moves:		****		****							****	
Green/Cycle:	0.12	0.18	0.18	0.07	0.13	0.13	0.26	0.26	0.26	0.66	0.66	0.66
Volume/Cap:	0.62	1.11	1.11	1.11	0.62	0.62	1.00	1.11	1.11	0.07	0.67	0.67
Uniform Del:	50.3	49.4	49.4	56.0	49.7	49.7	44.3	44.3	44.3	7.3	12.6	12.6
IncremntDel:	5.5	69.1	69.1	92.5	4.8	4.8	102.5	62.7	62.7	0.0	0.7	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	55.8	119	118.5	148.5	54.6	54.6	146.8	107	107.0	7.4	13.3	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.8	119	118.5	148.5	54.6	54.6	146.8	107	107.0	7.4	13.3	13.3
HCM2kAvg:	6	20	20	9	6	6	24	30	29	0	10	10

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Centinela Ave (West)/Olympic Blvd

Cycle (sec):	60	Critical Vol./Cap. (X):	0.778
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	10.2
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Centinela Ave (West)						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	540	0	40	90	1210	10	10	1560	700
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	540	0	40	90	1210	10	10	1560	700
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.82	0.82	0.82	0.92	0.92	0.92	0.93	0.93	0.93
PHF Volume:	0	0	0	661	0	49	98	1314	11	11	1678	753
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	661	0	49	98	1314	11	11	1678	753
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	661	0	49	98	1314	11	11	1678	753
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.86	1.00	0.82	0.11	0.89	0.95	0.14	0.89	0.75
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	0	0	0	3267	0	1562	204	3339	28	264	3368	1419
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.03	0.48	0.39	0.39	0.04	0.50	0.53
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.26	0.64	0.64	0.64	0.64	0.64	0.90
Volume/Cap:	0.00	0.00	0.00	0.78	0.00	0.12	0.75	0.61	0.61	0.06	0.78	0.59
Uniform Del:	0.0	0.0	0.0	20.6	0.0	17.0	7.5	6.4	6.4	4.1	7.7	0.6
IncremntDel:	0.0	0.0	0.0	4.6	0.0	0.1	21.0	0.5	0.5	0.2	1.9	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	25.2	0.0	17.1	28.4	6.9	6.9	4.2	9.6	1.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.2	0.0	17.1	28.4	6.9	6.9	4.2	9.6	1.4
HCM2kAvg:	0	0	0	8	0	1	14	8	9	1	13	4

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Centinela Ave (East)/Olympic Blvd

Cycle (sec):	60	Critical Vol./Cap. (X):	0.985		
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	19.1		
Optimal Cycle:	114	Level Of Service:	B		

Street Name:	Centinela Ave (East)						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	0	0 0	1! 0	0	1 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	950	0	190	10	10	10	0	1280	480	110	1340	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	950	0	190	10	10	10	0	1280	480	110	1340	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.67	0.67	0.67	0.98	0.98	0.98	0.88	0.88	0.88
PHF Volume:	1027	0	205	15	15	15	0	1306	490	125	1520	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1027	0	205	15	15	15	0	1306	490	125	1520	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1027	0	205	15	15	15	0	1306	490	125	1520	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	1.00	0.94	0.94	0.94	0.94	1.00	0.91	0.85	0.16	0.91	0.91
Lanes:	1.71	0.00	0.29	0.34	0.33	0.33	1.00	3.00	1.00	1.00	2.98	0.02
Final Sat.:	3049	0	508	595	595	595	1900	5187	1615	306	5143	38
Capacity Analysis Module:												
Vol/Sat:	0.34	0.00	0.40	0.03	0.03	0.03	0.00	0.25	0.30	0.41	0.30	0.30
Crit Moves:			****		****					****		
Green/Cycle:	0.41	0.00	0.41	0.03	0.03	0.03	0.00	0.41	0.82	0.41	0.41	0.41
Volume/Cap:	0.82	0.00	0.99	0.99	0.99	0.99	0.00	0.61	0.37	0.99	0.71	0.71
Uniform Del:	15.7	0.0	17.5	29.2	29.2	29.2	0.0	13.8	1.3	17.4	14.6	14.6
IncremntDel:	3.7	0.0	21.8	127.3	127	127.3	0.0	0.5	0.2	75.1	1.2	1.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	19.5	0.0	39.3	156.5	156	156.5	0.0	14.3	1.5	92.5	15.8	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.5	0.0	39.3	156.5	156	156.5	0.0	14.3	1.5	92.5	15.8	15.8
HCM2kAvg:	13	0	21	3	3	3	0	7	3	22	9	9

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 Centinela Ave/Exposition Blvd

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: F[83.0]

Street Name:	Centinela Ave						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	180 1090	0	0	540	30		20	0	40	0	0	0
Growth Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180 1090	0	0	540	30		20	0	40	0	0	0
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97 0.97	0.97	0.90	0.90	0.90		0.75	0.75	0.75	1.00	1.00	1.00
PHF Volume:	186 1129	0	0	598	33		27	0	53	0	0	0
Reduct Vol:	0 0	0	0	0	0		0	0	0	0	0	0
Final Vol.:	186 1129	0	0	598	33		27	0	53	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2 xxxx xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx		
Capacity Module:												
Cnflict Vol:	631 xxxx xxxxx	xxxx	xxxx	xxxxx	2116	xxxx	614	xxxx	xxxx	xxxxx		
Potent Cap.:	961 xxxx xxxxx	xxxx	xxxx	xxxxx	56	xxxx	495	xxxx	xxxx	xxxxx		
Move Cap.:	961 xxxx xxxxx	xxxx	xxxx	xxxxx	47	xxxx	495	xxxx	xxxx	xxxxx		
Volume/Cap:	0.19 xxxx xxxx	xxxx	xxxx	xxxx	0.57	xxxx	0.11	xxxx	xxxx	xxxx		
Level Of Service Module:												
Queue:	0.7 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Stopped Del:	9.6 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	A *	*	*	*	*		*	*	*	*	*	
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx	118	xxxxx	xxxx	xxxx	xxxxx		
SharedQueue:	0.7 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.6	xxxxx	xxxxx	xxxx	xxxxx		
Shrd StpDel:	9.6 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	83.0	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	A *	*	*	*	*	F	*	*	*	*		
ApproachDel:	xxxxxx		xxxxxx			83.0		xxxxxx				
ApproachLOS:	*		*			F		*				

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Centinela Ave/I-10 WB On/Off Ramps

Cycle (sec):	60	Critical Vol./Cap. (X):	1.150
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	70.8
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Centinela Ave						I-10 WB On/Off Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	0	0	0 1	0 1	1 0	0 0	1	0	0 0	0 0
Volume Module:												
Base Vol:	450	610	0	0	450	100	630	0	370	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	610	0	0	450	100	630	0	370	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.90	0.90	0.90	0.94	0.94	0.94	1.00	1.00	1.00
PHF Volume:	461	625	0	0	498	111	669	0	393	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	461	625	0	0	498	111	669	0	393	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	461	625	0	0	498	111	669	0	393	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.82	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	1564	1456	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.33	0.00	0.00	0.26	0.07	0.46	0.00	0.24	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.22	0.45	0.00	0.00	0.23	0.23	0.40	0.00	0.62	0.00	0.00	0.00
Volume/Cap:	1.15	0.73	0.00	0.00	1.15	0.31	1.15	0.00	0.39	0.00	0.00	0.00
Uniform Del:	23.3	13.5	0.0	0.0	23.2	19.2	18.0	0.0	5.7	0.0	0.0	0.0
IncremntDel:	92.7	3.2	0.0	0.0	91.3	0.5	85.9	0.0	0.3	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	116.1	16.8	0.0	0.0	114	19.7	103.9	0.0	5.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.1	16.8	0.0	0.0	114	19.7	103.9	0.0	5.9	0.0	0.0	0.0
HCM2kAvg:	21	11	0	0	21	2	34	0	4	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 I-10 EB Off Ramp-34th St/Pico Blvd

Cycle (sec):	80	Critical Vol./Cap. (X):	0.772
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	24.5
Optimal Cycle:	59	Level Of Service:	C

Street Name:	I-10 EB Off Ramp-34th St						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1	1	0	0	1	0	1	1	0	0
Volume Module:														
Base Vol:	70	0	70	670	30	90	0	980	20	20	1040	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	0	70	670	30	90	0	980	20	20	1040	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.95	0.95	0.95	0.96	0.96	0.96	0.92	0.92	0.92
PHF Volume:	78	0	78	708	32	95	0	1025	21	22	1136	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	0	78	708	32	95	0	1025	21	22	1136	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	78	0	78	708	32	95	0	1025	21	22	1136	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	1.00	0.68	0.89	0.86	0.94	1.00	0.80	0.85	0.88	0.91	1.00
Lanes:	0.50	0.00	0.50	1.91	0.09	1.00	0.00	1.96	0.04	0.04	1.96	0.00
Final Sat.:	646	0	646	3232	145	1777	0	2966	61	65	3390	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.12	0.22	0.22	0.05	0.00	0.35	0.35	0.34	0.34	0.00
Crit Moves:	****			****				****				
Green/Cycle:	0.16	0.00	0.16	0.28	0.28	0.28	0.00	0.45	0.45	0.45	0.45	0.00
Volume/Cap:	0.77	0.00	0.77	0.77	0.77	0.19	0.00	0.77	0.77	0.75	0.75	0.00
Uniform Del:	32.4	0.0	32.4	26.3	26.3	21.7	0.0	18.6	18.6	18.3	18.3	0.0
IncremntDel:	16.7	0.0	16.7	3.9	3.9	0.2	0.0	2.8	2.8	2.1	2.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	49.1	0.0	49.1	30.2	30.2	21.9	0.0	21.5	21.5	20.4	20.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.1	0.0	49.1	30.2	30.2	21.9	0.0	21.5	21.5	20.4	20.4	0.0
HCM2kAvg:	6	0	6	11	10	2	0	13	13	14	14	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Centinela Ave/Pico Blvd

Cycle (sec):	60	Critical Vol./Cap. (X):	1.406
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	40.1
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Centinela Ave						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	0 1	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	190	540	90	40	540	210	210	1060	450	30	690	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	540	90	40	540	210	210	1060	450	30	690	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.91	0.91	0.91	0.98	0.98	0.98	0.93	0.93	0.93
PHF Volume:	217	617	103	44	592	230	214	1082	460	32	742	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	617	103	44	592	230	214	1082	460	32	742	312
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	217	617	103	44	592	230	214	1082	460	32	742	312
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.25	0.93	0.83	0.17	0.85	1.00	0.14	0.95	0.91	0.15	0.83	0.88
Lanes:	1.00	1.00	1.00	1.00	1.50	0.50	1.00	2.00	1.00	1.00	1.43	0.57
Final Sat.:	467	1773	1583	316	2423	942	268	3610	1731	293	2267	953
Capacity Analysis Module:												
Vol/Sat:	0.46	0.35	0.06	0.14	0.24	0.24	0.80	0.30	0.27	0.11	0.33	0.33
Crit Moves:	****						****					
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	1.41	1.05	0.20	0.37	0.74	0.74	1.41	0.53	0.47	0.19	0.57	0.57
Uniform Del:	20.1	20.1	14.4	15.3	17.8	17.8	12.9	7.9	7.6	6.2	8.3	8.3
IncremntDel:	216.9	52.2	0.2	1.9	2.7	2.7	217.3	0.3	0.3	0.6	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	237.0	72.3	14.6	17.2	20.5	20.5	230.2	8.2	7.9	6.8	8.7	8.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	237.0	72.3	14.6	17.2	20.5	20.5	230.2	8.2	7.9	6.8	8.7	8.7
HCM2kAvg:	47	21	1	4	8	9	78	7	5	2	7	7

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Centinela Ave/I-10 WB On Ramp

Cycle (sec):	60	Critical Vol./Cap. (X):	0.676
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	12.1
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Centinela Ave						I-10 WB On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 1	1 0		1 0 2	0 0		0 0 0	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	0	810	120	540	480	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	810	120	540	480	0	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	883	0	595	529	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	883	0	595	529	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	883	0	595	529	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3610	0	1805	3610	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.33	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green/Cycle:	0.00	0.36	0.00	0.49	0.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.68	0.00	0.68	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Del:	0.0	16.2	0.0	11.7	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IncremntDel:	0.0	1.4	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	17.6	0.0	13.8	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.6	0.0	13.8	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HCM2kAvg:	0	8	0	10	1	0	0	0	0	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Cloverfield Blvd/Olympic Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.706
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	37.7
Optimal Cycle:	63	Level Of Service:	D

Street Name:	Cloverfield Blvd						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	1 0	2 0	2	1 0	1 0	2	0 1	2 0	2	0 1
Volume Module:												
Base Vol:	180	790	10	100	940	60	120	710	240	390	960	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	790	10	100	940	60	120	710	240	390	960	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.88	0.88	0.88	0.95	0.95	0.95
PHF Volume:	188	823	10	104	979	63	137	809	274	408	1005	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	823	10	104	979	63	137	809	274	408	1005	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	188	823	10	104	979	63	137	809	274	408	1005	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.88	0.97	0.86	0.87	0.90	0.89	0.98	0.94	0.92	0.92	0.82
Lanes:	2.00	2.97	0.03	2.00	2.83	0.17	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3267	4949	63	3267	4682	299	1684	3729	1777	3502	3491	1562
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.17	0.03	0.21	0.21	0.08	0.22	0.15	0.12	0.29	0.08
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.32	0.32	0.06	0.30	0.30	0.11	0.34	0.34	0.18	0.41	0.41
Volume/Cap:	0.71	0.53	0.53	0.53	0.71	0.71	0.71	0.64	0.45	0.64	0.71	0.20
Uniform Del:	53.7	33.6	33.6	54.7	37.6	37.6	51.2	33.4	30.9	45.4	29.6	22.9
IncremntDel:	8.4	0.3	0.3	2.6	1.6	1.6	11.3	1.1	0.5	2.2	1.6	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	62.2	33.9	33.9	57.3	39.2	39.2	62.5	34.5	31.4	47.5	31.2	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.2	33.9	33.9	57.3	39.2	39.2	62.5	34.5	31.4	47.5	31.2	23.0
HCM2kAvg:	5	8	9	3	12	12	6	12	7	8	15	2

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 26th St/Olympic Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.857
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	36.1
Optimal Cycle:	100	Level Of Service:	D

Street Name:	26th St						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	2 0	0	0 2	1 0	2	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	20	300	70	300	0	420	70	930	0	0	1200	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	300	70	300	0	420	70	930	0	0	1200	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.91	0.91	0.91	0.93	0.93	0.93
PHF Volume:	24	359	84	359	0	503	77	1023	0	0	1290	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	359	84	359	0	503	77	1023	0	0	1290	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	24	359	84	359	0	503	77	1023	0	0	1290	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.83	1.00	0.70	0.95	0.95	1.00	1.00	0.93	0.93
Lanes:	1.00	1.62	0.38	2.00	0.00	2.00	1.00	2.00	0.00	0.00	1.78	0.22
Final Sat.:	1805	2751	642	3152	0	2652	1805	3610	0	0	3154	394
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.11	0.00	0.19	0.04	0.28	0.00	0.00	0.41	0.41
Crit Moves:			****			****	****				****	
Green/Cycle:	0.15	0.15	0.15	0.22	0.00	0.27	0.05	0.53	0.00	0.00	0.48	0.48
Volume/Cap:	0.09	0.86	0.86	0.52	0.00	0.70	0.86	0.54	0.00	0.00	0.86	0.86
Uniform Del:	43.7	49.6	49.6	41.1	0.0	39.4	56.6	18.8	0.0	0.0	27.8	27.8
IncremntDel:	0.1	13.4	13.4	0.7	0.0	3.1	51.4	0.3	0.0	0.0	4.6	4.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	43.8	63.0	63.0	41.8	0.0	42.5	108.0	19.1	0.0	0.0	32.4	32.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.8	63.0	63.0	41.8	0.0	42.5	108.0	19.1	0.0	0.0	32.4	32.4
HCM2kAvg:	1	11	11	7	0	10	5	9	0	0	24	24

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Stewart St/Olympic Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.736		
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	28.7		
Optimal Cycle:	68	Level Of Service:	C		

Street Name:	Stewart St						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	2 0	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	60	190	70	200	250	80	40	1210	80	110	1230	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	190	70	200	250	80	40	1210	80	110	1230	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.96	0.96	0.96	0.97	0.97	0.97
PHF Volume:	70	221	82	233	291	93	42	1266	84	113	1265	247
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	221	82	233	291	93	42	1266	84	113	1265	247
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	70	221	82	233	291	93	42	1266	84	113	1265	247
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.86	1.06	0.96	0.13	0.97	0.94	0.95	0.96	0.93
Lanes:	1.00	1.46	0.54	2.00	0.74	0.26	1.00	1.87	0.13	1.00	1.66	0.34
Final Sat.:	1805	2533	933	3267	1490	477	248	3459	229	1805	3029	591
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.09	0.07	0.20	0.20	0.17	0.37	0.37	0.06	0.42	0.42
Crit Moves:	****				****			****			****	
Green/Cycle:	0.05	0.18	0.18	0.14	0.27	0.27	0.50	0.50	0.50	0.58	0.58	0.58
Volume/Cap:	0.74	0.50	0.50	0.50	0.74	0.74	0.34	0.74	0.74	0.48	0.72	0.72
Uniform Del:	56.0	44.7	44.7	47.5	40.2	40.2	18.3	24.0	24.0	17.9	18.0	18.0
IncremntDel:	25.7	0.6	0.6	0.8	5.4	5.4	1.6	1.6	1.6	1.5	1.2	1.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	81.7	45.4	45.4	48.3	45.7	45.7	19.9	25.6	25.6	19.4	19.2	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.7	45.4	45.4	48.3	45.7	45.7	19.9	25.6	25.6	19.4	19.2	19.2
HCM2kAvg:	4	6	6	5	14	13	5	17	17	2	15	15

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Centinela Ave (West)/Olympic Blvd

Cycle (sec):	60	Critical Vol./Cap. (X):	0.718
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	9.5
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Centinela Ave (West)						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	610	0	90	10	1480	20	10	1430	540
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	610	0	90	10	1480	20	10	1430	540
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	0.95	0.95	0.95
PHF Volume:	0	0	0	610	0	90	10	1524	21	10	1501	567
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	610	0	90	10	1524	21	10	1501	567
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	610	0	90	10	1524	21	10	1501	567
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.86	1.00	0.82	0.11	0.88	0.95	0.10	0.89	0.74
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	0	0	0	3267	0	1562	216	3320	45	184	3368	1411
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.06	0.05	0.46	0.46	0.06	0.45	0.40
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.26	0.64	0.64	0.64	0.64	0.64	0.90
Volume/Cap:	0.00	0.00	0.00	0.72	0.00	0.22	0.07	0.72	0.72	0.09	0.70	0.45
Uniform Del:	0.0	0.0	0.0	20.2	0.0	17.4	4.1	7.2	7.2	4.1	7.0	0.5
IncremntDel:	0.0	0.0	0.0	3.0	0.0	0.3	0.2	1.2	1.2	0.3	1.0	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	23.2	0.0	17.7	4.3	8.4	8.4	4.4	8.0	0.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.2	0.0	17.7	4.3	8.4	8.4	4.4	8.0	0.8
HCM2kAvg:	0	0	0	7	0	1	1	11	12	1	10	2

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Centinela Ave (East)/Olympic Blvd

Cycle (sec):	60	Critical Vol./Cap. (X):	0.630
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	13.1
Optimal Cycle:	60	Level Of Service:	B

Street Name:	Centinela Ave (East)						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	0	0	1 0	0 0	1 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	560	0	40	20	40	0	0	1340	750	150	1440	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	560	0	40	20	40	0	0	1340	750	150	1440	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.95	0.95	0.95	0.99	0.99	0.99
PHF Volume:	599	0	43	21	43	0	0	1409	789	152	1457	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	599	0	43	21	43	0	0	1409	789	152	1457	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	599	0	43	21	43	0	0	1409	789	152	1457	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	0.98	0.98	1.00	1.00	0.91	0.85	0.17	0.91	0.91
Lanes:	1.88	0.00	0.12	0.33	0.67	0.00	1.00	3.00	1.00	1.00	2.98	0.02
Final Sat.:	3368	0	225	623	1246	0	1900	5187	1615	325	5146	36
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.19	0.03	0.03	0.00	0.00	0.27	0.49	0.47	0.28	0.28
Crit Moves:			****		****				****			
Green/Cycle:	0.30	0.00	0.30	0.05	0.05	0.00	0.00	0.49	0.80	0.49	0.49	0.49
Volume/Cap:	0.59	0.00	0.63	0.63	0.63	0.00	0.00	0.55	0.61	0.95	0.57	0.57
Uniform Del:	17.8	0.0	18.0	27.8	27.8	0.0	0.0	10.6	2.5	14.5	10.7	10.7
IncremntDel:	0.8	0.0	1.3	12.0	12.0	0.0	0.0	0.3	0.9	55.4	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	18.6	0.0	19.3	39.8	39.8	0.0	0.0	10.8	3.3	69.8	11.1	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.6	0.0	19.3	39.8	39.8	0.0	0.0	10.8	3.3	69.8	11.1	11.1
HCM2kAvg:	6	0	7	2	2	0	0	7	7	22	7	7

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 Centinela Ave/Exposition Blvd

Average Delay (sec/veh): 16.5 Worst Case Level Of Service: F[159.7]

Street Name:	Centinela Ave						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	30 580	0	0	920	20	50	0	130	0	0	0	
Growth Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	30 580	0	0	920	20	50	0	130	0	0	0	
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.89 0.89	0.89	0.89	0.89	0.89	0.91	0.91	0.91	1.00	1.00	1.00	
PHF Volume:	34 652	0	0	1035	22	55	0	143	0	0	0	
Reduct Vol:	0 0	0	0	0	0	0	0	0	0	0	0	
Final Vol.:	34 652	0	0	1035	22	55	0	143	0	0	0	
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2 xxxx xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx		
Capacity Module:												
Cnflict Vol:	1057 xxxx xxxxx	xxxx	xxxx	xxxxx	1766	xxxx	1046	xxxx	xxxx	xxxxx		
Potent Cap.:	666 xxxx xxxxx	xxxx	xxxx	xxxxx	93	xxxx	280	xxxx	xxxx	xxxxx		
Move Cap.:	666 xxxx xxxxx	xxxx	xxxx	xxxxx	90	xxxx	280	xxxx	xxxx	xxxxx		
Volume/Cap:	0.05 xxxx xxxx	xxxx	xxxx	xxxx	0.62	xxxx	0.51	xxxx	xxxx	xxxx		
Level Of Service Module:												
Queue:	0.2 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Stopped Del:	10.7 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	B *	*	*	*	*	*	*	*	*	*		
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx		xxxx	xxxx	xxxxx	xxxx	176	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	0.2 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.1	xxxxx	xxxxx	xxxx	xxxxx		
Shrd StpDel:	10.7 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	160	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	B *	*	*	*	*	*	F	*	*	*	*	
ApproachDel:	xxxxxx		xxxxxx			159.7			xxxxxx			
ApproachLOS:	*		*			F			*			

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Centinela Ave/I-10 WB On/Off Ramps

Cycle (sec):	60	Critical Vol./Cap. (X):	1.354
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	148.3
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Centinela Ave						I-10 WB On/Off Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	0	0	0 1	0 1	1 0	0 0	1	0	0 0	0 0
Volume Module:												
Base Vol:	460	230	0	0	930	150	410	0	190	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	460	230	0	0	930	150	410	0	190	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.94	0.94	0.94	1.00	1.00	1.00
PHF Volume:	525	263	0	0	1062	171	436	0	202	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	525	263	0	0	1062	171	436	0	202	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	525	263	0	0	1062	171	436	0	202	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.82	0.76	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	1560	1451	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.29	0.14	0.00	0.00	0.56	0.11	0.30	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.22	0.63	0.00	0.00	0.41	0.41	0.22	0.00	0.44	0.00	0.00	0.00
Volume/Cap:	1.35	0.22	0.00	0.00	1.35	0.27	1.35	0.00	0.29	0.00	0.00	0.00
Uniform Del:	23.6	4.8	0.0	0.0	17.6	11.6	23.3	0.0	10.9	0.0	0.0	0.0
IncremntDel:	175.2	0.1	0.0	0.0	168	0.2	177.8	0.0	0.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	198.8	4.9	0.0	0.0	185	11.8	201.2	0.0	11.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	198.8	4.9	0.0	0.0	185	11.8	201.2	0.0	11.1	0.0	0.0	0.0
HCM2kAvg:	31	2	0	0	56	2	31	0	3	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 I-10 EB Off Ramp-34th St/Pico Blvd

Cycle (sec): 80 Critical Vol./Cap. (X): 0.810
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 12.9
Optimal Cycle: 66 Level Of Service: B

Street Name:	I-10 EB Off Ramp-34th St						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1	1	0	0	1	0	1	1	0	0
Volume Module:												
Base Vol:	30	0	30	170	10	30	0	1620	40	80	900	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	0	30	170	10	30	0	1620	40	80	900	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.92	0.92	0.92	0.89	0.89	0.89
PHF Volume:	37	0	37	209	12	37	0	1759	43	90	1016	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	0	37	209	12	37	0	1759	43	90	1016	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	37	0	37	209	12	37	0	1759	43	90	1016	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	1.00	0.68	0.89	0.86	0.94	1.00	0.79	0.85	0.60	0.62	1.00
Lanes:	0.50	0.00	0.50	1.89	0.11	1.00	0.00	1.95	0.05	0.17	1.83	0.00
Final Sat.:	646	0	646	3191	188	1777	0	2951	73	193	2172	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.06	0.07	0.07	0.02	0.00	0.60	0.60	0.47	0.47	0.00
Crit Moves:	****			****				****				
Green/Cycle:	0.07	0.00	0.07	0.08	0.08	0.08	0.00	0.74	0.74	0.74	0.74	0.00
Volume/Cap:	0.81	0.00	0.81	0.81	0.81	0.26	0.00	0.81	0.81	0.64	0.64	0.00
Uniform Del:	36.6	0.0	36.6	36.2	36.2	34.5	0.0	6.9	6.9	5.2	5.2	0.0
IncremntDel:	39.9	0.0	39.9	16.4	16.4	0.9	0.0	2.3	2.3	0.8	0.8	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	76.5	0.0	76.5	52.5	52.5	35.5	0.0	9.2	9.2	6.0	6.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.5	0.0	76.5	52.5	52.5	35.5	0.0	9.2	9.2	6.0	6.0	0.0
HCM2kAvg:	4	0	4	5	5	1	0	17	18	11	11	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Centinela Ave/Pico Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.887
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 20.1
Optimal Cycle: 71 Level Of Service: C

Street Name:	Centinela Ave						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	90	330	130	100	900	150	60	1140	590	90	730	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	330	130	100	900	150	60	1140	590	90	730	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.94	0.94	0.94	0.89	0.89	0.89
PHF Volume:	105	384	151	116	1048	175	64	1210	626	101	822	371
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	384	151	116	1048	175	64	1210	626	101	822	371
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	105	384	151	116	1048	175	64	1210	626	101	822	371
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.93	0.84	0.38	0.87	1.02	0.15	0.95	0.90	0.16	0.83	0.88
Lanes:	1.00	1.00	1.00	1.00	1.75	0.25	1.00	2.00	1.00	1.00	1.40	0.60
Final Sat.:	246	1773	1590	729	2888	481	281	3610	1702	311	2212	1000
Capacity Analysis Module:												
Vol/Sat:	0.43	0.22	0.10	0.16	0.36	0.36	0.23	0.34	0.37	0.33	0.37	0.37
Crit Moves:	****										****	
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.87	0.45	0.20	0.33	0.75	0.75	0.53	0.80	0.88	0.78	0.89	0.89
Uniform Del:	13.9	10.3	8.9	9.6	12.7	12.7	13.0	15.2	16.0	15.0	16.1	16.1
IncremntDel:	45.8	0.4	0.1	0.6	2.1	2.1	4.5	3.1	12.1	24.9	7.5	7.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	59.8	10.7	9.0	10.2	14.7	14.7	17.5	18.4	28.1	40.0	23.6	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.8	10.7	9.0	10.2	14.7	14.7	17.5	18.4	28.1	40.0	23.6	23.6
HCM2kAvg:	16	5	2	3	11	12	6	12	15	12	14	15

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Centinela Ave/I-10 WB On Ramp

Cycle (sec):	60	Critical Vol./Cap. (X):	0.694
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	9.5
Optimal Cycle:	45	Level Of Service:	A

Street Name:	Centinela Ave						I-10 WB On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	1 0	1	0 2	0 0	0 0	0	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	580	210	650	960	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	580	210	650	960	0	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.00	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	657	0	737	1088	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	657	0	737	1088	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	657	0	737	1088	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3610	0	1805	3610	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.41	0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green/Cycle:	0.00	0.26	0.00	0.59	0.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.69	0.00	0.69	0.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Del:	0.0	20.0	0.0	8.6	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IncremntDel:	0.0	2.3	0.0	2.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	22.2	0.0	10.6	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.2	0.0	10.6	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HCM2kAvg:	0	7	0	11	2	0	0	0	0	0	0	0

ICU ANALYSIS

Project Title: **LA TNP**
Intersection: **59 Overland Ave & Culver Blvd**
Description: **Future Plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	200	1,600	0.000	N-S(1):	0.484 *
	TH	2.00	680	3,200	0.213	N-S(2):	0.276
	LT	2.00	160	2,880	0.056 *	E-W(1):	0.419
Westbound	RT	0.00	150	0	0.000	E-W(2):	0.600 *
	TH	2.00	950	3,200	0.344 *		
	LT	1.00	100	1,600	0.063	V/C:	1.084
Northbound	RT	0.00	200	0	0.000	Lost Time:	0.100
	TH	2.00	1,170	3,200	0.428 *	ITS:	0.000
	LT	2.00	180	2,880	0.063		
Eastbound	RT	1.00	130	1,600	0.050	ICU:	1.184
	TH	2.00	1,140	3,200	0.356		
	LT	1.00	410	1,600	0.256 *	LOS:	F

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	330	1,600	0.116	N-S(1):	0.418
	TH	2.00	1,240	3,200	0.388 *	N-S(2):	0.440 *
	LT	2.00	150	2,880	0.052	E-W(1):	0.490
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.515 *
	TH	2.00	900	3,200	0.334 *		
	LT	1.00	210	1,600	0.131	V/C:	0.955
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	2.00	980	3,200	0.366	ITS:	0.000
	LT	2.00	150	2,880	0.052 *		
Eastbound	RT	1.00	170	1,600	0.080	ICU:	1.055
	TH	2.00	1,150	3,200	0.359		
	LT	1.00	290	1,600	0.181 *	LOS:	F

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **65 Duquesne Ave & Culver Blvd**
Description: **Future Plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	160	1,600	0.063	N-S(1):	0.256 *
	TH	1.00	190	1,600	0.119	N-S(2):	0.244
	LT	1.00	40	1,600	0.025 *	E-W(1):	0.409 *
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.397
	TH	2.00	980	3,200	0.322		
	LT	1.00	120	1,600	0.075 *	V/C:	0.665
Northbound	RT	1.00	90	1,600	0.019	Lost Time:	0.100
	TH	1.00	370	1,600	0.231 *	ITS:	0.000
	LT	1.00	200	1,600	0.125		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.765
	TH	2.00	960	3,200	0.334 *		
	LT	1.00	120	1,600	0.075	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	290	1,600	0.144	N-S(1):	0.275
	TH	1.00	380	1,600	0.238 *	N-S(2):	0.301 *
	LT	1.00	160	1,600	0.100	E-W(1):	0.416 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.331
	TH	2.00	780	3,200	0.256		
	LT	1.00	70	1,600	0.044 *	V/C:	0.717
Northbound	RT	1.00	140	1,600	0.066	Lost Time:	0.100
	TH	1.00	280	1,600	0.175	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.817
	TH	2.00	1,040	3,200	0.372 *		
	LT	1.00	120	1,600	0.075	LOS:	D

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **73 National Blvd & Washington Blvd**
Description: **Future Plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.388 *
	TH	2.00	600	3,200	0.250	N-S(2):	0.337
	LT	2.00	180	2,880	0.063 *	E-W(1):	0.294
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.325 *
	TH	3.00	1,300	4,800	0.306 *		
	LT	1.00	100	1,600	0.063	V/C:	0.713
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	2.00	970	3,200	0.325 *	ITS:	0.000
	LT	2.00	250	2,880	0.087		
Eastbound	RT	1.00	200	1,600	0.082	ICU:	0.813
	TH	2.00	740	3,200	0.231		
	LT	1.00	30	1,600	0.019 *	LOS:	D

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.306
	TH	2.00	1,130	3,200	0.391 *	N-S(2):	0.467 *
	LT	2.00	160	2,880	0.056	E-W(1):	0.488 *
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.246
	TH	3.00	870	4,800	0.208		
	LT	1.00	110	1,600	0.069 *	V/C:	0.955
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	2.00	700	3,200	0.250	ITS:	0.000
	LT	2.00	220	2,880	0.076 *		
Eastbound	RT	1.00	270	1,600	0.131	ICU:	1.055
	TH	2.00	1,340	3,200	0.419 *		
	LT	1.00	60	1,600	0.038	LOS:	F

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **77 La Cienega Blvd & Washington Blvd**
Description: **Future Plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	50	0	0.000	N-S(1):	0.421 *
	TH	3.00	1,230	4,800	0.267	N-S(2):	0.411
	LT	1.00	100	1,600	0.063 *	E-W(1):	0.226
Westbound	RT	1.00	500	1,600	0.281	E-W(2):	0.491 *
	TH	2.00	1,430	3,200	0.447 *		
	LT	1.00	20	1,600	0.013	V/C:	0.912
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	3.00	1,690	4,800	0.358 *	ITS:	0.000
	LT	1.00	230	1,600	0.144		
Eastbound	RT	1.00	130	1,600	0.009	ICU:	1.012
	TH	2.00	680	3,200	0.213		
	LT	1.00	70	1,600	0.044 *	LOS:	F

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	50	0	0.000	N-S(1):	0.467 *
	TH	3.00	1,520	4,800	0.327	N-S(2):	0.390
	LT	1.00	360	1,600	0.225 *	E-W(1):	0.485 *
Westbound	RT	1.00	160	1,600	0.000	E-W(2):	0.297
	TH	2.00	750	3,200	0.234		
	LT	1.00	70	1,600	0.044 *	V/C:	0.952
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	3.00	1,110	4,800	0.242 *	ITS:	0.000
	LT	1.00	100	1,600	0.063		
Eastbound	RT	1.00	110	1,600	0.038	ICU:	1.052
	TH	2.00	1,410	3,200	0.441 *		
	LT	1.00	100	1,600	0.063	LOS:	F

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **79 Higuera St & Washington Blvd**
Description: **Future Plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	350	1,600	0.213	N-S(1):	0.319 *
	TH	1.00	150	1,600	0.094	N-S(2):	0.244
	LT	1.00	50	1,600	0.031 *	E-W(1):	0.394
Westbound	RT	1.00	160	1,600	0.084	E-W(2):	0.460 *
	TH	2.00	1,430	3,200	0.447 *		
	LT	1.00	110	1,600	0.069	V/C:	0.779
Northbound	RT	1.00	130	1,600	0.047	Lost Time:	0.100
	TH	1.00	460	1,600	0.288 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.879
	TH	2.00	900	3,200	0.325		
	LT	1.00	20	1,600	0.013 *	LOS:	D

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	210	1,600	0.078	N-S(1):	0.219 *
	TH	1.00	290	1,600	0.181 *	N-S(2):	0.219 *
	LT	1.00	50	1,600	0.031 *	E-W(1):	0.519 *
Westbound	RT	1.00	200	1,600	0.109	E-W(2):	0.378
	TH	2.00	870	3,200	0.272		
	LT	1.00	120	1,600	0.075 *	V/C:	0.738
Northbound	RT	1.00	110	1,600	0.031	Lost Time:	0.100
	TH	1.00	300	1,600	0.188 *	ITS:	0.000
	LT	1.00	60	1,600	0.038 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.838
	TH	2.00	1,330	3,200	0.444 *		
	LT	1.00	170	1,600	0.106	LOS:	D

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **80 Ince Blvd & Washington Blvd**
Description: **Future Plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.591 *
	TH	0.22	140	353	0.397	N-S(2):	0.000
	LT	1.78	1,130	2,563	0.441 *	E-W(1):	0.031 *
Westbound	RT	2.00	1,410	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	1.00	50	1,600	0.031 *	V/C:	0.622
Northbound	RT	1.00	110	1,600	0.069	Lost Time:	0.100
	TH	1.00	240	1,600	0.150 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.722
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.605 *
	TH	0.12	90	193	0.466	N-S(2):	0.000
	LT	1.88	1,400	2,706	0.517 *	E-W(1):	0.119 *
Westbound	RT	2.00	1,150	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	1.00	170	1,600	0.106 *	V/C:	0.724
Northbound	RT	1.00	120	1,600	0.075	Lost Time:	0.100
	TH	1.00	140	1,600	0.088 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	10	0	0.000	ICU:	0.824
	TH	1.00	10	1,600	0.013 *		
	LT	0.00	0	0	0.000	LOS:	D

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **81 Ince Blvd & Culver Blvd**
Description: **Future Plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006 *	N-S(1):	0.569 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	0.00	0	0	0.000	E-W(1):	0.290 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.078
	TH	2.00	230	3,200	0.072		
	LT	1.00	90	1,600	0.056 *	V/C:	0.859
Northbound	RT	1.00	60	1,600	0.009	Lost Time:	0.100
	TH	0.02	20	40	0.506	ITS:	0.000
	LT	1.98	1,600	2,844	0.563 *		
Eastbound	RT	2.00	1,150	3,200	0.000	ICU:	0.959
	TH	2.00	750	3,200	0.234 *		
	LT	1.00	10	1,600	0.006	LOS:	E

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.069 *	N-S(1):	0.482 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	0.00	0	0	0.000	E-W(1):	0.356 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.203
	TH	2.00	430	3,200	0.147		
	LT	1.00	90	1,600	0.056 *	V/C:	0.838
Northbound	RT	1.00	90	1,600	0.028	Lost Time:	0.100
	TH	0.05	30	81	0.372	ITS:	0.000
	LT	1.95	1,160	2,807	0.413 *		
Eastbound	RT	2.00	1,420	3,200	0.031	ICU:	0.938
	TH	2.00	960	3,200	0.300 *		
	LT	1.00	90	1,600	0.056	LOS:	E

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **83 Duquesne Ave & Washington Blvd**
Description: **Future Plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.275
	TH	1.00	370	1,600	0.269 *	N-S(2):	0.363 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.278
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.387 *
	TH	2.00	1,080	3,200	0.356 *		
	LT	1.00	90	1,600	0.056	V/C:	0.750
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	1.00	350	1,600	0.256	ITS:	0.000
	LT	1.00	150	1,600	0.094 *		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.850
	TH	2.00	540	3,200	0.222		
	LT	1.00	50	1,600	0.031 *	LOS:	D

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	50	0	0.000	N-S(1):	0.275
	TH	1.00	380	1,600	0.269 *	N-S(2):	0.344 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.431 *
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.297
	TH	2.00	720	3,200	0.266		
	LT	1.00	120	1,600	0.075 *	V/C:	0.775
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	1.00	320	1,600	0.225	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	0.00	160	0	0.000	ICU:	0.875
	TH	2.00	980	3,200	0.356 *		
	LT	1.00	50	1,600	0.031	LOS:	D

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **84 Sepulveda Blvd & Venice Blvd**
Description: **Future Plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	180	1,600	0.072	N-S(1):	0.447 *
	TH	2.00	590	3,200	0.184	N-S(2):	0.372
	LT	1.00	100	1,600	0.063 *	E-W(1):	0.454 *
Westbound	RT	1.00	100	1,600	0.031	E-W(2):	0.416
	TH	3.00	1,610	4,800	0.335		
	LT	1.00	250	1,600	0.156 *	V/C:	0.901
Northbound	RT	1.00	300	1,600	0.109	Lost Time:	0.100
	TH	2.00	1,230	3,200	0.384 *	ITS:	0.000
	LT	1.00	300	1,600	0.188		
Eastbound	RT	1.00	380	1,600	0.144	ICU:	1.001
	TH	3.00	1,430	4,800	0.298 *		
	LT	1.00	130	1,600	0.081	LOS:	F

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.000	N-S(1):	0.525
	TH	2.00	1,110	3,200	0.347 *	N-S(2):	0.541 *
	LT	1.00	120	1,600	0.075	E-W(1):	0.394
Westbound	RT	1.00	130	1,600	0.044	E-W(2):	0.402 *
	TH	3.00	1,210	4,800	0.252 *		
	LT	1.00	220	1,600	0.138	V/C:	0.943
Northbound	RT	1.00	470	1,600	0.225	Lost Time:	0.100
	TH	2.00	1,440	3,200	0.450	ITS:	0.000
	LT	1.00	310	1,600	0.194 *		
Eastbound	RT	1.00	280	1,600	0.078	ICU:	1.043
	TH	3.00	1,230	4,800	0.256		
	LT	1.00	240	1,600	0.150 *	LOS:	F

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **85 Sepulveda Blvd & 405 NB On/Off-Ramps**
Description: **Future Plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	510	1,600	0.319 *	N-S(1):	0.413
	TH	2.00	650	3,200	0.203	N-S(2):	0.563 *
	LT	0.00	0	0	0.000	E-W(1):	0.059
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.207 *
	TH	1.00	0	1,600	0.013 *		
	LT	0.00	10	1,600	0.006	V/C:	0.770
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	2.00	1,310	3,200	0.413	ITS:	0.000
	LT	1.00	390	1,600	0.244 *		
Eastbound	RT	0.14	40	229	0.053	ICU:	0.870
	TH	0.00	0	0	0.000		
	LT	1.86	520	2,674	0.194 *	LOS:	D

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.000	N-S(1):	0.356
	TH	2.00	1,280	3,200	0.403 *	N-S(2):	0.503 *
	LT	0.00	10	1,600	0.006	E-W(1):	0.284
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.384 *
	TH	1.00	10	1,600	0.019 *		
	LT	0.00	10	1,600	0.006	V/C:	0.887
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	2.00	1,110	3,200	0.350	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	0.21	110	335	0.278	ICU:	0.987
	TH	0.00	0	0	0.000		
	LT	1.79	940	2,578	0.365 *	LOS:	E

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **86 Sawtelle Blvd & 405 SB On/Off-Ramps**
Description: **Future Plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.835 *
	TH	2.00	200	1,600	0.494 *	N-S(2):	0.000
	LT	0.00	570	1,600	0.356	E-W(1):	0.250 *
Westbound	RT	1.00	370	1,600	0.000	E-W(2):	0.157
	TH	1.00	20	1,600	0.144		
	LT	0.00	210	1,600	0.131 *	V/C:	1.085
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	2.00	890	3,200	0.341 *	ITS:	0.000
	LT	0.00	20	1,600	0.013		
Eastbound	RT	0.00	30	0	0.000	ICU:	1.185
	TH	1.00	140	1,600	0.119 *		
	LT	0.00	20	1,600	0.013	LOS:	F

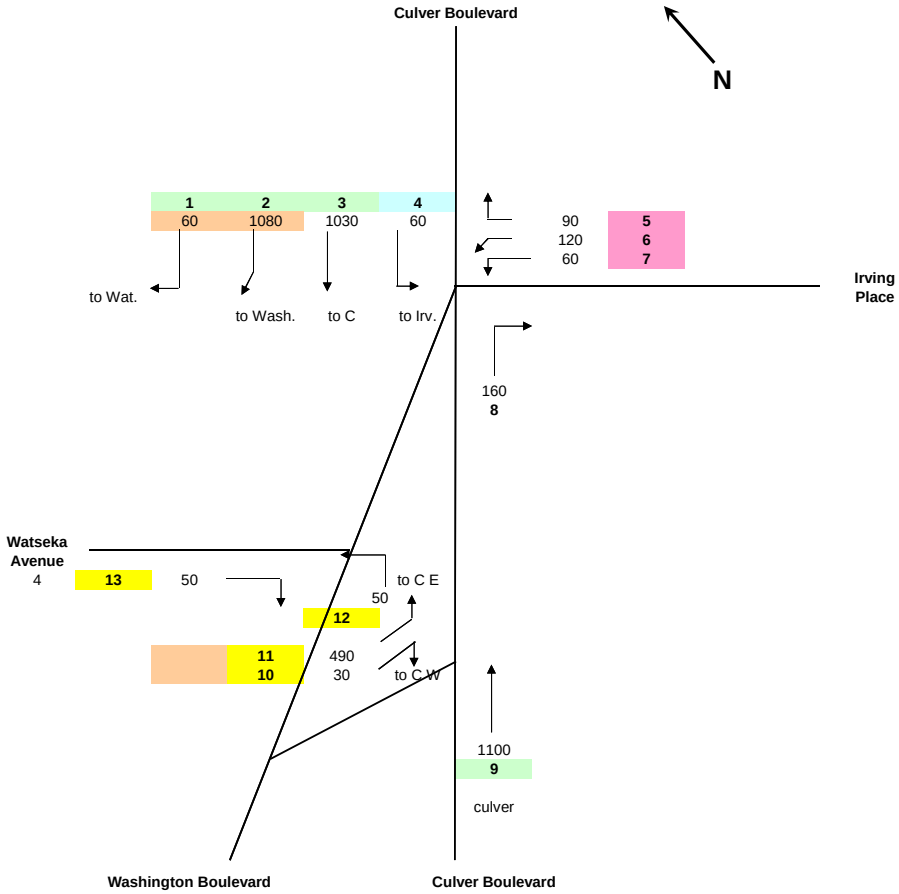
Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.662 *
	TH	2.00	650	3,200	0.359 *	N-S(2):	0.000
	LT	0.00	480	1,600	0.300	E-W(1):	0.262 *
Westbound	RT	1.00	330	1,600	0.000	E-W(2):	0.188
	TH	1.00	30	1,600	0.175		
	LT	0.00	250	1,600	0.156 *	V/C:	0.924
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	2.00	820	3,200	0.303 *	ITS:	0.000
	LT	0.00	30	1,600	0.019		
Eastbound	RT	0.00	30	0	0.000	ICU:	1.024
	TH	1.00	120	1,600	0.106 *		
	LT	0.00	20	1,600	0.013	LOS:	F

* - Denotes critical movement

HAND CALCULATION

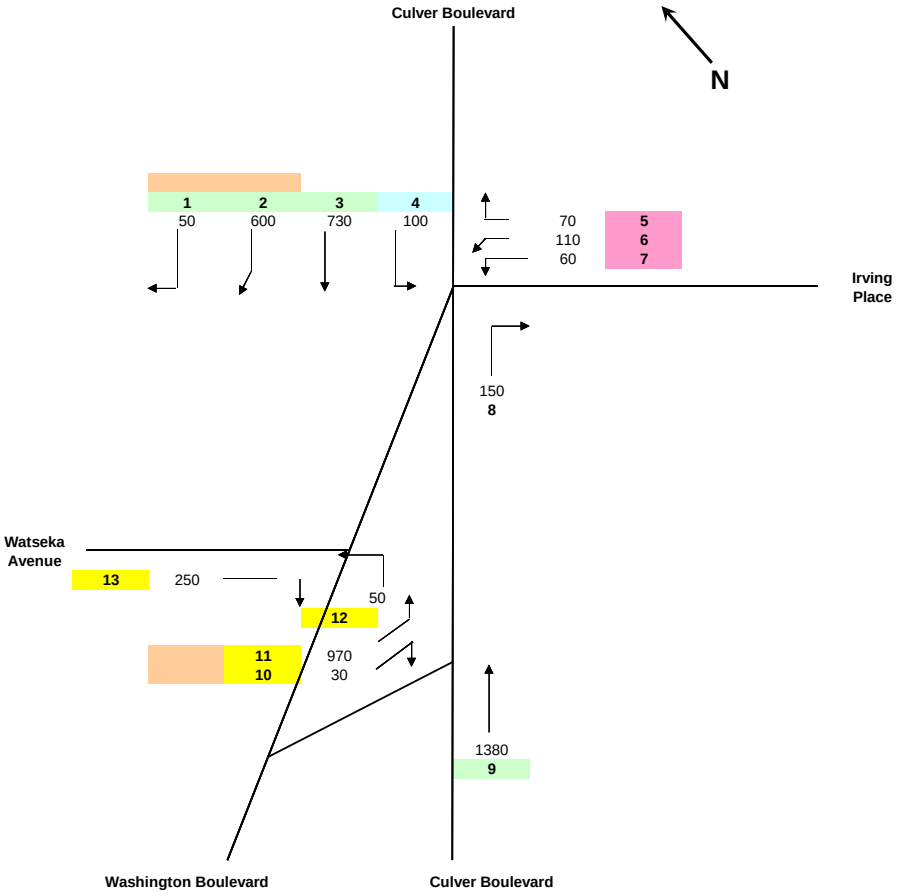
Future Plus Project Conditions A.M. Peak Hour



pair 1 Washington EBR Culver WBT	Max	TH/RT 490 + 30 3200 Washington EBR		LT +	1030 3200 Culver WBT	red: higher critical volu
	=	0.484				
pair 2 Washington EBL Culver WBT to Wash.	Max	50 1600 Washington EBL	+	60 + 1080 3200 Culver WBT to Wash.		
	=	0.388				
pair 3 Culver EB Culver WBL to Irv	Max	1100 4800 EBT	+	60 1600 WBL	—	1030 3200 Overlap Culver WBT
	=	-0.055				
pair 4 Irving Pl	Max	120 + 60 1600	or	90 1600		
	=	0.113				

									Loss Time		
V/C =	**0.484**	**+**	**0.388**	**+**	**-0.055**	**+**	**0.113**	**+**	**0.100**	**=**	**1.030**
LOS =		**F**									

Future Plus Project Conditions P.M. Peak Hour



pair 1 — Max { 970 + 30 / 3200 (Washington EBR) } + { 730 / 3200 (Culver WBT) }

= 0.541

pair 2 — Max { 50 / 1600 (Washington EBL) } + { 50 + 600 / 3200 (Culver WBT to Wash.) }

= 0.234

pair 3 — Max { 1380 / 4800 (EBT) + 100 / 1600 (WBL) } − { 730 / 3200 (Overlap Culver WBT) }

= 0.122

pair 4 — Max { 110 + 60 / 1600 } or { 70 / 1600 }

= 0.106

red: higher critical volu

V/C =	0.541	+	0.234	+	0.122	+	0.106	+	Loss Time 0.100	=	1.103

LOS = F

FUTURE PLUS PROJECT PLUS MITIGATION

CMA ANALYSIS:

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
5	North-South Street:	Centinela Ave (East)	East-West Street:	Olympic Blvd
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0		SB--	0	NB-- 0		SB--	0
		EB-- 3		WB--	0	EB-- 3		WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	950	1		**570**	560	1		**300**
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	190	0		570	40	0		300
	Left-Through-Right		0				0		
	Left-Right		1				1		
SOUTHBOUND	Left	10	0		10	20	0		20
	Left-Through		0				0		
	Through	10	0		**30**	40	0		**60**
	Through-Right		0				0		
	Right	10	0		0	0	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
EASTBOUND	Left	0	1		0	0	1		0
	Left-Through		0				0		
	Through	1280	3		**427**	1340	3		447
	Through-Right		0				0		
	Right	480	1		0	750	1		**450**
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	110	1		**110**	150	1		**150**
	Left-Through		0				0		
	Through	1340	2		450	1440	2		483
	Through-Right		1				1		
	Right	10	0		10	10	0		10
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	600			*North-South:*	360
				East-West:	537			*East-West:*	600
				SUM:	1137			*SUM:*	960
VOLUME/CAPACITY *(V/C)* RATIO:					0.798				0.674
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.698**				**0.574**
LEVEL OF SERVICE (LOS):					**B**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
7	North-South Street:	Centinela Ave	East-West Street:	I-10 WB On/Off-Ramps
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 3	WB--		0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	450	1	**450**	460	1	**460**
	Left-Through		0			0	
	Through	610	1	610	230	1	230
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	450	1	**450**	930	1	**930**
	Through-Right		0			0	
	Right	100	1	0	150	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	630	1	**630**	410	1	**410**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	370	1	0	190	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	900		*North-South:*	1390
			East-West:	630		*East-West:*	410
			SUM:	1530		*SUM:*	1800
VOLUME/CAPACITY *(V/C)* RATIO:				1.074			1.263
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.974**			**1.163**
LEVEL OF SERVICE (LOS):				**E**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
9	North-South Street:	Centinela Ave	East-West Street:	Pico Blvd
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	90	1	**90**
	Left-Through		0			0	
	Through	540	1	**540**	330	1	330
	Through-Right		0			0	
	Right	90	1	75	130	1	85
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	**40**	100	1	100
	Left-Through		0			0	
	Through	540	1	375	900	1	**525**
	Through-Right		1			1	
	Right	210	0	210	150	0	150
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	210	1	**210**	60	1	60
	Left-Through		0			0	
	Through	1060	2	530	1140	2	**570**
	Through-Right		0			0	
	Right	450	1	355	590	1	545
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	1	30	90	1	**90**
	Left-Through		0			0	
	Through	690	1	**490**	730	1	530
	Through-Right		1			1	
	Right	290	0	290	330	0	330
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	580		*North-South:*	615
			East-West:	700		*East-West:*	660
			SUM:	1280		*SUM:*	1275
VOLUME/CAPACITY *(V/C)* RATIO:				0.853			0.850
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.753**			**0.750**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 10

PROJECT TITLE: LATNP
North-South Street: Centinela Ave **East-West Street:** I-10 EB On-Ramp
Scenario: FUTURE PLUS PROJECT PLUS MITIGATION
Count Date: 5/15/2013 **Analyst:** Fehr & Peers **Date:** 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	810	1	**465**	580	1	**395**
	Through-Right		1			1	
	Right	120	0	120	210	0	210
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	540	1	**540**	650	1	**650**
	Left-Through		0			0	
	Through	480	2	240	960	2	480
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1005		*North-South:*	1045
			East-West:	0		*East-West:*	0
			SUM:	1005		*SUM:*	1045
VOLUME/CAPACITY *(V/C)* RATIO:				0.670			0.697
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.570**			**0.597**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
11	North-South Street:	Bundy Dr	East-West Street:	Wilshire Blvd
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	610	1	**610**		680	1	**680**	
	Left-Through		0				0		
	Through	620	1	385		830	1	525	
	Through-Right		1				1		
	Right	150	0	150		220	0	220	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	110	1	110		110	1	110	
	Left-Through		0				0		
	Through	700	1	**405**		660	1	**370**	
	Through-Right		1				1		
	Right	110	0	110		80	0	80	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	80	1	**80**		130	1	130	
	Left-Through		0				0		
	Through	1010	2	373		1030	2	**383**	
	Through-Right		1				1		
	Right	110	0	110		120	0	120	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	110	1	110		130	1	**130**	
	Left-Through		0				0		
	Through	1200	2	**427**		1060	2	383	
	Through-Right		1				1		
	Right	80	0	80		90	0	90	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	1015			*North-South:*	1050	
			East-West:	507			*East-West:*	513	
			SUM:	1522			*SUM:*	1563	
VOLUME/CAPACITY *(V/C)* RATIO:				1.107				1.137	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.007**				**1.037**	
LEVEL OF SERVICE (LOS):				**F**				**F**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
12	North-South Street:	Bundy Dr	East-West Street:	Santa Monica Blvd
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	150	1	150
	Left-Through		0			0	
	Through	1020	2	**510**	1260	2	**630**
	Through-Right		0			0	
	Right	80	1	80	100	1	100
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	410	1	**410**	250	1	**250**
	Left-Through		0			0	
	Through	1080	1	570	970	1	510
	Through-Right		1			1	
	Right	60	0	60	50	0	50
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	40	1	**40**	80	1	80
	Left-Through		0			0	
	Through	740	1	460	860	1	**525**
	Through-Right		1			1	
	Right	180	0	180	190	0	190
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	1130	2	**490**	910	2	333
	Through-Right		1			1	
	Right	340	0	340	90	0	90
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	920		*North-South:*	880
			East-West:	530		*East-West:*	525
			SUM:	1450		*SUM:*	1405
VOLUME/CAPACITY *(V/C)* RATIO:				0.967			0.937
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.867**			**0.837**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
13	North-South Street:	Bundy Dr	East-West Street:	Ohio Ave
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	90	1		**90**	60	1		**60**
	Left-Through		0				0		
	Through	1030	2		360	1380	2		480
	Through-Right		1				1		
	Right	50	0		50	60	0		60
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	1050	1		**635**	1010	1		**565**
	Through-Right		1				1		
	Right	220	0		220	120	0		120
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	170	1		170	120	1		120
	Left-Through		0				0		
	Through	120	0		**220**	250	0		**400**
	Through-Right		1				1		
	Right	100	0		0	150	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	150	1		**150**	40	1		**40**
	Left-Through		0				0		
	Through	130	0		140	120	0		140
	Through-Right		1				1		
	Right	10	0		0	20	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	725			North-South:	625
				East-West:	370			East-West:	440
				SUM:	1095			SUM:	1065
VOLUME/CAPACITY *(V/C)* RATIO:					0.730				0.710
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.630**				**0.610**
LEVEL OF SERVICE (LOS):					**B**				**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
14	North-South Street:	Bundy Dr	East-West Street:	Missouri Ave
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	1310	1		**680**	1410	1		**740**
	Through-Right		1				1		
	Right	50	0		50	70	0		70
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	100	1		**100**	120	1		**120**
	Left-Through		0				0		
	Through	1190	2		595	1260	2		630
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	0	0		**0**	0	0		**0**
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	90	1		**90**	60	1		**60**
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	70	1		20	90	1		30
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	780			North-South:	860
				East-West:	90			East-West:	60
				SUM:	870			SUM:	920
VOLUME/CAPACITY (V/C) RATIO:					0.580				0.613
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.480**				**0.513**
LEVEL OF SERVICE (LOS):					**A**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
15	North-South Street:	Bundy Dr	East-West Street:	La Grange Ave
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	20	1	20
	Left-Through		0			0	
	Through	1310	1	**690**	1400	1	**735**
	Through-Right		1			1	
	Right	70	0	70	70	0	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	100	1	**100**
	Left-Through		0			0	
	Through	1140	1	580	1230	1	620
	Through-Right		1			1	
	Right	20	0	20	10	0	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	**10**	0	0	**0**
	Left-Through		0			0	
	Through	10	0	30	10	0	30
	Through-Right		0			0	
	Right	10	0	0	20	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	90	0	90	130	0	130
	Left-Through		0			0	
	Through	10	0	**150**	10	0	**250**
	Through-Right		0			0	
	Right	50	0	0	110	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	770		*North-South:*	835
			East-West:	160		*East-West:*	250
			SUM:	930		*SUM:*	1085
VOLUME/CAPACITY *(V/C)* RATIO:				0.620			0.723
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.520**			**0.623**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
16	North-South Street:	Bundy Dr	East-West Street:	Olympic Blvd
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--		0	NB-- 3	SB--	0
	EB-- 3	WB--		3	EB-- 3	WB--	3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	230	2	127	130	2	**72**
	Left-Through		0			0	
	Through	1030	2	**515**	1060	2	530
	Through-Right		0			0	
	Right	140	1	30	180	1	48
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	260	2	**143**	150	2	83
	Left-Through		0			0	
	Through	850	1	505	1010	1	**570**
	Through-Right		1			1	
	Right	160	0	160	130	0	130
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	200	1	**200**	200	1	**200**
	Left-Through		0			0	
	Through	1100	3	367	1250	3	417
	Through-Right		0			0	
	Right	100	1	0	340	1	268
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	200	2	110	240	2	132
	Left-Through		0			0	
	Through	1280	3	**427**	1390	3	**463**
	Through-Right		0			0	
	Right	320	1	177	300	1	217
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	658		*North-South:*	642
			East-West:	627		*East-West:*	663
			SUM:	1285		*SUM:*	1305
VOLUME/CAPACITY *(V/C)* RATIO:				0.935			0.949
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.835**			**0.849**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
17	North-South Street:	Bundy Dr	East-West Street:	Pico Blvd
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		3	NB-- 0	SB--		3
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	260	1	**260**		260	1	**260**	
	Left-Through		0				0		
	Through	1090	2	430		1150	2	460	
	Through-Right		1				1		
	Right	200	0	200		230	0	230	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	60	1	60		90	1	90	
	Left-Through		0				0		
	Through	1050	2	**525**		1530	2	**765**	
	Through-Right		0				0		
	Right	80	1	0		70	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	120	1	120		100	1	100	
	Left-Through		0				0		
	Through	910	1	**545**		950	1	**500**	
	Through-Right		1				1		
	Right	180	0	180		50	0	50	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	100	1	**100**		190	1	**190**	
	Left-Through		0				0		
	Through	930	1	495		730	1	400	
	Through-Right		1				1		
	Right	60	0	60		70	0	70	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	785			*North-South:*	1025	
			East-West:	645			*East-West:*	690	
			SUM:	1430			*SUM:*	1715	
VOLUME/CAPACITY *(V/C)* RATIO:				1.040				1.247	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.940**				**1.147**	
LEVEL OF SERVICE (LOS):				**E**				**F**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 18

PROJECT TITLE: LATNP
North-South Street: Bundy Dr **East-West Street:** I-10 EB On-Ramp
Scenario: FUTURE PLUS PROJECT PLUS MITIGATION
Count Date: 5/15/2013 **Analyst:** Fehr & Peers **Date:** 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB--		0	NB-- 2	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1100	1	**550**	900	1	**450**
	Through-Right		1			1	
	Right	390	1	390	260	1	260
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	590	1	**590**	890	1	**890**
	Left-Through		0			0	
	Through	1000	2	500	1420	2	710
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1140		*North-South:*	1340
			East-West:	0		*East-West:*	0
			SUM:	1140		*SUM:*	1340
VOLUME/CAPACITY *(V/C)* RATIO:				0.760			0.893
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.660**			**0.793**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
19	North-South Street:	Bundy Dr	East-West Street:	Ocean Park Blvd
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0		SB--	3	NB-- 0		SB--	3
		EB-- 3		WB--	0	EB-- 3		WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	750	1		**750**	390	1		**390**
	Left-Through		0				0		
	Through	1320	1		800	850	1		535
	Through-Right		1				1		
	Right	280	0		280	220	0		220
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	30	1		30	70	1		70
	Left-Through		0				0		
	Through	680	2		**340**	1240	2		**620**
	Through-Right		0				0		
	Right	290	1		150	190	1		130
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	140	1		**140**	60	1		60
	Left-Through		0				0		
	Through	570	2		285	770	2		385
	Through-Right		0				0		
	Right	370	1		0	860	1		**470**
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	80	1		80	190	1		**190**
	Left-Through		0				0		
	Through	610	1		**365**	490	1		280
	Through-Right		1				1		
	Right	120	0		120	70	0		70
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	1090			*North-South:*	1010
				East-West:	505			*East-West:*	660
				SUM:	1595			*SUM:*	1670
VOLUME/CAPACITY *(V/C)* RATIO:					1.160				1.215
V/C LESS ATSAC/ATCS ADJUSTMENT:					**1.060**				**1.115**
LEVEL OF SERVICE (LOS):					**F**				**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
20	North-South Street:	Bundy Dr	East-West Street:	National Blvd
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2	SB--	0	NB-- 2	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1900	2	**950**	1260	2	**630**
	Through-Right		0			0	
	Right	420	1	420	260	1	260
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	290	2	**160**	640	2	**352**
	Left-Through		0			0	
	Through	870	2	435	1640	2	820
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	230	2	127	590	2	**325**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	500	1	**340**	220	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1110		*North-South:*	982
			East-West:	340		*East-West:*	325
			SUM:	1450		*SUM:*	1307
VOLUME/CAPACITY *(V/C)* RATIO:				1.018			0.917
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.918**			**0.817**
LEVEL OF SERVICE (LOS):				**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
21	North-South Street:	Barrington Ave	East-West Street:	Santa Monica Blvd
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
	No. of Phases			0			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 / EB-- 0	SB-- / WB--	0 / 0	NB-- 0 / EB-- 0	SB-- / WB--	0 / 0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			1000			900
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	140	1	**140**
	Left-Through		0			0	
	Through	510	1	**510**	470	1	470
	Through-Right		0			0	
	Right	130	1	90	160	1	100
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	260	1	**260**	120	1	120
	Left-Through		0			0	
	Through	540	0	550	530	0	**630**
	Through-Right		1			1	
	Right	10	0	0	100	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	1	**120**	80	1	80
	Left-Through		0			0	
	Through	1360	2	490	1120	2	**437**
	Through-Right		1			1	
	Right	110	0	110	190	0	190
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	80	120	1	**120**
	Left-Through		0			0	
	Through	1450	2	**523**	1160	2	457
	Through-Right		1			1	
	Right	120	0	120	210	0	210
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	770		*North-South:*	770
			East-West:	643		*East-West:*	557
			SUM:	1413		*SUM:*	1327
	VOLUME/CAPACITY *(V/C)* RATIO:			1.413			1.474
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.313**			**1.374**
	LEVEL OF SERVICE (LOS):			**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
22	North-South Street:	Barrington Ave	East-West Street:	Nebraska Ave
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		**Volume**	**No. of Lanes**		**Lane Volume**	**Volume**	**No. of Lanes**		**Lane Volume**
NORTHBOUND	Left	20	0		20	30	0		30
	Left-Through		0				0		
	Through	740	0		**790**	670	0		**740**
	Through-Right		0				0		
	Right	30	0		0	40	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
SOUTHBOUND	Left	40	0		**40**	70	0		**70**
	Left-Through		0				0		
	Through	700	0		770	650	0		740
	Through-Right		0				0		
	Right	30	0		0	20	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
EASTBOUND	Left	20	0		20	20	0		20
	Left-Through		0				0		
	Through	90	0		**160**	230	0		**300**
	Through-Right		0				0		
	Right	50	0		0	50	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
WESTBOUND	Left	50	0		**50**	30	0		**30**
	Left-Through		0				0		
	Through	100	0		190	90	0		150
	Through-Right		0				0		
	Right	40	0		0	30	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	830			*North-South:*	810
				East-West:	210			*East-West:*	330
				SUM:	1040			*SUM:*	1140
VOLUME/CAPACITY *(V/C)* RATIO:					0.693				0.760
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.593**				**0.660**
LEVEL OF SERVICE (LOS):					**A**				**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
24	North-South Street:	Barrington Ave	East-West Street:	La Grange Ave
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	60	0		60	60	0		**60**
	Left-Through		0				0		
	Through	780	0		**880**	650	0		730
	Through-Right		0				0		
	Right	40	0		0	20	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
SOUTHBOUND	Left	50	0		**50**	80	0		80
	Left-Through		0				0		
	Through	710	0		820	730	0		**840**
	Through-Right		0				0		
	Right	60	0		0	30	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
EASTBOUND	Left	20	0		20	50	0		50
	Left-Through		0				0		
	Through	80	0		**210**	210	0		**400**
	Through-Right		0				0		
	Right	110	0		0	140	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
WESTBOUND	Left	50	0		**50**	60	0		**60**
	Left-Through		0				0		
	Through	80	0		170	70	0		190
	Through-Right		0				0		
	Right	40	0		0	60	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	930			North-South:	900
				East-West:	260			East-West:	460
				SUM:	1190			SUM:	1360
VOLUME/CAPACITY *(V/C)* RATIO:					0.793				0.907
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.693**				**0.807**
LEVEL OF SERVICE (LOS):					**B**				**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
25	North-South Street:	Barrington Ave	East-West Street:	Mississippi Ave
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	90	50	1	**50**
	Left-Through		0			0	
	Through	840	0	**900**	670	0	750
	Through-Right		1			1	
	Right	60	0	0	80	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	30	1	30
	Left-Through		0			0	
	Through	800	0	830	890	0	**900**
	Through-Right		1			1	
	Right	30	0	0	10	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	20	0	**20**	40	0	40
	Left-Through		1			1	
	Through	100	0	120	260	0	**300**
	Through-Right		0			0	
	Right	90	1	45	230	1	205
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	0	60	70	0	**70**
	Left-Through		0			0	
	Through	80	0	**170**	70	0	160
	Through-Right		0			0	
	Right	30	0	0	20	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	930		*North-South:*	950
			East-West:	190		*East-West:*	370
			SUM:	1120		*SUM:*	1320
VOLUME/CAPACITY *(V/C)* RATIO:				0.747			0.880
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.647**			**0.780**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
26	North-South Street:	Barrington Ave	East-West Street:	Olympic Blvd
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		3	EB-- 0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	590	1	590	240	1	**240**
	Left-Through		0			0	
	Through	810	1	**595**	490	1	305
	Through-Right		1			1	
	Right	380	0	380	120	0	120
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	290	1	**290**	190	1	190
	Left-Through		0			0	
	Through	530	2	265	950	2	**475**
	Through-Right		0			0	
	Right	80	1	65	60	1	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	1	30	70	1	70
	Left-Through		0			0	
	Through	1190	2	**440**	1140	2	**473**
	Through-Right		1			1	
	Right	130	0	130	280	0	280
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	**70**	210	1	**210**
	Left-Through		0			0	
	Through	1810	4	453	1510	4	378
	Through-Right		0			0	
	Right	200	1	0	190	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	885		*North-South:*	715
			East-West:	510		*East-West:*	683
			SUM:	1395		*SUM:*	1398
VOLUME/CAPACITY *(V/C)* RATIO:				0.979			0.981
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.879**			**0.881**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
27	North-South Street:	Barrington Ave	East-West Street:	Pico Blvd
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--		0 0	NB-- 0 EB-- 0	SB-- WB--	0 0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				1200			1100

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	160	50	1	**50**
	Left-Through		0			0	
	Through	1620	2	**810**	670	2	335
	Through-Right		0			0	
	Right	40	1	25	50	1	5
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	150	1	150
	Left-Through		0			0	
	Through	620	1	315	1530	1	**835**
	Through-Right		1			1	
	Right	10	0	10	140	0	140
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	220	1	**220**	90	1	90
	Left-Through		0			0	
	Through	820	1	440	980	1	**575**
	Through-Right		1			1	
	Right	60	0	60	170	0	170
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	30	1	30	90	1	**90**
	Left-Through		0			0	
	Through	810	1	**440**	690	1	365
	Through-Right		1			1	
	Right	70	0	70	40	0	40
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	890		*North-South:*	885
			East-West:	660		*East-West:*	665
			SUM:	1550		*SUM:*	1550
VOLUME/CAPACITY *(V/C)* RATIO:				1.292			1.409
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.192**			**1.309**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
28	North-South Street:	Barrington Ave	East-West Street:	Gateway Rd
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	200	1		200	100	1		**100**
	Left-Through		0				0		
	Through	1570	2		**785**	590	2		295
	Through-Right		0				0		
	Right	180	1		150	80	1		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	40	1		**40**	100	1		100
	Left-Through		0				0		
	Through	560	2		280	1480	2		**740**
	Through-Right		0				0		
	Right	140	1		20	220	1		130
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	240	1		240	180	1		180
	Left-Through		0				0		
	Through	750	1		**410**	490	1		**410**
	Through-Right		1				1		
	Right	70	0		70	330	0		330
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	60	1		**60**	210	1		**210**
	Left-Through		0				0		
	Through	310	1		165	540	1		280
	Through-Right		1				1		
	Right	20	0		20	20	0		20
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	825			North-South:	840
				East-West:	470			East-West:	620
				SUM:	1295			SUM:	1460
VOLUME/CAPACITY *(V/C)* RATIO:					0.863				0.973
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.763**				**0.873**
LEVEL OF SERVICE (LOS):					**C**				**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
29	North-South Street:	Gateway Blvd	East-West Street:	Pico Blvd
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 3	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			1100			1000

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	860	2	**308**	520	2	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	830	1	**435**	1130	1	**585**
	Through-Right		1			1	
	Right	40	0	40	40	0	40
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	300	2	**165**	560	2	**308**
	Left-Through		0			0	
	Through	970	2	485	850	2	425
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	308		*North-South:*	0
			East-West:	600		*East-West:*	893
			SUM:	908		*SUM:*	893
VOLUME/CAPACITY *(V/C)* RATIO:				0.825			0.893
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.725**			**0.793**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
30	North-South Street:	Sawtelle Blvd	East-West Street:	Santa Monica Blvd
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	80	0		80	70	0		70
	Left-Through		0				0		
	Through	240	0		**650**	200	0		**610**
	Through-Right		0				0		
	Right	330	0		0	340	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
SOUTHBOUND	Left	60	0		**60**	50	0		**50**
	Left-Through		0				0		
	Through	180	0		250	320	0		460
	Through-Right		0				0		
	Right	10	0		0	90	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
EASTBOUND	Left	60	1		60	30	1		30
	Left-Through		0				0		
	Through	1730	2		**587**	1630	2		**570**
	Through-Right		1				1		
	Right	30	0		30	80	0		80
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	120	1		**120**	130	1		**130**
	Left-Through		0				0		
	Through	1640	2		603	920	2		333
	Through-Right		1				1		
	Right	170	0		170	80	0		80
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	710			North-South:	660
				East-West:	707			East-West:	700
				SUM:	1417			SUM:	1360
VOLUME/CAPACITY *(V/C)* RATIO:					0.994				0.954
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.894**				**0.854**
LEVEL OF SERVICE (LOS):					**D**				**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP			
31	North-South Street:	Beloit Ave/I-405 SB Off-Ramp	East-West Street:	Santa Monica Blvd	
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION			
	Count Date:	5/15/2013	Analyst:	Fehr & Peers	Date: 6/24/2014

		AM			PM		
	No. of Phases			0			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			1000			800
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	680	1	**374**	460	1	253
	Left-Through		1			1	
	Through	180	0	210	290	0	**290**
	Through-Right		1			1	
	Right	240	1	0	290	1	290
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1550	3	517	1760	3	**513**
	Through-Right		1			1	
	Right	570	0	**570**	290	0	290
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	750	2	**413**	720	2	**396**
	Left-Through		0			0	
	Through	1700	3	567	870	3	290
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	374		*North-South:*	290
			East-West:	983		*East-West:*	909
			SUM:	1357		*SUM:*	1199
	VOLUME/CAPACITY *(V/C)* RATIO:			1.357			1.499
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.257**			**1.399**
	LEVEL OF SERVICE (LOS):			**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
32	North-South Street:	Sawtelle Blvd	East-West Street:	Olympic Blvd
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
	No. of Phases			0			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 / EB-- 0	SB-- / WB--	0 / 0	NB-- 3 / EB-- 0	SB-- / WB--	0 / 0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			1200			1000
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	450	1	450	280	1	280
	Left-Through		0			0	
	Through	510	1	**510**	330	1	**330**
	Through-Right		0			0	
	Right	440	1	290	290	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	300	1	**300**	450	1	**450**
	Left-Through		0			0	
	Through	270	1	160	480	1	265
	Through-Right		1			1	
	Right	50	0	50	50	0	50
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	1	**30**	20	1	20
	Left-Through		0			0	
	Through	1570	2	543	840	2	**300**
	Through-Right		1			1	
	Right	60	0	60	60	0	60
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	150	1	150	490	1	**490**
	Left-Through		0			0	
	Through	2080	3	**693**	2090	3	550
	Through-Right		0			1	
	Right	140	1	0	110	0	110
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	810		*North-South:*	780
			East-West:	723		*East-West:*	790
			SUM:	1533		*SUM:*	1570
	VOLUME/CAPACITY *(V/C)* RATIO:			1.278			1.570
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.178**			**1.470**
	LEVEL OF SERVICE (LOS):			**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
33	North-South Street:	Sawtelle Blvd	East-West Street:	I-405 SB Off-Ramp
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0		SB--	0	NB-- 0		SB--	0
		EB-- 0		WB--	0	EB-- 0		WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	440	1		**440**	120	1		**120**
	Left-Through		0				0		
	Through	760	2		380	480	2		240
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	430	1		**230**	1000	1		**525**
	Through-Right		1				1		
	Right	30	0		30	50	0		50
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	50	1		**50**	170	1		170
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	120	0		0	540	0		**480**
	Left-Through-Right		0				0		
	Left-Right		1				1		
WESTBOUND	Left	240	1		240	400	1		**400**
	Left-Through		0				0		
	Through	230	0		**475**	130	0		220
	Through-Right		1				1		
	Right	720	1		0	310	1		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	670			*North-South:*	645
				East-West:	525			*East-West:*	880
				SUM:	1195			*SUM:*	1525
VOLUME/CAPACITY *(V/C)* RATIO:					0.839				1.070
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.739**				**0.970**
LEVEL OF SERVICE (LOS):					**C**				**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 34

PROJECT TITLE: LATNP
North-South Street: Sawtelle Blvd **East-West Street:** Pico Blvd
Scenario: FUTURE PLUS PROJECT PLUS MITIGATION
Count Date: 5/15/2013 **Analyst:** Fehr & Peers **Date:** 6/24/2014

	AM			PM		
No. of Phases			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			1200			1100

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	210	1	210	70	1	**70**
	Left-Through		0			0	
	Through	930	1	**650**	440	1	320
	Through-Right		1			1	
	Right	370	0	370	200	0	200
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	1	**250**	330	1	330
	Left-Through		0			0	
	Through	460	2	230	1420	2	**710**
	Through-Right		0			0	
	Right	110	1	45	140	1	125
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	130	30	1	30
	Left-Through		0			0	
	Through	1610	2	**557**	1430	2	**553**
	Through-Right		1			1	
	Right	60	0	60	230	0	230
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	**90**	250	1	**250**
	Left-Through		0			0	
	Through	1090	2	400	1190	2	440
	Through-Right		1			1	
	Right	110	0	110	130	0	130
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	900		*North-South:*	780
			East-West:	647		*East-West:*	803
			SUM:	1547		*SUM:*	1583
VOLUME/CAPACITY *(V/C)* RATIO:				1.289			1.439
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.189**			**1.339**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
35	North-South Street:	Sawtelle Blvd	East-West Street:	National Blvd
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	150	80	1	80
	Left-Through		0			0	
	Through	890	1	**590**	510	1	**380**
	Through-Right		1			1	
	Right	290	0	290	250	0	250
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	450	2	**248**	920	2	**506**
	Left-Through		0			0	
	Through	320	1	185	800	1	445
	Through-Right		1			1	
	Right	50	0	50	90	0	90
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	30	1	30
	Left-Through		0			0	
	Through	1240	1	**650**	1320	1	**690**
	Through-Right		1			1	
	Right	60	0	60	60	0	60
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	140	1	**140**	230	1	**230**
	Left-Through		0			0	
	Through	770	1	730	590	1	465
	Through-Right		1			1	
	Right	690	0	690	340	0	340
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	838		*North-South:*	886
			East-West:	790		*East-West:*	920
			SUM:	1628		*SUM:*	1806
VOLUME/CAPACITY *(V/C)* RATIO:				1.184			1.313
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.084**			**1.213**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
36	North-South Street:	I-405 SB On-Ramp	East-West Street:	National Blvd
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	0	0		**0**	0	0		**0**
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	0	0		**0**	0	0		**0**
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	1270	2		635	1290	2		645
	Through-Right		0				0		
	Right	740	1		**740**	1230	1		**1230**
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	480	2		**264**	730	2		**402**
	Left-Through		0				0		
	Through	1600	2		800	1180	2		590
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	0			North-South:	0
				East-West:	1004			East-West:	1632
				SUM:	1004			SUM:	1632
VOLUME/CAPACITY *(V/C)* RATIO:					0.669				1.088
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.569**				**0.988**
LEVEL OF SERVICE (LOS):					**A**				**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
37	North-South Street:	Sawtelle Blvd	East-West Street:	Palms Blvd
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--		0	NB--	0	SB--	0
	EB--	0	WB--		0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	130	50	1	50
	Left-Through		0			0	
	Through	930	1	**575**	450	1	**325**
	Through-Right		1			1	
	Right	220	0	220	200	0	200
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	370	1	**370**
	Left-Through		0			0	
	Through	240	1	150	820	1	460
	Through-Right		1			1	
	Right	60	0	60	100	0	100
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	150	1	150	80	1	80
	Left-Through		0			0	
	Through	760	1	**420**	1110	1	**600**
	Through-Right		1			1	
	Right	80	0	80	90	0	90
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	180	1	**180**	160	1	**160**
	Left-Through		0			0	
	Through	790	2	395	890	2	445
	Through-Right		0			0	
	Right	440	1	380	260	1	75
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	695		*North-South:*	695
			East-West:	600		*East-West:*	760
			SUM:	1295		*SUM:*	1455
VOLUME/CAPACITY *(V/C)* RATIO:				0.863			0.970
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.763**			**0.870**
LEVEL OF SERVICE (LOS):				**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
38	North-South Street:	Cotner Ave/I-405 NB On/Off-F	East-West Street:	Santa Monica Blvd
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					900				700
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	880	1		484	390	1		**300**
	Left-Through		1				1		
	Through	400	1		400	540	1		300
	Through-Right		1				1		
	Right	1000	1		**550**	570	1		300
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	0	0		**0**	0	0		0
	Left-Through		0				0		
	Through	0	0		0	0	0		**0**
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	500	2		**275**	730	2		**402**
	Left-Through		0				0		
	Through	1720	3		573	1520	3		507
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	1560	4		**390**	1230	4		308
	Through-Right		0				0		
	Right	290	1		290	330	1		**330**
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	550			*North-South:*	300
				East-West:	665			*East-West:*	732
				SUM:	1215			*SUM:*	1032
VOLUME/CAPACITY *(V/C)* RATIO:					1.350				1.474
V/C LESS ATSAC/ATCS ADJUSTMENT:					**1.250**				**1.374**
LEVEL OF SERVICE (LOS):					**F**				**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
39	North-South Street:	Sepulveda Blvd	East-West Street:	Santa Monica Blvd
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0		SB--	3	NB-- 0		SB--	3
		EB-- 3		WB--	3	EB-- 3		WB--	3
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					1100				1000
	MOVEMENT	Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	210	1		210	260	1		**260**
	Left-Through		0				0		
	Through	840	2		**420**	790	2		395
	Through-Right		0				0		
	Right	380	1		330	170	1		40
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	140	1		**140**	180	1		180
	Left-Through		0				0		
	Through	460	2		230	930	2		**465**
	Through-Right		0				0		
	Right	140	1		0	260	1		110
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	200	1		200	150	1		150
	Left-Through		0				0		
	Through	2280	3		**760**	1730	3		**577**
	Through-Right		0				0		
	Right	240	1		30	240	1		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	100	1		**100**	260	1		**260**
	Left-Through		0				0		
	Through	1490	3		497	1710	3		570
	Through-Right		0				0		
	Right	170	1		30	140	1		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	560			*North-South:*	725
				East-West:	860			*East-West:*	837
				SUM:	1420			*SUM:*	1562
VOLUME/CAPACITY *(V/C)* RATIO:					1.291				1.562
V/C LESS ATSAC/ATCS ADJUSTMENT:					**1.191**				**1.462**
LEVEL OF SERVICE (LOS):					**F**				**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
40	North-South Street:	Sepulveda Blvd	East-West Street:	Olympic Blvd
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
	No. of Phases			0			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			1200			1000
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	90	1	**90**
	Left-Through		0			0	
	Through	1040	2	**520**	850	2	425
	Through-Right		0			0	
	Right	90	1	30	130	1	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	140	1	140
	Left-Through		0			0	
	Through	400	1	290	960	1	**560**
	Through-Right		1			1	
	Right	180	0	180	160	0	160
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	**80**	80	1	**80**
	Left-Through		0			0	
	Through	1990	2	683	1570	2	573
	Through-Right		1			1	
	Right	60	0	60	150	0	150
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	1	120	120	1	120
	Left-Through		0			0	
	Through	2550	2	**903**	2540	3	**688**
	Through-Right		1			1	
	Right	160	0	160	210	0	210
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	640		*North-South:*	650
			East-West:	983		*East-West:*	768
			SUM:	1623		*SUM:*	1418
	VOLUME/CAPACITY *(V/C)* RATIO:			1.353			1.418
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.253**			**1.318**
	LEVEL OF SERVICE (LOS):			**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 41

PROJECT TITLE: LATNP
North-South Street: Sepulveda Blvd **East-West Street:** Pico Blvd
Scenario: FUTURE PLUS PROJECT PLUS MITIGATION
Count Date: 5/15/2013 **Analyst:** Fehr & Peers **Date:** 6/24/2014

	AM			PM		
No. of Phases			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 3	WB--	0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			1200			1100

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	270	1	270	190	1	**190**
	Left-Through		0			0	
	Through	1230	1	**710**	800	1	515
	Through-Right		1			1	
	Right	190	0	190	230	0	230
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	**40**	170	1	170
	Left-Through		0			0	
	Through	390	1	255	900	1	**565**
	Through-Right		1			1	
	Right	120	0	120	230	0	230
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	170	1	170
	Left-Through		0			0	
	Through	1140	3	380	1370	3	**457**
	Through-Right		0			0	
	Right	90	1	0	160	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	200	1	200	410	1	**410**
	Left-Through		0			0	
	Through	1350	2	**490**	1090	2	373
	Through-Right		1			1	
	Right	120	0	120	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	750		*North-South:*	755
			East-West:	670		*East-West:*	867
			SUM:	1420		*SUM:*	1622
VOLUME/CAPACITY *(V/C)* RATIO:				1.183			1.475
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.083**			**1.375**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
42	North-South Street:	Cotner Ave	East-West Street:	Pico Blvd
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	10	1	**10**	90	1	**90**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	40	1	0	210	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	580	1	**580**	250	1	**250**
	Left-Through		0			0	
	Through	1620	3	540	1720	3	573
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1270	2	**557**	1340	2	**540**
	Through-Right		1			1	
	Right	400	0	400	280	0	280
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	10		*North-South:*	90
			East-West:	1137		*East-West:*	790
			SUM:	1147		*SUM:*	880
VOLUME/CAPACITY *(V/C)* RATIO:				0.805			0.618
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.705**			**0.518**
LEVEL OF SERVICE (LOS):				**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
43	North-South Street:	Sepulveda Blvd	East-West Street:	Exposition Blvd
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0		NB--	0	SB--	0
	EB--	0	WB--	0		EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	80	1	**80**
	Left-Through		0			0	
	Through	1740	1	**890**	1250	1	635
	Through-Right		1			1	
	Right	40	0	40	20	0	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	**40**	180	1	180
	Left-Through		0			0	
	Through	640	2	320	1700	2	**850**
	Through-Right		0			0	
	Right	40	1	40	50	1	50
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	10	0	**10**	20	0	**20**
	Left-Through		1			1	
	Through	60	0	70	140	0	160
	Through-Right		0			0	
	Right	20	1	0	130	1	90
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	0	20	30	0	30
	Left-Through		0			0	
	Through	80	0	**310**	40	0	**260**
	Through-Right		0			0	
	Right	210	0	0	190	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	930		*North-South:*	930
			East-West:	320		*East-West:*	280
			SUM:	1250		*SUM:*	1210
VOLUME/CAPACITY *(V/C)* RATIO:				0.877			0.849
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.777**			**0.749**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
44	North-South Street:	I-405 NB Off-Ramp	East-West Street:	National Blvd
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	660	0	**660**	340	0	**340**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	420	1	420	360	1	350
	Left-Through-Right		0			0	
	Left-Right		1			1	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**10**	0	0	**50**
	Through-Right		0			0	
	Right	10	0	0	50	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	1270	2	635	1260	2	630
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1380	1	**695**	1540	1	**775**
	Through-Right		1			1	
	Right	10	0	10	10	0	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	670		*North-South:*	390
			East-West:	695		*East-West:*	775
			SUM:	1365		*SUM:*	1165
VOLUME/CAPACITY *(V/C)* RATIO:				0.910			0.777
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.810**			**0.677**
LEVEL OF SERVICE (LOS):				**D**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP			
45	North-South Street:	Sepulveda Blvd	East-West Street:	National Blvd	
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION			
	Count Date:	5/15/2013	Analyst:	Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	280	1	280	340	1	**340**
	Left-Through		0			0	
	Through	1400	2	**700**	1130	2	565
	Through-Right		0			0	
	Right	220	1	175	120	1	15
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	**100**	100	1	100
	Left-Through		0			0	
	Through	250	1	250	770	1	**505**
	Through-Right		1			1	
	Right	280	0	178	240	0	240
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	370	2	204	140	2	77
	Left-Through		0			0	
	Through	1100	1	**645**	1090	1	**725**
	Through-Right		1			1	
	Right	190	0	190	360	0	360
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	**90**	210	1	**210**
	Left-Through		0			0	
	Through	840	1	450	970	1	585
	Through-Right		1			1	
	Right	60	0	60	200	0	200
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	800		*North-South:*	845
			East-West:	735		*East-West:*	935
			SUM:	1535		*SUM:*	1780
VOLUME/CAPACITY *(V/C)* RATIO:				1.116			1.295
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.016**			**1.195**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
46	North-South Street:	Sepulveda Blvd	East-West Street:	Palms Blvd
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0		SB--	0	NB-- 0		SB--	0
		EB-- 0		WB--	0	EB-- 0		WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	220	1		220	130	1		**130**
	Left-Through		0				0		
	Through	1500	2		**750**	1120	2		560
	Through-Right		0				0		
	Right	190	1		120	300	1		240
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	60	1		**60**	120	1		120
	Left-Through		0				0		
	Through	340	1		190	1070	1		**620**
	Through-Right		1				1		
	Right	40	0		40	170	0		170
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	130	1		130	110	1		110
	Left-Through		0				0		
	Through	900	1		**490**	1360	1		**785**
	Through-Right		1				1		
	Right	80	0		80	210	0		210
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	140	1		**140**	120	1		**120**
	Left-Through		0				0		
	Through	960	2		480	960	2		480
	Through-Right		0				0		
	Right	160	1		130	140	1		80
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	810			North-South:	750
				East-West:	630			East-West:	905
				SUM:	1440			SUM:	1655
VOLUME/CAPACITY *(V/C)* RATIO:					0.960				1.103
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.860**				**1.003**
LEVEL OF SERVICE (LOS):					**D**				**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
47	North-South Street:	Military Ave	East-West Street:	National Blvd
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	0	100	30	0	**30**
	Left-Through		0			0	
	Through	140	0	**350**	60	0	130
	Through-Right		0			0	
	Right	110	0	0	40	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	40	0	**40**	170	0	170
	Left-Through		1			1	
	Through	40	0	80	260	0	**430**
	Through-Right		0			0	
	Right	80	1	0	200	1	170
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	60	1	60
	Left-Through		0			0	
	Through	1100	1	560	1050	1	**545**
	Through-Right		1			1	
	Right	20	0	20	40	0	40
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	160	1	**160**
	Left-Through		0			0	
	Through	810	1	**455**	1080	1	575
	Through-Right		1			1	
	Right	100	0	100	70	0	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	390		*North-South:*	460
			East-West:	635		*East-West:*	705
			SUM:	1025		*SUM:*	1165
VOLUME/CAPACITY *(V/C)* RATIO:				0.683			0.777
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.583**			**0.677**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
48	North-South Street:	Westwood Blvd	East-West Street:	Olympic Blvd
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	100	70	1	**70**
	Left-Through		0			0	
	Through	1030	1	**565**	950	1	525
	Through-Right		1			1	
	Right	100	0	100	100	0	100
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	**110**	160	1	160
	Left-Through		0			0	
	Through	520	1	350	1290	1	**740**
	Through-Right		1			1	
	Right	180	0	180	190	0	190
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	1	30	120	1	**120**
	Left-Through		0			0	
	Through	2100	2	**720**	1590	2	550
	Through-Right		1			1	
	Right	60	0	60	60	0	60
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	80	1	**80**	80	1	80
	Left-Through		0			0	
	Through	2350	3	638	2320	3	**610**
	Through-Right		1			1	
	Right	200	0	200	120	0	120
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	675		*North-South:*	810
			East-West:	800		*East-West:*	730
			SUM:	1475		*SUM:*	1540
VOLUME/CAPACITY *(V/C)* RATIO:				1.073			1.120
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.973**			**1.020**
LEVEL OF SERVICE (LOS):				**E**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP			
49	North-South Street:	Westwood Blvd	East-West Street:	Pico Blvd	
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION			
	Count Date:	5/15/2013	Analyst:	Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 3	SB--	0
	EB-- 3	WB--	3	EB-- 3	WB--	3
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	140	1	140	130	1	**130**
	Left-Through		0			0	
	Through	1040	2	**520**	680	2	340
	Through-Right		0			0	
	Right	140	1	80	130	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	90	1	**90**	50	1	50
	Left-Through		0			0	
	Through	420	1	280	1140	1	**635**
	Through-Right		1			1	
	Right	140	0	140	130	0	130
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	140	1	140
	Left-Through		0			0	
	Through	1300	3	433	1230	3	**410**
	Through-Right		0			0	
	Right	40	1	0	190	1	60
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	60	230	1	**230**
	Left-Through		0			0	
	Through	1360	3	**453**	1120	3	373
	Through-Right		0			0	
	Right	280	1	190	270	1	220
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	610		*North-South:*	765
			East-West:	633		*East-West:*	640
			SUM:	1243		*SUM:*	1405
VOLUME/CAPACITY *(V/C)* RATIO:				0.904			1.022
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.804**			**0.922**
LEVEL OF SERVICE (LOS):				**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
51	North-South Street:	Westwood Blvd	East-West Street:	National Blvd
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	210	1	**210**		120	1	**120**	
	Left-Through		0				0		
	Through	460	1	245		230	1	125	
	Through-Right		1				1		
	Right	30	0	30		20	0	20	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	200	1	200		370	1	370	
	Left-Through		0				0		
	Through	240	1	**240**		720	1	**720**	
	Through-Right		0				0		
	Right	170	1	40		430	1	345	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	260	1	**260**		170	1	**170**	
	Left-Through		0				0		
	Through	770	1	465		660	1	485	
	Through-Right		1				1		
	Right	160	0	160		310	0	310	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	30	1	30		50	1	50	
	Left-Through		0				0		
	Through	510	1	**500**		630	1	**460**	
	Through-Right		1				1		
	Right	490	0	490		290	0	290	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	450			*North-South:*	840	
			East-West:	760			*East-West:*	630	
			SUM:	1210			*SUM:*	1470	
VOLUME/CAPACITY *(V/C)* RATIO:				0.807				0.980	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.707**				**0.880**	
LEVEL OF SERVICE (LOS):				**C**				**D**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
52	North-South Street:	Overland Ave	East-West Street:	Pico Blvd
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--		0	NB-- 3	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	280	2	154	300	2	165
	Left-Through		0			0	
	Through	590	1	**590**	540	1	**540**
	Through-Right		0			0	
	Right	1040	2	280	620	2	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	**40**	50	1	**50**
	Left-Through		0			0	
	Through	400	1	220	620	1	335
	Through-Right		1			1	
	Right	40	0	40	50	0	50
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	**60**	60	1	60
	Left-Through		0			0	
	Through	1240	2	453	1110	2	**443**
	Through-Right		1			1	
	Right	120	0	120	220	0	220
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	530	2	292	920	2	**506**
	Left-Through		0			0	
	Through	1350	1	**690**	1200	2	413
	Through-Right		1			1	
	Right	30	0	30	40	0	40
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	630		*North-South:*	590
			East-West:	750		*East-West:*	949
			SUM:	1380		*SUM:*	1539
VOLUME/CAPACITY *(V/C)* RATIO:				1.004			1.119
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.904**			**1.019**
LEVEL OF SERVICE (LOS):				**E**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
53	North-South Street:	Overland Ave	East-West Street:	National Blvd/I-10 WB On/Off-Ramps
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2	SB--		0	NB-- 2	SB--		0
		EB-- 0	WB--		3	EB-- 0	WB--		3
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	0	0		0	0	0		**0**
	Left-Through		0				0		
	Through	1880	3		**627**	1060	3		353
	Through-Right		0				0		
	Right	620	1		620	460	1		460
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	370	2		**204**	550	2		303
	Left-Through		0				0		
	Through	710	1		530	1230	1		**770**
	Through-Right		1				1		
	Right	350	0		350	310	0		310
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	360	1		**323**	270	1		270
	Left-Through		0				0		
	Through	130	0		323	110	0		**400**
	Through-Right		0				0		
	Right	480	1		0	690	1		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
WESTBOUND	Left	60	0		60	190	0		190
	Left-Through		1				1		
	Through	650	1		**445**	630	1		**630**
	Through-Right		0				0		
	Right	210	1		6	570	1		267
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	831			North-South:	770
				East-West:	768			East-West:	1030
				SUM:	1599			SUM:	1800
VOLUME/CAPACITY *(V/C)* RATIO:					1.163				1.309
V/C LESS ATSAC/ATCS ADJUSTMENT:					**1.063**				**1.209**
LEVEL OF SERVICE (LOS):					**F**				**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 54

PROJECT TITLE: LATNP
North-South Street: Overland Ave **East-West Street:** I-10 EB On-Ramp
Scenario: FUTURE PLUS PROJECT PLUS MITIGATION
Count Date: 5/15/2013 **Analyst:** Fehr & Peers **Date:** 6/24/2014

		AM				PM		
No. of Phases				2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--		0
	EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?				2				2
Override Capacity				0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2530	3	**738**	1550	3	**488**
	Through-Right		1			1	
	Right	420	0	420	400	0	400
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	720	2	**396**	830	2	**457**
	Left-Through		0			0	
	Through	520	2	260	1310	2	655
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1134		*North-South:*	945
			East-West:	0		*East-West:*	0
			SUM:	1134		*SUM:*	945
VOLUME/CAPACITY *(V/C)* RATIO:				0.756			0.630
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.656**			**0.530**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
55	North-South Street:	Overland Ave	East-West Street:	National Pl
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	2	EB-- 0	WB--	2
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	280	1	280	120	1	**120**
	Left-Through		0			0	
	Through	1790	3	**597**	1280	3	427
	Through-Right		0			0	
	Right	20	1	0	30	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	50	1	**50**	150	1	150
	Left-Through		0			0	
	Through	470	1	250	1100	1	**565**
	Through-Right		1			1	
	Right	30	0	30	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	100	1	**100**	180	1	180
	Left-Through		0			0	
	Through	230	1	230	560	1	**490**
	Through-Right		1			1	
	Right	240	0	100	420	0	420
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	200	1	**200**
	Left-Through		0			0	
	Through	510	1	510	220	1	220
	Through-Right		0			0	
	Right	1090	2	**600**	490	2	270
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	647		*North-South:*	685
			East-West:	700		*East-West:*	690
			SUM:	1347		*SUM:*	1375
VOLUME/CAPACITY *(V/C)* RATIO:				0.980			1.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.880**			**0.900**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
56	North-South Street:	I-10 WB Off-Ramp	East-West Street:	National Blvd
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	400	1	400	380	1	380
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	790	1	**790**	460	1	**460**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	330	2	165	740	2	**370**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	870	2	**435**	450	2	225
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	790		*North-South:*	460
			East-West:	435		*East-West:*	370
			SUM:	1225		*SUM:*	830
VOLUME/CAPACITY *(V/C)* RATIO:				0.817			0.553
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.717**			**0.453**
LEVEL OF SERVICE (LOS):				**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 57

PROJECT TITLE: LATNP
North-South Street: Overland Ave **East-West Street:** Palms Blvd
Scenario: FUTURE PLUS PROJECT PLUS MITIGATION
Count Date: 5/15/2013 **Analyst:** Fehr & Peers **Date:** 6/24/2014

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	180	160	1	**160**
	Left-Through		0			0	
	Through	1530	2	**765**	1280	2	640
	Through-Right		0			0	
	Right	120	1	65	110	1	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	**70**	160	1	160
	Left-Through		0			0	
	Through	700	1	385	1480	1	**795**
	Through-Right		1			1	
	Right	70	0	70	110	0	110
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	180	1	**180**	140	1	140
	Left-Through		0			0	
	Through	850	1	485	1220	1	**690**
	Through-Right		1			1	
	Right	120	0	120	160	0	160
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	110	80	1	**80**
	Left-Through		0			0	
	Through	860	1	**530**	810	1	470
	Through-Right		1			1	
	Right	200	0	200	130	0	130
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	835		*North-South:*	955
			East-West:	710		*East-West:*	770
			SUM:	1545		*SUM:*	1725
VOLUME/CAPACITY *(V/C)* RATIO:				1.084			1.211
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.984**			**1.111**
LEVEL OF SERVICE (LOS):				**E**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
58	North-South Street:	Overland Ave	East-West Street:	Venice Blvd
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--		3	NB-- 3	SB--	3
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	170	1	**170**
	Left-Through		0			0	
	Through	1120	2	**560**	1090	2	545
	Through-Right		0			0	
	Right	130	1	0	170	1	43
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	170	1	**170**	190	1	190
	Left-Through		0			0	
	Through	740	2	370	1260	2	**630**
	Through-Right		0			0	
	Right	140	1	0	200	1	51
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	280	2	154	270	2	**149**
	Left-Through		0			0	
	Through	1300	3	**433**	1320	3	440
	Through-Right		0			0	
	Right	210	1	155	180	1	95
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	320	2	**176**	230	2	127
	Left-Through		0			0	
	Through	1350	3	450	1310	3	**437**
	Through-Right		0			0	
	Right	230	1	145	160	1	65
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	730		*North-South:*	800
			East-West:	609		*East-West:*	586
			SUM:	1339		*SUM:*	1386
VOLUME/CAPACITY *(V/C)* RATIO:				0.974			1.008
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.874**			**0.908**
LEVEL OF SERVICE (LOS):				**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
60	North-South Street:	Motor Ave	East-West Street:	National Blvd
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	170	1	**170**
	Left-Through		0			0	
	Through	540	0	**570**	390	0	420
	Through-Right		1			1	
	Right	30	0	0	30	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	**40**	50	1	50
	Left-Through		0			0	
	Through	290	1	290	520	1	**520**
	Through-Right		0			0	
	Right	170	1	170	160	1	160
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	110	0	110
	Left-Through		1			1	
	Through	550	0	**385**	720	0	**530**
	Through-Right		1			1	
	Right	220	0	385	230	0	530
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	0	**20**	40	0	**40**
	Left-Through		1			1	
	Through	580	0	330	180	0	200
	Through-Right		1			1	
	Right	0	0	330	60	0	200
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	610		*North-South:*	690
			East-West:	405		*East-West:*	570
			SUM:	1015		*SUM:*	1260
VOLUME/CAPACITY *(V/C)* RATIO:				0.712			0.884
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.612**			**0.784**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
61	North-South Street:	Motor Ave	East-West Street:	Palms Blvd
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	270	1	**270**	150	1	**150**
	Left-Through		0			0	
	Through	440	1	440	510	1	510
	Through-Right		0			0	
	Right	140	1	110	110	1	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	100	1	100
	Left-Through		0			0	
	Through	390	1	**390**	590	1	**590**
	Through-Right		0			0	
	Right	100	1	60	140	1	115
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	80	1	80	50	1	50
	Left-Through		0			0	
	Through	920	1	**505**	1230	1	**690**
	Through-Right		1			1	
	Right	90	0	90	150	0	150
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	**60**	80	1	**80**
	Left-Through		0			0	
	Through	830	1	425	800	1	425
	Through-Right		1			1	
	Right	20	0	20	50	0	50
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	660		*North-South:*	740
			East-West:	565		*East-West:*	770
			SUM:	1225		*SUM:*	1510
VOLUME/CAPACITY *(V/C)* RATIO:				0.860			1.060
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.760**			**0.960**
LEVEL OF SERVICE (LOS):				**C**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 62

PROJECT TITLE: LATNP
North-South Street: Motor Ave **East-West Street:** Venice Blvd
Scenario: FUTURE PLUS PROJECT PLUS MITIGATION
Count Date: 5/15/2013 **Analyst:** Fehr & Peers **Date:** 6/24/2014

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	70	1	70
	Left-Through		0			0	
	Through	370	1	**370**	440	1	**440**
	Through-Right		0			0	
	Right	50	1	0	100	1	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	120	1	**120**	190	1	**190**
	Left-Through		0			0	
	Through	350	1	350	530	1	530
	Through-Right		0			0	
	Right	170	1	100	200	1	125
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	140	1	140	150	1	**150**
	Left-Through		0			0	
	Through	1430	3	**477**	1500	3	500
	Through-Right		0			0	
	Right	60	1	5	60	1	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	210	1	**210**	60	1	60
	Left-Through		0			0	
	Through	1560	2	547	1380	2	**497**
	Through-Right		1			1	
	Right	80	0	80	110	0	110
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	490		*North-South:*	630
			East-West:	687		*East-West:*	647
			SUM:	1177		*SUM:*	1277
VOLUME/CAPACITY *(V/C)* RATIO:				0.785			0.851
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.685**			**0.751**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP			
63	North-South Street:	National Blvd/Exposition Blvd	East-West Street:	Palms Blvd	
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION			
	Count Date:	5/15/2013	Analyst:	Fehr & Peers	Date: 6/24/2014

		AM			PM		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	130	1	**130**	60	1	**60**
	Left-Through		0			0	
	Through	210	1	210	280	1	280
	Through-Right		0			0	
	Right	130	1	75	120	1	5
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	130	1	130	250	1	250
	Left-Through		0			0	
	Through	270	1	**270**	530	1	**530**
	Through-Right		0			0	
	Right	130	1	115	60	1	15
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	30	1	30	90	1	90
	Left-Through		0			0	
	Through	1200	2	**600**	1110	2	**555**
	Through-Right		0			0	
	Right	90	1	25	260	1	230
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	1	**110**	230	1	**230**
	Left-Through		0			0	
	Through	790	1	480	970	1	550
	Through-Right		1			1	
	Right	170	0	170	130	0	130
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	400		*North-South:*	590
			East-West:	710		*East-West:*	785
			SUM:	1110		*SUM:*	1375
	VOLUME/CAPACITY *(V/C)* RATIO:			0.740			0.917
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.640**			**0.817**
	LEVEL OF SERVICE (LOS):			**B**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
64	North-South Street:	Hughes Ave	East-West Street:	Venice Blvd
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	0	**100**	130	0	130
	Left-Through		0			0	
	Through	140	0	320	240	0	**470**
	Through-Right		0			0	
	Right	80	0	0	100	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	20	0	20	40	0	**40**
	Left-Through		0			0	
	Through	180	0	**250**	160	0	260
	Through-Right		0			0	
	Right	50	0	0	60	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	50	1	50	80	1	80
	Left-Through		0			0	
	Through	1330	2	**483**	1520	2	**553**
	Through-Right		1			1	
	Right	120	0	120	140	0	140
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	240	1	**240**	110	1	**110**
	Left-Through		0			0	
	Through	1620	2	553	1320	2	443
	Through-Right		1			1	
	Right	40	0	40	10	0	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	350		*North-South:*	510
			East-West:	723		*East-West:*	663
			SUM:	1073		*SUM:*	1173
VOLUME/CAPACITY *(V/C)* RATIO:				0.715			0.782
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.615**			**0.682**
LEVEL OF SERVICE (LOS):				**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
66	North-South Street:	Manning Ave/I-10 EB Off-Ram	East-West Street:	National Blvd
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2	SB--	0	NB-- 2	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	1	170	400	1	**400**
	Left-Through		0			0	
	Through	210	0	**240**	270	0	360
	Through-Right		1			1	
	Right	30	0	0	90	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	110	1	**110**	140	1	**140**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	40	1	0	140	1	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	360	1	**360**	210	1	**210**
	Left-Through		0			0	
	Through	1070	2	535	1300	2	650
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	890	1	**660**	760	1	**490**
	Through-Right		1			1	
	Right	430	0	430	220	0	220
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	350		*North-South:*	540
			East-West:	1020		*East-West:*	700
			SUM:	1370		*SUM:*	1240
VOLUME/CAPACITY *(V/C)* RATIO:				0.996			0.902
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.896**			**0.802**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP			
67	North-South Street:	Castle Heights Ave	East-West Street:	National Blvd	
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION			
	Count Date:	5/15/2013	Analyst:	Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	0	60	70	0	70
	Left-Through		0			0	
	Through	210	0	**320**	60	0	**160**
	Through-Right		0			0	
	Right	50	0	0	30	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	230	1	**230**
	Left-Through		0			0	
	Through	100	1	100	120	1	120
	Through-Right		0			0	
	Right	190	1	110	240	1	105
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	160	1	**160**	270	1	270
	Left-Through		0			0	
	Through	910	1	910	1100	1	**1100**
	Through-Right		0			0	
	Right	50	1	50	60	1	60
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	1	20	20	1	**20**
	Left-Through		0			0	
	Through	1030	0	**1230**	540	0	640
	Through-Right		1			1	
	Right	200	0	0	100	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	480		*North-South:*	390
			East-West:	1390		*East-West:*	1120
			SUM:	1870		*SUM:*	1510
VOLUME/CAPACITY *(V/C)* RATIO:				1.247			1.007
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.147**			**0.907**
LEVEL OF SERVICE (LOS):				**F**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
68	North-South Street:	Culver Blvd	East-West Street:	Venice Blvd
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
	No. of Phases			0			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 3	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			1100			1100
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	60	1	60
	Left-Through		0			0	
	Through	60	1	60	70	1	70
	Through-Right		0			0	
	Right	520	2	27	770	2	**193**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**115**	240	1	**180**
	Left-Through		0			0	
	Through	50	0	115	70	0	180
	Through-Right		0			0	
	Right	40	0	0	50	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	20	1	20	20	1	20
	Left-Through		0			0	
	Through	1260	2	**433**	1330	2	**463**
	Through-Right		1			1	
	Right	40	0	40	60	0	60
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	470	2	**259**	420	2	**231**
	Left-Through		0			0	
	Through	1640	2	583	1200	2	453
	Through-Right		1			1	
	Right	110	0	110	160	0	160
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	185		*North-South:*	373
			East-West:	692		*East-West:*	694
			SUM:	877		*SUM:*	1067
	VOLUME/CAPACITY *(V/C)* RATIO:			0.797			0.970
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.697**			**0.870**
	LEVEL OF SERVICE (LOS):			**B**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
69	North-South Street:	Robertson Bvd	East-West Street:	Venice Blvd
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 3	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			1100			1100

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	120	1	120	80	1	80
	Left-Through		0			0	
	Through	420	2	**210**	290	2	**145**
	Through-Right		0			0	
	Right	10	1	0	60	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	400	1	223	440	1	273
	Left-Through		1			1	
	Through	270	1	223	380	1	273
	Through-Right		0			0	
	Right	800	1	**729**	650	1	**568**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	260	2	143	300	2	165
	Left-Through		0			0	
	Through	1550	2	**533**	1900	2	**670**
	Through-Right		1			1	
	Right	50	0	50	110	0	110
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	170	1	**170**	80	1	**80**
	Left-Through		0			0	
	Through	1290	2	490	990	2	357
	Through-Right		1			1	
	Right	180	0	180	80	0	80
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	939		*North-South:*	713
			East-West:	703		*East-West:*	750
			SUM:	1642		*SUM:*	1463
VOLUME/CAPACITY *(V/C)* RATIO:				1.493			1.330
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.393**			**1.230**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
70	North-South Street:	Robertson Blvd	East-West Street:	National Blvd
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				1100			1100

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	50	1	50
	Left-Through		0			0	
	Through	440	1	230	420	1	**240**
	Through-Right		1			1	
	Right	20	0	20	60	0	60
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	520	2	286	670	2	**369**
	Left-Through		0			0	
	Through	720	1	**465**	790	1	515
	Through-Right		1			1	
	Right	210	0	210	240	0	240
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	240	1	**240**	190	1	190
	Left-Through		0			0	
	Through	540	1	340	1120	1	**570**
	Through-Right		1			1	
	Right	140	0	140	20	0	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	230	1	230	150	1	**150**
	Left-Through		0			0	
	Through	760	1	**760**	340	1	340
	Through-Right		0			0	
	Right	660	1	374	530	1	161
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	535		*North-South:*	609
			East-West:	1000		*East-West:*	720
			SUM:	1535		*SUM:*	1329
VOLUME/CAPACITY *(V/C)* RATIO:				1.395			1.208
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.295**			**1.108**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
71	North-South Street:	National Blvd	East-West Street:	I-10 EB On-Ramp
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					1100				1100
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	20	1		20	80	1		**80**
	Left-Through		0				0		
	Through	1280	2		**640**	880	2		440
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	0	0		**0**	0	0		0
	Left-Through		0				0		
	Through	720	2		360	1240	2		620
	Through-Right		0				0		
	Right	480	1		480	640	1		**640**
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	0	0		**0**	0	0		**0**
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	0		**0**	0	0		**0**
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	640			*North-South:*	720
				East-West:	0			*East-West:*	0
				SUM:	640			*SUM:*	720
VOLUME/CAPACITY *(V/C)* RATIO:					0.582				0.655
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.482**				**0.555**
LEVEL OF SERVICE (LOS):					**A**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 72

PROJECT TITLE: LATNP
North-South Street: National Blvd **East-West Street:** Venice Blvd
Scenario: FUTURE PLUS PROJECT PLUS MITIGATION
Count Date: 5/15/2013 **Analyst:** Fehr & Peers **Date:** 6/24/2014

		AM			PM		
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				1100			1100

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	210	1	210	50	1	50
	Left-Through		0			0	
	Through	860	1	**465**	670	1	**380**
	Through-Right		1			1	
	Right	70	0	70	90	0	90
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	150	1	**150**	290	1	**290**
	Left-Through		0			0	
	Through	650	1	400	1030	1	550
	Through-Right		1			1	
	Right	150	0	150	70	0	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	110	1	110	170	1	170
	Left-Through		0			0	
	Through	1310	2	**507**	1620	2	**613**
	Through-Right		1			1	
	Right	210	0	210	220	0	220
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	**130**	100	1	**100**
	Left-Through		0			0	
	Through	1160	2	463	910	2	340
	Through-Right		1			1	
	Right	230	0	230	110	0	110
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	615		*North-South:*	670
			East-West:	637		*East-West:*	713
			SUM:	1252		*SUM:*	1383
VOLUME/CAPACITY *(V/C)* RATIO:				1.138			1.257
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.038**			**1.157**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
74	North-South Street:	Robertson Blvd	East-West Street:	I-10 WB Off-Ramp/Kincardine Ave
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	90	1		**90**	70	1		**70**
	Left-Through		0				0		
	Through	1110	2		555	970	2		485
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	1450	1		**775**	1580	1		**820**
	Through-Right		1				1		
	Right	100	0		100	60	0		60
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	80	0		80	70	0		**70**
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	80	0		**160**	70	0		140
	Left-Through-Right		0				0		
	Left-Right		1				1		
WESTBOUND	Left	130	0		**130**	300	0		300
	Left-Through		0				0		
	Through	60	0		190	40	0		340
	Through-Right		0				0		
	Right	140	1		140	500	1		**500**
	Left-Through-Right		1				1		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	865			*North-South:*	890
				East-West:	290			*East-West:*	570
				SUM:	1155			*SUM:*	1460
VOLUME/CAPACITY *(V/C)* RATIO:					0.770				0.973
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.670**				**0.873**
LEVEL OF SERVICE (LOS):					**B**				**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
75	North-South Street:	Robertson Blvd	East-West Street:	Cattaraugus Ave
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	180	1	**180**	130	1	**130**
	Left-Through		0			0	
	Through	1360	1	695	1470	1	750
	Through-Right		1			1	
	Right	30	0	30	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	40	90	1	90
	Left-Through		0			0	
	Through	1410	1	**760**	1600	1	**835**
	Through-Right		1			1	
	Right	110	0	110	70	0	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	120	0	**120**	190	0	190
	Left-Through		1			1	
	Through	80	0	200	240	0	**430**
	Through-Right		0			0	
	Right	60	1	0	50	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	110	0	110	70	0	**70**
	Left-Through		1			1	
	Through	340	0	**450**	90	0	160
	Through-Right		0			0	
	Right	90	1	70	60	1	15
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	940		*North-South:*	965
			East-West:	570		*East-West:*	500
			SUM:	1510		*SUM:*	1465
VOLUME/CAPACITY *(V/C)* RATIO:				1.007			0.977
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.907**			**0.877**
LEVEL OF SERVICE (LOS):				**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
76	North-South Street:	La Cienega Blvd	East-West Street:	Venice Blvd
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/15/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	80	1	**80**
	Left-Through		0			0	
	Through	1890	2	**667**	1280	2	467
	Through-Right		1			1	
	Right	110	0	110	120	0	120
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	60	1	**60**	70	1	70
	Left-Through		0			0	
	Through	1240	2	497	1500	2	**553**
	Through-Right		1			1	
	Right	250	0	250	160	0	160
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	370	2	**204**	300	2	165
	Left-Through		0			0	
	Through	1030	3	343	1670	3	**557**
	Through-Right		0			0	
	Right	110	1	15	280	1	240
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	220	2	121	270	2	**149**
	Left-Through		0			0	
	Through	1470	2	**503**	880	2	303
	Through-Right		1			1	
	Right	40	0	40	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	727		*North-South:*	633
			East-West:	707		*East-West:*	706
			SUM:	1434		*SUM:*	1339
VOLUME/CAPACITY *(V/C)* RATIO:				1.043			0.974
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.943**			**0.874**
LEVEL OF SERVICE (LOS):				**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP			
78	North-South Street:	Jefferson Blvd	East-West Street:	National Blvd	
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION			
	Count Date:	.	Analyst:	Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	3
		EB-- 3	WB--	0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	210	1	210	50	1	50
	Left-Through		0			0	
	Through	670	2	**335**	970	2	**485**
	Through-Right		0			0	
	Right	30	1	30	20	1	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	20	1	20	10	1	10
	Left-Through		0			0	
	Through	1060	1	**1060**	520	1	**520**
	Through-Right		0			0	
	Right	900	1	710	300	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	350	1	**190**	670	1	**340**
	Left-Through		1			1	
	Through	30	0	190	10	0	340
	Through-Right		0			0	
	Right	70	1	0	240	1	190
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	10	0	10
	Left-Through		1			1	
	Through	20	0	**30**	40	0	**50**
	Through-Right		0			0	
	Right	10	1	0	30	1	25
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1395		*North-South:*	1005
			East-West:	220		*East-West:*	390
			SUM:	1615		*SUM:*	1395
VOLUME/CAPACITY *(V/C)* RATIO:				1.175			1.015
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.075**			**0.915**
LEVEL OF SERVICE (LOS):				**F**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP			
83	North-South Street:	Duquesne Ave	East-West Street:	Washington Blvd	
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION			
	Count Date:	5/6/2014	Analyst:	Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	**150**	120	1	**120**
	Left-Through		0			0	
	Through	350	0	410	320	0	360
	Through-Right		1			1	
	Right	60	0	0	40	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	30	80	1	80
	Left-Through		0			0	
	Through	370	0	**430**	380	0	**430**
	Through-Right		1			1	
	Right	60	0	0	50	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	**50**	50	1	50
	Left-Through		0			0	
	Through	540	1	355	980	1	**570**
	Through-Right		1			1	
	Right	170	0	170	160	0	160
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	90	1	90	120	1	**120**
	Left-Through		0			0	
	Through	1080	1	**570**	720	1	425
	Through-Right		1			1	
	Right	60	0	60	130	0	130
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	580		*North-South:*	550
			East-West:	620		*East-West:*	690
			SUM:	1200		*SUM:*	1240
VOLUME/CAPACITY *(V/C)* RATIO:				0.800			0.827
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.700**			**0.727**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
84	North-South Street:	Sepulveda Blvd	East-West Street:	Venice Blvd
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/6/2014	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	300	1		300	310	1		**310**
	Left-Through		0				0		
	Through	1230	2		**615**	1440	2		720
	Through-Right		0				0		
	Right	300	1		231	470	1		410
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	100	1		**100**	120	1		120
	Left-Through		0				0		
	Through	590	2		295	1110	2		**555**
	Through-Right		0				0		
	Right	180	1		144	110	1		44
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	130	2		72	240	2		**132**
	Left-Through		0				0		
	Through	1430	3		**477**	1230	3		410
	Through-Right		0				0		
	Right	380	1		230	280	1		125
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	250	2		**138**	220	2		121
	Left-Through		0				0		
	Through	1610	3		537	1210	3		**403**
	Through-Right		0				0		
	Right	100	1		50	130	1		70
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	715			North-South:	865
				East-West:	615			East-West:	535
				SUM:	1330			SUM:	1400
VOLUME/CAPACITY (V/C) RATIO:					0.967				1.018
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.867**				**0.918**
LEVEL OF SERVICE (LOS):					**D**				**E**

Version: 1i Beta; 8/4/2011

HCM ANALYSIS

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Cloverfield Blvd/Olympic Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.782
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	38.4
Optimal Cycle:	77	Level Of Service:	D

Street Name:	Cloverfield Blvd						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	1 0	2 0	2	1 0	1 0	2	0 1	2 0	2	0 1
Volume Module:												
Base Vol:	230	1490	0	90	860	30	80	790	210	350	530	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	1490	0	90	860	30	80	790	210	350	530	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.96	0.96	0.96	0.88	0.88	0.88	0.85	0.85	0.85
PHF Volume:	246	1592	0	93	892	31	91	894	238	412	624	400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	1592	0	93	892	31	91	894	238	412	624	400
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	246	1592	0	93	892	31	91	894	238	412	624	400
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.88	0.91	0.86	0.88	0.91	0.89	0.98	0.94	0.92	0.92	0.82
Lanes:	2.00	3.00	0.00	2.00	2.90	0.10	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3267	5016	0	3267	4828	168	1684	3729	1777	3502	3491	1562
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.00	0.03	0.18	0.18	0.05	0.24	0.13	0.12	0.18	0.26
Crit Moves:		****		****				****		****		
Green/Cycle:	0.13	0.41	0.00	0.04	0.31	0.31	0.08	0.31	0.31	0.15	0.38	0.38
Volume/Cap:	0.59	0.78	0.00	0.78	0.59	0.59	0.68	0.78	0.44	0.78	0.47	0.68
Uniform Del:	49.3	31.0	0.0	57.3	34.6	34.6	53.8	37.9	33.3	49.1	28.3	31.2
IncremntDel:	2.2	2.0	0.0	27.6	0.6	0.6	13.2	3.6	0.6	7.4	0.3	3.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.5	33.0	0.0	84.9	35.2	35.2	66.9	41.5	33.9	56.5	28.5	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.5	33.0	0.0	84.9	35.2	35.2	66.9	41.5	33.9	56.5	28.5	34.4
HCM2kAvg:	5	17	0	3	9	10	5	16	6	10	8	12

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 26th St/Olympic Blvd

Cycle (sec):	120				Critical Vol./Cap. (X):				0.845								
Loss Time (sec):	12 (Y+R = 4 sec)				Average Delay (sec/veh):				32.6								
Optimal Cycle:	95				Level Of Service:				C								
Street Name:	26th St								Olympic Blvd								
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R	
Control:	Split Phase				Split Phase				Protected				Permitted				
Rights:	Include				Ovl				Include				Include				
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0		
Lanes:	1	0	1	1 0	2	0	0	0 2	1	0	2	0 0	0	0	1	1 0	
Volume Module:																	
Base Vol:	20	340	100	200	0	230	110	840	0	0	910	440					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	20	340	100	200	0	230	110	840	0	0	910	440					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	0.94	0.94	0.94	0.88	0.88	0.88	0.93	0.93	0.93	0.86	0.86	0.86					
PHF Volume:	21	363	107	227	0	261	118	905	0	0	1056	511					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	21	363	107	227	0	261	118	905	0	0	1056	511					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Vol.:	21	363	107	227	0	261	118	905	0	0	1056	511					
Saturation Flow Module:																	
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900					
Adjustment:	0.95	0.89	0.89	0.83	1.00	0.70	0.95	0.95	1.00	1.00	0.90	0.90					
Lanes:	1.00	1.55	0.45	2.00	0.00	2.00	1.00	2.00	0.00	0.00	1.35	0.65					
Final Sat.:	1805	2606	766	3152	0	2652	1805	3610	0	0	2310	1117					
Capacity Analysis Module:																	
Vol/Sat:	0.01	0.14	0.14	0.07	0.00	0.10	0.07	0.25	0.00	0.00	0.46	0.46					
Crit Moves:			****			****	****					****					
Green/Cycle:	0.16	0.16	0.16	0.12	0.00	0.19	0.08	0.62	0.00	0.00	0.54	0.54					
Volume/Cap:	0.07	0.85	0.85	0.62	0.00	0.51	0.84	0.41	0.00	0.00	0.85	0.85					
Uniform Del:	42.4	48.6	48.6	50.5	0.0	43.2	54.6	11.6	0.0	0.0	23.3	23.3					
IncremntDel:	0.1	11.4	11.4	3.2	0.0	0.8	35.0	0.1	0.0	0.0	3.8	3.8					
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00					
Delay/Veh:	42.5	60.1	60.1	53.6	0.0	44.0	89.6	11.8	0.0	0.0	27.1	27.1					
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
AdjDel/Veh:	42.5	60.1	60.1	53.6	0.0	44.0	89.6	11.8	0.0	0.0	27.1	27.1					
HCM2kAvg:	1	11	11	5	0	5	7	5	0	0	23	23					

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Stewart St/Olympic Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.833
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	35.3
Optimal Cycle:	91	Level Of Service:	D

Street Name:	Stewart St						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	2 0	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	110	390	170	210	90	40	70	950	40	50	1230	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	390	170	210	90	40	70	950	40	50	1230	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.87	0.87	0.87	0.92	0.92	0.92	0.89	0.89	0.89
PHF Volume:	132	469	204	243	104	46	76	1028	43	56	1376	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	469	204	243	104	46	76	1028	43	56	1376	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	132	469	204	243	104	46	76	1028	43	56	1376	213
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.86	1.05	0.95	0.92	0.98	0.94	0.95	0.96	0.93
Lanes:	1.00	1.39	0.61	2.00	0.67	0.33	1.00	1.92	0.08	1.00	1.72	0.28
Final Sat.:	1805	2398	1045	3267	1339	595	1745	3552	150	1805	3152	487
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.20	0.07	0.08	0.08	0.04	0.29	0.29	0.03	0.44	0.44
Crit Moves:		****		****			****				****	
Green/Cycle:	0.16	0.23	0.23	0.09	0.17	0.17	0.05	0.52	0.52	0.06	0.52	0.52
Volume/Cap:	0.47	0.83	0.83	0.83	0.47	0.47	0.83	0.56	0.56	0.56	0.83	0.83
Uniform Del:	46.0	43.7	43.7	53.8	45.2	45.2	56.4	19.4	19.4	55.2	24.1	24.1
IncremntDel:	1.2	7.4	7.4	18.2	1.1	1.1	45.3	0.4	0.4	6.7	3.3	3.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	47.2	51.1	51.1	72.0	46.2	46.2	101.6	19.8	19.8	61.9	27.4	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	51.1	51.1	72.0	46.2	46.2	101.6	19.8	19.8	61.9	27.4	27.4
HCM2kAvg:	5	14	14	7	6	5	5	10	10	3	23	23

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Centinela Ave (West)/Olympic Blvd

Cycle (sec):	60	Critical Vol./Cap. (X):	0.778
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	10.2
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Centinela Ave (West)						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	540	0	40	90	1210	10	10	1560	700
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	540	0	40	90	1210	10	10	1560	700
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.82	0.82	0.82	0.92	0.92	0.92	0.93	0.93	0.93
PHF Volume:	0	0	0	661	0	49	98	1314	11	11	1678	753
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	661	0	49	98	1314	11	11	1678	753
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	661	0	49	98	1314	11	11	1678	753
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.86	1.00	0.82	0.11	0.89	0.95	0.14	0.89	0.75
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	0	0	0	3267	0	1562	204	3339	28	264	3368	1419
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.03	0.48	0.39	0.39	0.04	0.50	0.53
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.26	0.64	0.64	0.64	0.64	0.64	0.90
Volume/Cap:	0.00	0.00	0.00	0.78	0.00	0.12	0.75	0.61	0.61	0.06	0.78	0.59
Uniform Del:	0.0	0.0	0.0	20.6	0.0	17.0	7.5	6.4	6.4	4.1	7.7	0.6
IncremntDel:	0.0	0.0	0.0	4.6	0.0	0.1	21.0	0.5	0.5	0.2	1.9	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	25.2	0.0	17.1	28.4	6.9	6.9	4.2	9.6	1.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.2	0.0	17.1	28.4	6.9	6.9	4.2	9.6	1.4
HCM2kAvg:	0	0	0	8	0	1	14	8	9	1	13	4

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Centinela Ave (East)/Olympic Blvd

Cycle (sec):	60	Critical Vol./Cap. (X):	0.985
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	19.1
Optimal Cycle:	114	Level Of Service:	B

Street Name:	Centinela Ave (East)						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	0	0 0	1! 0	0	1 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	950	0	190	10	10	10	0	1280	480	110	1340	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	950	0	190	10	10	10	0	1280	480	110	1340	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.67	0.67	0.67	0.98	0.98	0.98	0.88	0.88	0.88
PHF Volume:	1027	0	205	15	15	15	0	1306	490	125	1520	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1027	0	205	15	15	15	0	1306	490	125	1520	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1027	0	205	15	15	15	0	1306	490	125	1520	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	1.00	0.94	0.94	0.94	0.94	1.00	0.91	0.85	0.16	0.91	0.91
Lanes:	1.71	0.00	0.29	0.34	0.33	0.33	1.00	3.00	1.00	1.00	2.98	0.02
Final Sat.:	3049	0	508	595	595	595	1900	5187	1615	306	5143	38
Capacity Analysis Module:												
Vol/Sat:	0.34	0.00	0.40	0.03	0.03	0.03	0.00	0.25	0.30	0.41	0.30	0.30
Crit Moves:			****		****					****		
Green/Cycle:	0.41	0.00	0.41	0.03	0.03	0.03	0.00	0.41	0.82	0.41	0.41	0.41
Volume/Cap:	0.82	0.00	0.99	0.99	0.99	0.99	0.00	0.61	0.37	0.99	0.71	0.71
Uniform Del:	15.7	0.0	17.5	29.2	29.2	29.2	0.0	13.8	1.3	17.4	14.6	14.6
IncremntDel:	3.7	0.0	21.8	127.3	127	127.3	0.0	0.5	0.2	75.1	1.2	1.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	19.5	0.0	39.3	156.5	156	156.5	0.0	14.3	1.5	92.5	15.8	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.5	0.0	39.3	156.5	156	156.5	0.0	14.3	1.5	92.5	15.8	15.8
HCM2kAvg:	13	0	21	3	3	3	0	7	3	22	9	9

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Centinela Ave/Exposition Blvd (signalized)

Cycle (sec):	60	Critical Vol./Cap. (X):	0.980
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	20.8
Optimal Cycle:	122	Level Of Service:	C

Street Name:	Centinela Ave						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	15	0	0	15	0	0	15	0	0	15	0
Lanes:	0 1	0 0	0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0 0
Volume Module:												
Base Vol:	180	1090	0	0	540	30	20	0	40	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1090	0	0	540	30	20	0	40	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.90	0.90	0.90	0.75	0.75	0.75	1.00	1.00	1.00
PHF Volume:	186	1129	0	0	598	33	27	0	53	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	1129	0	0	598	33	27	0	53	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	186	1129	0	0	598	33	27	0	53	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.84	1.00	1.00	0.99	0.99	0.80	1.00	0.77	1.00	1.00	1.00
Lanes:	0.14	0.86	0.00	0.00	0.95	0.05	0.32	0.00	0.68	0.00	0.00	0.00
Final Sat.:	225	1363	0	0	1787	99	493	0	986	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.83	0.83	0.00	0.00	0.33	0.33	0.05	0.00	0.05	0.00	0.00	0.00
Crit Moves:		****					****					
Green/Cycle:	0.84	0.84	0.00	0.00	0.84	0.84	0.06	0.00	0.06	0.00	0.00	0.00
Volume/Cap:	0.98	0.98	0.00	0.00	0.40	0.40	0.98	0.00	0.98	0.00	0.00	0.00
Uniform Del:	4.2	4.2	0.0	0.0	1.1	1.1	28.3	0.0	28.3	0.0	0.0	0.0
IncremntDel:	19.9	19.9	0.0	0.0	0.2	0.2	92.6	0.0	92.6	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	24.1	24.1	0.0	0.0	1.2	1.2	121.0	0.0	121.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.1	24.1	0.0	0.0	1.2	1.2	121.0	0.0	121.0	0.0	0.0	0.0
HCM2kAvg:	36	36	0	0	3	3	5	0	5	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Centinela Ave/I-10 WB On/Off Ramps

Cycle (sec):	60	Critical Vol./Cap. (X):	1.150
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	70.8
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Centinela Ave						I-10 WB On/Off Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	0	0	0 1	0 1	1 0	0 0	1	0	0 0	0 0
Volume Module:												
Base Vol:	450	610	0	0	450	100	630	0	370	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	610	0	0	450	100	630	0	370	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.90	0.90	0.90	0.94	0.94	0.94	1.00	1.00	1.00
PHF Volume:	461	625	0	0	498	111	669	0	393	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	461	625	0	0	498	111	669	0	393	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	461	625	0	0	498	111	669	0	393	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.82	0.77	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	1564	1456	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.33	0.00	0.00	0.26	0.07	0.46	0.00	0.24	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.22	0.45	0.00	0.00	0.23	0.23	0.40	0.00	0.62	0.00	0.00	0.00
Volume/Cap:	1.15	0.73	0.00	0.00	1.15	0.31	1.15	0.00	0.39	0.00	0.00	0.00
Uniform Del:	23.3	13.5	0.0	0.0	23.2	19.2	18.0	0.0	5.7	0.0	0.0	0.0
IncremntDel:	92.7	3.2	0.0	0.0	91.3	0.5	85.9	0.0	0.3	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	116.1	16.8	0.0	0.0	114	19.7	103.9	0.0	5.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.1	16.8	0.0	0.0	114	19.7	103.9	0.0	5.9	0.0	0.0	0.0
HCM2kAvg:	21	11	0	0	21	2	34	0	4	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 I-10 EB Off Ramp-34th St/Pico Blvd

Cycle (sec):	80	Critical Vol./Cap. (X):	0.772
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	24.5
Optimal Cycle:	59	Level Of Service:	C

Street Name:	I-10 EB Off Ramp-34th St						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1	1	0	0	1	0	1	1	0	0
Volume Module:														
Base Vol:	70	0	70	670	30	90	0	980	20	20	1040	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	0	70	670	30	90	0	980	20	20	1040	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.95	0.95	0.95	0.96	0.96	0.96	0.92	0.92	0.92
PHF Volume:	78	0	78	708	32	95	0	1025	21	22	1136	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	0	78	708	32	95	0	1025	21	22	1136	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	78	0	78	708	32	95	0	1025	21	22	1136	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	1.00	0.68	0.89	0.86	0.94	1.00	0.80	0.85	0.88	0.91	1.00
Lanes:	0.50	0.00	0.50	1.91	0.09	1.00	0.00	1.96	0.04	0.04	1.96	0.00
Final Sat.:	646	0	646	3232	145	1777	0	2966	61	65	3390	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.12	0.22	0.22	0.05	0.00	0.35	0.35	0.34	0.34	0.00
Crit Moves:	****			****				****				
Green/Cycle:	0.16	0.00	0.16	0.28	0.28	0.28	0.00	0.45	0.45	0.45	0.45	0.00
Volume/Cap:	0.77	0.00	0.77	0.77	0.77	0.19	0.00	0.77	0.77	0.75	0.75	0.00
Uniform Del:	32.4	0.0	32.4	26.3	26.3	21.7	0.0	18.6	18.6	18.3	18.3	0.0
IncremntDel:	16.7	0.0	16.7	3.9	3.9	0.2	0.0	2.8	2.8	2.1	2.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	49.1	0.0	49.1	30.2	30.2	21.9	0.0	21.5	21.5	20.4	20.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.1	0.0	49.1	30.2	30.2	21.9	0.0	21.5	21.5	20.4	20.4	0.0
HCM2kAvg:	6	0	6	11	10	2	0	13	13	14	14	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Centinela Ave/Pico Blvd

Cycle (sec):	60	Critical Vol./Cap. (X):	1.406
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	40.1
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Centinela Ave						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	190	540	90	40	540	210	210	1060	450	30	690	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	540	90	40	540	210	210	1060	450	30	690	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.91	0.91	0.91	0.98	0.98	0.98	0.93	0.93	0.93
PHF Volume:	217	617	103	44	592	230	214	1082	460	32	742	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	617	103	44	592	230	214	1082	460	32	742	312
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	217	617	103	44	592	230	214	1082	460	32	742	312
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.25	0.93	0.83	0.17	0.85	1.00	0.14	0.95	0.91	0.15	0.83	0.88
Lanes:	1.00	1.00	1.00	1.00	1.50	0.50	1.00	2.00	1.00	1.00	1.43	0.57
Final Sat.:	467	1773	1583	316	2423	942	268	3610	1731	293	2267	953
Capacity Analysis Module:												
Vol/Sat:	0.46	0.35	0.06	0.14	0.24	0.24	0.80	0.30	0.27	0.11	0.33	0.33
Crit Moves:	****						****					
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	1.41	1.05	0.20	0.37	0.74	0.74	1.41	0.53	0.47	0.19	0.57	0.57
Uniform Del:	20.1	20.1	14.4	15.3	17.8	17.8	12.9	7.9	7.6	6.2	8.3	8.3
IncremntDel:	216.9	52.2	0.2	1.9	2.7	2.7	217.3	0.3	0.3	0.6	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	237.0	72.3	14.6	17.2	20.5	20.5	230.2	8.2	7.9	6.8	8.7	8.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	237.0	72.3	14.6	17.2	20.5	20.5	230.2	8.2	7.9	6.8	8.7	8.7
HCM2kAvg:	47	21	1	4	8	9	78	7	5	2	7	7

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Centinela Ave/I-10 WB On Ramp

Cycle (sec):	60	Critical Vol./Cap. (X):	0.676
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	12.1
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Centinela Ave						I-10 WB On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	1 0	1 0	2	0 0	0 0	0	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	810	120	540	480	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	810	120	540	480	0	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	883	0	595	529	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	883	0	595	529	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	883	0	595	529	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3610	0	1805	3610	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.33	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green/Cycle:	0.00	0.36	0.00	0.49	0.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.68	0.00	0.68	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Del:	0.0	16.2	0.0	11.7	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IncremntDel:	0.0	1.4	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	17.6	0.0	13.8	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.6	0.0	13.8	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HCM2kAvg:	0	8	0	10	1	0	0	0	0	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Cloverfield Blvd/Olympic Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.706
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	37.7
Optimal Cycle:	63	Level Of Service:	D

Street Name:	Cloverfield Blvd						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	1 0	2 0	2	1 0	1 0	2	0 1	2 0	2	0 1
Volume Module:												
Base Vol:	180	790	10	100	940	60	120	710	240	390	960	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	790	10	100	940	60	120	710	240	390	960	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.88	0.88	0.88	0.95	0.95	0.95
PHF Volume:	188	823	10	104	979	63	137	809	274	408	1005	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	823	10	104	979	63	137	809	274	408	1005	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	188	823	10	104	979	63	137	809	274	408	1005	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.88	0.97	0.86	0.87	0.90	0.89	0.98	0.94	0.92	0.92	0.82
Lanes:	2.00	2.97	0.03	2.00	2.83	0.17	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3267	4949	63	3267	4682	299	1684	3729	1777	3502	3491	1562
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.17	0.03	0.21	0.21	0.08	0.22	0.15	0.12	0.29	0.08
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.32	0.32	0.06	0.30	0.30	0.11	0.34	0.34	0.18	0.41	0.41
Volume/Cap:	0.71	0.53	0.53	0.53	0.71	0.71	0.71	0.64	0.45	0.64	0.71	0.20
Uniform Del:	53.7	33.6	33.6	54.7	37.6	37.6	51.2	33.4	30.9	45.4	29.6	22.9
IncremntDel:	8.4	0.3	0.3	2.6	1.6	1.6	11.3	1.1	0.5	2.2	1.6	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	62.2	33.9	33.9	57.3	39.2	39.2	62.5	34.5	31.4	47.5	31.2	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.2	33.9	33.9	57.3	39.2	39.2	62.5	34.5	31.4	47.5	31.2	23.0
HCM2kAvg:	5	8	9	3	12	12	6	12	7	8	15	2

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 26th St/Olympic Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.857
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	36.1
Optimal Cycle:	100	Level Of Service:	D

Street Name:	26th St						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	2 0	0	0 2	1 0	2	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	20	300	70	300	0	420	70	930	0	0	1200	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	300	70	300	0	420	70	930	0	0	1200	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.91	0.91	0.91	0.93	0.93	0.93
PHF Volume:	24	359	84	359	0	503	77	1023	0	0	1290	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	359	84	359	0	503	77	1023	0	0	1290	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	24	359	84	359	0	503	77	1023	0	0	1290	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.83	1.00	0.70	0.95	0.95	1.00	1.00	0.93	0.93
Lanes:	1.00	1.62	0.38	2.00	0.00	2.00	1.00	2.00	0.00	0.00	1.78	0.22
Final Sat.:	1805	2751	642	3152	0	2652	1805	3610	0	0	3154	394
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.11	0.00	0.19	0.04	0.28	0.00	0.00	0.41	0.41
Crit Moves:			****			****	****				****	
Green/Cycle:	0.15	0.15	0.15	0.22	0.00	0.27	0.05	0.53	0.00	0.00	0.48	0.48
Volume/Cap:	0.09	0.86	0.86	0.52	0.00	0.70	0.86	0.54	0.00	0.00	0.86	0.86
Uniform Del:	43.7	49.6	49.6	41.1	0.0	39.4	56.6	18.8	0.0	0.0	27.8	27.8
IncremntDel:	0.1	13.4	13.4	0.7	0.0	3.1	51.4	0.3	0.0	0.0	4.6	4.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	43.8	63.0	63.0	41.8	0.0	42.5	108.0	19.1	0.0	0.0	32.4	32.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.8	63.0	63.0	41.8	0.0	42.5	108.0	19.1	0.0	0.0	32.4	32.4
HCM2kAvg:	1	11	11	7	0	10	5	9	0	0	24	24

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Stewart St/Olympic Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.751		
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	32.0		
Optimal Cycle:	70	Level Of Service:	C		

Street Name:	Stewart St						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	2 0	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	60	190	70	200	250	80	40	1210	80	110	1230	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	190	70	200	250	80	40	1210	80	110	1230	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.96	0.96	0.96	0.97	0.97	0.97
PHF Volume:	70	221	82	233	291	93	42	1266	84	113	1265	247
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	221	82	233	291	93	42	1266	84	113	1265	247
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	70	221	82	233	291	93	42	1266	84	113	1265	247
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.86	1.06	0.96	0.92	0.97	0.94	0.95	0.96	0.93
Lanes:	1.00	1.46	0.54	2.00	0.74	0.26	1.00	1.87	0.13	1.00	1.66	0.34
Final Sat.:	1805	2533	933	3267	1490	477	1745	3459	229	1805	3029	591
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.09	0.07	0.20	0.20	0.02	0.37	0.37	0.06	0.42	0.42
Crit Moves:	****				****		****				****	
Green/Cycle:	0.05	0.17	0.17	0.14	0.26	0.26	0.03	0.50	0.50	0.09	0.56	0.56
Volume/Cap:	0.75	0.51	0.51	0.51	0.75	0.75	0.75	0.73	0.73	0.73	0.75	0.75
Uniform Del:	56.1	45.1	45.1	47.8	40.8	40.8	57.6	23.5	23.5	53.5	20.3	20.3
IncremntDel:	28.4	0.7	0.7	1.0	6.1	6.1	43.0	1.5	1.5	16.0	1.6	1.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	84.5	45.8	45.8	48.7	46.9	46.9	100.6	25.0	25.0	69.5	21.9	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.5	45.8	45.8	48.7	46.9	46.9	100.6	25.0	25.0	69.5	21.9	21.9
HCM2kAvg:	4	6	6	5	15	14	3	17	17	6	18	17

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Centinela Ave (West)/Olympic Blvd

Cycle (sec):	60	Critical Vol./Cap. (X):	0.718
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	9.5
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Centinela Ave (West)						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	610	0	90	10	1480	20	10	1430	540
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	610	0	90	10	1480	20	10	1430	540
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	0.95	0.95	0.95
PHF Volume:	0	0	0	610	0	90	10	1524	21	10	1501	567
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	610	0	90	10	1524	21	10	1501	567
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	610	0	90	10	1524	21	10	1501	567
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.86	1.00	0.82	0.11	0.88	0.95	0.10	0.89	0.74
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	0	0	0	3267	0	1562	216	3320	45	184	3368	1411
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.06	0.05	0.46	0.46	0.06	0.45	0.40
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.26	0.64	0.64	0.64	0.64	0.64	0.90
Volume/Cap:	0.00	0.00	0.00	0.72	0.00	0.22	0.07	0.72	0.72	0.09	0.70	0.45
Uniform Del:	0.0	0.0	0.0	20.2	0.0	17.4	4.1	7.2	7.2	4.1	7.0	0.5
IncremntDel:	0.0	0.0	0.0	3.0	0.0	0.3	0.2	1.2	1.2	0.3	1.0	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	23.2	0.0	17.7	4.3	8.4	8.4	4.4	8.0	0.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.2	0.0	17.7	4.3	8.4	8.4	4.4	8.0	0.8
HCM2kAvg:	0	0	0	7	0	1	1	11	12	1	10	2

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Centinela Ave (East)/Olympic Blvd

Cycle (sec):	60	Critical Vol./Cap. (X):	0.630	
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	13.1	
Optimal Cycle:	60	Level Of Service:	B	

Street Name:	Centinela Ave (East)						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	0	0	1 0	0 0	1 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	560	0	40	20	40	0	0	1340	750	150	1440	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	560	0	40	20	40	0	0	1340	750	150	1440	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.95	0.95	0.95	0.99	0.99	0.99
PHF Volume:	599	0	43	21	43	0	0	1409	789	152	1457	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	599	0	43	21	43	0	0	1409	789	152	1457	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	599	0	43	21	43	0	0	1409	789	152	1457	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	0.98	0.98	1.00	1.00	0.91	0.85	0.17	0.91	0.91
Lanes:	1.88	0.00	0.12	0.33	0.67	0.00	1.00	3.00	1.00	1.00	2.98	0.02
Final Sat.:	3368	0	225	623	1246	0	1900	5187	1615	325	5146	36
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.19	0.03	0.03	0.00	0.00	0.27	0.49	0.47	0.28	0.28
Crit Moves:			****		****				****			
Green/Cycle:	0.30	0.00	0.30	0.05	0.05	0.00	0.00	0.49	0.80	0.49	0.49	0.49
Volume/Cap:	0.59	0.00	0.63	0.63	0.63	0.00	0.00	0.55	0.61	0.95	0.57	0.57
Uniform Del:	17.8	0.0	18.0	27.8	27.8	0.0	0.0	10.6	2.5	14.5	10.7	10.7
IncremntDel:	0.8	0.0	1.3	12.0	12.0	0.0	0.0	0.3	0.9	55.4	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	18.6	0.0	19.3	39.8	39.8	0.0	0.0	10.8	3.3	69.8	11.1	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.6	0.0	19.3	39.8	39.8	0.0	0.0	10.8	3.3	69.8	11.1	11.1
HCM2kAvg:	6	0	7	2	2	0	0	7	7	22	7	7

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Centinela Ave/Exposition Blvd (signalized)

Cycle (sec):	60	Critical Vol./Cap. (X):	0.763
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	9.2
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Centinela Ave						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	15	0	0	15	0	0	15	0	0	15	0
Lanes:	0 1	0 0	0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0 0
Volume Module:												
Base Vol:	30	580	0	0	920	20	50	0	130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	580	0	0	920	20	50	0	130	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.91	0.91	0.91	1.00	1.00	1.00
PHF Volume:	34	652	0	0	1035	22	55	0	143	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	652	0	0	1035	22	55	0	143	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	34	652	0	0	1035	22	55	0	143	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	1.00	1.00	1.00	1.00	0.82	1.00	0.81	1.00	1.00	1.00
Lanes:	0.05	0.95	0.00	0.00	0.98	0.02	0.28	0.00	0.72	0.00	0.00	0.00
Final Sat.:	87	1686	0	0	1854	40	428	0	1112	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.00	0.00	0.56	0.56	0.13	0.00	0.13	0.00	0.00	0.00
Crit Moves:					****		****					
Green/Cycle:	0.73	0.73	0.00	0.00	0.73	0.73	0.17	0.00	0.17	0.00	0.00	0.00
Volume/Cap:	0.53	0.53	0.00	0.00	0.76	0.76	0.76	0.00	0.76	0.00	0.00	0.00
Uniform Del:	3.5	3.5	0.0	0.0	4.9	4.9	23.8	0.0	23.8	0.0	0.0	0.0
IncremntDel:	0.4	0.4	0.0	0.0	2.6	2.6	12.6	0.0	12.6	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	3.9	3.9	0.0	0.0	7.5	7.5	36.4	0.0	36.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.9	3.9	0.0	0.0	7.5	7.5	36.4	0.0	36.4	0.0	0.0	0.0
HCM2kAvg:	6	6	0	0	14	14	6	0	6	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Centinela Ave/I-10 WB On/Off Ramps

Cycle (sec):	60	Critical Vol./Cap. (X):	1.354
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	148.3
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Centinela Ave						I-10 WB On/Off Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	0	0	0 1	0 1	1 0	0 0	1	0	0 0	0 0
Volume Module:												
Base Vol:	460	230	0	0	930	150	410	0	190	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	460	230	0	0	930	150	410	0	190	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.94	0.94	0.94	1.00	1.00	1.00
PHF Volume:	525	263	0	0	1062	171	436	0	202	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	525	263	0	0	1062	171	436	0	202	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	525	263	0	0	1062	171	436	0	202	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.82	0.76	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	1560	1451	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.29	0.14	0.00	0.00	0.56	0.11	0.30	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.22	0.63	0.00	0.00	0.41	0.41	0.22	0.00	0.44	0.00	0.00	0.00
Volume/Cap:	1.35	0.22	0.00	0.00	1.35	0.27	1.35	0.00	0.29	0.00	0.00	0.00
Uniform Del:	23.6	4.8	0.0	0.0	17.6	11.6	23.3	0.0	10.9	0.0	0.0	0.0
IncremntDel:	175.2	0.1	0.0	0.0	168	0.2	177.8	0.0	0.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	198.8	4.9	0.0	0.0	185	11.8	201.2	0.0	11.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	198.8	4.9	0.0	0.0	185	11.8	201.2	0.0	11.1	0.0	0.0	0.0
HCM2kAvg:	31	2	0	0	56	2	31	0	3	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 I-10 EB Off Ramp-34th St/Pico Blvd

Cycle (sec): 80 Critical Vol./Cap. (X): 0.810
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 12.9
Optimal Cycle: 66 Level Of Service: B

Street Name:	I-10 EB Off Ramp-34th St						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1	1	0	0	1	0	1	1	0	0
Volume Module:												
Base Vol:	30	0	30	170	10	30	0	1620	40	80	900	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	0	30	170	10	30	0	1620	40	80	900	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.92	0.92	0.92	0.89	0.89	0.89
PHF Volume:	37	0	37	209	12	37	0	1759	43	90	1016	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	0	37	209	12	37	0	1759	43	90	1016	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	37	0	37	209	12	37	0	1759	43	90	1016	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	1.00	0.68	0.89	0.86	0.94	1.00	0.79	0.85	0.60	0.62	1.00
Lanes:	0.50	0.00	0.50	1.89	0.11	1.00	0.00	1.95	0.05	0.17	1.83	0.00
Final Sat.:	646	0	646	3191	188	1777	0	2951	73	193	2172	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.06	0.07	0.07	0.02	0.00	0.60	0.60	0.47	0.47	0.00
Crit Moves:	****			****				****				
Green/Cycle:	0.07	0.00	0.07	0.08	0.08	0.08	0.00	0.74	0.74	0.74	0.74	0.00
Volume/Cap:	0.81	0.00	0.81	0.81	0.81	0.26	0.00	0.81	0.81	0.64	0.64	0.00
Uniform Del:	36.6	0.0	36.6	36.2	36.2	34.5	0.0	6.9	6.9	5.2	5.2	0.0
IncremntDel:	39.9	0.0	39.9	16.4	16.4	0.9	0.0	2.3	2.3	0.8	0.8	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	76.5	0.0	76.5	52.5	52.5	35.5	0.0	9.2	9.2	6.0	6.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.5	0.0	76.5	52.5	52.5	35.5	0.0	9.2	9.2	6.0	6.0	0.0
HCM2kAvg:	4	0	4	5	5	1	0	17	18	11	11	0

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Centinela Ave/Pico Blvd

Cycle (sec):	60	Critical Vol./Cap. (X):	0.887
Loss Time (sec):	6 (Y+R = 4 sec)	Average Delay (sec/veh):	20.1
Optimal Cycle:	71	Level Of Service:	C

Street Name:	Centinela Ave						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	90	330	130	100	900	150	60	1140	590	90	730	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	330	130	100	900	150	60	1140	590	90	730	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.94	0.94	0.94	0.89	0.89	0.89
PHF Volume:	105	384	151	116	1048	175	64	1210	626	101	822	371
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	384	151	116	1048	175	64	1210	626	101	822	371
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	105	384	151	116	1048	175	64	1210	626	101	822	371
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.93	0.84	0.38	0.87	1.02	0.15	0.95	0.90	0.16	0.83	0.88
Lanes:	1.00	1.00	1.00	1.00	1.75	0.25	1.00	2.00	1.00	1.00	1.40	0.60
Final Sat.:	246	1773	1590	729	2888	481	281	3610	1702	311	2212	1000
Capacity Analysis Module:												
Vol/Sat:	0.43	0.22	0.10	0.16	0.36	0.36	0.23	0.34	0.37	0.33	0.37	0.37
Crit Moves:	****										****	
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.87	0.45	0.20	0.33	0.75	0.75	0.53	0.80	0.88	0.78	0.89	0.89
Uniform Del:	13.9	10.3	8.9	9.6	12.7	12.7	13.0	15.2	16.0	15.0	16.1	16.1
IncremntDel:	45.8	0.4	0.1	0.6	2.1	2.1	4.5	3.1	12.1	24.9	7.5	7.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	59.8	10.7	9.0	10.2	14.7	14.7	17.5	18.4	28.1	40.0	23.6	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.8	10.7	9.0	10.2	14.7	14.7	17.5	18.4	28.1	40.0	23.6	23.6
HCM2kAvg:	16	5	2	3	11	12	6	12	15	12	14	15

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Centinela Ave/I-10 WB On Ramp

Cycle (sec):	60	Critical Vol./Cap. (X):	0.694
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	9.5
Optimal Cycle:	45	Level Of Service:	A

Street Name:	Centinela Ave						I-10 WB On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	580	210	650	960	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	580	210	650	960	0	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.00	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	657	0	737	1088	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	657	0	737	1088	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	657	0	737	1088	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3610	0	1805	3610	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.41	0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green/Cycle:	0.00	0.26	0.00	0.59	0.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.69	0.00	0.69	0.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Del:	0.0	20.0	0.0	8.6	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IncremntDel:	0.0	2.3	0.0	2.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	22.2	0.0	10.6	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.2	0.0	10.6	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HCM2kAvg:	0	7	0	11	2	0	0	0	0	0	0	0

ICU ANALYSIS

Project Title: **LA TNP**
Intersection: **79 Higuera St & Washington Blvd**
Description: **Future Plus Project Plus Mitigation**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	350	1,600	0.213	N-S(1):	0.319 *
	TH	1.00	150	1,600	0.094	N-S(2):	0.244
	LT	1.00	50	1,600	0.031 *	E-W(1):	0.394
Westbound	RT	1.00	160	1,600	0.084	E-W(2):	0.460 *
	TH	2.00	1,430	3,200	0.447 *		
	LT	1.00	110	1,600	0.069	V/C:	0.779
Northbound	RT	1.00	130	1,600	0.047	Lost Time:	0.100
	TH	1.00	460	1,600	0.288 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	140	0	0.000	ICU:	0.879
	TH	2.00	900	3,200	0.325		
	LT	1.00	20	1,600	0.013 *	LOS:	D

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	210	1,600	0.078	N-S(1):	0.219 *
	TH	1.00	290	1,600	0.181 *	N-S(2):	0.219 *
	LT	1.00	50	1,600	0.031 *	E-W(1):	0.519 *
Westbound	RT	1.00	200	1,600	0.109	E-W(2):	0.378
	TH	2.00	870	3,200	0.272		
	LT	1.00	120	1,600	0.075 *	V/C:	0.738
Northbound	RT	1.00	110	1,600	0.031	Lost Time:	0.100
	TH	1.00	300	1,600	0.188 *	ITS:	0.000
	LT	1.00	60	1,600	0.038 *		
Eastbound	RT	0.00	90	0	0.000	ICU:	0.838
	TH	2.00	1,330	3,200	0.444 *		
	LT	1.00	170	1,600	0.106	LOS:	D

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **80 Ince Blvd & Washington Blvd**
Description: **Future Plus Project Plus Mitigation**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	0	1,600	0.000	N-S(1):	0.591 *
	TH	0.22	140	353	0.397	N-S(2):	0.000
	LT	1.78	1,130	2,563	0.441 *	E-W(1):	0.031 *
Westbound	RT	2.00	1,410	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	1.00	50	1,600	0.031 *	V/C:	0.622
Northbound	RT	1.00	110	1,600	0.069	Lost Time:	0.100
	TH	1.00	240	1,600	0.150 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.722
	TH	1.00	0	1,600	0.000		
	LT	0.00	0	0	0.000 *	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.605 *
	TH	0.12	90	193	0.466	N-S(2):	0.000
	LT	1.88	1,400	2,706	0.517 *	E-W(1):	0.119 *
Westbound	RT	2.00	1,150	3,200	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	1.00	170	1,600	0.106 *	V/C:	0.724
Northbound	RT	1.00	120	1,600	0.075	Lost Time:	0.100
	TH	1.00	140	1,600	0.088 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	10	0	0.000	ICU:	0.824
	TH	1.00	10	1,600	0.013 *		
	LT	0.00	0	0	0.000	LOS:	D

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **81 Ince Blvd & Culver Blvd**
Description: **Future Plus Project Plus Mitigation**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006 *	N-S(1):	0.569 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	0.00	0	0	0.000	E-W(1):	0.290 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.078
	TH	2.00	230	3,200	0.072		
	LT	1.00	90	1,600	0.056 *	V/C:	0.859
Northbound	RT	1.00	60	1,600	0.009	Lost Time:	0.100
	TH	0.02	20	40	0.506	ITS:	0.000
	LT	1.98	1,600	2,844	0.563 *		
Eastbound	RT	2.00	1,150	3,200	0.000	ICU:	0.959
	TH	2.00	750	3,200	0.234 *		
	LT	1.00	10	1,600	0.006	LOS:	E

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.069 *	N-S(1):	0.482 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	0.00	0	0	0.000	E-W(1):	0.356 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.203
	TH	2.00	430	3,200	0.147		
	LT	1.00	90	1,600	0.056 *	V/C:	0.838
Northbound	RT	1.00	90	1,600	0.028	Lost Time:	0.100
	TH	0.05	30	81	0.372	ITS:	0.000
	LT	1.95	1,160	2,807	0.413 *		
Eastbound	RT	2.00	1,420	3,200	0.031	ICU:	0.938
	TH	2.00	960	3,200	0.300 *		
	LT	1.00	90	1,600	0.056	LOS:	E

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **83 Duquesne Ave & Washington Blvd**
Description: **Future Plus Project Plus Mitigation**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.275
	TH	1.00	370	1,600	0.269 *	N-S(2):	0.363 *
	LT	1.00	30	1,600	0.019	E-W(1):	0.278
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.387 *
	TH	2.00	1,080	3,200	0.356 *		
	LT	1.00	90	1,600	0.056	V/C:	0.750
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.100
	TH	1.00	350	1,600	0.256	ITS:	0.000
	LT	1.00	150	1,600	0.094 *		
Eastbound	RT	0.00	170	0	0.000	ICU:	0.850
	TH	2.00	540	3,200	0.222		
	LT	1.00	50	1,600	0.031 *	LOS:	D

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	50	0	0.000	N-S(1):	0.275
	TH	1.00	380	1,600	0.269 *	N-S(2):	0.344 *
	LT	1.00	80	1,600	0.050	E-W(1):	0.431 *
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.297
	TH	2.00	720	3,200	0.266		
	LT	1.00	120	1,600	0.075 *	V/C:	0.775
Northbound	RT	0.00	40	0	0.000	Lost Time:	0.100
	TH	1.00	320	1,600	0.225	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	0.00	160	0	0.000	ICU:	0.875
	TH	2.00	980	3,200	0.356 *		
	LT	1.00	50	1,600	0.031	LOS:	D

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **84 Sepulveda Blvd & Venice Blvd**
Description: **Future Plus Project Plus Mitigation**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	180	1,600	0.090	N-S(1):	0.447 *
	TH	2.00	590	3,200	0.184	N-S(2):	0.372
	LT	1.00	100	1,600	0.063 *	E-W(1):	0.385 *
Westbound	RT	1.00	100	1,600	0.031	E-W(2):	0.380
	TH	3.00	1,610	4,800	0.335		
	LT	2.00	250	2,880	0.087 *	V/C:	0.832
Northbound	RT	1.00	300	1,600	0.144	Lost Time:	0.100
	TH	2.00	1,230	3,200	0.384 *	ITS:	0.000
	LT	1.00	300	1,600	0.188		
Eastbound	RT	1.00	380	1,600	0.144	ICU:	0.932
	TH	3.00	1,430	4,800	0.298 *		
	LT	2.00	130	2,880	0.045	LOS:	E

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	110	1,600	0.027	N-S(1):	0.525
	TH	2.00	1,110	3,200	0.347 *	N-S(2):	0.541 *
	LT	1.00	120	1,600	0.075	E-W(1):	0.332
Westbound	RT	1.00	130	1,600	0.044	E-W(2):	0.335 *
	TH	3.00	1,210	4,800	0.252 *		
	LT	2.00	220	2,880	0.076	V/C:	0.876
Northbound	RT	1.00	470	1,600	0.256	Lost Time:	0.100
	TH	2.00	1,440	3,200	0.450	ITS:	0.000
	LT	1.00	310	1,600	0.194 *		
Eastbound	RT	1.00	280	1,600	0.078	ICU:	0.976
	TH	3.00	1,230	4,800	0.256		
	LT	2.00	240	2,880	0.083 *	LOS:	E

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **85 Sepulveda Blvd & 405 NB On/Off-Ramps**
Description: **Future Plus Project Plus Mitigation**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	510	1,600	0.319 *	N-S(1):	0.413
	TH	2.00	650	3,200	0.203	N-S(2):	0.563 *
	LT	0.00	0	0	0.000	E-W(1):	0.059
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.207 *
	TH	1.00	0	1,600	0.013 *		
	LT	0.00	10	1,600	0.006	V/C:	0.770
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	2.00	1,310	3,200	0.413	ITS:	0.000
	LT	1.00	390	1,600	0.244 *		
Eastbound	RT	0.14	40	229	0.053	ICU:	0.870
	TH	0.00	0	0	0.000		
	LT	1.86	520	2,674	0.194 *	LOS:	D

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.000	N-S(1):	0.356
	TH	2.00	1,280	3,200	0.403 *	N-S(2):	0.503 *
	LT	0.00	10	1,600	0.006	E-W(1):	0.284
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.384 *
	TH	1.00	10	1,600	0.019 *		
	LT	0.00	10	1,600	0.006	V/C:	0.887
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	2.00	1,110	3,200	0.350	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	0.21	110	335	0.278	ICU:	0.987
	TH	0.00	0	0	0.000		
	LT	1.79	940	2,578	0.365 *	LOS:	E

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **86 Sawtelle Blvd & 405 SB On/Off-Ramps**
Description: **Future Plus Project Plus Mitigation**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	WBR		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.835 *
	TH	2.00	200	1,600	0.494 *	N-S(2):	0.000
	LT	0.00	570	1,600	0.356	E-W(1):	0.250 *
Westbound	RT	1.00	370	1,600	0.000	E-W(2):	0.157
	TH	1.00	20	1,600	0.144		
	LT	0.00	210	1,600	0.131 *	V/C:	1.085
Northbound	RT	0.00	180	0	0.000	Lost Time:	0.100
	TH	2.00	890	3,200	0.341 *	ITS:	0.000
	LT	0.00	20	1,600	0.013		
Eastbound	RT	0.00	30	0	0.000	ICU:	1.185
	TH	1.00	140	1,600	0.119 *		
	LT	0.00	20	1,600	0.013	LOS:	F

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.662 *
	TH	2.00	650	3,200	0.359 *	N-S(2):	0.000
	LT	0.00	480	1,600	0.300	E-W(1):	0.262 *
Westbound	RT	1.00	330	1,600	0.000	E-W(2):	0.188
	TH	1.00	30	1,600	0.175		
	LT	0.00	250	1,600	0.156 *	V/C:	0.924
Northbound	RT	0.00	120	0	0.000	Lost Time:	0.100
	TH	2.00	820	3,200	0.303 *	ITS:	0.000
	LT	0.00	30	1,600	0.019		
Eastbound	RT	0.00	30	0	0.000	ICU:	1.024
	TH	1.00	120	1,600	0.106 *		
	LT	0.00	20	1,600	0.013	LOS:	F

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **59 Overland Ave & Culver Blvd**
Description: **Future Plus Project Plus Mitigation**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	200	1,600	0.000	N-S(1):	0.484 *
	TH	2.00	680	3,200	0.213	N-S(2):	0.276
	LT	2.00	160	2,880	0.056 *	E-W(1):	0.419
Westbound	RT	0.00	150	0	0.000	E-W(2):	0.600 *
	TH	2.00	950	3,200	0.344 *		
	LT	1.00	100	1,600	0.063	V/C:	1.084
Northbound	RT	0.00	200	0	0.000	Lost Time:	0.100
	TH	2.00	1,170	3,200	0.428 *	ITS:	0.000
	LT	2.00	180	2,880	0.063		
Eastbound	RT	1.00	130	1,600	0.050	ICU:	1.184
	TH	2.00	1,140	3,200	0.356		
	LT	1.00	410	1,600	0.256 *	LOS:	F

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	330	1,600	0.116	N-S(1):	0.418
	TH	2.00	1,240	3,200	0.388 *	N-S(2):	0.440 *
	LT	2.00	150	2,880	0.052	E-W(1):	0.490
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.515 *
	TH	2.00	900	3,200	0.334 *		
	LT	1.00	210	1,600	0.131	V/C:	0.955
Northbound	RT	0.00	190	0	0.000	Lost Time:	0.100
	TH	2.00	980	3,200	0.366	ITS:	0.000
	LT	2.00	150	2,880	0.052 *		
Eastbound	RT	1.00	170	1,600	0.080	ICU:	1.055
	TH	2.00	1,150	3,200	0.359		
	LT	1.00	290	1,600	0.181 *	LOS:	F

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **65 Duquesne Ave & Culver Blvd**
Description: **Future Plus Project Plus Mitigation**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	160	1,600	0.063	N-S(1):	0.256 *
	TH	1.00	190	1,600	0.119	N-S(2):	0.244
	LT	1.00	40	1,600	0.025 *	E-W(1):	0.409 *
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.397
	TH	2.00	980	3,200	0.322		
	LT	1.00	120	1,600	0.075 *	V/C:	0.665
Northbound	RT	1.00	90	1,600	0.019	Lost Time:	0.100
	TH	1.00	370	1,600	0.231 *	ITS:	0.000
	LT	1.00	200	1,600	0.125		
Eastbound	RT	0.00	110	0	0.000	ICU:	0.765
	TH	2.00	960	3,200	0.334 *		
	LT	1.00	120	1,600	0.075	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	290	1,600	0.144	N-S(1):	0.275
	TH	1.00	380	1,600	0.238 *	N-S(2):	0.301 *
	LT	1.00	160	1,600	0.100	E-W(1):	0.416 *
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.331
	TH	2.00	780	3,200	0.256		
	LT	1.00	70	1,600	0.044 *	V/C:	0.717
Northbound	RT	1.00	140	1,600	0.066	Lost Time:	0.100
	TH	1.00	280	1,600	0.175	ITS:	0.000
	LT	1.00	100	1,600	0.063 *		
Eastbound	RT	0.00	150	0	0.000	ICU:	0.817
	TH	2.00	1,040	3,200	0.372 *		
	LT	1.00	120	1,600	0.075	LOS:	D

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **73 National Blvd & Washington Blvd**
Description: **Future Plus Project Plus Mitigation**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	200	0	0.000	N-S(1):	0.388 *
	TH	2.00	600	3,200	0.250	N-S(2):	0.337
	LT	2.00	180	2,880	0.063 *	E-W(1):	0.294
Westbound	RT	0.00	170	0	0.000	E-W(2):	0.325 *
	TH	3.00	1,300	4,800	0.306 *		
	LT	1.00	100	1,600	0.063	V/C:	0.713
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.100
	TH	2.00	970	3,200	0.325 *	ITS:	0.000
	LT	2.00	250	2,880	0.087		
Eastbound	RT	1.00	200	1,600	0.082	ICU:	0.813
	TH	2.00	740	3,200	0.231		
	LT	1.00	30	1,600	0.019 *	LOS:	D

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.306
	TH	2.00	1,130	3,200	0.391 *	N-S(2):	0.467 *
	LT	2.00	160	2,880	0.056	E-W(1):	0.488 *
Westbound	RT	0.00	130	0	0.000	E-W(2):	0.246
	TH	3.00	870	4,800	0.208		
	LT	1.00	110	1,600	0.069 *	V/C:	0.955
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.100
	TH	2.00	700	3,200	0.250	ITS:	0.000
	LT	2.00	220	2,880	0.076 *		
Eastbound	RT	1.00	270	1,600	0.131	ICU:	1.055
	TH	2.00	1,340	3,200	0.419 *		
	LT	1.00	60	1,600	0.038	LOS:	F

* - Denotes critical movement

Project Title: **LA TNP**
Intersection: **77 La Cienega Blvd & Washington Blvd**
Description: **Future Plus Project Plus Mitigation**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	50	0	0.000	N-S(1):	0.421 *
	TH	3.00	1,230	4,800	0.267	N-S(2):	0.411
	LT	1.00	100	1,600	0.063 *	E-W(1):	0.226
Westbound	RT	1.00	500	1,600	0.281	E-W(2):	0.491 *
	TH	2.00	1,430	3,200	0.447 *		
	LT	1.00	20	1,600	0.013	V/C:	0.912
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	3.00	1,690	4,800	0.358 *	ITS:	0.000
	LT	1.00	230	1,600	0.144		
Eastbound	RT	1.00	130	1,600	0.009	ICU:	1.012
	TH	2.00	680	3,200	0.213		
	LT	1.00	70	1,600	0.044 *	LOS:	F

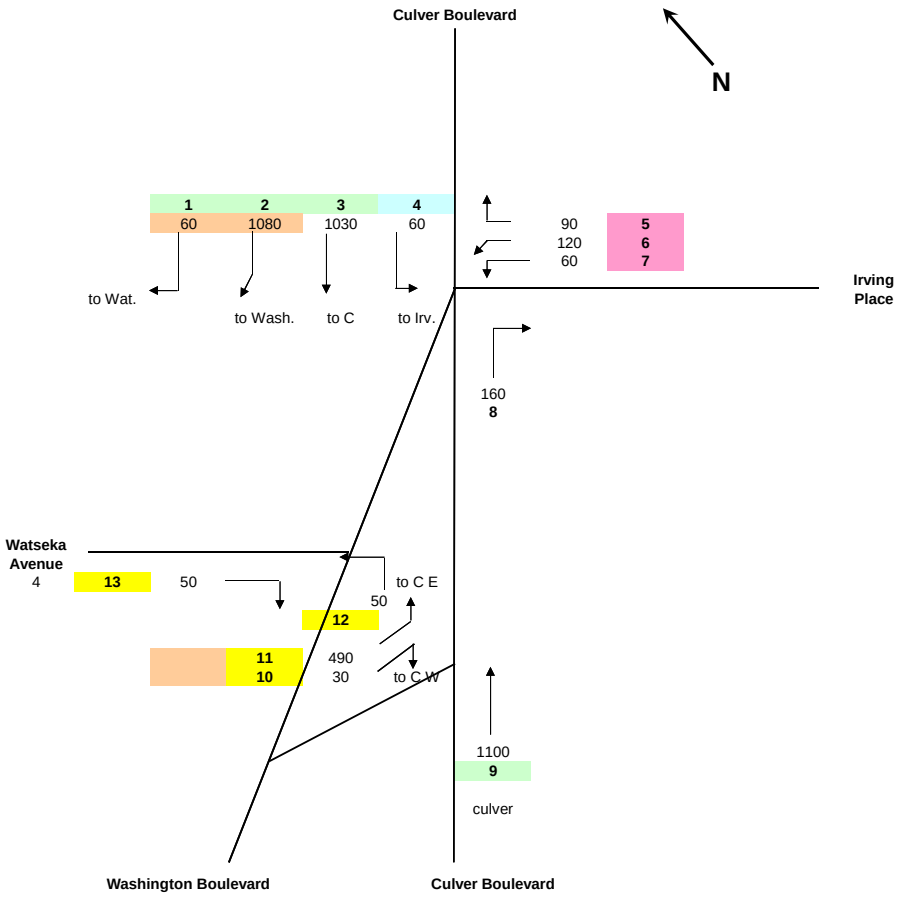
Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	50	0	0.000	N-S(1):	0.467 *
	TH	3.00	1,520	4,800	0.327	N-S(2):	0.390
	LT	1.00	360	1,600	0.225 *	E-W(1):	0.485 *
Westbound	RT	1.00	160	1,600	0.000	E-W(2):	0.297
	TH	2.00	750	3,200	0.234		
	LT	1.00	70	1,600	0.044 *	V/C:	0.952
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	3.00	1,110	4,800	0.242 *	ITS:	0.000
	LT	1.00	100	1,600	0.063		
Eastbound	RT	1.00	110	1,600	0.038	ICU:	1.052
	TH	2.00	1,410	3,200	0.441 *		
	LT	1.00	100	1,600	0.063	LOS:	F

* - Denotes critical movement

HAND CALCULATION

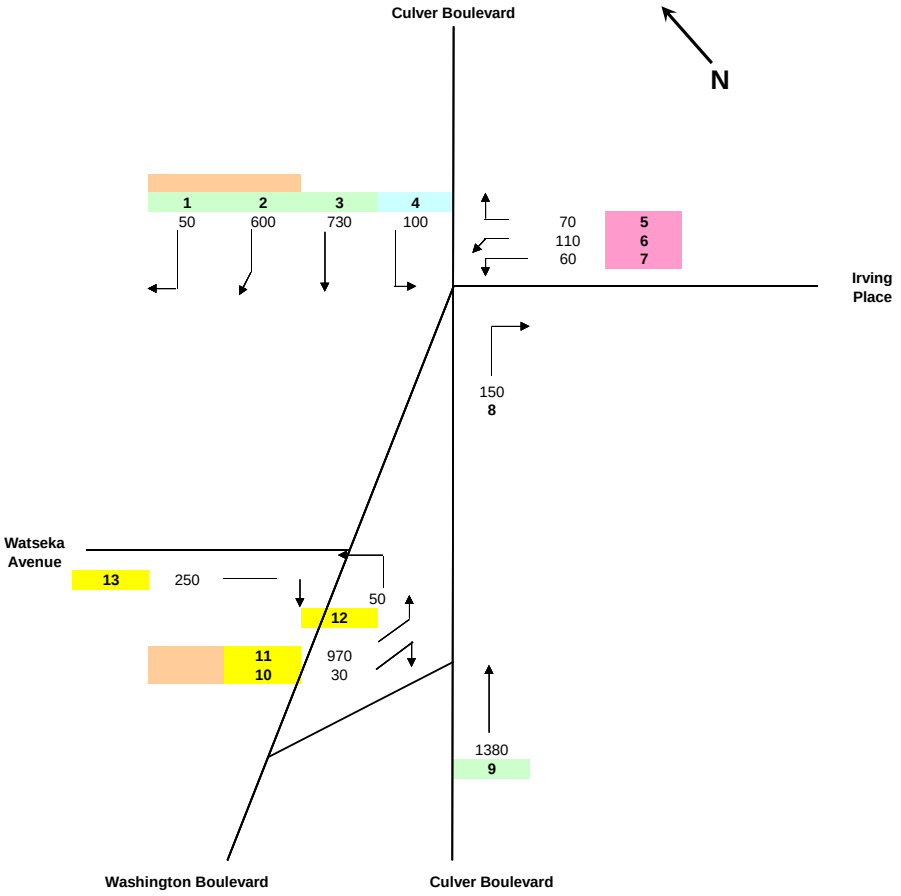
Future Plus Project Plus Mitigations Conditions A.M. Peak Hour



pair 1 Washington EBR Culver WBT	Max	TH/RT: 490 + 30 / 3200 (Washington EBR)		LT: 1030 / 3200 (Culver WBT)		red: higher critical volu
	=	0.484				
pair 2 Washington EBL Culver WBT to Wash.	Max	50 / 1600 (Washington EBL)	+	60 + 1080 / 3200 (Culver WBT to Wash.)		
	=	0.388				
pair 3 Culver EB Culver WBL to Irv	Max	1100 / 4800 (EBT) + 60 / 1600 (WBL)		— 1030 / 3200 (Overlap Culver WBT)		
	=	-0.055				
pair 4 Irving Pl	Max	120 + 60 / 1600	or	90 / 1600		
	=	0.113				

									Loss Time	
V/C =	**0.484**	**+**	**0.388**	**+**	**-0.055**	**+**	**0.113**	**+**	**0.100**	**= 1.030**
LOS =		**F**								

Future Plus Project Plus Mitigations Conditions P.M. Peak Hour



pair 1 — Washington E / Culver WBT

Max { 970 + 30 / 3200 } + { 730 / 3200 }

970 + 30 = Washington EBR; 730 = Culver WBT

= **0.541**

red: higher critical volu

pair 2 — Washington E / er WBT to Wash.

Max { 50 / 1600 } + { 50 + 600 / 3200 }

50 = Washington EBL; 50 + 600 = Culver WBT to Wash.

= **0.234**

pair 3 — Culver EB / lver WBL to Irv

Max { 1380 / 4800 + 100 / 1600 } − { 730 / 3200 }

1380 = EBT; 100 = WBL; 730 = Overlap Culver WBT

= **0.122**

pair 4 — Irving Pl

Max { 110 + 60 / 1600 } or { 70 / 1600 }

= **0.106**

V/C =	**0.541**	**+**	**0.234**	**+**	**0.122**	**+**	**0.106**	**+**	**Loss Time 0.100**	**=**	**1.103**
LOS =		**F**									

ADDITIONAL CMP CMA ANALYSIS:

EXISTING

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
46	North-South Street:	La Cienega Blvd	East-West Street:	Jefferson Blvd
	Scenario:	EXISTING		
	Count Date:	10/30/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		3	NB-- 0	SB--		3
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					0				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	60	1	60		42	1	**42**	
	Left-Through		0				0		
	Through	1874	3	**625**		2030	3	677	
	Through-Right		0				0		
	Right	114	1	0		315	1	181	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	72	1	**72**		55	1	55	
	Left-Through		0				0		
	Through	1748	3	583		2134	3	**711**	
	Through-Right		0				0		
	Right	569	1	348		249	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	402	2	**221**		516	2	284	
	Left-Through		0				0		
	Through	505	1	274		744	1	**438**	
	Through-Right		1				1		
	Right	43	0	43		132	0	132	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	515	2	283		487	2	**268**	
	Left-Through		0				0		
	Through	956	2	**478**		531	2	266	
	Through-Right		0				0		
	Right	136	1	100		85	1	58	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	697			*North-South:*	753	
			East-West:	699			*East-West:*	706	
			SUM:	1396			*SUM:*	1459	
VOLUME/CAPACITY *(V/C)* RATIO:				1.015				1.061	
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.015				**0.961**	
LEVEL OF SERVICE (LOS):				F				E	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
62	North-South Street:	Westwood Blvd	East-West Street:	Santa Monica Blvd
	Scenario:	EXISTING		
	Count Date:	10/30/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0		SB--		0	NB-- 0		SB--	0
	EB-- 3		WB--		3	EB-- 3		WB--	3
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	104	1	104	122	1	122
	Left-Through		0			0	
	Through	987	1	**531**	987	1	**557**
	Through-Right		1			1	
	Right	74	0	74	127	0	127
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	206	1	**206**	220	1	**220**
	Left-Through		0			0	
	Through	500	2	250	1196	2	598
	Through-Right		0			0	
	Right	111	1	72	126	1	72
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	141	2	78	198	2	109
	Left-Through		0			0	
	Through	1616	3	**539**	1538	3	**513**
	Through-Right		0			0	
	Right	51	1	0	112	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	209	2	**115**	303	2	**167**
	Left-Through		0			0	
	Through	1424	3	475	1299	3	433
	Through-Right		0			0	
	Right	186	1	0	278	1	58
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	737		*North-South:*	777
			East-West:	654		*East-West:*	680
			SUM:	1391		*SUM:*	1457
VOLUME/CAPACITY *(V/C)* RATIO:				1.012			1.060
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.912**			**0.960**
LEVEL OF SERVICE (LOS):				**E**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
88	North-South Street:	Sepulveda Blvd	East-West Street:	Wilshire Blvd
	Scenario:	EXISTING		
	Count Date:	5/21/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			1200			1100

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	116	1	116	131	1	**131**
	Left-Through		0			0	
	Through	266	2	133	416	2	208
	Through-Right		1			1	
	Right	352	0	**327**	253	0	203
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	194	1	**194**	145	1	145
	Left-Through		0			0	
	Through	464	1	391	311	1	**291**
	Through-Right		1			1	
	Right	317	0	317	271	0	271
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	58	1	58	176	1	**176**
	Left-Through		0			0	
	Through	2674	3	**703**	1793	3	450
	Through-Right		1			1	
	Right	139	0	139	7	0	7
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	93	2	**51**	181	2	100
	Left-Through		0			0	
	Through	2313	3	594	2019	3	**530**
	Through-Right		1			1	
	Right	63	0	63	101	0	101
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	521		*North-South:*	422
			East-West:	754		*East-West:*	706
			SUM:	1275		*SUM:*	1128
VOLUME/CAPACITY *(V/C)* RATIO:				1.063			1.025
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.963**			**0.925**
LEVEL OF SERVICE (LOS):				**E**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
70	North-South Street:	Centinela Ave	East-West Street:	Venice Blvd
	Scenario:	EXISTING		
	Count Date:	4/10/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	73	1	73	65	1	65
	Left-Through		0			0	
	Through	1155	1	**625**	872	1	**477**
	Through-Right		1			1	
	Right	94	0	94	82	0	82
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	142	1	**142**	207	1	**207**
	Left-Through		0			0	
	Through	1041	2	521	1235	2	618
	Through-Right		0			0	
	Right	163	1	65	100	1	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	196	1	**196**	124	1	124
	Left-Through		0			0	
	Through	902	2	331	1136	2	**427**
	Through-Right		1			1	
	Right	91	0	91	144	0	144
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	124	1	124	192	1	**192**
	Left-Through		0			0	
	Through	1030	2	**399**	1285	2	464
	Through-Right		1			1	
	Right	167	0	167	106	0	106
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	767		*North-South:*	684
			East-West:	595		*East-West:*	619
			SUM:	1362		*SUM:*	1303
VOLUME/CAPACITY *(V/C)* RATIO:				0.991			0.948
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.891**			**0.848**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

BASELINE

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
46	North-South Street:	La Cienega Blvd	East-West Street:	Jefferson Blvd
	Scenario:	BASELINE		
	Count Date:	10/30/2014	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		3	NB-- 0	SB--	3
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	61	1	61	43	1	**43**
	Left-Through		0			0	
	Through	1911	3	**637**	2071	3	690
	Through-Right		0			0	
	Right	116	1	0	321	1	185
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	73	1	**73**	56	1	56
	Left-Through		0			0	
	Through	1783	3	594	2177	3	**726**
	Through-Right		0			0	
	Right	580	1	354	254	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	410	2	**226**	526	2	289
	Left-Through		0			0	
	Through	515	1	280	759	1	**447**
	Through-Right		1			1	
	Right	44	0	44	135	0	135
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	525	2	289	497	2	**273**
	Left-Through		0			0	
	Through	975	2	**488**	542	2	271
	Through-Right		0			0	
	Right	139	1	103	87	1	59
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	710		*North-South:*	769
			East-West:	714		*East-West:*	720
			SUM:	1424		*SUM:*	1489
VOLUME/CAPACITY *(V/C)* RATIO:				1.036			1.083
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.036			**0.983**
LEVEL OF SERVICE (LOS):				F			E

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
62	North-South Street:	Westwood Blvd	East-West Street:	Santa Monica Blvd
	Scenario:	BASELINE		
	Count Date:	10/30/2014	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0		SB--		0	NB-- 0		SB--	0
	EB-- 3		WB--		3	EB-- 3		WB--	3
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	106	1	106	124	1	124
	Left-Through		0			0	
	Through	1007	1	**541**	1007	1	**569**
	Through-Right		1			1	
	Right	75	0	75	130	0	130
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	210	1	**210**	224	1	**224**
	Left-Through		0			0	
	Through	510	2	255	1220	2	610
	Through-Right		0			0	
	Right	113	1	74	129	1	74
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	144	2	79	202	2	111
	Left-Through		0			0	
	Through	1648	3	**549**	1569	3	**523**
	Through-Right		0			0	
	Right	52	1	0	114	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	213	2	**117**	309	2	**170**
	Left-Through		0			0	
	Through	1452	3	484	1325	3	442
	Through-Right		0			0	
	Right	190	1	0	284	1	60
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	751		*North-South:*	793
			East-West:	666		*East-West:*	693
			SUM:	1417		*SUM:*	1486
VOLUME/CAPACITY *(V/C)* RATIO:				1.031			1.081
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.931**			**0.981**
LEVEL OF SERVICE (LOS):				**E**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
88	North-South Street:	Sepulveda Blvd	East-West Street:	Wilshire Blvd
	Scenario:	BASELINE		
	Count Date:	5/21/2013	Analyst: Fehr & Peers	Date: 6/24/2014

	AM			PM		
No. of Phases			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			1200			1100

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	118	2	65	134	2	74
	Left-Through		0			0	
	Through	271	2	136	424	2	**212**
	Through-Right		0			0	
	Right	359	1	**333**	258	1	207
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	198	2	**109**	148	2	**81**
	Left-Through		0			0	
	Through	473	2	237	317	2	159
	Through-Right		0			0	
	Right	323	1	294	276	1	186
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	59	1	59	180	1	**180**
	Left-Through		0			0	
	Through	2727	3	**717**	1829	3	459
	Through-Right		1			1	
	Right	142	0	142	7	0	7
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	95	2	**52**	185	2	102
	Left-Through		0			0	
	Through	2359	5	472	2059	5	**412**
	Through-Right		0			0	
	Right	64	1	0	103	1	22
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	442		*North-South:*	293
			East-West:	769		*East-West:*	592
			SUM:	1211		*SUM:*	885
VOLUME/CAPACITY *(V/C)* RATIO:				1.009			0.805
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.909**			**0.705**
LEVEL OF SERVICE (LOS):				**E**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
70	North-South Street:	Centinela Ave	East-West Street:	Venice Blvd
	Scenario:	BASELINE		
	Count Date:	4/10/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	74	1		74	66	1		66
	Left-Through		0				0		
	Through	1178	1		**637**	889	1		**487**
	Through-Right		1				1		
	Right	96	0		96	84	0		84
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	145	1		**145**	211	1		**211**
	Left-Through		0				0		
	Through	1062	2		531	1260	2		630
	Through-Right		0				0		
	Right	166	1		66	102	1		39
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	200	1		**200**	126	1		126
	Left-Through		0				0		
	Through	920	2		338	1159	2		**435**
	Through-Right		1				1		
	Right	93	0		93	147	0		147
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	126	1		126	196	1		**196**
	Left-Through		0				0		
	Through	1051	2		**407**	1311	2		473
	Through-Right		1				1		
	Right	170	0		170	108	0		108
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	782			*North-South:*	698
				East-West:	607			*East-West:*	631
				SUM:	1389			*SUM:*	1329
VOLUME/CAPACITY *(V/C)* RATIO:					1.010				0.967
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.910**				**0.867**
LEVEL OF SERVICE (LOS):					**E**				**D**

Version: 1i Beta; 8/4/2011

BASELINE PLUS PROJECT

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
46	North-South Street:	La Cienega Blvd	East-West Street:	Jefferson Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	10/30/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		3	NB-- 0	SB--		3
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					0				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	61	1		61	43	1		**43**
	Left-Through		0				0		
	Through	1941	3		**647**	2071	3		690
	Through-Right		0				0		
	Right	116	1		0	321	1		185
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	73	1		**73**	56	1		56
	Left-Through		0				0		
	Through	1773	3		591	2207	3		**736**
	Through-Right		0				0		
	Right	610	1		379	244	1		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	420	2		**231**	526	2		289
	Left-Through		0				0		
	Through	515	1		285	779	1		**462**
	Through-Right		1				1		
	Right	54	0		54	145	0		145
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	525	2		289	497	2		**273**
	Left-Through		0				0		
	Through	985	2		**493**	542	2		271
	Through-Right		0				0		
	Right	149	1		113	87	1		59
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	720			North-South:	779
				East-West:	724			East-West:	735
				SUM:	1444			SUM:	1514
VOLUME/CAPACITY *(V/C)* RATIO:					1.050				1.101
V/C LESS ATSAC/ATCS ADJUSTMENT:					1.050				**1.001**
LEVEL OF SERVICE (LOS):					F				F

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
62	North-South Street:	Westwood Blvd	East-West Street:	Santa Monica Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	10/30/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 3	WB--		3	EB-- 3	WB--	3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	116	1	116	124	1	124
	Left-Through		0			0	
	Through	1007	1	**541**	1027	1	**579**
	Through-Right		1			1	
	Right	75	0	75	130	0	130
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	1	**230**	194	1	**194**
	Left-Through		0			0	
	Through	540	2	270	1260	2	630
	Through-Right		0			0	
	Right	113	1	79	129	1	85
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	124	2	68	162	2	89
	Left-Through		0			0	
	Through	1618	3	**539**	1639	3	**546**
	Through-Right		0			0	
	Right	52	1	0	124	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	213	2	**117**	309	2	**170**
	Left-Through		0			0	
	Through	1492	3	497	1315	3	438
	Through-Right		0			0	
	Right	200	1	0	284	1	90
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	771		*North-South:*	773
			East-West:	656		*East-West:*	716
			SUM:	1427		*SUM:*	1489
VOLUME/CAPACITY *(V/C)* RATIO:				1.038			1.083
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.938**			**0.983**
LEVEL OF SERVICE (LOS):				**E**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
88	North-South Street:	Sepulveda Blvd	East-West Street:	Wilshire Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	5/21/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
	No. of Phases			0			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			1200			1100
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	118	2	65	144	2	79
	Left-Through		0			0	
	Through	271	2	136	484	2	**242**
	Through-Right		0			0	
	Right	359	1	**328**	258	1	207
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	198	2	**109**	148	2	**81**
	Left-Through		0			0	
	Through	533	2	267	317	2	159
	Through-Right		0			0	
	Right	323	1	294	276	1	186
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	59	1	59	180	1	**180**
	Left-Through		0			0	
	Through	2727	3	**717**	1829	3	459
	Through-Right		1			1	
	Right	142	0	142	7	0	7
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	115	2	**63**	185	2	102
	Left-Through		0			0	
	Through	2359	5	472	2059	5	**412**
	Through-Right		0			0	
	Right	64	1	0	103	1	22
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	437		*North-South:*	323
			East-West:	780		*East-West:*	592
			SUM:	1217		*SUM:*	915
	VOLUME/CAPACITY *(V/C)* RATIO:			1.014			0.832
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.914**			**0.732**
	LEVEL OF SERVICE (LOS):			**E**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
70	North-South Street:	Centinela Ave	East-West Street:	Venice Blvd
	Scenario:	BASELINE PLUS PROJECT		
	Count Date:	4/10/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	74	1	74	66	1	**66**
	Left-Through		0			0	
	Through	1278	1	**687**	879	1	487
	Through-Right		1			1	
	Right	96	0	96	94	0	94
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	145	1	**145**	211	1	211
	Left-Through		0			0	
	Through	1052	2	526	1310	2	**655**
	Through-Right		0			0	
	Right	166	1	51	122	1	59
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	230	1	**230**	126	1	126
	Left-Through		0			0	
	Through	930	2	338	1179	2	**442**
	Through-Right		1			1	
	Right	83	0	83	147	0	147
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	116	1	116	196	1	**196**
	Left-Through		0			0	
	Through	1081	2	**417**	1321	2	480
	Through-Right		1			1	
	Right	170	0	170	118	0	118
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	832		*North-South:*	721
			East-West:	647		*East-West:*	638
			SUM:	1479		*SUM:*	1359
VOLUME/CAPACITY *(V/C)* RATIO:				1.076			0.988
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.976**			**0.888**
LEVEL OF SERVICE (LOS):				**E**			**D**

Version: 1i Beta; 8/4/2011

BASELINE PLUS PROJECT PLUS MITIGATION

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
46	North-South Street:	La Cienega Blvd	East-West Street:	Jefferson Blvd
	Scenario:	BASELINE PLUS PROJECT PLUS MITIGATION		
	Count Date:	10/30/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		3	NB-- 0	SB--		3
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					0				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	61	1	61		43	1	**43**	
	Left-Through		0				0		
	Through	1941	3	**647**		2071	3	690	
	Through-Right		0				0		
	Right	116	1	0		321	1	185	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	73	1	**73**		56	1	56	
	Left-Through		0				0		
	Through	1773	3	591		2207	3	**736**	
	Through-Right		0				0		
	Right	610	1	379		244	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	420	2	**231**		526	2	289	
	Left-Through		0				0		
	Through	515	1	285		779	1	**462**	
	Through-Right		1				1		
	Right	54	0	54		145	0	145	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	525	2	289		497	2	**273**	
	Left-Through		0				0		
	Through	985	2	**493**		542	2	271	
	Through-Right		0				0		
	Right	149	1	113		87	1	59	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	720			*North-South:*	779	
			East-West:	724			*East-West:*	735	
			SUM:	1444			*SUM:*	1514	
VOLUME/CAPACITY *(V/C)* RATIO:				1.050				1.101	
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.050				**1.001**	
LEVEL OF SERVICE (LOS):				F				F	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 62

PROJECT TITLE: LATNP
North-South Street: Westwood Blvd **East-West Street:** Santa Monica Blvd
Scenario: BASELINE PLUS PROJECT PLUS MITIGATION
Count Date: 10/30/2013 **Analyst:** Fehr & Peers **Date:** 6/24/2014

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 / EB-- 3	SB-- / WB--	0 / 3	NB-- 0 / EB-- 3	SB-- / WB--	0 / 3
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	116	1	116	124	1	124
	Left-Through		0			0	
	Through	1007	1	**541**	1027	1	**579**
	Through-Right		1			1	
	Right	75	0	75	130	0	130
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	230	1	**230**	194	1	**194**
	Left-Through		0			0	
	Through	540	2	270	1260	2	630
	Through-Right		0			0	
	Right	113	1	79	129	1	85
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	124	2	68	162	2	89
	Left-Through		0			0	
	Through	1618	3	**539**	1639	3	**546**
	Through-Right		0			0	
	Right	52	1	0	124	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	213	2	**117**	309	2	**170**
	Left-Through		0			0	
	Through	1492	3	497	1315	3	438
	Through-Right		0			0	
	Right	200	1	0	284	1	90
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	771		*North-South:*	773
			East-West:	656		*East-West:*	716
			SUM:	1427		*SUM:*	1489
VOLUME/CAPACITY *(V/C)* RATIO:				1.038			1.083
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.938**			**0.983**
LEVEL OF SERVICE (LOS):				**E**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
88	North-South Street:	Sepulveda Blvd	East-West Street:	Wilshire Blvd
	Scenario:	BASELINE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/21/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
	No. of Phases			0			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			1200			1100
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	118	2	65	144	2	79
	Left-Through		0			0	
	Through	271	2	136	484	2	**242**
	Through-Right		0			0	
	Right	359	1	**328**	258	1	207
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	198	2	**109**	148	2	**81**
	Left-Through		0			0	
	Through	533	2	267	317	2	159
	Through-Right		0			0	
	Right	323	1	294	276	1	186
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	59	1	59	180	1	**180**
	Left-Through		0			0	
	Through	2727	3	**717**	1829	3	459
	Through-Right		1			1	
	Right	142	0	142	7	0	7
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	115	2	**63**	185	2	102
	Left-Through		0			0	
	Through	2359	5	472	2059	5	**412**
	Through-Right		0			0	
	Right	64	1	0	103	1	22
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	437		*North-South:*	323
			East-West:	780		*East-West:*	592
			SUM:	1217		*SUM:*	915
	VOLUME/CAPACITY *(V/C)* RATIO:			1.014			0.832
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.914**			**0.732**
	LEVEL OF SERVICE (LOS):			**E**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
70	

PROJECT TITLE: LATNP
North-South Street: Centinela Ave **East-West Street:** Venice Blvd
Scenario: BASELINE PLUS PROJECT PLUS MITIGATION
Count Date: 4/10/2013 **Analyst:** Fehr & Peers **Date:** 6/24/2014

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	74	1	74	66	1	**66**
	Left-Through		0			0	
	Through	1278	2	**639**	879	2	440
	Through-Right		0			0	
	Right	96	1	38	94	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	145	1	**145**	211	1	211
	Left-Through		0			0	
	Through	1052	2	526	1310	2	**655**
	Through-Right		0			0	
	Right	166	1	51	122	1	59
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	230	1	**230**	126	1	126
	Left-Through		0			0	
	Through	930	2	338	1179	2	**442**
	Through-Right		1			1	
	Right	83	0	83	147	0	147
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	116	1	116	196	1	**196**
	Left-Through		0			0	
	Through	1081	3	**360**	1321	3	440
	Through-Right		0			0	
	Right	170	1	98	118	1	13
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	784		*North-South:*	721
			East-West:	590		*East-West:*	638
			SUM:	1374		*SUM:*	1359
VOLUME/CAPACITY *(V/C)* RATIO:				0.999			0.988
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.899**			**0.888**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

FUTURE

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
46	North-South Street:	La Cienega Blvd	East-West Street:	Jefferson Blvd
	Scenario:	FUTURE		
	Count Date:	10/30/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0		SB-- WB--	3 0	NB-- 0 EB-- 0		SB-- WB--	3 0
ATSAC-1 or ATSAC+ATCS-2?				0				2
Override Capacity				0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	90	120	1	**120**
	Left-Through		0			0	
	Through	1890	3	**630**	2210	3	737
	Through-Right		0			0	
	Right	120	1	0	350	1	213
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	70	1	70
	Left-Through		0			0	
	Through	1820	3	607	2230	3	**743**
	Through-Right		0			0	
	Right	680	1	443	290	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	430	2	**237**	630	2	347
	Left-Through		0			0	
	Through	440	1	280	880	1	**530**
	Through-Right		1			1	
	Right	120	0	120	180	0	180
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	530	2	292	500	2	**275**
	Left-Through		0			0	
	Through	1120	2	**560**	520	2	260
	Through-Right		0			0	
	Right	160	1	120	80	1	45
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	710		*North-South:*	863
			East-West:	797		*East-West:*	805
			SUM:	1507		*SUM:*	1668
VOLUME/CAPACITY *(V/C)* RATIO:				1.096			1.213
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.096			**1.113**
LEVEL OF SERVICE (LOS):				F			F

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
62	North-South Street:	Westwood Blvd	East-West Street:	Santa Monica Blvd
	Scenario:	FUTURE		
	Count Date:	10/30/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0		SB--		0	NB-- 0		SB--	0
	EB-- 3		WB--		3	EB-- 3		WB--	3
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	130	1	**130**
	Left-Through		0			0	
	Through	1450	1	**765**	1040	1	585
	Through-Right		1			1	
	Right	80	0	80	130	0	130
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	140	1	**140**	340	1	340
	Left-Through		0			0	
	Through	580	2	290	1790	2	**895**
	Through-Right		0			0	
	Right	120	1	32	140	1	74
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	320	2	**176**	240	2	132
	Left-Through		0			0	
	Through	1730	3	577	1570	3	**523**
	Through-Right		0			0	
	Right	40	1	20	50	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	2	105	310	2	**171**
	Left-Through		0			0	
	Through	1560	3	**520**	1510	3	503
	Through-Right		0			0	
	Right	300	1	160	170	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	905		*North-South:*	1025
			East-West:	696		*East-West:*	694
			SUM:	1601		*SUM:*	1719
VOLUME/CAPACITY *(V/C)* RATIO:				1.164			1.250
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.064**			**1.150**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
88	North-South Street:	Sepulveda Blvd	East-West Street:	Wilshire Blvd
	Scenario:	FUTURE		
	Count Date:	5/21/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM		
No. of Phases				0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--		0
	EB-- 0	WB--		3	EB-- 0	WB--		3
ATSAC-1 or ATSAC+ATCS-2?				2				2
Override Capacity				1200				1100

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	2	94	110	2	61
	Left-Through		0			0	
	Through	270	2	135	850	2	**425**
	Through-Right		0			0	
	Right	360	1	**333**	200	1	148
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	2	**138**	150	2	**83**
	Left-Through		0			0	
	Through	570	2	285	320	2	160
	Through-Right		0			0	
	Right	360	1	330	280	1	190
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	180	1	**180**
	Left-Through		0			0	
	Through	2680	3	**705**	1800	3	453
	Through-Right		1			1	
	Right	140	0	140	10	0	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	100	2	**55**	190	2	105
	Left-Through		0			0	
	Through	2320	5	464	2020	5	**404**
	Through-Right		0			0	
	Right	70	1	0	110	1	27
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	471		*North-South:*	508
			East-West:	760		*East-West:*	584
			SUM:	1231		*SUM:*	1092
VOLUME/CAPACITY *(V/C)* RATIO:				1.026			0.993
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.926**			**0.893**
LEVEL OF SERVICE (LOS):				**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
70	North-South Street:	Centinela Ave	East-West Street:	Venice Blvd
	Scenario:	FUTURE		
	Count Date:	4/10/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	80	1		80	70	1		70
	Left-Through		0				0		
	Through	1200	1		**660**	1040	1		**565**
	Through-Right		1				1		
	Right	120	0		120	90	0		90
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	180	1		**180**	210	1		**210**
	Left-Through		0				0		
	Through	1160	2		580	1230	2		615
	Through-Right		0				0		
	Right	160	1		15	180	1		120
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	290	1		**290**	120	1		120
	Left-Through		0				0		
	Through	870	2		323	1220	2		**460**
	Through-Right		1				1		
	Right	100	0		100	160	0		160
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	140	1		140	220	1		**220**
	Left-Through		0				0		
	Through	1090	2		**420**	1300	2		470
	Through-Right		1				1		
	Right	170	0		170	110	0		110
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	840			North-South:	775
				East-West:	710			East-West:	680
				SUM:	1550			SUM:	1455
VOLUME/CAPACITY *(V/C)* RATIO:					1.127				1.058
V/C LESS ATSAC/ATCS ADJUSTMENT:					**1.027**				**0.958**
LEVEL OF SERVICE (LOS):					**F**				**E**

Version: 1i Beta; 8/4/2011

FUTURE PLUS PROJECT

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
46	North-South Street:	La Cienega Blvd	East-West Street:	Jefferson Blvd
	Scenario:	FUTRUE PLUS PROJECT		
	Count Date:	10/30/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		3	NB-- 0	SB--		3
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					0				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	90	1	90		120	1	**120**	
	Left-Through		0				0		
	Through	1920	3	**640**		2210	3	737	
	Through-Right		0				0		
	Right	120	1	0		350	1	213	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	80	1	**80**		70	1	70	
	Left-Through		0				0		
	Through	1810	3	603		2260	3	**753**	
	Through-Right		0				0		
	Right	710	1	468		280	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	440	2	**242**		630	2	347	
	Left-Through		0				0		
	Through	440	1	285		900	1	**545**	
	Through-Right		1				1		
	Right	130	0	130		190	0	190	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	530	2	292		500	2	**275**	
	Left-Through		0				0		
	Through	1130	2	**565**		520	2	260	
	Through-Right		0				0		
	Right	170	1	130		80	1	45	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	720			*North-South:*	873	
			East-West:	807			*East-West:*	820	
			SUM:	1527			*SUM:*	1693	
VOLUME/CAPACITY *(V/C)* RATIO:				1.111				1.231	
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.111				**1.131**	
LEVEL OF SERVICE (LOS):				F				F	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
62	North-South Street:	Westwood Blvd	East-West Street:	Santa Monica Blvd
	Scenario:	FUTRUE PLUS PROJECT		
	Count Date:	10/30/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 3	WB--		3	EB-- 3	WB--	3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	30	130	1	**130**
	Left-Through		0			0	
	Through	1450	1	**765**	1060	1	595
	Through-Right		1			1	
	Right	80	0	80	130	0	130
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	160	1	**160**	310	1	310
	Left-Through		0			0	
	Through	610	2	305	1830	2	**915**
	Through-Right		0			0	
	Right	120	1	38	140	1	85
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	300	2	**165**	200	2	110
	Left-Through		0			0	
	Through	1700	3	567	1640	3	**547**
	Through-Right		0			0	
	Right	40	1	10	60	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	190	2	105	310	2	**171**
	Left-Through		0			0	
	Through	1600	3	**533**	1500	3	500
	Through-Right		0			0	
	Right	310	1	150	170	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	925		*North-South:*	1045
			East-West:	698		*East-West:*	718
			SUM:	1623		*SUM:*	1763
VOLUME/CAPACITY *(V/C)* RATIO:				1.180			1.282
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.080**			**1.182**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
88	North-South Street:	Sepulveda Blvd	East-West Street:	Wilshire Blvd
	Scenario:	FUTRUE PLUS PROJECT		
	Count Date:	5/21/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM			PM		
	No. of Phases			0			0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	3	EB-- 0	WB--	3
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			1200			1100
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	2	94	120	2	66
	Left-Through		0			0	
	Through	270	2	135	910	2	**455**
	Through-Right		0			0	
	Right	360	1	**327**	200	1	148
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	2	**138**	150	2	**83**
	Left-Through		0			0	
	Through	630	2	315	320	2	160
	Through-Right		0			0	
	Right	360	1	330	280	1	190
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	180	1	**180**
	Left-Through		0			0	
	Through	2680	3	**705**	1800	3	453
	Through-Right		1			1	
	Right	140	0	140	10	0	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	2	**66**	190	2	105
	Left-Through		0			0	
	Through	2320	5	464	2020	5	**404**
	Through-Right		0			0	
	Right	70	1	0	110	1	27
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	465		*North-South:*	538
			East-West:	771		*East-West:*	584
			SUM:	1236		*SUM:*	1122
	VOLUME/CAPACITY *(V/C)* RATIO:			1.030			1.020
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.930**			**0.920**
	LEVEL OF SERVICE (LOS):			**E**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
70	

PROJECT TITLE: LATNP
North-South Street: Centinela Ave **East-West Street:** Venice Blvd
Scenario: FUTRUE PLUS PROJECT
Count Date: 4/10/2013 **Analyst:** Fehr & Peers **Date:** 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	80	1	80	70	1	70
	Left-Through		0			0	
	Through	1300	1	**710**	1030	1	**565**
	Through-Right		1			1	
	Right	120	0	120	100	0	100
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	180	1	**180**	210	1	**210**
	Left-Through		0			0	
	Through	1150	2	575	1280	2	640
	Through-Right		0			0	
	Right	160	1	0	200	1	140
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	320	1	**320**	120	1	120
	Left-Through		0			0	
	Through	880	2	323	1240	2	**467**
	Through-Right		1			1	
	Right	90	0	90	160	0	160
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	130	1	130	220	1	**220**
	Left-Through		0			0	
	Through	1120	2	**430**	1310	2	477
	Through-Right		1			1	
	Right	170	0	170	120	0	120
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	890		*North-South:*	775
			East-West:	750		*East-West:*	687
			SUM:	1640		*SUM:*	1462
VOLUME/CAPACITY *(V/C)* RATIO:				1.193			1.063
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.093**			**0.963**
LEVEL OF SERVICE (LOS):				**F**			**E**

Version: 1i Beta; 8/4/2011

FUTURE PLUS PROJECT PLUS MITIGATION

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
46	

PROJECT TITLE: LATNP
North-South Street: La Cienega Blvd **East-West Street:** Jefferson Blvd
Scenario: FUTURE PLUS PROJECT PLUS MITIGATION
Count Date: 10/30/2013 **Analyst:** Fehr & Peers **Date:** 6/24/2014

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		3	NB-- 0	SB--	3
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	90	120	1	**120**
	Left-Through		0			0	
	Through	1920	3	**640**	2210	3	737
	Through-Right		0			0	
	Right	120	1	0	350	1	213
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	**80**	70	1	70
	Left-Through		0			0	
	Through	1810	3	603	2260	3	**753**
	Through-Right		0			0	
	Right	710	1	468	280	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	440	2	**242**	630	2	347
	Left-Through		0			0	
	Through	440	1	285	900	1	**545**
	Through-Right		1			1	
	Right	130	0	130	190	0	190
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	530	2	292	500	2	**275**
	Left-Through		0			0	
	Through	1130	2	**565**	520	2	260
	Through-Right		0			0	
	Right	170	1	130	80	1	45
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	720		*North-South:*	873
			East-West:	807		*East-West:*	820
			SUM:	1527		*SUM:*	1693
VOLUME/CAPACITY *(V/C)* RATIO:				1.111			1.231
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.111			**1.131**
LEVEL OF SERVICE (LOS):				F			F

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
62	North-South Street:	Westwood Blvd	East-West Street:	Santa Monica Blvd
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	10/30/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 3	WB--		3	EB-- 3	WB--		3
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	30	1	30		130	1	**130**	
	Left-Through		0				0		
	Through	1450	1	**765**		1060	1	595	
	Through-Right		1				1		
	Right	80	0	80		130	0	130	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	160	1	**160**		310	1	310	
	Left-Through		0				0		
	Through	610	2	305		1830	2	**915**	
	Through-Right		0				0		
	Right	120	1	38		140	1	85	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	300	2	**165**		200	2	110	
	Left-Through		0				0		
	Through	1700	3	567		1640	3	**547**	
	Through-Right		0				0		
	Right	40	1	10		60	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	190	2	105		310	2	**171**	
	Left-Through		0				0		
	Through	1600	3	**533**		1500	3	500	
	Through-Right		0				0		
	Right	310	1	150		170	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	925			*North-South:*	1045	
			East-West:	698			*East-West:*	718	
			SUM:	1623			*SUM:*	1763	
VOLUME/CAPACITY *(V/C)* RATIO:				1.180				1.282	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.080**				**1.182**	
LEVEL OF SERVICE (LOS):				**F**				**F**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
88	North-South Street:	Sepulveda Blvd	East-West Street:	Wilshire Blvd
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	5/21/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0		SB--		0	NB-- 0		SB--	0
	EB-- 0		WB--		3	EB-- 0		WB--	3
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					1200				1100

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	170	2	94	120	2	66
	Left-Through		0			0	
	Through	270	2	135	910	2	**455**
	Through-Right		0			0	
	Right	360	1	**327**	200	1	148
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	250	2	**138**	150	2	**83**
	Left-Through		0			0	
	Through	630	2	315	320	2	160
	Through-Right		0			0	
	Right	360	1	330	280	1	190
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	1	60	180	1	**180**
	Left-Through		0			0	
	Through	2680	3	**705**	1800	3	453
	Through-Right		1			1	
	Right	140	0	140	10	0	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	120	2	**66**	190	2	105
	Left-Through		0			0	
	Through	2320	5	464	2020	5	**404**
	Through-Right		0			0	
	Right	70	1	0	110	1	27
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	465		*North-South:*	538
			East-West:	771		*East-West:*	584
			SUM:	1236		*SUM:*	1122
VOLUME/CAPACITY *(V/C)* RATIO:				1.030			1.020
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.930**			**0.920**
LEVEL OF SERVICE (LOS):				**E**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LATNP		
70	North-South Street:	Centinela Ave	East-West Street:	Venice Blvd
	Scenario:	FUTURE PLUS PROJECT PLUS MITIGATION		
	Count Date:	4/10/2013	Analyst: Fehr & Peers	Date: 6/24/2014

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	80	1	80		70	1	70	
	Left-Through		0				0		
	Through	1300	2	**650**		1030	2	**515**	
	Through-Right		0				0		
	Right	120	1	55		100	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	180	1	**180**		210	1	**210**	
	Left-Through		0				0		
	Through	1150	2	575		1280	2	640	
	Through-Right		0				0		
	Right	160	1	0		200	1	140	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	320	1	**320**		120	1	120	
	Left-Through		0				0		
	Through	880	2	323		1240	2	**467**	
	Through-Right		1				1		
	Right	90	0	90		160	0	160	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	130	1	130		220	1	**220**	
	Left-Through		0				0		
	Through	1120	3	**373**		1310	3	437	
	Through-Right		0				0		
	Right	170	1	80		120	1	15	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	830			*North-South:*	725	
			East-West:	693			*East-West:*	687	
			SUM:	1523			*SUM:*	1412	
VOLUME/CAPACITY *(V/C)* RATIO:				1.108				1.027	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.008**				**0.927**	
LEVEL OF SERVICE (LOS):				**F**				**E**	

Version: 1i Beta; 8/4/2011

Appendix H-5
Intersection Capacity Adjustments

CAPACITY ADJUSTMENTS IN EXISTING LEVEL OF SERVICE CALCULATIONS

LADOT's Traffic Study Policies and Procedures (May 2012) require traffic impact studies to utilize the "Critical Movement Analysis – Planning" (Transportation Research Board, 1980) (CMA) method of intersection capacity calculation to analyze signalized intersections. The CMA methodology determines the intersection volume-to-capacity (V/C) ratio. The V/C ratio is then used to find the corresponding LOS. LADOT uses a capacities ranging from 1,375 to 1,500 vehicles per hour per lane depending on the number of signal phases (higher capacity for less number of phases and vice-a-versa). Per the Traffic Study Guidelines and Procedures (May 2012), intersection capacity at intersections along a congested corridor may need to be adjusted to account for reduced capacity due to gridlock, heavy pedestrian volumes, or other prevailing factors. The LOS spreadsheet developed by LADOT allows users to override the standard CMA capacities to account for these factors.

The project study area is subject to heavy demand for vehicular travel during the peak periods on a typical weekday. These demands exceed the available intersection capacity and create bottlenecks and queue spillbacks that affect peak period data collection. Specifically, intersections that may be able to process higher volumes of vehicular traffic in less congested time periods are serving lower volumes of traffic. In these locations the volume to capacity ratios suggest a better (V/C) LOS value than a simulation based LOS calculation would indicate. Accordingly adjusted intersection capacities are appropriate in this study area.

In consultation with LADOT, several intersections along the Barrington Avenue, Sawtelle Boulevard, Sepulveda Boulevard, Venice Boulevard, and National Boulevard corridors experience substantial delay and queue spillback during both the morning and evening peak traffic periods.

To determine adjusted capacities for use in the required V/C LOS methodology, field observations were undertaken of saturated conditions. Based on the results of the field observations and discussions with LADOT staff, adjusted capacities were developed for the following locations during the morning and afternoon peak periods:

21. Barrington Avenue and Santa Monica Boulevard
27. Barrington Avenue and Pico Boulevard
29. Gateway Boulevard and Pico Boulevard
31. Beloit Avenue/I-405 SB Off-Ramp and Santa Monica Boulevard
32. Sawtelle Boulevard and Olympic Boulevard
34. Sawtelle Boulevard and Pico Boulevard
38. Cotner Avenue/I-405 NB On/Off-Ramps and Santa Monica Boulevard
39. Sepulveda Boulevard and Santa Monica Boulevard
40. Sepulveda Boulevard and Olympic Boulevard

41. Sepulveda Boulevard and Pico Boulevard
68. Culver Boulevard and Venice Boulevard
69. Robertson Boulevard and Venice Boulevard
70. Robertson Boulevard and National Boulevard
71. National Boulevard and I-10 EB On-Ramp
72. National Boulevard and Venice Boulevard

Table D-1 shows the adjusted capacities for the aforementioned intersections.

TABLE E-1 INTERSECTION CAPACITY ADJUSTMENTS

ID	N/S Street Name	E/W Street Name	Jurisdiction	Period	Capacity Adjustment
21	Barrington Ave	Santa Monica Blvd	Los Angeles	AM	1000
				PM	900
27	Barrington Ave	Pico Blvd	Los Angeles	AM	1200
				PM	1100
29	Gateway Blvd [a]	Pico Blvd	Los Angeles	AM	1100
				PM	1000
31	Beloit Ave/I-405 SB Off-Ramp	Santa Monica Blvd	Los Angeles	AM	1000
				PM	800
32	Sawtelle Blvd	Olympic Blvd	Los Angeles	AM	1200
				PM	1000
34	Sawtelle Blvd	Pico Blvd	Los Angeles	AM	1200
				PM	1100
38	Cotner Ave/I-405 NB On/Off-	Santa Monica Blvd	Los Angeles	AM	900
				PM	700
39	Sepulveda Blvd	Santa Monica Blvd	Los Angeles	AM	1100
				PM	1000
40	Sepulveda Blvd	Olympic Blvd	Los Angeles	AM	1200
				PM	1000
41	Sepulveda Blvd	Pico Blvd	Los Angeles	AM	1200
				PM	1100
68	Culver Blvd	Venice Blvd	Los Angeles	AM	1100
				PM	1100
69	Robertson Bvd [a]	Venice Blvd	Los Angeles	AM	1100
				PM	1100
70	Robertson Blvd	National Blvd	Los Angeles	AM	1100
				PM	1100
71	National Blvd	I-10 EB On-Ramp	Los Angeles	AM	1100
				PM	1100
72	National Blvd [a]	Venice Blvd	Los Angeles	AM	1100
				PM	1100

Note:

[a]: Intersection geometry altered due to construction

Appendix H-6
Trip Generation Reference

FEHR PEERS

APPENDIX H-6

OVERVIEW OF TRAVEL DEMAND FORECASTING AND TRIP GENERATION FOR ECTNP

BACKGROUND

The potential impacts associated with the Exposition Corridor Transit Neighborhood Plan (ECTNP) are evaluated in the context of both regional and City of Los Angeles adopted plans for land use and transportation networks.

Southern California Association of Governments (SCAG) 2012-2035 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) and Regional Transportation Improvement Program (RTIP) was adopted in April 2012. The RTP/SCS is a planning document required under state and federal statute that encompasses the SCAG region, including six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The RTP/SCS forecasts long-term transportation demands and identifies policies, actions, and funding sources to accommodate these demands. The RTP/SCS consists of the construction of new transportation facilities, transportation systems management strategies, transportation demand management and land use strategies. The RTIP, also prepared by SCAG based on the RTP/SCS, lists all of the regional funded/programmed improvements over a six year period.

TRAVEL DEMAND FORECASTING MODEL (TDF) DEVELOPMENT

The potential impacts associated with implementation of the ECTNP are evaluated using an updated version of the City of Los Angeles' Travel Demand Forecasting (TDF) Model. The model developed for the ECTNP is based on the Transportation Specific Plan (TSP) model, which utilizes the TransCAD Version 4.8 Build 500 modeling software and has been calibrated and validated for current conditions. The model has a future horizon year of 2035 and was designed to produce AM and PM peak period vehicle and transit flows on roadways within the study area based on comprehensive land use and socio-economic data (SED) and uses a conventional 4-step process of trip generation, trip distribution, modal split and assignment. For modeling purposes, the City of Los Angeles is divided into Transportation Analysis Zones (TAZs), each with corresponding socio-economic data and connections to the roadway and transit networks. The SED reflects a combination of the City of Los Angeles SED data and the most recent SCAG 2012-2035 RTP/SCS Model data for existing and future conditions.

Since the development of the City of Los Angeles Travel Demand Forecasting Model, SCAG adopted the 2012-2035 RTP/SCS. The RTP/SCS Model forecasts long-term transportation demands and identifies policies, actions, and funding sources to accommodate these demands. The RTP/SCS Model provides a regionally consistent model of traffic conditions in the six-county SCAG region and serves as the platform for many sub-area models. The socioeconomic data (SED) for the City's Travel Demand Model were updated to reflect the most recent growth forecasts in 2012-2035 RTP/SCS. In addition, the roadway and transit networks have been updated to reflect the assumptions contained in the 2012-2035 SCAG RTP.

The City of Los Angeles TDF model has also been updated to reflect additional land use and transportation network detail related to recent planning studies, such as the City's Wilmington EMPOWER and Westside Mobility Plan projects. The model captures planned growth within the City, including special generators, such as the Port of Los Angeles, LAX Airport, and Universities. The model forecasts AM and PM peak period and daily vehicle and transit flows on the transportation network within the study area and is used for intersection level analysis in the ECTNP Environmental Impact Report (EIR).

This model is distinct from the travel demand model developed for the Mobility Plan (MP) 2035. The multi-modal improvements included in the MP 2035 enhanced networks (Transit, Bicycle, Neighborhood, Pedestrian and Vehicle) were assumed to be implemented citywide (both within the specific plan boundaries and in the rest of the City of Los Angeles) for the cumulative analysis in the ECTNP EIR. Although MP 2035 was recently adopted, the timing of implementation, funding sources, and intersection specific designs have not yet been identified, and therefore was not included in the 2035 intersection analysis in the ECTNP EIR.

It should also be noted that while the City of Los Angeles Travel Demand Forecasting Model have been validated and calibrated to Caltrans and FHWA standards, all travel demand models are subject to variation and error on an individual link or location basis and represent an estimate of expected operating conditions. Model components are subject to variation and applicability can depend on the scale of analysis. Typical model error margins and variability include:

- +/- 15% for count data
- +/- 5 to 10% for trip forecasts
- Individual lower volume links can vary 40+% and still meet overall model validation criteria

TRIP GENERATION MODEL DEVELOPMENT

Project specific trip generation estimates are based on a mixed use development or "MXD" model that attempts to capture the vehicle traffic reduction effects of mixed-use developments and improve on current trip generation methods that rely on conventional travel demand models or rates and adjustments from the Institute of Transportation Engineers (ITE). ITE trip generation rates have been developed from data collected mainly at single land use sites that do not account for mixed-use (including accounting for reduced trip generation as a result of trips occurring internal to the Project between on-site uses) or transit-oriented development (where an increased shift from vehicles to transit can be expected), thus resulting in trip characteristics that would not be applicable to this type of project. Further information on ITE guidance and recommended practice for analysis of mixed-use and transit-oriented developments (TODs) is described in the American Planning Association (APA) Planning Advisory Service (PAS) report *Getting Trip Generation Right: Eliminating the Bias against Mixed Use Development* (May 2013) also included in this appendix.

The combination of the City's TDF model and MXD trip generation for the generalized land uses planned in the project area reflects the most recent and applicable data to forecast project related traffic. Through the model updates outlined above, the City's TDF model is also consistent with the growth and transportation improvements outside of the project area in the adopted SCAG 2012-2035 RTP/SCS, for

both the City of LA and SCAG region. At the project level, vehicular trip generation estimates are based on the project description, the MXD model and the specific characteristics of each station area.

Inputs to the MXD trip generation model include land use totals for single family, multi-family, office, general retail, and non-residential uses, as well as site characteristics specific to the individual station area. For each of the five station areas, the following general characteristics were incorporated:

- Developed area in acres
- Number of intersections within MXD study area
- Proportion of households within ¼-mile of a transit stop
- Employment within one mile of the MXD (not including employment in the MXD)
- Employment within a 30-minute transit trip
- Total regional employment (SCAG region)
- Average household size near site (Census)
- Average vehicles owned per dwelling unit near site (Census)

Outputs from the model include estimates of the resulting daily, AM peak hour, and PM peak hour external vehicle trips. Both raw trip generation estimates and net external vehicle trips are calculated, along with a percentage reduction for Daily, AM, and PM peak hour vehicle trips.

Table 1 summarizes the transportation analysis phases of the Expo Corridor Transit Neighborhood Plan Draft EIR and the application of the MXD methodology to the project.

TABLE 1 TRANSPORTATION MODELING SUMMARY

Analysis Phase	Description	Inputs	Outputs
Existing Operating Conditions	Collected existing traffic counts and signal timing plans. Selected study intersection (86) locations in coordination with agency staff. Documented and describe facilities for all modes of travel. Utilized Critical Movement Analysis (CMA) & other local agency Methods	AM/PM Peak Hour counts	Vehicular LOS
2035 No Project Conditions - Mapping	Identified and mapped change and non-change areas within each station area. Assigned parcels to non-overlapping ½ mile radii (station areas). ½ mile radius clipped at City of LA boundary. TAZ Mapping. Identified each TAZ within the change and non-change areas, areas in between stations, and the entire project area.	City Assessor's Database City TDF Model	Station Area Map
2035 No Project Conditions – change outside of study area	Established regional transportation network and socio economic data changes outside of the study area to ensure consistency with SCAG Regional Transportation Plan (RTP) assumptions. Established socioeconomic data (SED) in the City's Travel Demand Model reflecting the growth forecasts in the most recently adopted 2012-2035 RTP/SCS. Incorporated roadway and transit networks assumptions contained in the 2012-2035 SCAG RTP.	SCAG RTP TDF Model	City TDF Model

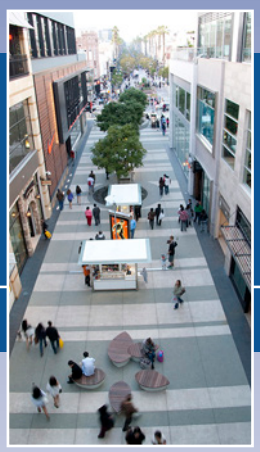
TABLE 1 TRANSPORTATION MODELING SUMMARY

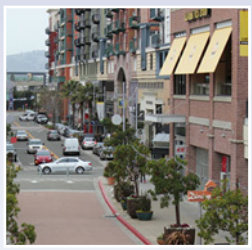
Analysis Phase	Description	Inputs	Outputs
2035 No Project Conditions – change inside of study area	Established land use change inside of station areas and converted to inputs suitable for mixed use trip generation (MXD) model. City provided estimated existing (2013) and future (2035) dwelling unit (DU) and total employment for each station area. Delta calculated between existing and future DUs and Employment for each station area. Non-residential areas modified by the ratio of growth between existing and future employment provided by City for each station. Residential areas in the station areas adjusted to match to City provided DU totals. 2035 No Project Land use totals input into MXD model for station area trip generation. Existing Land Use totals input in to MXD model for station area trip generation. Delta calculated to estimate MXD trip generation under 2035 No Project conditions.	City Assessor's Database City TDF Model DUs, Office, retail, other square footage forecasts from City	MXD Trip Gen for each station area (Daily, AM and PM peak hour)
2035 No Project Conditions – traffic assignment	For each TAZ, the percentage of land use types from the City Assessor's database was used to allocate MXD total station area trip generation into individual model TAZs. Allocation of trips is specific to five land use types (office, retail, other non-residential, single family residential, multi-family residential). Reviewed trip generation for related projects in the City of LA, Culver City, and Santa Monica and modified trip generation totals where needed. Trips allocated to each TAZ from MXD trip generation. Ran Travel Demand Model. Reviewed turning movements outputs at all study intersections and compared to Base Year City TDF Model to determine net turning movements under 2035 No Project conditions. Net turning movement totals then added to existing count data for operations (LOS) analysis.	City Assessor Database City TDF Model MXD Trip Gen for each station area (Daily, AM and PM peak hour)	Net turning movements for each study intersection Vehicular LOS

TABLE 1 TRANSPORTATION MODELING SUMMARY

Analysis Phase	Description	Inputs	Outputs
2035 With Project Conditions – change inside of study area	Established land use change inside of each station area and converted to inputs suitable for mixed use trip generation (MXD) model. City provided anticipated 2035 dwelling unit and non-residential breakdown of office, retail, and other square footage total for each station area. 2035 Project Land use totals input into MXD model for station area trip generation. Existing Land Use totals input in to MXD model for station area trip generation. Delta between existing and 2035 Project conditions calculated to estimate project specific MXD trip generation.	City Assessor's Database City TDF Model DUs, Office, retail, other square footage forecasts from City	MXD Trip Gen for each station area (Daily, AM and PM peak hour)
2035 With Project Conditions – traffic assignment	For each TAZ, the percentage of land use types from the City's land use database is used to allocate total station area Trip Gen into individual TAZs (with no distinction between change and non-change parcels). Allocation of trips is specific to five land use types (office, retail, other non-residential, single family residential, multi-family residential). Reviewed trip generation for related projects in the City of LA, Culver City, and Santa Monica and modified trip generation totals where needed. Trips were allocated to each TAZ from MXD trip generation. Ran Travel Demand Model. Reviewed turning movements outputs at all study intersections and compared to Base Year City TDF Model to determine net turning movements under 2035 With Project conditions. Net turning movement totals then added to existing count data for operations (LOS) analysis.	City Land Use Database City TDF Model MXD Trip Gen for each station area (Daily, AM and PM peak hour)	Net turning movement changes by intersection Vehicular LOS
Document Findings	Prepared LOS report for all study intersections in existing, Forecast 2035 No Project, and Forecast 2035 With Project conditions.		Appendices A-E

Source: Fehr & Peers, January 2015.





GETTING TRIP GENERATION RIGHT

Eliminating the Bias Against Mixed Use Development

By Jerry Walters, Brian Bochner, and Reid Ewing

American Planning Association

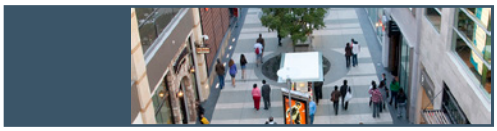
Making Great Communities Happen

Originally published as a PAS Memo by the American Planning Association (APA) in May 2013. PAS Memo is a bimonthly online publication of APA's Planning Advisory Service, a subscription service providing its members with the latest planning resources and customized research assistance. Learn more at ***www.planning.org/pas/about/.***

Photos in document courtesy of Fehr & Peers.

TABLE OF CONTENTS

Introduction 4


The Problem with Conventional Traffic Impact Analysis 5

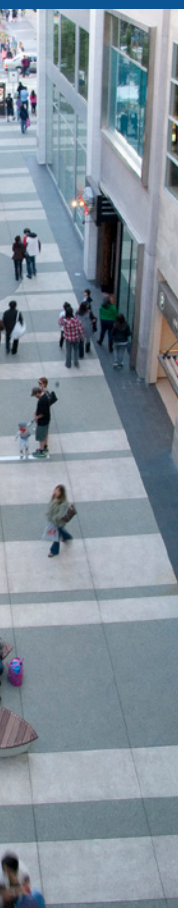
New Research Evidence for Mixed Use Development Trip Generation 7

New Models for Mixed Use Development Traffic Analysis 9

A New Approach: The MXD+ Method 12

Recommendations for Planners 16

Conclusion 17



When planners, developers, or traffic engineers conduct traffic impact analyses for proposed developments, they typically use the trip-generation data and analysis methods published by the Institute of Transportation Engineers (ITE) in its *Trip Generation* report and *Trip Generation Handbook*. However, standard traffic engineering practice does not account for project characteristics such as the mix and balance of land uses, compactness of design, neighborhood connectivity and walkability, infill versus remote location, and the variety of transportation choices offered. This can have significant implications when the project in question is a mixed use development.

The conventional methods used by traffic engineers throughout the U.S. to evaluate traffic impacts fail to account for the benefits of mixed use and other forms of lower-impact development. They exaggerate estimates of impacts and result in excessive development costs, skewed public perceptions, and decision maker resistance. These techniques overlook the full potential for internalizing trips through interaction among on-site activities and the extent to which development with a variety of nearby complementary destinations and high-quality transit access will produce less traffic. These effects can reduce the number of vehicle trips generated to a far greater degree than recognized in standard traffic engineering practice.

The ITE trip-generation data and analysis methods apply primarily to single-use and freestanding sites, which limits their applicability to compact, mixed-use, transit oriented developments (ITE 2004, 2012). The *Handbook* does include an approach based on limited data on mixed use developments, but only from six sites in Florida, not nearly enough to cover today's diverse mixed use developments across the United States.

It is important that planners and developers recognize the implications of using standard ITE trip generation data and methodologies for mixed use developments and use methods that more accurately estimate traffic generated by these projects. Commonly used methods unjustifiably favor types of development that consume greater resources and generate greater impacts, shifting our attention away from development forms and locations that stimulate higher levels of social interaction and benefit to established communities.

Researchers have attempted to analyze how a mix of uses in a compact, walkable project design affects trip generation and on-the-ground traffic impacts. In 2011, two major studies introduced methodologies for predicting traffic generation from mixed use development. The researchers on those studies have now collaborated to combine the advantages of both and provide, in this *PAS Memo*, an even more complete and reliable approach to measuring the benefits of such forms of development. Using this new approach, planners conducting trip-generation analysis for mixed use development projects will produce more accurate forecasts of traffic generation, which will allow more appropriate on-site design features and off-site mitigation measures.

The Problem with Conventional Traffic Impact Analysis

Traffic analysis is intended to inform planners, community members, and public officials of the most suitable planning features and infrastructure elements needed to support new development. However, the conventional methods were developed during an era when most new development was single use, stand alone, highway oriented, and suburban. Standard practices ascribe similar levels of impact to mixed-use, integrated, transit-oriented, and infill development, and consequently overlook the benefits of — and impose unreasonable obstacles to — appropriate planning and approval of such "smart growth" forms.

The standard analytic process used for planning, design, and impact analysis does not account for the degree to which well-designed mixed use development places shops, restaurants, offices, and residences in close proximity to one another, shortening internal trips between them and making more trips conducive to walking, biking, or riding transit. Such reductions in traffic and vehicle miles traveled reduce fuel consumption, greenhouse-gas and other emissions, and exposure of residents to passing traffic and the related threats to comfort, health, and safety. Reduced vehicular travel can also lessen the need to construct new or wider streets and highways, allowing communities to economize on infrastructure. Mixed use developments (MXD) also create opportunities for shared parking, which can reduce the number of spaces needed in parking lot and garage construction.

Traffic-Reducing Attributes of Mixed Use Development

Many of the attributes of lower-impact development can reduce traffic generation compared with conventional single-use suburban development forms:

Diverse land uses and activities can fill basic needs nearby, thereby reducing automobile travel. They allow for linkage of trips in multipurpose trip chains, with a single auto trip to an activity center followed by several short trips on foot. Mixed use sites also create the opportunity for shared parking, which in turn encourages multipurpose trips and reduces the tendency to make separate automobile trips from one destination to the next.

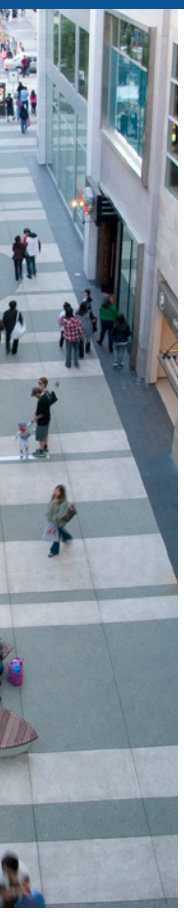
Higher densities and intensities of development provide opportunities for residents, employees, and visitors to circulate among larger numbers of businesses and activities by walking, bicycling, or making short trips by automobile. Higher concentrations of land use also support higher quality and higher-frequency transit service, offering tenants and visitors a viable alternative to driving. High land values and cost to provide parking also leads to higher parking prices, a disincentive to driving versus other available modes of travel.

Walkable urban design and interconnected streets generally reduce the perceived and real separation among destinations, encourage walking and cycling, and reduce the circuitousness and length of each trip.

Short distances to transit help make transit a viable alternative to the automobile and can create activity centers with sufficient street life, amenities, and walking connections where needs and entertainment can be accomplished without independent car trips.

Accessibility to complementary destinations outside the development reduces distances between jobs and housing, services and entertainment, and recreation, often making automobile travel unnecessary. Placed at infill locations, complementary new development that satisfies local needs can also reduce trip making by residents, employees, and shoppers in the surrounding community.

Socio-demographic compatibility can further reduce auto traffic to the extent that developments are designed to attract and accommodate residents with low auto ownership (through, for example, parking supply limits), low travel needs (based on, for example, family size,



fewer employed residents, lower income, or age range), or close affiliation with other project elements or surrounding land uses (linked, or simply compatible, jobs and residents).

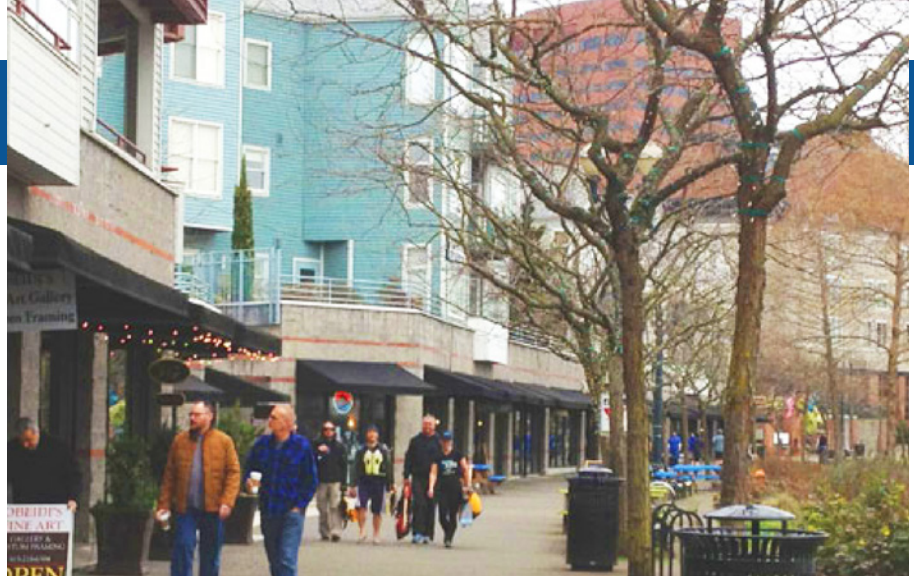
Scale of development affects feasibility for communities and employers to provide travel demand options and management services that can shift traveler modes from the auto to alternative modes of travel. Residents and businesses that self-select into such sites and settings are also often more amenable to travelling less or using alternatives to the automobile. Transportation demand management (TDM) programs are both more likely to be available and more likely to be successful in compact, central, transit-supported settings.

The danger of using traditional traffic-generation data based on single-use facilities is that it misrepresents the true traffic generation impacts of mixed use development. The consequences of miscalculating the benefits of mixed-use development may include unreasonable development cost, exaggerated impacts and mitigation responsibilities, skewed public perceptions, and decision maker resistance. This penalizes mixed use development proposals, often tipping the balance in favor of projects that offer fewer benefits and ultimately generate higher impacts. Denying "smart" forms of development does not reduce the overall market demand for housing and business, so the building disallowed ends up in other locations within the region, often in less accessible locations, at lower densities, and in less-mixed use configurations. The end result can be more traffic and higher regional vehicle-miles traveled than had the smart-growth development been approved.

Understandably, communities and public reviewers want to minimize the risk of unmitigated impacts. However, doing so through the application of overly conservative project evaluation criteria undermines the pursuit of other community values, such as vibrant neighborhoods with integrated development and activities that minimize the need to travel and the impacts produced by excessive unnecessary use of the automobile.

Conservative traffic-generation estimates have supply-side impacts, affecting design and cost of streets and parking. Within constrained sites, over design of traffic elements can limit the space available for revenue-producing land uses and increase other development costs. Development fee programs also rely heavily on traffic-generation estimates from the ITE *Trip Generation Manual*; this can lead to setting excessively high fee rates on mixed use development. Unquestioning use of the ITE data can unreasonably jeopardize a MXD project's approval, financial feasibility, and design quality.

Mixed use sites can take many forms, but all offer a diversity of uses in walkable settings. Oakland City Center BART (left); RiverPlace, Portland, Oregon (opposite page).



New Research Evidence for Mixed Use Development Trip Generation

Several hundred studies over the past 20 years have confirmed that the built environment affects travel generation (Ewing and Cervero 2010). Development features associated with reduced trip rates include a series of "D" variables: density, diversity of uses, design of urban environment, distance from transit, destination accessibility, development scale, demographics of inhabitants, and demand management. In the past three years, research has examined more directly the relative influence of each factor and their interactions and has sought to corroborate the research results through field verification. Organizations such as the U.S. Environmental Protection Agency and the National Academy of Sciences Transportation Research Board have sponsored several of the more reputable studies on the subject.

The Eight "D" Variables

The most advanced research has confirmed that trip rate reductions are quantifiably associated with the attributes of mixed use development, defined in terms of these characteristics of urban development patterns:

Density: dwellings, jobs per acre. Higher densities shorten trip lengths, allow for more walking and biking, and support quality transit.

Diversity: mix of housing, jobs, retail. A diverse neighborhood allows for easier trip linking and shortens distances between trips. It also promotes higher levels of walking and biking and allows for shared parking.

Design: connectivity, walkability. Good design improves connectivity, encourages walking and biking, and reduces travel distance.

Destinations: regional accessibility. Destination accessibility links travel purposes, shortens trips, and offers transportation options.

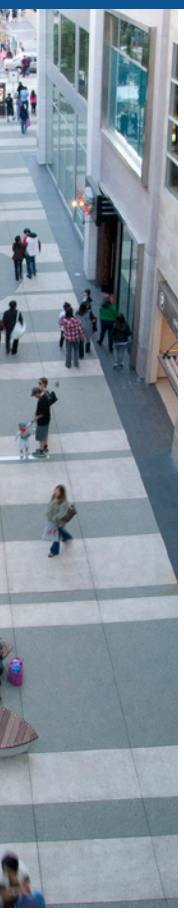
Distance to Transit: rail proximity. Close proximity to transit encourages its use, along with trip-linking and walking, and often creates accessible walking environments.

Development Scale: residents, jobs. Appropriate development scale provides critical mass, increases local opportunities, and supports transit investment.

Demographics: household size, income. Mixed use development allows self-selection by households into settings with their preferred activities and travel modes, allows businesses to locate convenient to clients, and supports a socioeconomic "fit" among residents, businesses, and activities.

Demand Management: pricing, incentives. Demand management ties incentives to the urban environment and allows alignment of auto disincentives with available alternate modes. It takes advantage of critical mass of travel resulting from density, diversity, and design.

A growing body of evidence indicates that these factors, individually or together, quantifiably explain the number of vehicle trips and vehicle-miles traveled for a development project and for a region as a whole. Each of the D factors influences traffic generation through a variety of mechanisms. There are also important interactions, both synergistic and mutually dampening, among the D factors that call for sophisticated techniques when quantifying the travel generation effects of different combinations proposed in any project or plan.



The Evidence that Conventional Methods Overstate MXD Impacts

Empirical evidence and research provides evidence that mixed-use, infill, and transit-oriented developments generate fewer external vehicle trips than equivalent stand-alone uses. A nationwide study sponsored by the U.S. EPA (Ewing et al. 2011) found statistical correlation between the D factors and increased trip internalization and increased walking and transit use. It further demonstrated, for 27 mixed-use development sites across the U.S., that:

1. On average, the sites' land uses would generate 49 percent more traffic if they were distributed among single-use sites in suburban settings, the situations to which the ITE *Trip Generation Manual* would apply.

2. The ITE *Handbook*, the current state-of-practice resource for estimating mixed use trip generation, would overestimate peak hour traffic by an average of 35 percent.

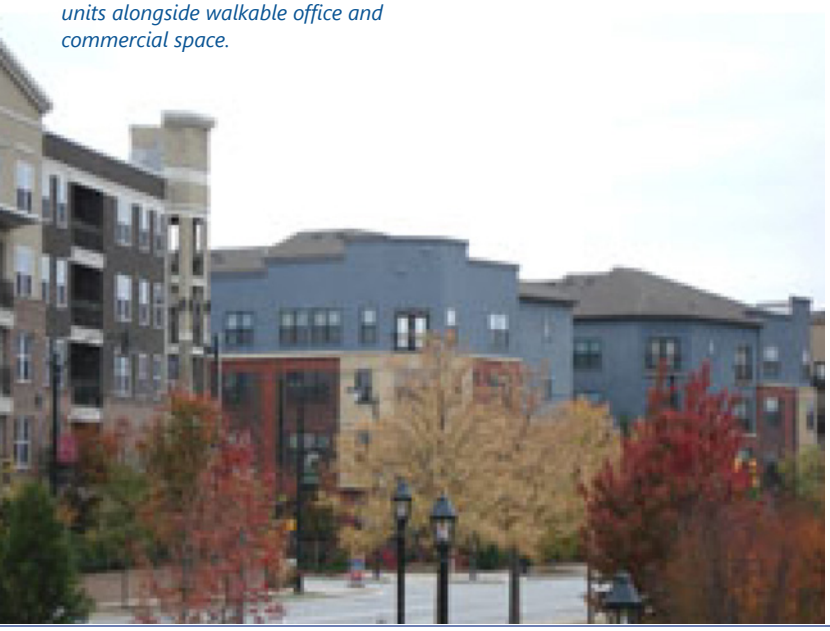
The following examples from recent studies demonstrate the degree by which such developments reduce traffic generation relative to what would be presumed under conventional traffic analysis methods.

Atlantic Station in Atlanta is a major mixed-use infill development located on a 138-acre former brownfield site in midtown Atlanta, connected by nonstop shuttle service to a MARTA metro rail station about a half-mile away. At the time it was studied, the development included 798 mid- and high-rise residential units, 550,600 square feet of office space, 434,500 square feet of retail space, a 101-room hotel, a restaurant, and a cinema.

For Atlantic Station, the "internal capture rate" (proportion of generated trips that remain internal to the site) is 15 percent in the morning peak hour and about 40 percent of evening peak-hour. Of the trips entering and leaving the site, between 5 and 7 percent use transit and another 5 to 7 percent walk or bicycle.

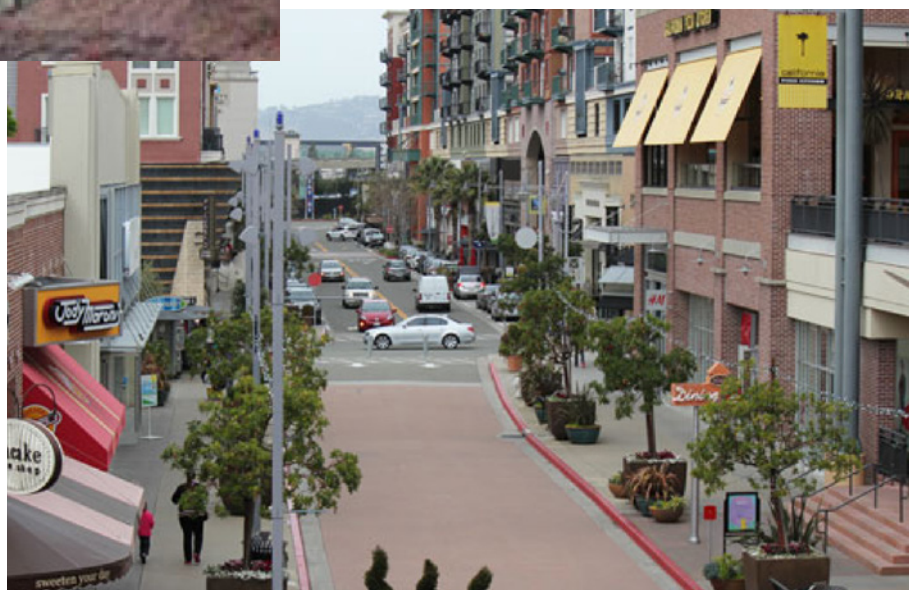
According to standard ITE trip-generation rates, were the Atlantic Station development elements located at single-use suburban sites, they would generate 37 percent more weekday traffic and 69 percent more PM peak traffic than actually counted at the centrally located, mixed use site.

Atlantic Station offers residential units alongside walkable office and commercial space.



RiverPlace in Portland is an award-winning mixed use waterfront development on a former brownfield within easy walking distance of downtown Portland, Oregon. Adjacent to the Tom McCall Waterfront Park, the site contains 700 residential units (condominiums and apartments), 40,000 square feet of office space, 26,500 square feet of small retail shops and restaurants, a 300-room hotel, and a marina, cinema, and athletic club. The waterfront walking environment conveniently links all of the activities within the development site and connects the site to the Portland central business district. Transit is also available at the site; the Portland Streetcar connects RiverPlace to downtown Portland and the greater Portland area.

RiverPlace (left) offers a mix of residential, office, and commercial uses on Portland's waterfront. Photo courtesy Fehr & Peers. Bay Street's walkable urban village (below) is designed on a Main Street theme.



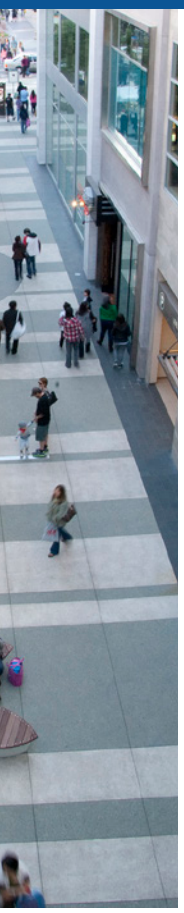
RiverPlace's internal capture rate is 36 percent. For internal and external trips combined, 40 percent are by walking and 5 percent by transit. These statistics are significantly higher than the regional averages of 15 percent of trips taken by walking and 2 percent by transit.

Bay Street in Emeryville is a vibrant, thriving recent redevelopment project in Emeryville, California, just outside San Francisco. The previously heavy-industrial area within and around Bay Street has undergone dramatic revitalization in the past two decades, and it now includes the headquarters of Pixar Studios and other businesses. Bay Street itself is a one-million-square-foot walkable urban village designed on a Main Street theme. It contains a major theater complex, hotel, and 382,000 square feet of fashionable retail shops (including an Apple Store) with 381 apartment units and offices above. The site is within walking distance of a Capitol Corridor commuter rail station and within a shuttle bus ride of BART metro rail.

Bay Street's daily traffic generation is about 41 percent less than the combined total that would be generated by similarly sized suburban shopping centers, theater complexes, residential uses, and office developments based on standard ITE trip rates for stand-alone land uses. It also generates 36 percent less daily traffic than would be estimated by traffic engineers applying the ITE *Handbook* and conventional analysis methods. In the PM peak hour, Bay Street traffic generation is 46 percent lower than would be generated by the same land uses scattered on individual suburban sites, and 41 percent lower than would be estimated by standard ITE traffic analysis.

New Models for Mixed Use Development Traffic Analysis

To address the shortcomings in conventional analysis methods, the National Cooperative Highway Research Program (NCHRP) and the U.S. EPA recently conducted significant research studies to improve quantification of the trip-reducing effects of mixed use development. Each study took a different approach: NCHRP undertook extensive visitor surveys and traffic counts at Atlantic Station and two mixed-use developments in Texas (Bochner et al. 2011), while EPA sponsored a nationwide study of more than 260 mixed use developments across the U.S. using regional travel survey data and verification traffic counts at a subset of the sites (Ewing et al. 2011). Using different analysis methods, each study developed a recommended approach to discounting traffic generation estimates to account for the mix of uses and other development characteristics. Each study represents a major advancement over conventional analysis methods.



NCHRP Report 684

National Cooperative Highway Research Program (NCHRP) Report 684, "Enhancing Internal Trip Capture Estimation for Mixed-Use Developments," analyzed internal-capture relationships of MXD sites and examined the travel interactions among six individual types of land uses: office, retail, restaurant, residential, cinema, and hotel. The study looked at three master-planned developments: Mockingbird Station, a single-block TOD in Dallas; Legacy Town C enter, a multiblock district in suburban Plano, Texas, containing fully integrated and adjacent complementary uses; and Atlantic Station (see above). It compared the survey results to those found in prior ITE studies at three Florida sites, Boca del Mar, Country Isles, and Village Commons, all containing a variety of land uses, though in single-use pods.

Based on traveler and vehicle counts and interviews, the study ascertained interactions among the six land-use types of interest and compared them with site characteristics. It then examined the percentage of visitors to each land-use type who also visited each of the other uses during the same trip. The study considered site context factors and described percentage reductions in sitewide traffic generation that might result from the availability of transit service and other factors.

Researchers then performed verification tests by comparing the analysis results to those available from ITE for three earlier studies at Florida mixed use sites. The validation confirmed that the estimated values were a reasonable match for actual counted traffic. The product of the study is a series of tables and spreadsheets that balance and apply the discovered use-to-use visitation percentages to the land uses within the project site under study. The interaction percentages are then used to discount ITE trip-generation rates and to reduce what would otherwise represent the number of trips entering and leaving the entire site.

EPA MXD

The U.S. EPA–sponsored 2011 report, "Traffic Generated by Mixed-Use Developments — A Six-Region Study Using Consistent Built Environmental Measures," investigated trip generation, mode choice, and trip length for trips produced and attracted by mixed use developments. Researchers selected six regions — Atlanta, Boston, Houston, Portland, Sacramento, and Seattle — to represent a wide range of urban scale, form, and climatic conditions. Regional travel survey data with geographic coordinates and parcel-level detail available for these areas allowed researchers to isolate trips to, from, and within MXDs and relate travel choices to fine-grained characteristics of these developments.

In each region, researchers worked with local planners and traffic engineers to identify a total of 239 MXDs that met the ITE definition of multi-use development. The MXDs ranged from compact infill sites near regional cores to low-rise freeway-oriented developments. They varied in size, population and employment densities, mixes of jobs and housing, presence or absence of transit, and locations within their regions. In total, the MXD sample for the six regions provided survey data on almost 36,000 trips.

The analysis found that one or more variables in each of seven D categories (see above) were statistically significant predictors of internal capture, external walking, external transit use, and external private vehicle trip length. Specifically, an MXD's external traffic generation was related to population and employment within the site (density); the relative balance of jobs and housing within the site and the amount of employment within 1 mile of the site (diversity); the density of intersections within the site as a measure of street connectivity (design); the presence of bus stops within a quarter mile or the presence of a rail station (distance from transit); employment within a mile of site boundaries and percentage of regional employment within 20 minutes by car, 30 minutes by car, and 30 minutes by transit (destination accessibility); the gross acreage of the development (development scale); and the average number of household members as well as

household vehicle ownership per capita(demographics). The accuracy of the EPA MXD method was verified through traffic generation comparisons at 27 mixed-use sites across the U.S.

The EPA MXD product is a series of equations and instructions captured in a spreadsheet workbook. The methodology calculates the percentage reductions in ITE trip generation resulting from the national statistical analysis of seven D effects on internal trip capture, walking, and transit use. The spreadsheets produce reduced estimates of traffic generation on a daily basis and for peak traffic hours.

Combining the Approaches

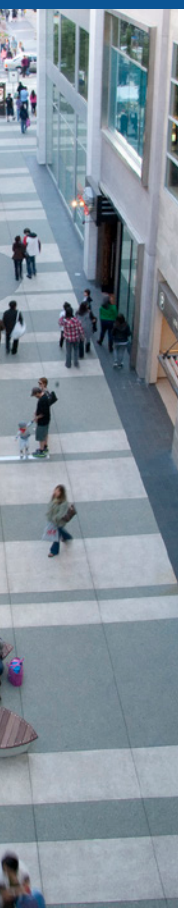
The NCHRP 684 method and EPA MXD method each derive from different research approaches and produce different methods of analyzing trip generation at mixed use developments. They focus on overlapping but not identical aspects of mixed-use development sites and their contexts and offer respective strengths and weaknesses in terms of factors considered and ease of application. Selecting which method to employ under different circumstances requires both a comparison of their capabilities as well as professional judgment of their respective strengths and weaknesses.

Report 684 includes a refined assessment of on-site land-use categories, specifically recognizing the roles of restaurants, theaters, and hotels within the site land-use mix, along with an adjustment to account for the spatial separations among individual land uses within the development site. It is directly useful for the evaluation of proposed development sites that are similar to the one or more of the three surveyed in Atlanta and Texas for the report. However, it is not responsive to factors such as regional location, transit availability, density of development, walkability factors, and the socio-demographic profile of site residents and businesses.

In contrast, the EPA MXD method accounts directly and quantitatively for these factors. However, while it accounts for the balances of retail, office, and residential development, it does not explicitly differentiate subcategories such as restaurants, theaters, and hotels. Furthermore, it requires the analyst to account for off-site development, including employment within a one-mile radius of the MXD and the number of jobs available within 30 minutes of the site.

To develop a method that captures the best of both sets of research findings, the authors of the two original studies decided to collaborate on an integrated method that recognizes the full array of on-site and context characteristics that contribute to traffic reduction and, through a focus on empirical verification, achieves greater accuracy than either method individually.

In developing the integrated approach, we compared the performances of the methods to actual traffic counts at a diverse group of mixed use developments in a variety of settings. The 27 verification sites were successful mixed-use development, exhibiting moderate to high levels of activity in terms of business sales, occupied residential units, property value, and household income, with average or above-average person trips, at the time of the survey. They included those studied for NCHRP 684, the sites used as the basis for the ITE *Trip Generation Handbook*, and others surveyed by Fehr & Peers, transportation consultants. Six of the 27 sites were located in Florida, and three were located in Atlanta and Texas. Three of these nine were nationally known examples of smart growth or transit-oriented development: Atlantic Station, Mockingbird Station, and Celebration, Florida. Six sites were located in San Diego County and were designated by local planners and traffic engineers in 2009 as representing a wide range of examples of smart growth trip generators in that region. The 12 remaining sites were MXD developments located elsewhere in California and in Utah, ranging from TOD sites (commuter rail and ferry) to conventional suburban freeway-oriented mixed use sites.



A New Approach: The MXD+ Method

The new analytical approach, the MXD+ method, combines the strengths of NCHRP 684 and EPA MXD. The authors sought to (1) address the fact that each method has strengths relative to the other, (2) create a method that is more accurate than either of the individual methods alone, and (3) reduce confusion among practitioners on which is the most appropriate method.

The proposed MXD+ method incorporates the underlying data sources and logic that the two methods share. It offers the ability to assess the effects of spatial separation of uses and recognition of more specific land-use categories and to consider the dynamic influences of local development context, regional accessibility, transit availability, development density and walkability factors, and the characteristics of residents.

To develop the preferred method, the authors experimented with different methods of integrating the two methods and arrived at a direct calibration approach. The appropriate combination of the results of the two individual methods was determined through regression analysis to identify the proportions that provided the best correlation with the traffic counted at the 27 validation sites. Table 1 presents results from the regression analysis, listing the proportions of the two methods found most effective at matching the traffic generation at the diverse set of mixed use validation sites. Weighting the results of the two individual analyses by the percentages in Table 1 and combining the results produces more accurate estimates of traffic generation and captures the effects of all of the site description variables included in the NCHRP and EPA methods.

TABLE 1 **OPTIMAL BLEND OF NCHRP 684 AND EPA MXD METHODS**

	AM PEAK TRAFFIC	PM PEAK TRAFFIC	AVERAGE DAILY TRAFFIC
NCHRP 684	10.1%	36.5%	n/a
EPA MXD	89.9%	63.5%	100%

The step-by-step method is as follows:

1. Apply the full EPA MXD methodology to predict external traffic generation as influenced by site development scale, density, accessibility, walkability and transit availability, resident demographics, and general mix of uses.

2. Apply the full NCHRP 684 method to capture the effects of detailed land-use categories, including hotel, theater, and restaurant, and the spatial separation of uses within small and medium sites.

3. Combine the results of the two methods in terms of percentages of trips remaining internal to the development site, using proportioning factors presented in the table above.

4. Apply adjustments to account for off-site walking and transit travel using the EPA MXD method.

5. Discount standard ITE traffic-generation rates by the percentages of internalization produced in step 3 and the percentage of walk and transit travel in step 4 to obtain the estimate of site- generated traffic.

TABLE 2 **COMPARISON OF THREE PRINCIPAL METHODS IN TERMS OF PROJECT CHARACTERISTICS CONSIDERED**

	EPA MXD METHOD	NCHRP 684 METHOD	MXD+ METHOD
Project Characteristics Considered			
Density of Development	♦		♦
Diversity of Uses: Jobs/Housing	♦	♦	♦
Diversity of Uses: Housing/Retail		♦	♦
Diversity of Uses: Jobs/Services		♦	♦
Diversity of Uses: Entertainment, Hotel		♦	♦
Design: Connectivity, Walkability	♦	♦	♦
Design: Separation Among Uses		♦	♦
Destination Accessibility by Transit	♦		♦
Destination Accessibility by Walk/Bike	♦		♦
Distance from Transit Stop	♦		♦
Development Scale	♦		♦
Distance from Transit Stop	♦		♦
Development Scale	♦		♦
Demographic Profile	♦		♦
Data Needs (beyond Project Site Plan)			
Average Residents per Dwelling Unit	♦		♦
Average Autos Owned per Dwelling Unit	♦		♦
Nearby (1/4 mi) Bus Stops and Rail Stations	♦		♦
Jobs Within 1 Mile of Site	♦		♦
Jobs Within 30-Minute Transit Trip	♦		♦
Regional Employment	♦		♦
Located in CBD or TOD?	♦		♦
Site Development by Classification		♦	♦
Vehicle Occupancy Estimate		♦	
Mode Split Estimate		♦	

As Table 2 indicates, the MXD+ method improves traffic generation estimates by considering the full array of 12 site development and context characteristics shown to influence internal capture and mode share, while the individual methods consider only 5 to 8 factors each. Effects considered in MXD+ that are not included in the NCHRP 684 method include household size and auto ownership, site proximity to bus and rail stops, and accessibility to local and regional jobs. Effects considered in the NCHRP 684 method that do not appear in the EPA MXD method include specific land uses and proximity of interacting land uses to each other.

Table 3 presents the statistical performance of the MXD+ integrated method with the individual performance of the individual NCHRP 684 and EPA MXD methods. We compared the ability of each of the available methods to replicate the amount of traffic generated at the 27 validation sites in terms of statistical measures including percent root mean squared error, a metric used in the transportation field to evaluate model accuracy, and the coefficient of determination (or "R-squared"), which measures the ability of the analysis method to account for the variations in traffic generation among the 27 survey sites. For daily traffic generation, MXD+ is equivalent to the EPA MXD method, as the NCHRP 684 method does not address daily analysis. For peak hour traffic generation, MXD+ performs notably better than either of the individual methods.

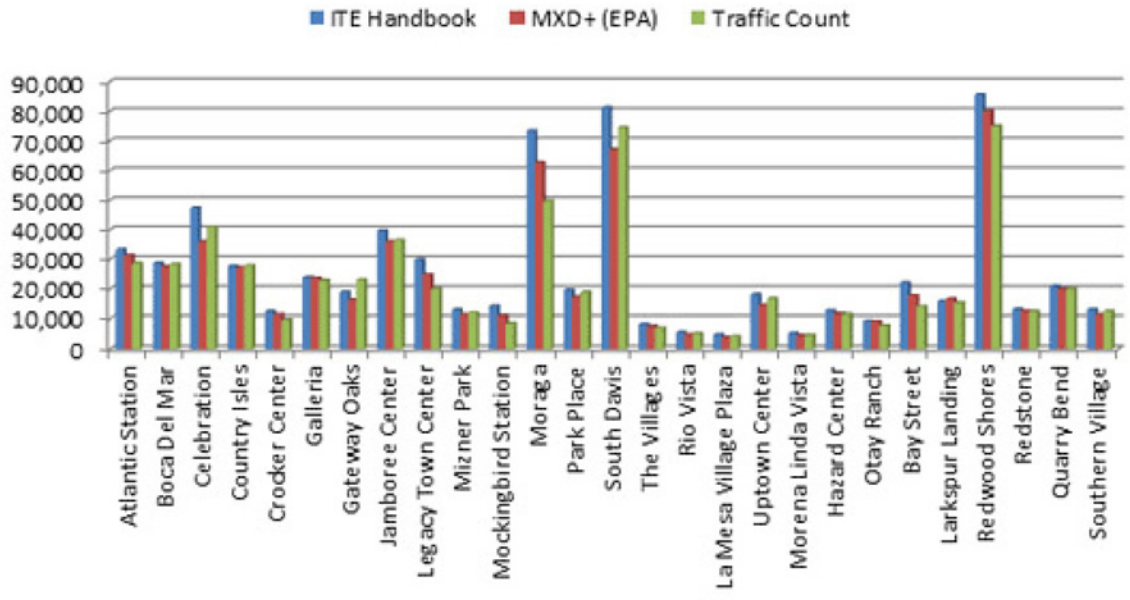
TABLE 3 **COMPARISON OF THREE PRINCIPAL METHODS IN TERMS OF PERFORMANCE AT VALIDATION SITES**

	EPA MXD METHOD	NCHRP 684 METHOD	MXD+ METHOD
Daily Traffic Generation			
R-squared	96%	89%*	**96%**
Average Error	2%	16%*	**2%**
Root Mean Square Error	17%	27%	**17%**
AM Peak Traffic Generation			
R-squared	97%	93%*	**97%**
Average Error	12%	30%	**12%**
Root Mean Square Error	21%	33%	**21%**
PM Peak Traffic Generation			
R-squared	95%	81%	**97%**
Average Error	8%	18%	**4%**
Root Mean Square Error	18%	36%	**15%**

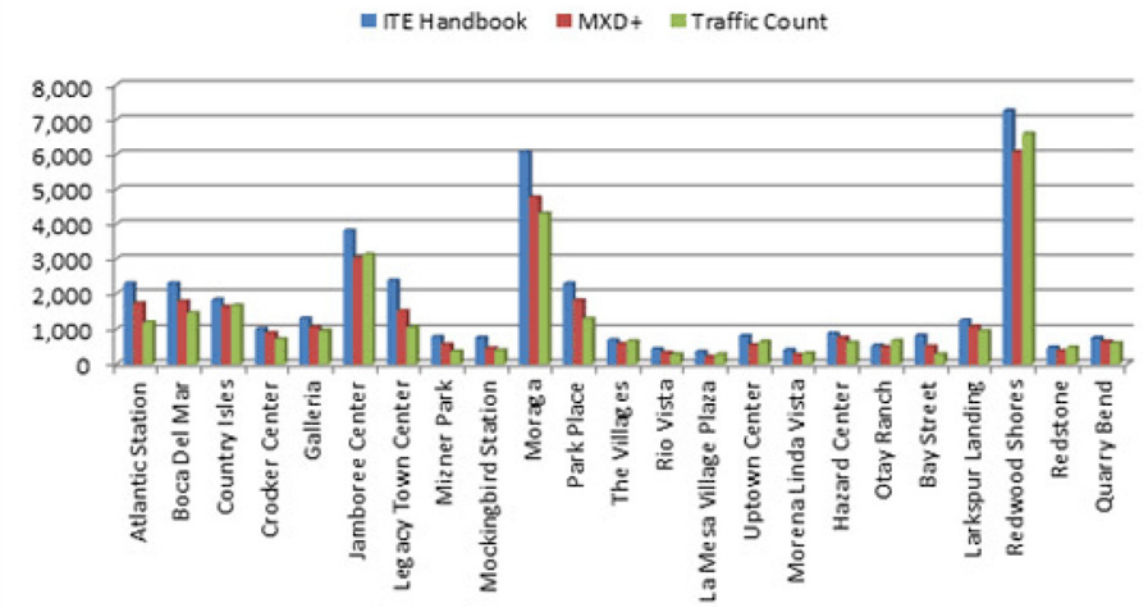
** ITE Handbook internalization statistics (NCHRP 684 method does not address daily trip generation)*

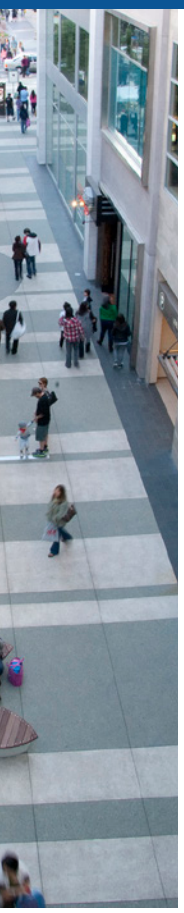
The graphs on the following page compare the performance of the MXD+ method to the ITE *Handbook* method at replicating traffic generation at the diverse group of mixed-use validation sites. Compared with the ITE *Handbook*, MXD+ method more accurately matches the amount of daily traffic actually counted at 20 of the 27 survey sites. In the AM peak hour, it is more accurate than the ITE Handbook at 21 of the 24 sites for which counts were available, and in the PM peak hour, MXD+ is more accurate than the ITE *Handbook* method at 23 of 25 sites.

DAILY TRAFFIC GENERATION COMPARISON OF ITE HANDBOOK & MXD+ METHODS

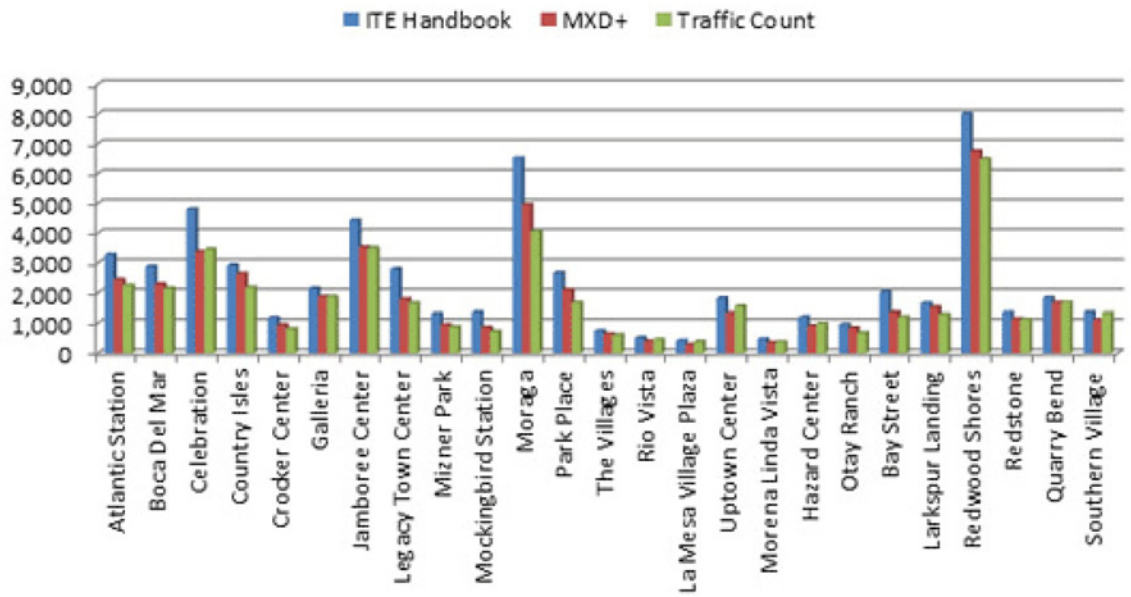


AM PEAK HOUR TRAFFIC GENERATION COMPARISON OF ITE HANDBOOK & MXD+ METHODS





PM PEAK HOUR TRAFFIC GENERATION COMPARISON OF ITE HANDBOOK & MXD+ METHODS



The MXD+ method explains 97 percent of the variation in trip generation among mixed-use developments, compared with 65 percent for the ITE *Handbook* method. On average, the *Handbook* overestimates AM peak traffic generation by 49 percent, compared with 12 percent for MXD+. For the PM peak hour, the ITE *Handbook* overestimates actual traffic by 35 percent. The MXD+ method reduces this to 4 percent, remaining slightly conservative and unlikely to understate impacts.

By combining and refining the two most advanced methodologies for estimating traffic generation for mixed-use development, the MXD+ method provides transportation planners and engineers a more accurate single approach that accounts for the most important factors that distinguish lower impact development from other forms. Doing so advances development planning and impact assessment beyond the practices that have, to date, unreasonably discouraged mixed-use development.

Recommendations for Planners

We recommend that planners adopt the latest methods for evaluating traffic generation of mixed use and other forms of smart growth, including infill and transit-oriented development. The MXD methods developed under the U.S. EPA multiregional study and the NCHRP 684 study on enhancing trip-capture estimation each represent substantial advances to the conventional practices previously available through ITE. Combining the two new methods, as described above, improves upon both individual methods. Tools for all three approaches are available for use through the references and resources listed below.

Traffic engineers are beginning to take notice of the new methods, but we expect that natural sluggishness in adopting new practices will continue to impose unfair penalties on mixed use and other forms of lower-impact development. We recommend activism on the part of all planners, development reviewers, and impact analysts on behalf of the more accurate MXD methods.

Immediate adoption of the improved methods will allow planners to account for a project's regional location, transit availability, density of development, walkability factors, and the characteristics of residents and businesses and on-site adjacencies of land uses including residential, office, retail, restaurants, theaters, and hotels. Accounting for these factors through the MXD+ method will achieve the highest levels of accuracy possible in estimating traffic impacts of mixed use development.

We recommend applying and promoting the MXD+ method for day-to-day project planning and performance-based site-plan refinement, impact analysis, and discretionary review. Doing so will eliminate what is presently a systematic bias in traffic analysis that favors single-use, isolated, suburban-style development.

Conclusion

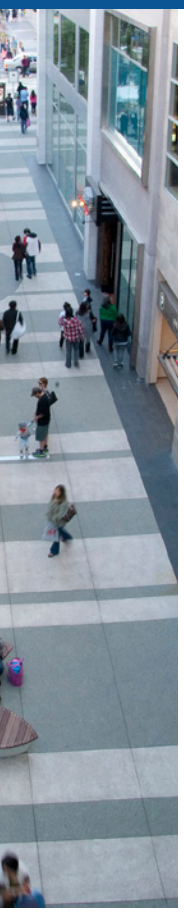
Standard traffic engineering practices are blind to the primary benefits of smart growth. A plan's development density, scale, design, accessibility, transit proximity, demographics, and mix of uses all affect traffic generation in ways unseen to prescribed methods. The Institute of Transportation Engineers (ITE) *Trip Generation Manual* and *Handbook* overestimate peak traffic generation for mixed-use development by an average of 35 percent. For conventional suburban stand-alone development, ITE rates portray the average for such sites; so hedging mixed-use analysis toward more conservative assumptions creates a systematic bias in favor of single-use suburban development.

ITE overestimation of traffic impacts reduces the likelihood of approval of mixed use and related forms of smart growth such as infill, compact, and transit-oriented development. Such overestimation escalates development costs, skews public perception, heightens community resistance, and favors isolated single-use development.

The methods of evaluating mixed use development described in this report represent a substantial improvement over conventional traffic-estimation methods. They improve accuracy and virtually eliminate overestimation bias, and they are supported by the substantial evidence of surveys and traffic counts at 266 mixed use sites across the U.S. The MXD+ analysis method explains 97 percent of the variation in trip generation among mixed use sites and all but eliminates the ITE systematic overestimation of traffic. We hope planners and other professionals will take advantage of the available spreadsheet tools listed below to help even the playing field between conventional development patterns and more sustainable, walkable, livable places.

About the Authors

Jerry Walters is a principal and sustainability practice leader with Fehr & Peers, transportation consultants. He has more than 30 years of experience in transportation planning, engineering, and travel forecasting and is a registered traffic engineer. Jerry developed project evaluation methods for the U.S. EPA study "Mixed-use Development and Vehicle Trips: Improving the Standard Estimation Methodology." He is a co-author of the book Growing Cooler – the Evidence on Urban Development and Climate Change (Urban Land Institute, 2008).



Brian S. Bochner is a senior research engineer at Texas Transportation Institute with over 40 years of experience in traffic engineering and planning. He is a certified professional traffic engineer, a professional traffic operations engineer and transportation planner, an affiliate with the Transportation Research Board, and past president and member of the International Board of Direction of the Institute of Transportation Engineers (ITE). His awards include Transportation Innovator, Texas Department of Transportation Research Program, and Transportation Engineer of the Year for the Texas Section of ITE.

Reid Ewing is a professor of city and metropolitan planning at the University of Utah, associate editor of the *Journal of the American Planning Association*, columnist for *Planning* magazine, and Fellow of the Urban Land Institute. His 2010 article, "Travel and the Built Environment: A Meta-Analysis," won the Best Article of the Year award from the American Planning Association, and his book, Best Development Practices (APA Planners Press, 1996), is listed by APA as one of the 100 essential planning books of the past 100 years.

References

Bochner, Brian, Kevin Hooper, Benjamin Sperry, and Robert Dunphy. 2011. *NCHRP Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments.* Washington, D.C.: National Cooperative Highway Research Program, Transportation Research Board. http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_684.pdf

Ewing, Reid, and Robert Cervero. 2010. "Travel and the Built Environment: A Meta-Analysis." *Journal of the American Planning Association* 76(3): 265–94. www.tandfonline.com/doi/abs/10.1080/01944361003766766

Ewing, Reid, Michael Greenwald, Ming Zhang, Jerry Walters, Robert Cervero, Lawrence Frank, and John Thomas. 2011. "Traffic Generated by Mixed-Use Developments — Six-Region Study Using Consistent Built Environmental Measures." *ASCE Journal of Urban Planning and Development* 137(3): 248–61. http://ascelibrary.org/action/showAbstract?page=248&volume=137&issue=3&journalCode=jupddm&isAuthorized=no

Institute of Transportation Engineers. 2012. *Trip Generation Manual*, Ninth Edition. www.ite.org/emodules/scriptcontent/orders/ProductDetail.cfm?pc=IR-016G

Institute of Transportation Engineers. 2004. *Trip Generation Handbook*, Second Edition. www.ite.org/emodules scriptcontent/orders/ProductDetail.cfm?pc=RP-028B

San Diego Association of Governments. 2010. *Trip Generation for Smart Growth: Planning Tools for the San Diego Region*. San Diego, Calif.: SANDAG. www.sandag.org/uploads/publicationid/publicationid_1500_11604.pdf

Walters, Jerry, Reid Ewing, and John Thomas Eary. 2013. "Getting Trip Generation Right -- How to Accurately Account for Impact Reduction Attributable to Mixed-Use and Related Forms of Sustainable Development." *National Association of Environmental Professionals Conference Proceedings,* April.

Additional Resources

Description, documentation, and spreadsheet tools for the NCHRP 684 method, Enhancing Internal Trip Capture Estimation for Mixed-Use Developments may be found at www.trb.org/Main/Blurbs/165014.aspx.

Description, documentation, and spreadsheet tools for the EPA MXD Trip Generation Tool for Mixed-Use Developments may be found at www.epa.gov/smartgrowth/mxd_tripgeneration.html.

Quick-response analysis tools for applying the EPA MXD method, the combined EPA /NCHRP method MXD+, and MXD in conjunction with analysis of vehicle-miles traveled, GHG emissions, and shared parking, Plan+, may be found at http://asap.fehrandpeers.com/tools/.

©Copyright 2013 American Planning Association All Rights Reserved

Appendix H-7
Citywide TDM Ordinance

ORDINANCE NO. 168700

An ordinance adding Subsection J to Section 12.26 of the Los Angeles Municipal Code to provide transportation demand management features within new buildings which would facilitate the use of alternative transportation modes to decrease dependency on vehicles carrying only one person.

THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:

Section 1. A new Subsection J is hereby added to Section 12.26 of the Los Angeles Municipal Code to read:

J. **Transportation Demand Management and Trip Reduction Measures.**

1. **DEFINITIONS.** For the purpose of this section, certain words and terms are defined as follows:

Carpool. A vehicle carrying two to five persons to and from work on a regular schedule.

Development. The construction of new non-residential floor area.

Gross Floor Area. That area in square feet confined within the outside surface of the exterior walls of a building, as calculated by adding the total square footage of each of the floors in the building, except for that square footage devoted to vehicle parking and necessary interior driveways and ramps.

Preferential Parking. Parking spaces, designated or assigned through use of a sign or painted space markings for Carpools or Vanpools, that are provided in a location more convenient to the entrance for the place of employment than parking spaces provided for single-occupant vehicles.

Transportation Demand Management (TDM). The alteration of travel behavior through programs of incentives, services, and policies, including encouraging the use of alternatives to single-occupant vehicles such as public transit, cycling, walking, carpooling/vanpooling and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks).

Trip Reduction. Reduction in the number of work-related trips made by single-occupant vehicles.

Vanpool. A vehicle carrying six or more persons to and from work on a regular schedule, and on a prepaid basis.

NEW

Vehicle. Any motorized form of transportation, including but not limited to automobiles, vans, buses and motorcycles.

2. **APPLICABILITY.** This subdivision applies only to the construction of new non-residential gross floor area. Prior to the issuance of a building permit, the owner/applicant shall agree, by way of a covenant that runs with the land, to provide and maintain in a state of good repair the following applicable transportation demand management and trip reduction measures.

3. **REQUIREMENTS:**

(a) **Development in excess of 25,000 square feet of gross floor area.** The owner shall provide a bulletin board, display case, or kiosk (displaying transportation information) where the greatest number of employees are likely to see it. The transportation information displayed should include, but is not limited to, the following:

(1) Current routes and schedules for public transit serving the site;

(2) Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operations;

(3) Ridesharing promotion material supplied by commuter-oriented organizations;

(4) Regional/local bicycle route and facility information;

(5) A listing of on-site services or facilities which are available for carpoolers, vanpoolers, bicyclists, and transit riders.

(b) **Development in excess of 50,000 square feet of gross floor area.** The owner shall comply with Paragraph (a) above and in addition shall provide:

(1) A designated parking area for employee carpools and vanpools as close as practical to the main pedestrian entrance(s) of the building(s). This area shall include at least ten percent of the parking spaces required for the site. The spaces shall be signed and striped sufficient to meet the employee demand for such spaces. The carpool/vanpool parking area shall be identified on the driveway and circulation plan upon application for a building permit;

(2) One permanent, clearly identified (signed and striped) carpool/vanpool parking space for the first 50,000 to 100,000 square feet of gross floor area and one additional permanent, clearly identified (signed and striped) carpool/vanpool parking space for any development over 100,000 square feet of gross floor area;

(3) Parking spaces clearly identified (signed and striped) shall be provided in the designated carpool/vanpool parking area at any time during the building's occupancy sufficient to meet employee demand for such spaces. Absent such demand, parking spaces within the designated carpool/vanpool parking area may be used by other vehicles;

(4) No signed and striped parking spaces for carpool/vanpool parking shall displace any handicapped parking;

(5) A statement that preferential carpool/vanpool spaces are available on-site and a description of the method for obtaining permission to use such spaces shall be included on the required transportation information board;

(6) A minimum vertical clearance of 7 feet 2 inches shall be provided for all parking spaces and accessways used by vanpool vehicles when located within a parking structure;

(7) Bicycle parking shall be provided in conformance with Section 12.21 A 16 of this Code.

(c) **Development in excess of 100,000 square feet of gross floor area.** The owner shall comply with Paragraphs (a) and (b) above and shall provide:

(1) A safe and convenient area in which carpool/vanpool vehicles may load and unload passengers other than in their assigned parking area;

(2) Sidewalks or other designated pathways following direct and safe routes from the external pedestrian circulation system to each building in the development;

(3) If determined necessary by the City to mitigate the project impact, bus stop improvements shall be provided. The City will consult with the local bus service providers in determining

appropriate improvements. When locating bus stops and/or planning building entrances, entrances shall be designed to provide safe and efficient access to nearby transit stations/stops;

(4) Safe and convenient access from the external circulation system to bicycle parking facilities on-site.

4. **EXCEPTIONS.** The provisions of this subsection shall not apply to developments for which an application has been deemed complete by the City pursuant to Government Code Section 65943, or for which a Notice of Preparation for a Draft Environmental Impact Report has been circulated or for which plans sufficient for a complete plan check were accepted by the Department of Building and Safety, on or before the effective date of this ordinance.

5. **MONITORING.** The Department of Transportation shall be responsible for monitoring the owner/applicant's continual implementation and maintenance of the project trip reduction features required by this ordinance.

6. **ENFORCEMENT.** Applicants shall execute and record a Covenant and Agreement that the trip reduction features required by this ordinance will be maintained, that required material specified in Subdivision 3 (a) (1)-(5) will be continually posted, and that additional carpool/vanpool spaces within the designated preferential area will be signed and striped for the use of ridesharing employees based on demand for such spaces. The Covenant and Agreement shall be acceptable to the Department of Transportation.

7. **HARDSHIP EXEMPTION.** In cases of extreme hardship, duly established to its satisfaction, the City Council, acting in its legislative capacity, and by resolution, may grant an exemption from any/or all the provisions of this Ordinance. In granting such an exemption, the City Council shall make the following findings:

(a) Specific features of the development make it infeasible to satisfy all of the provisions of this subsection; and

(b) The applicant has committed to provide equivalent alternative measures to reduce vehicle trips.

Sec. 2. **URGENCY CLAUSE.** The City Council declares that this ordinance is required for the immediate preservation of the public peace, health and safety. The City is required to comply, in a timely manner, with the State mandated Congestion Management Program. This ordinance

would prevent the potential loss to the City of millions of dollars in gas tax revenues. The loss of these funds would result in a threat to the peace, health and safety of the citizens of this City because the repair of essential streets and highways would not be feasible without the State funds. Accidents would occur and congestion due to impassible streets would result in pollution inimicable to the health and safety of the residents of the City. For these reasons this ordinance shall become effective upon publication, pursuant to Section 218 of the Los Angeles City Charter.

(C:\wp51\f\cc\TDM.Ord)
(T-1)

Sec. 3. The City Clerk shall certify to the passage of this ordinance and cause the same to be published in some daily newspaper printed and published in the City of Los Angeles.

I hereby certify that the foregoing ordinance was passed by the Council of the City of Los Angeles, at its meeting of MAR 23 1993.

ELIAS MARTINEZ, City Clerk,

By _____, Deputy.

Approved MAR 26 1993

_____, ACTING Mayor.

LAJ 414059 3/31

Approved as to Form and Legality

3/17/93

JAMES K. HAHN, City Attorney,

By Claudia Culling

93-0456

File No.

City Clerk Form 23

[illegible] of the City Charter, approval of this ordinance recommended for the City Planning Commission

MAR 16 1993

See attached report

Director of Planning

Appendix H-8
Signal Warrant Analysis

EXISTING

TRAFFIC SIGNAL WARRANTS
FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Major Street: Centinela
Minor Street: Exposition
Scenario: Ex AM INT 6
Urban/Rural: u (U=urban, R=rural [a])

FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)

Number of Lanes on Each Approach			
Major Street:	#N/A		
Minor Street:	#N/A		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A

FOUR HOUR VOLUME WARRANT SATISFIED? **#N/A**

PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Number of Lanes on Each Approach			
Major Street:	1		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	448	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	1,070	Minor Street (Higher Volume App.):	48
Major Street Total (Both Approaches):	1,518	Minor Street Total:	48
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	450	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	100

PEAK HOUR VOLUME WARRANT SATISFIED? **NO**

Notes:

a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.

b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.

d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

TRAFFIC SIGNAL WARRANTS
FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Major Street: Centinela
Minor Street: Exposition
Scenario: Ex PM INT 6
Urban/Rural: u (U=urban, R=rural [a])

FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)

Number of Lanes on Each Approach			
Major Street:	#N/A		
Minor Street:	#N/A		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A

FOUR HOUR VOLUME WARRANT SATISFIED? **#N/A**

PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Number of Lanes on Each Approach			
Major Street:	1		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	628	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	544	Minor Street (Higher Volume App.):	178
Major Street Total (Both Approaches):	1,172	Minor Street Total:	178
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	450	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	160

PEAK HOUR VOLUME WARRANT SATISFIED? **YES**

Notes:

a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.

b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.

d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

TRAFFIC SIGNAL WARRANTS
FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Major Street: Barrington
Minor Street: Missouri
Scenario: Ex AM INT 23
Urban/Rural: u (U=urban, R=rural [a])

FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)

Number of Lanes on Each Approach			
Major Street:	#N/A		
Minor Street:	#N/A		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A

FOUR HOUR VOLUME WARRANT SATISFIED? **#N/A**

PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Number of Lanes on Each Approach			
Major Street:	1		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	736	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	802	Minor Street (Higher Volume App.):	68
Major Street Total (Both Approaches):	1,538	Minor Street Total:	68
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	450	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	100

PEAK HOUR VOLUME WARRANT SATISFIED? **NO**

Notes:

a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.

b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.

d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

TRAFFIC SIGNAL WARRANTS
FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Major Street: Barrington
Minor Street: Missouri
Scenario: Ex PM INT 23
Urban/Rural: u (U=urban, R=rural [a])

FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)

Number of Lanes on Each Approach			
Major Street:	#N/A		
Minor Street:	#N/A		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A

FOUR HOUR VOLUME WARRANT SATISFIED? **#N/A**

PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Number of Lanes on Each Approach			
Major Street:	1		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	762	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	669	Minor Street (Higher Volume App.):	124
Major Street Total (Both Approaches):	1,431	Minor Street Total:	124
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	450	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	110

PEAK HOUR VOLUME WARRANT SATISFIED? **YES**

Notes:

a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.

b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.

d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

TRAFFIC SIGNAL WARRANTS
FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Major Street: Westwood
Minor Street: Exposition
Scenario: Ex AM INT 50
Urban/Rural: u (U=urban, R=rural [a])

FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)

Number of Lanes on Each Approach			
Major Street:	#N/A		
Minor Street:	#N/A		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A

FOUR HOUR VOLUME WARRANT SATISFIED? **#N/A**

PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Number of Lanes on Each Approach			
Major Street:	2		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	517	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	1,119	Minor Street (Higher Volume App.):	36
Major Street Total (Both Approaches):	1,636	Minor Street Total:	36
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	510	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	120

PEAK HOUR VOLUME WARRANT SATISFIED? **NO**

Notes:

a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.

b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.

d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

TRAFFIC SIGNAL WARRANTS
FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Major Street: Westwood
Minor Street: Exposition
Scenario: Ex PM INT 50
Urban/Rural: u (U=urban, R=rural [a])

FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)

Number of Lanes on Each Approach			
Major Street:	#N/A		
Minor Street:	#N/A		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A

FOUR HOUR VOLUME WARRANT SATISFIED? **#N/A**

PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Number of Lanes on Each Approach			
Major Street:	2		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	1,405	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	753	Minor Street (Higher Volume App.):	91
Major Street Total (Both Approaches):	2,158	Minor Street Total:	91
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	510	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	100

PEAK HOUR VOLUME WARRANT SATISFIED? **NO**

Notes:

a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.

b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.

d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

BASELINE

TRAFFIC SIGNAL WARRANTS
FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Major Street: Centinela
Minor Street: Exposition
Scenario: Base AM INT 6
Urban/Rural: u (U=urban, R=rural [a])

FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)

Number of Lanes on Each Approach			
Major Street:	#N/A		
Minor Street:	#N/A		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A

FOUR HOUR VOLUME WARRANT SATISFIED? **#N/A**

PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Number of Lanes on Each Approach			
Major Street:	1		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	457	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	1,092	Minor Street (Higher Volume App.):	49
Major Street Total (Both Approaches):	1,549	Minor Street Total:	49
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	450	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	100

PEAK HOUR VOLUME WARRANT SATISFIED? **NO**

Notes:

a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.

b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.

d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

TRAFFIC SIGNAL WARRANTS
FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Major Street: Centinela
Minor Street: Exposition
Scenario: Base PM INT 6
Urban/Rural: u (U=urban, R=rural [a])

FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)

Number of Lanes on Each Approach			
Major Street:	#N/A		
Minor Street:	#N/A		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A

FOUR HOUR VOLUME WARRANT SATISFIED? **#N/A**

PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Number of Lanes on Each Approach			
Major Street:	1		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	640	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	554	Minor Street (Higher Volume App.):	182
Major Street Total (Both Approaches):	1,194	Minor Street Total:	182
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	450	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	150

PEAK HOUR VOLUME WARRANT SATISFIED? **YES**

Notes:

a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.

b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.

d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

TRAFFIC SIGNAL WARRANTS
FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Major Street: Barrington
Minor Street: Missouri
Scenario: Base AM INT 23
Urban/Rural: u (U=urban, R=rural [a])

FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)

Number of Lanes on Each Approach			
Major Street:	#N/A		
Minor Street:	#N/A		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A

FOUR HOUR VOLUME WARRANT SATISFIED? **#N/A**

PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Number of Lanes on Each Approach			
Major Street:	1		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	750	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	818	Minor Street (Higher Volume App.):	69
Major Street Total (Both Approaches):	1,568	Minor Street Total:	69
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	450	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	100

PEAK HOUR VOLUME WARRANT SATISFIED? **NO**

Notes:

a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.

b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.

d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

TRAFFIC SIGNAL WARRANTS
FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Major Street: Barrington
Minor Street: Missouri
Scenario: Base PM INT 23
Urban/Rural: u (U=urban, R=rural [a])

FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)

Number of Lanes on Each Approach			
Major Street:	#N/A		
Minor Street:	#N/A		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A

FOUR HOUR VOLUME WARRANT SATISFIED? **#N/A**

PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Number of Lanes on Each Approach			
Major Street:	1		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	777	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	683	Minor Street (Higher Volume App.):	126
Major Street Total (Both Approaches):	1,460	Minor Street Total:	126
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	450	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	100

PEAK HOUR VOLUME WARRANT SATISFIED? **YES**

Notes:

a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.

b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.

d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

TRAFFIC SIGNAL WARRANTS
FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Major Street: Westwood
Minor Street: Exposition
Scenario: Base AM INT 50
Urban/Rural: u (U=urban, R=rural [a])

FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)

Number of Lanes on Each Approach			
Major Street:	#N/A		
Minor Street:	#N/A		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A

FOUR HOUR VOLUME WARRANT SATISFIED? **#N/A**

PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Number of Lanes on Each Approach			
Major Street:	2		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	527	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	1,133	Minor Street (Higher Volume App.):	37
Major Street Total (Both Approaches):	1,660	Minor Street Total:	37
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	510	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	120

PEAK HOUR VOLUME WARRANT SATISFIED? **NO**

Notes:

a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.

b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.

d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

TRAFFIC SIGNAL WARRANTS
FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Major Street: Westwood
Minor Street: Exposition
Scenario: Base PM INT 50
Urban/Rural: u (U=urban, R=rural [a])

FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)

Number of Lanes on Each Approach			
Major Street:	#N/A		
Minor Street:	#N/A		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A

FOUR HOUR VOLUME WARRANT SATISFIED? **#N/A**

PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Number of Lanes on Each Approach			
Major Street:	2		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	1,433	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	726	Minor Street (Higher Volume App.):	92
Major Street Total (Both Approaches):	2,159	Minor Street Total:	92
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	510	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	100

PEAK HOUR VOLUME WARRANT SATISFIED? **NO**

Notes:

a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.

b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.

d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

BASELINE PLUS PROJECT

TRAFFIC SIGNAL WARRANTS
FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Major Street: Centinela
Minor Street: Exposition
Scenario: B+P AM INT 6
Urban/Rural: u (U=urban, R=rural [a])

FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)

Number of Lanes on Each Approach			
Major Street:	#N/A		
Minor Street:	#N/A		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A

FOUR HOUR VOLUME WARRANT SATISFIED? **#N/A**

PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Number of Lanes on Each Approach			
Major Street:	1		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	507	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	1,132	Minor Street (Higher Volume App.):	49
Major Street Total (Both Approaches):	1,639	Minor Street Total:	49
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	450	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	100

PEAK HOUR VOLUME WARRANT SATISFIED? **NO**

Notes:

a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.

b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.

d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

TRAFFIC SIGNAL WARRANTS
FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Major Street: Centinela
Minor Street: Exposition
Scenario: B+P PM INT 6
Urban/Rural: u (U=urban, R=rural [a])

FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)

Number of Lanes on Each Approach			
Major Street:	#N/A		
Minor Street:	#N/A		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A

FOUR HOUR VOLUME WARRANT SATISFIED? **#N/A**

PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Number of Lanes on Each Approach			
Major Street:	1		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	710	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	574	Minor Street (Higher Volume App.):	182
Major Street Total (Both Approaches):	1,284	Minor Street Total:	182
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	450	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	130

PEAK HOUR VOLUME WARRANT SATISFIED? **YES**

Notes:

a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.

b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.

d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

TRAFFIC SIGNAL WARRANTS
FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Major Street: Barrington
Minor Street: Missouri
Scenario: B+P AM INT 23
Urban/Rural: u (U=urban, R=rural [a])

FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)

Number of Lanes on Each Approach			
Major Street:	#N/A		
Minor Street:	#N/A		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A

FOUR HOUR VOLUME WARRANT SATISFIED? **#N/A**

PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Number of Lanes on Each Approach			
Major Street:	1		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	780	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	828	Minor Street (Higher Volume App.):	69
Major Street Total (Both Approaches):	1,608	Minor Street Total:	69
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	450	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	100

PEAK HOUR VOLUME WARRANT SATISFIED? **NO**

Notes:

a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.

b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.

d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

TRAFFIC SIGNAL WARRANTS
FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Major Street: Barrington
Minor Street: Missouri
Scenario: B+P PM INT 23
Urban/Rural: u (U=urban, R=rural [a])

FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)

Number of Lanes on Each Approach			
Major Street:	#N/A		
Minor Street:	#N/A		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A

FOUR HOUR VOLUME WARRANT SATISFIED? **#N/A**

PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Number of Lanes on Each Approach			
Major Street:	1		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	777	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	723	Minor Street (Higher Volume App.):	126
Major Street Total (Both Approaches):	1,500	Minor Street Total:	126
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	450	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	100

PEAK HOUR VOLUME WARRANT SATISFIED? **YES**

Notes:

a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.

b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.

d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

TRAFFIC SIGNAL WARRANTS
FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Major Street: Westwood
Minor Street: Exposition
Scenario: B+P AM INT 50
Urban/Rural: u (U=urban, R=rural [a])

FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)

Number of Lanes on Each Approach			
Major Street:	#N/A		
Minor Street:	#N/A		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A

FOUR HOUR VOLUME WARRANT SATISFIED? **#N/A**

PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Number of Lanes on Each Approach			
Major Street:	2		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	537	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	1,133	Minor Street (Higher Volume App.):	37
Major Street Total (Both Approaches):	1,670	Minor Street Total:	37
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	510	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	120

PEAK HOUR VOLUME WARRANT SATISFIED? **NO**

Notes:

a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.

b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.

d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

TRAFFIC SIGNAL WARRANTS
FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Major Street: Westwood
Minor Street: Exposition
Scenario: B+P PM INT 50
Urban/Rural: u (U=urban, R=rural [a])

FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)

Number of Lanes on Each Approach			
Major Street:	#N/A		
Minor Street:	#N/A		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A

FOUR HOUR VOLUME WARRANT SATISFIED? **#N/A**

PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Number of Lanes on Each Approach			
Major Street:	2		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	1,443	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	736	Minor Street (Higher Volume App.):	142
Major Street Total (Both Approaches):	2,179	Minor Street Total:	142
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	510	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	100

PEAK HOUR VOLUME WARRANT SATISFIED? **YES**

Notes:

a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.

b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.

d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

FUTURE

TRAFFIC SIGNAL WARRANTS
FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Major Street: Centinela
Minor Street: Exposition
Scenario: FUT AM INT 6
Urban/Rural: u (U=urban, R=rural [a])

FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)

Number of Lanes on Each Approach			
Major Street:	#N/A		
Minor Street:	#N/A		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A

FOUR HOUR VOLUME WARRANT SATISFIED? **#N/A**

PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Number of Lanes on Each Approach			
Major Street:	1		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	520	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	1,230	Minor Street (Higher Volume App.):	60
Major Street Total (Both Approaches):	1,750	Minor Street Total:	60
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	450	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	100

PEAK HOUR VOLUME WARRANT SATISFIED? **NO**

Notes:

a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.

b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.

d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

TRAFFIC SIGNAL WARRANTS
FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Major Street: Centinela
Minor Street: Exposition
Scenario: FUT PM INT 6
Urban/Rural: u (U=urban, R=rural [a])

FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)

Number of Lanes on Each Approach			
Major Street:	#N/A		
Minor Street:	#N/A		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A

FOUR HOUR VOLUME WARRANT SATISFIED? **#N/A**

PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Number of Lanes on Each Approach			
Major Street:	1		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	870	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	590	Minor Street (Higher Volume App.):	180
Major Street Total (Both Approaches):	1,460	Minor Street Total:	180
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	450	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	100

PEAK HOUR VOLUME WARRANT SATISFIED? **YES**

Notes:

a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.

b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.

d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

TRAFFIC SIGNAL WARRANTS
FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Major Street: Barrington
Minor Street: Missouri
Scenario: FUT AM INT 23
Urban/Rural: u (U=urban, R=rural [a])

FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)

Number of Lanes on Each Approach			
Major Street:	#N/A		
Minor Street:	#N/A		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A

FOUR HOUR VOLUME WARRANT SATISFIED? **#N/A**

PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Number of Lanes on Each Approach			
Major Street:	1		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	770	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	830	Minor Street (Higher Volume App.):	70
Major Street Total (Both Approaches):	1,600	Minor Street Total:	70
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	450	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	100

PEAK HOUR VOLUME WARRANT SATISFIED? **NO**

Notes:

a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.

b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.

d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

TRAFFIC SIGNAL WARRANTS
FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Major Street: Barrington
Minor Street: Missouri
Scenario: FUT PM INT 23
Urban/Rural: u (U=urban, R=rural [a])

FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)

Number of Lanes on Each Approach			
Major Street:	#N/A		
Minor Street:	#N/A		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A

FOUR HOUR VOLUME WARRANT SATISFIED? **#N/A**

PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Number of Lanes on Each Approach			
Major Street:	1		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	790	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	730	Minor Street (Higher Volume App.):	130
Major Street Total (Both Approaches):	1,520	Minor Street Total:	130
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	450	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	100

PEAK HOUR VOLUME WARRANT SATISFIED? **YES**

Notes:

a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.

b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.

d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

TRAFFIC SIGNAL WARRANTS
FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Major Street: Westwood
Minor Street: Exposition
Scenario: CB AM INT 50
Urban/Rural: u (U=urban, R=rural [a])

FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)

Number of Lanes on Each Approach			
Major Street:	#N/A		
Minor Street:	#N/A		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A

FOUR HOUR VOLUME WARRANT SATISFIED? **#N/A**

PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Number of Lanes on Each Approach			
Major Street:	2		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	560	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	1,120	Minor Street (Higher Volume App.):	40
Major Street Total (Both Approaches):	1,680	Minor Street Total:	40
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	510	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	120

PEAK HOUR VOLUME WARRANT SATISFIED? **NO**

Notes:

a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.

b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.

d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

TRAFFIC SIGNAL WARRANTS
FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Major Street: Westwood
Minor Street: Exposition
Scenario: CB PM INT 50
Urban/Rural: u (U=urban, R=rural [a])

FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)

Number of Lanes on Each Approach

Major Street:	#N/A
Minor Street:	#N/A

Vehicles Per Hour (4th Highest Hour)

Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A

FOUR HOUR VOLUME WARRANT SATISFIED? **#N/A**

PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Number of Lanes on Each Approach

Major Street:	2
Minor Street:	1

Vehicles Per Hour (Peak Hour)

Major Street (Approach 1):	1,600	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	770	Minor Street (Higher Volume App.):	80
Major Street Total (Both Approaches):	2,370	Minor Street Total:	80
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	510	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	100

PEAK HOUR VOLUME WARRANT SATISFIED? **NO**

Notes:

a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.

b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.

d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

FUTURE PLUS PROJECT

TRAFFIC SIGNAL WARRANTS
FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Major Street: Centinela
Minor Street: Exposition
Scenario: F+P AM INT 6
Urban/Rural: u (U=urban, R=rural [a])

FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)

Number of Lanes on Each Approach			
Major Street:	#N/A		
Minor Street:	#N/A		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A

FOUR HOUR VOLUME WARRANT SATISFIED? **#N/A**

PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Number of Lanes on Each Approach			
Major Street:	1		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	570	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	1,270	Minor Street (Higher Volume App.):	60
Major Street Total (Both Approaches):	1,840	Minor Street Total:	60
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	450	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	100

PEAK HOUR VOLUME WARRANT SATISFIED? **NO**

Notes:

a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.

b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.

d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

TRAFFIC SIGNAL WARRANTS
FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Major Street: Centinela
Minor Street: Exposition
Scenario: F+P PM INT 6
Urban/Rural: u (U=urban, R=rural [a])

FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)

Number of Lanes on Each Approach			
Major Street:	#N/A		
Minor Street:	#N/A		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A

FOUR HOUR VOLUME WARRANT SATISFIED? **#N/A**

PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Number of Lanes on Each Approach			
Major Street:	1		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	940	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	610	Minor Street (Higher Volume App.):	180
Major Street Total (Both Approaches):	1,550	Minor Street Total:	180
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	450	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	100

PEAK HOUR VOLUME WARRANT SATISFIED? **YES**

Notes:

a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.

b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.

d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

TRAFFIC SIGNAL WARRANTS
FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Major Street: Barrington
Minor Street: Missouri
Scenario: F+P AM INT 23
Urban/Rural: u (U=urban, R=rural [a])

FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)

Number of Lanes on Each Approach			
Major Street:	#N/A		
Minor Street:	#N/A		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A

FOUR HOUR VOLUME WARRANT SATISFIED? **#N/A**

PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Number of Lanes on Each Approach			
Major Street:	1		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	800	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	840	Minor Street (Higher Volume App.):	80
Major Street Total (Both Approaches):	1,640	Minor Street Total:	80
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	450	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	100

PEAK HOUR VOLUME WARRANT SATISFIED? **NO**

Notes:

a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.

b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.

d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

TRAFFIC SIGNAL WARRANTS
FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Major Street: Barrington
Minor Street: Missouri
Scenario: F+P PM INT 23
Urban/Rural: u (U=urban, R=rural [a])

FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)

Number of Lanes on Each Approach			
Major Street:	#N/A		
Minor Street:	#N/A		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A

FOUR HOUR VOLUME WARRANT SATISFIED? **#N/A**

PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Number of Lanes on Each Approach			
Major Street:	1		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	790	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	770	Minor Street (Higher Volume App.):	130
Major Street Total (Both Approaches):	1,560	Minor Street Total:	130
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	450	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	100

PEAK HOUR VOLUME WARRANT SATISFIED? **YES**

Notes:

a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.

b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.

d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

TRAFFIC SIGNAL WARRANTS
FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Major Street: Westwood
Minor Street: Exposition
Scenario: C+P AM INT 50
Urban/Rural: u (U=urban, R=rural [a])

FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)

Number of Lanes on Each Approach			
Major Street:	#N/A		
Minor Street:	#N/A		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A

FOUR HOUR VOLUME WARRANT SATISFIED? **#N/A**

PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Number of Lanes on Each Approach			
Major Street:	2		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	570	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	1,120	Minor Street (Higher Volume App.):	40
Major Street Total (Both Approaches):	1,690	Minor Street Total:	40
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	510	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	120

PEAK HOUR VOLUME WARRANT SATISFIED? **NO**

Notes:

a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.

b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.

d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

TRAFFIC SIGNAL WARRANTS
FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)
PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Major Street: Westwood
Minor Street: Exposition
Scenario: C+P PM INT 50
Urban/Rural: u (U=urban, R=rural [a])

FOUR HOUR VOLUME (MUTCD Warrant 2, Caltrans Warrant 9)

Number of Lanes on Each Approach			
Major Street:	#N/A		
Minor Street:	#N/A		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	#N/A	Major Street Left Turn (see note [b]):	#N/A
Major Street (Approach 2):	#N/A	Minor Street (Higher Volume App.):	#N/A
Major Street Total (Both Approaches):	#N/A	Minor Street Total:	#N/A
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	#N/A	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	#N/A

FOUR HOUR VOLUME WARRANT SATISFIED? **#N/A**

PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Number of Lanes on Each Approach			
Major Street:	2		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	1,610	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	870	Minor Street (Higher Volume App.):	130
Major Street Total (Both Approaches):	2,480	Minor Street Total:	130
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	510	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	100

PEAK HOUR VOLUME WARRANT SATISFIED? **YES**

Notes:

a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.

b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.

d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

Appendix H-9
Intersection Mitigation Feasibility Matrix

Study Intersection No.	Jurisdiction*	Intersection	Potential Mitigation	Mitigation Evaluation			Final Determination	
				Parking Spaces/Loading Zones/Bus Stops	Physical Changes		Feasibility	Discussion
					Sidewalk	Roadway		
3	SM	Stewart St & Olympic Blvd	Existing conditions on Olympic Blvd at Stewart St include one (1) eastbound left-turn lane designated as permitted and one (1) westbound left-turn lane designated as protected/permitted. Proposed mitigation to modify the signal phasing for both eastbound and westbound left-turn lanes to protected only.	N/A	N/A	N/A	Feasible	Intersection is located in a different jurisdiction and therefore Los Angeles cannot complete mitigation alone.
6	SM/LA	Centinela Ave & Exposition Blvd	Existing conditions at this intersection include a stop sign on eastbound Exposition Blvd and no stop signs or signals on Centinela Ave. Proposed mitigation to signalize the intersection.	N/A	N/A	N/A	Feasible	Intersection is partially located in a different jurisdiction and therefore Los Angeles cannot complete mitigation alone.
7	SM/LA	Centinela Ave & I-10 Westbound On/Off-Ramps	Existing conditions on Centinela Ave at 1-10 on/off ramps include a northbound left-turn lane operating as protected only. Proposed mitigation to allow protected/permitted operations on this lane.	N/A	N/A	N/A	Not Feasible	Proposed mitigation would allow left turns during pedestrian crossing phase. This increases potential for conflicts and reduces pedestrian safety. Additionally, intersection is partially located in a different jurisdiction and therefore Los Angeles cannot complete mitigation alone.
9	LA	Centinela Ave & Pico Blvd	Existing conditions on westbound Pico Blvd at Centinela Ave include one (1) through/right-turn lane. Proposed mitigation to convert to two (2) separate lanes: one (1) through lane and one (1) dedicated right-turn lane.	N/A	Removal of 5 feet of sidewalk on east side of street (east leg). Results in sub-standard sidewalk.	Addition of 12-foot westbound dedicated right-turn lane.	Not Feasible	Westbound Pico Blvd is designated Avenue I (15-foot sidewalk); reduction of sidewalk would not meet current standards. Without reduction of sidewalks, there is not enough roadway space to complete the mitigation.
11	LA	Bundy Dr & Wilshire Blvd	Existing conditions on northbound Bundy Dr at Wilshire Blvd include one (1) dedicated left-turn lane, one (1) through lane and one (1) through/right-turn lane. Proposed mitigation to add (1) additional northbound dedicated left-turn lane.	N/A	Removal of 10 feet of sidewalk on east side of street (south leg). Results in sub-standard sidewalk.	Addition of 10-foot northbound dedicated left-turn lane. Results in offsets greater than 3 feet.	Not Feasible	Northbound Bundy Dr north of Wilshire Blvd is designated Collector (13-foot sidewalk) and south of Wilshire Blvd designated Avenue I (15-foot sidewalk); reduction of sidewalk would not meet current standards. Without reduction of sidewalks, there is not enough roadway space to complete the mitigation.
16	LA	Bundy Dr & Olympic Blvd	Existing conditions on northbound Bundy Dr at Olympic Blvd include one (1) dedicated left-turn lane. Proposed mitigation to restripe and add one (1) northbound left-turn lane. This would result in a northbound approach of one (1) right-turn lane, two (2) through lanes, and two (2) left-turn lanes. Existing conditions on southbound Bundy Dr at Olympic Blvd include one (1) dedicated right-turn lane, two (2) through lanes, and one (1) dedicated left-turn lane. Proposed mitigation to restripe and add one (1) southbound left-turn lane and convert one (1) through lane and the right-turn lane into a shared through/right-turn lane. This would result in a southbound approach of one (1) shared through/right-turn lane, one (1) through lane, and two (2) left-turn lanes.	N/A	N/A	N/A	Feasible	N/A
17	LA	Bundy Dr & Pico Blvd	Existing conditions on eastbound and westbound Pico Blvd at Bundy Dr include one (1) dedicated left-turn lane, one (1) through lane, and one (1) through/right-turn lane. Proposed mitigation to restripe the curb lanes to result in two (2) separate lanes: one (1) through lane and one (1) dedicated right-turn lane.	4 parking spaces removed, 1 bus stop relocated	N/A	N/A	Not Feasible	Relocation of bus stop to departure side not possible due to presence of driveways. Additionally, parking removal is not desired.
18	LA	Bundy Dr & I-10 Eastbound On-Ramp	Existing conditions on southbound Bundy Dr at I-10 eastbound on-ramp T-intersection include one (1) dedicated left-turn lane and two (2) through lanes. Proposed mitigation to redesignate southbound approach lanes to allow one (1) dedicated left-turn lane, one (1) through/left-turn lane, and one (1) through lane. Additional proposed mitigation to operate split phasing for north/south approaches at this intersection in conjunction with lane changes.	N/A	N/A	N/A	Not Feasible	Proposed mitigation would direct traffic into dedicated carpool lane on freeway on-ramp.
19	LA	Bundy Dr & Ocean Park Blvd	Existing conditions on Bundy Dr at Ocean Park Blvd include one (1) dedicated left-turn lane, one (1) through lane, and one (1) through/right-turn lane. Proposed mitigation to restripe and add (1) additional northbound dedicated left-turn lane.	11 parking spaces removed	N/A	N/A	Not Feasible	Proposed mitigation would result in offsets greater than 3 feet of southbound through lanes and offsets of left-turn lanes, which reduces safety. Additionally, parking removal is not desired.
20	LA	Bundy Dr & National Blvd	Existing conditions for westbound National Boulevard at Bundy Drive include two (2) left-turn lanes and one (1) right-turn lane. Proposed mitigation to restripe and change designation to one (1) dedicated left-turn lane, one (1) left-/right-turn lane, and one (1) dedicated right-turn lane.	5 parking spaces removed	Removal of 5 feet of sidewalk on east side of street (north leg). Results in sub-standard sidewalk.	Widening of curb lane (north leg).	Not Feasible	Westbound National Blvd is designated Avenue I (15-foot sidewalk); reduction of sidewalk would not meet current standards. Without reduction of sidewalks, there is not enough roadway space to complete the mitigation. Double right-turn lanes create unsafe pedestrian conditions at intersection.
21	LA	Barrington Ave & Santa Monica Blvd	Existing conditions on eastbound Santa Monica Blvd include one (1) dedicated left-turn lane, two (2) through lanes, and one (1) through/right-turn lane available during peak hours (peak-hour curb parking restrictions). Proposed mitigation to add one (1) eastbound through lane. Existing conditions on southbound Barrington Ave include one (1) dedicated left-turn lane and one (1) through/right-turn lane. Proposed mitigation to add one (1) dedicated left-turn lane.	2 parking spaces removed, 1 loading zone removed	Removal of 5 feet of sidewalk on north and south sides of street (west leg). Results in sub-standard sidewalk. Removal of 2 feet of sidewalk on east and west sides of street (north leg). Results in sub-standard sidewalk.	Addition of 10-foot eastbound through lane and 10-foot southbound dedicated left-turn lane.	Not Feasible	Westbound Santa Monica Blvd is designated Boulevard II (15-foot sidewalk) and northbound Barrington Ave is designated Avenue II (15-foot sidewalk); reduction of sidewalk would not meet current standards. Without reduction of sidewalks, there is not enough roadway space to complete the mitigation. Parking and loading zone currently exist, removal is not desired. Proposed mitigation would result in offsets greater than 3 feet, which reduces safety.
24	LA	Barrington Ave & La Grange Ave	Existing conditions on northbound Barrington Ave at La Grange Ave include one (1) left-turn/through/right-turn lane. Proposed mitigation to restripe for an additional lane, resulting in one (1) dedicated left-turn lane and one (1) through/right-turn lane.	5 parking spaces removed	N/A	N/A	Not Feasible	Parking currently exists, removal is not desired.

Study Intersection No.	Jurisdiction*	Intersection	Potential Mitigation	Mitigation Evaluation			Final Determination	
				Parking Spaces/Loading Zones/Bus Stops	Physical Changes		Feasibility	Discussion
					Sidewalk	Roadway		
25	LA	Barrington Ave & Mississippi Ave	Existing conditions on eastbound Mississippi Ave at Barrington Ave include one (1) left-turn/through/right-turn lane. Proposed mitigation to restripe for an additional lane, resulting in one (1) through/left-turn lane and one (1) right-turn lane.	2 parking spaces removed	N/A	N/A	Feasible	N/A
26	LA	Barrington Ave & Olympic Blvd	Existing conditions on eastbound Olympic Blvd at Barrington Ave include one (1) through/right-turn lane. Proposed mitigation to designate one (1) through lane and one (1) dedicated right-turn lane.	2 parking spaces removed	Removal of 4 feet of sidewalk on south side of street (west leg). Results in sub-standard sidewalk.	Addition of 12-foot eastbound dedicated right-turn lane.	Not Feasible	Eastbound Olympic Blvd is designated Boulevard II (15-foot sidewalk); reduction of sidewalk would not meet current standards. Without reduction of sidewalks, there is not enough roadway space to complete the mitigation.
27	LA	Barrington Ave & Pico Blvd	Proposed mitigation on Barrington Ave at Pico Blvd to restripe the existing northbound curb lane to provide one (1) through lane and one (1) right-turn lane.	1 parking space removed	N/A	N/A	Feasible	Provides only partial mitigation.
28	LA	Barrington Ave & Gateway Rd	Existing conditions on northbound Barrington Ave at Gateway Rd include one (1) dedicated left-turn lane, one (1) through lane, and one (1) through/right-turn lane. Proposed mitigation to restripe the existing northbound shared through/right-turn lane to provide one (1) through lane and one (1) right-turn lane.	4 parking spaces removed	N/A	N/A	Feasible	N/A
29	LA	Gateway Blvd & Pico Blvd	Proposed mitigation on Pico Blvd at Gateway Blvd to add (1) additional eastbound through lane.	4 parking spaces removed	Removal of 2 feet (east leg) and 7 feet (west leg) of sidewalk on south side of street. Results in sub-standard sidewalk.	Addition of 12-foot curb lane in eastbound direction.	Not Feasible	Westbound Pico Blvd is designated Avenue I (15-foot sidewalk) and westbound Gateway Blvd is designated Boulevard II (15-foot sidewalk); reduction of sidewalk would not meet current standards. Without reduction of sidewalks, there is not enough roadway space to complete the mitigation. Expo Rail bridge further constrains potential changes in road dimensions.
30	LA	Sawtelle Blvd & Santa Monica Blvd	Existing conditions on northbound Sawtelle Blvd at Santa Monica Blvd include one (1) left-turn/through/right-turn lane. Proposed mitigation to restripe for one (1) through/left-turn lane and one (1) right-turn lane.	2 parking spaces removed	N/A	N/A	Not Feasible	Parking currently exists, removal is not desired. Without reduction of sidewalks, there is not enough roadway space to complete the mitigation.
31	LA	Beloit Ave/I-405 Southbound Off-Ramp & Santa Monica Blvd	Existing conditions on eastbound Santa Monica Blvd at Beloit Ave include one (1) through/right-turn lane. Proposed mitigation to designate one (1) through lane and one (1) dedicated right-turn lane.	N/A	Removal of 6 feet of sidewalk on both sides of street (west leg). Results in sub-standard sidewalk.	Addition of a dedicated right-turn lane. Results in offsets greater than 3 feet.	Not Feasible	Westbound Santa Monica Blvd is designated Boulevard II (15-foot sidewalk); reduction of sidewalk would not meet current standards. Without reduction of sidewalks, there is not enough roadway space to complete the mitigation. I-405 bridge further constrains potential changes in road dimensions. Proposed mitigation would also result in offsets greater than 3 feet, which reduces safety.
32	LA	Sawtelle Blvd & Olympic Blvd	Existing conditions on northbound Sawtelle Blvd at Olympic Blvd include one (1) right-turn lane. Proposed mitigation to restripe to designate one (1) through/right-turn lane.	N/A	N/A	N/A	Not Feasible	Existing right-of-way dimensions cannot accommodate an additional lane on the north leg of the intersection, resulting in unsafe merging conditions.
33	LA	Sawtelle Blvd & I-405 Southbound Off-Ramp	Existing Conditions on eastbound Tennessee Ave at Sawtelle Blvd include one (1) dedicated left-turn lane and one (1) dedicated right-turn lane. Proposed mitigation to restripe the eastbound approach to one (1) left-turn/right-turn lane and one (1) dedicated right-turn lane.	N/A	N/A	N/A	Not Feasible	Double right-turn lanes create unsafe pedestrian conditions at freeway ramps.
34	LA	Sawtelle Blvd & Pico Blvd	Existing conditions on northbound Sawtelle Blvd at Pico Blvd include one (1) through/right-turn lane. Proposed mitigation to designate one (1) through lane and one (1) dedicated right-turn lane.	N/A	Removal of 6 feet of sidewalk on east side of street (south leg). Results in sub-standard sidewalk.	Addition of northbound dedicated right-turn lane. Results in offsets greater than 3 feet.	Not Feasible	Northbound Sawtelle Blvd is designated Avenue I (15-foot sidewalk); reduction of sidewalk would not meet current standards. Without reduction of sidewalks, there is not enough roadway space to complete the mitigation. Proposed mitigation would result in offsets greater than 3 feet, which reduces safety.
35	LA	Sawtelle Blvd & National Blvd	Existing conditions on northbound Sawtelle Blvd at National Blvd include one (1) through/right-turn lane. Proposed mitigation to designate one (1) through lane and one (1) dedicated right-turn lane.	N/A	Removal of 2 feet of sidewalk on east side of street (south leg). Results in sub-standard sidewalk.	Addition of northbound dedicated right-turn lane. Results in offsets greater than 3 feet with the southbound dedicated left-turn lane.	Not Feasible	Northbound Sawtelle Blvd is designated Avenue I (15-foot sidewalk); reduction of sidewalk would not meet current standards. Without reduction of sidewalks, there is not enough roadway space to complete the mitigation. Proposed mitigation would result in offsets greater than 3 feet, which reduces safety.
36	LA	I-405 Southbound On-Ramp & National Blvd	Existing conditions on eastbound National Blvd at I-405 on-ramp include one (1) through lane. Proposed mitigation to change designation to through/right-turn lane.	N/A	N/A	N/A	Not Feasible	Double right-turn lanes create unsafe pedestrian conditions at freeway ramps.
37	LA	Sawtelle Blvd & Palms Blvd	Existing conditions on northbound Sawtelle Blvd at Palms Blvd include one (1) through/right-turn lane. Proposed mitigation to designate one (1) through lane and one (1) dedicated right-turn lane.	N/A	Removal of 6 feet of sidewalk on east side of street (south leg). Results in sub-standard sidewalk.	Addition of northbound dedicated right-turn lane. Results in offsets greater than 3 feet on the northbound through lanes.	Not Feasible	Southbound Sawtelle Blvd is designated Avenue I (15-foot sidewalk); reduction of sidewalk would not meet current standards. Without reduction of sidewalks, there is not enough roadway space to complete the mitigation. Proposed mitigation would result in offsets greater than 3 feet, which reduces safety.
38	LA	Cotner Ave/I-405 Northbound On/Off ramp & Santa Monica Blvd	Existing conditions on westbound Santa Monica Blvd at Cotner Ave/I-405 northbound on/off ramps include one (1) dedicated left-turn lane, three (3) through lanes and one (1) dedicated right-turn lane. Proposed mitigation to add one (1) additional westbound through lane on Santa Monica Blvd at Cotner Ave/I-405 northbound on/off ramps.	N/A	N/A	Reduction of median width by 5 feet to allow for additional westbound through lane. Results in offsets greater than 3 feet.	Not Feasible	Proposed mitigation would result in offsets greater than 3 feet, which reduces safety. Additionally, freeway proximity and bridge further limit potential changes to road dimensions.
40	LA	Sepulveda Blvd & Olympic Blvd	Proposed mitigation on Olympic Blvd at Sepulveda Blvd to add one (1) additional eastbound through lane and one (1) additional westbound through lane.	N/A	Removal of 10 feet of sidewalk on north and south sides of street (east and west legs). Results in sub-standard sidewalk.	Addition of one (1) eastbound through lane and one (1) westbound through lane.	Not Feasible	Westbound Olympic Blvd is designated Boulevard II (15-foot sidewalk); reduction of sidewalk would not meet current standards. Without reduction of sidewalks, there is not enough roadway space to complete the mitigation.
41	LA	Sepulveda Blvd & Pico Blvd	Existing conditions on westbound Pico Blvd at Sepulveda Blvd include three (3) through lanes and one (1) dedicated left-turn lane. Proposed mitigation to designate one (1) additional through lane and one (1) additional dedicated left-turn lane on Pico Blvd.	7 parking spaces removed	Removal of 10 feet of sidewalk on north and south sides of street (east and west legs). Results in sub-standard sidewalk.	Addition of add one (1) westbound left-turn lane and one (1) westbound through lane.	Not Feasible	Pico Blvd is designated Avenue I (15-foot sidewalk); reduction of sidewalk would not meet current standards. Without reduction of sidewalks, there is not enough roadway space to complete the mitigation.

Study Intersection No.	Jurisdiction*	Intersection	Potential Mitigation	Mitigation Evaluation			Final Determination	
				Parking Spaces/Loading Zones/Bus Stops	Physical Changes		Feasibility	Discussion
					Sidewalk	Roadway		
43	LA	Sepulveda Blvd & Exposition Blvd	Existing conditions on eastbound Exposition Blvd at Sepulveda Blvd include one (1) left-turn/through/right-turn lane. Proposed mitigation to restripe the existing eastbound left-turn/through/right-turn lane to provide one (1) shared through/left-turn lane and one (1) right-turn lane.	3 parking spaces removed	N/A	N/A	Feasible	Provides only partial mitigation.
44	LA	I-405 Northbound Off-Ramp & National Blvd	Existing conditions on northbound I-405 off-ramp at National Blvd include one (1) left-turn/right-turn lane and one (1) right-turn lane. Proposed mitigation to restripe three (3) separate lanes: one (1) dedicated left-turn lane, one (1) left-turn/right-turn lane, and one (1) right-turn lane.	N/A	N/A	N/A	Not Feasible	Changing the operations of the Caltrans ramp requires coordination with State agency. Turning path for double left-turns limited due to one-way configuration of ramp.
45	LA	Sepulveda Blvd & National Blvd	Existing conditions on southbound Sepulveda Blvd at National Blvd include one (1) through/right-turn lane. Proposed mitigation to restripe for two (2) separate lanes: one (1) through/right-turn lane and one (1) dedicated right-turn lane.	1 loading zone removed	N/A	N/A	Not Feasible	Proposed mitigation requires removal of loading zone, which is not desired.
46	LA	Sepulveda Blvd & Palms Blvd	Existing conditions on northbound Sepulveda Blvd at Palms Blvd include one (1) through/right-turn lane. Proposed mitigation to restripe existing northbound shared through/right-turn lane to provide one (1) through lane and one (1) right-turn lane.	5 parking spaces removed	N/A	N/A	Feasible	N/A
47	LA	Military Ave & National Blvd	Existing conditions on southbound Military Ave at National Blvd include one (1) left-turn/through/right-turn lane. Proposed mitigation to restripe existing southbound shared through/right-turn lane to provide one (1) shared through/left-turn lane and one (1) right-turn lane.	4 parking spaces removed	N/A	N/A	Feasible	N/A
49	LA	Westwood Blvd & Pico Blvd	Existing conditions on Pico Blvd at Westwood Blvd include one (1) left-turn lane both eastbound and westbound. Proposed mitigation to add one (1) additional left-turn lane in each direction.	8 parking spaces removed	Removal of 5 feet of sidewalk on north and south sides of street (east leg). Removal of 2 feet of sidewalk on north side of street (west leg). Results in sub-standard sidewalk.	Addition of 10-foot westbound left-turn lane and 10-foot eastbound left-turn lane. Results in offsets greater than 3 feet.	Not Feasible	Pico Blvd is designated Avenue I (15-foot sidewalk); reduction of sidewalk would not meet current standards. Without reduction of sidewalks, there is not enough roadway space to complete the mitigation. Parking currently exists, removal is not desired. Mitigation would result in offsets greater than 3 feet, which reduces safety.
51	LA	Westwood Blvd & National Blvd	Existing conditions on eastbound National Blvd at Westwood Blvd include one (1) dedicated left-turn lane, one (1) through lane, and one (1) through/right-turn lane. Proposed mitigation to add one (1) additional dedicated left-turn lane.	N/A	Removal of 4 feet from the north and south sides of street (west leg). Results in sub-standard sidewalk.	Addition of 10-foot eastbound left-turn lane. Results in offsets greater than 3 feet.	Not Feasible	National Blvd is designated Avenue I (15-foot sidewalk); reduction of sidewalk would not meet current standards. Without reduction of sidewalks, there is not enough roadway space to complete the mitigation. Proposed mitigation would result in offsets greater than 3 feet, which reduces safety.
52	LA	Overland Ave & Pico Blvd	Existing conditions on northbound Overland Ave at Pico Blvd include two (2) dedicated right-turn lanes, two (2) dedicated left-turn lanes, and one (1) through lane. Proposed mitigation to add one (1) additional through lane.	N/A	Removal of 2 feet of sidewalk from the east side of street (north leg). Results in sub-standard sidewalk.	Widening of northbound approach with 2 feet to allow for addition of northbound through lane. Lane drop would occur directly after intersection. Results in offsets greater than 3 feet on northbound approach.	Not Feasible	Overland Ave is designated Modified Collector (13-foot sidewalk); reduction of sidewalk would not meet current standards. Without reduction of sidewalks, there is not enough roadway space to complete the mitigation. Proposed mitigation would result in offsets greater than 3 feet, which reduces safety.
53	LA	Overland Ave & National Blvd/I-10 Westbound On/Off-Ramps	Proposed mitigation to restripe eastbound National Blvd at Overland Ave shared through/left-turn lane to a shared left-turn/through/right-turn lane. This results in two lanes for eastbound right-turn movements.	N/A	N/A	N/A	Feasible	N/A
55	LA	Overland Ave & National Pl	Existing conditions on southbound Overland Ave at National Pl includes one (1) through/right-turn lane. Proposed mitigation to designate two (2) separate lanes: one (1) through lane and one (1) dedicated right-turn lane.	N/A	Removal of 6 feet of sidewalk on north and south sides of street (east leg). Removal of 6 feet of sidewalk on north side of street (west leg). Results in sub-standard sidewalk.	N/A	Not Feasible	Overland Ave is designated Boulevard II (15-foot sidewalk); reduction of sidewalk would not meet current standards. Without reduction of sidewalks, there is not enough roadway space to complete the mitigation. Parking currently exists, removal is not desired.
57	LA	Overland Ave & Palms Blvd	Existing conditions on Palms Blvd at Overland Ave include one (1) through/right-turn lane in both directions. Proposed mitigation to designate two (2) separate lanes: one (1) through lane and one (1) dedicated right-turn lane in each direction.	3 parking spaces removed	Removal of 2 feet of sidewalk on the south side of the street (west leg). Results in sub-standard sidewalk.	Addition of eastbound dedicated right-turn lane. No addition needed for westbound dedicated right-turn lane. Results in offsets greater than 3 feet.	Not Feasible	Palms Ave is designated Avenue II (15-foot sidewalk); reduction of sidewalk would not meet current standards. Without reduction of sidewalks, there is not enough roadway space to complete the mitigation. Proposed mitigation would result in offsets greater than 3 feet, which reduces safety.
58	LA	Overland Ave & Venice Blvd	Existing conditions on northbound Overland Ave at Venice Blvd include one (1) dedicated left-turn lane, two (2) through lanes, and one (1) right-turn lane. Proposed mitigation to add one (1) additional northbound through lane.	N/A	Removal of 2 feet of sidewalk on the east side of the street (south leg). Results in sub-standard sidewalk.	Addition of 10-foot northbound through lane. Results in offsets greater than 3 feet.	Not Feasible	Overland Ave is designated Boulevard II (15-foot sidewalk); reduction of sidewalk would not meet current standards. Without reduction of sidewalks, there is not enough roadway space to complete the mitigation. Proposed mitigation would result in offsets greater than 3 feet, which reduces safety.
59	CC	Overland Ave & Culver Blvd	Existing conditions on eastbound Culver Blvd at Overland Ave include one (1) dedicated left-turn lane, two (2) right-turn lanes, and one (1) dedicated right-turn lane. Proposed mitigation to add one (1) additional dedicated left-turn lane.	N/A	Removal of 2 feet of sidewalk on the south side of the street (west leg). Results in sub-standard sidewalk.	Removal of raised median. Addition of 10-foot eastbound dedicated left-turn lane. Results in offsets greater than 3 feet.	Not Feasible	Proposed mitigation would result in offsets greater than 3 feet, which reduces safety. Additionally, intersection is located in a different jurisdiction and therefore Los Angeles cannot complete mitigation alone.
60	LA	Motor Ave & National Blvd	Proposed mitigation to remove protected left-turn phase for both northbound and southbound left-turns on National Blvd to allow for permitted left turns.	N/A	N/A	N/A	Not Feasible	Proposed mitigation would result in phasing change to permitted left-turns, which reduces pedestrian safety.
61	LA	Motor Ave & Palms Blvd	Existing conditions on northbound Motor Ave at Palms Blvd include one (1) dedicated left-turn lane, one (1) through lane, and one (1) bike lane with right-turn lane access. Proposed mitigation to add one (1) additional dedicated left-turn lane.	6 parking spaces removed	N/A	Removal of 5 feet from each bike area to provide additional 10-foot northbound dedicated left-turn lane. Results in offsets greater than 3 feet.	Not Feasible	Proposed mitigation would result in reduced bike area, which reduces cyclist safety. Proposed mitigation would result in offsets greater than 3 feet, which reduces safety.
63	LA	National Blvd/Exposition Blvd & Palms Blvd	Proposed mitigation to add one (1) additional eastbound through lane on Palms Blvd.	8 parking spaces removed	Removal of 2 feet of sidewalk on north side of street (west leg). Removal of 4 feet of sidewalk on south side of street (east leg). Results in sub-standard sidewalk.	Addition of 10-foot westbound through lane. Results in offsets greater than 3 feet.	Not Feasible	Expo Rail bridge constrains right-of-way widening. Palms Blvd is designated Modified Avenue II; reduction of sidewalk would not meet current standards. Without reduction of sidewalks, there is not enough roadway space to complete the mitigation. Proposed mitigation could result in offsets greater than 3 feet, which reduces safety.

Study Intersection No.	Jurisdiction*	Intersection	Potential Mitigation	Mitigation Evaluation			Final Determination	
				Parking Spaces/Loading Zones/Bus Stops	Physical Changes		Feasibility	Discussion
					Sidewalk	Roadway		
66	LA	Manning Ave/I-10 Westbound Off-Ramp & National Blvd	Existing conditions on I-10 off-ramp at Manning Ave and National Ave include one (1) dedicated left-turn lane and one (1) through/right-turn lane. Proposed mitigation to designate one (1) dedicated left-turn lane and one (1) left-turn/through/right-turn lane. This allows dual movement from I-10 off-ramp to National Blvd westbound.	N/A	N/A	N/A	Not Feasible	Changing the operations of the Caltrans ramp requires coordination with State agency. Turning path for double left-turns limited due to raised median island.
67	LA	Castle Heights Ave & National Blvd	Proposed mitigation to restripe the northbound approach of Castle Heights Ave to allow one (1) dedicated left-turn lane and one (1) through/right-turn lane.	8 parking spaces removed	N/A	N/A	Not Feasible	Parking currently exists, removal is not desired.
69	LA	Robertson Blvd & Venice Blvd	Proposed mitigation to add one (1) additional southbound dedicated right-turn lane on Exposition Blvd.	1 loading zone removed	Reduction in width of median/pedestrian island.	Reduction in width of median/pedestrian island to allow for two (2) southbound dedicated right-turn lanes.	Not Feasible	Under Expo Rail bridge; median/pedestrian island alteration reduces pedestrian safety. Additionally, loading zone currently exists, removal is not desired.
70	LA	Robertson Blvd & National Blvd	Existing conditions on National Blvd at Robertson Blvd include one (1) dedicated left-turn lane in each direction. Proposed mitigation to add one (1) additional eastbound dedicated left-turn lane and one (1) additional westbound dedicated left-turn lane.	N/A	N/A	Addition of 10-foot westbound left-turn lane.	Not Feasible	There is not enough roadway space to complete the mitigation. The westbound approach is limited by the existing bridge.
72	LA	National Blvd & Venice Blvd	Existing conditions on southbound National Blvd at Venice Blvd include one (1) dedicated left-turn lane, one (1) through lane, and one (1) through/right-turn lane. Proposed mitigation to add one (1) additional dedicated left-turn lane.	N/A	N/A	Results in offsets greater than 3 feet for the northbound through lanes. Requires reducing the right-of-way of the south leg.	Not Feasible	Proposed mitigation would result in offsets greater than 3 feet, which reduces safety.
73	CC	National Blvd & Washington Blvd	Existing conditions on eastbound National Blvd at Washington Blvd include one (1) dedicated left-turn lane, two (2) through lanes, and one (1) dedicated right-turn lane. Proposed mitigation to restripe eastbound to add one (1) additional through lane for additional movement in that direction.	N/A	Removal of 10 feet of sidewalk on the south side of the street (east leg).	Addition of dedicated eastbound right-turn lane. Results in offsets greater than 3 feet.	Not Feasible	Proposed mitigation would result in offsets greater than 3 feet, which reduces safety. Intersection is located in a different jurisdiction and therefore Los Angeles cannot complete mitigation alone.
75	LA	Robertson Blvd & Cattaraugus Ave	Existing conditions on southbound Robertson Blvd at Cattaraugus Ave include one (1) through/right-turn lane. Proposed mitigation to designate two (2) separate lanes: one (1) through lane and one (1) dedicated right-turn lane.	2 parking spaces removed, 1 loading zone removed	Removal of 4 feet of sidewalk on the west side of the street (north leg). Results in sub-standard sidewalk.	Addition of dedicated right-turn lane.	Not Feasible	Robertson Blvd is designated Modified Avenue II; reduction of sidewalk would not meet current standards. Without reduction of sidewalks, there is not enough roadway space to complete the mitigation. Additionally, parking and loading zone currently exist, removal is not desired.
76	LA	La Cienega Blvd & Venice Blvd	Existing conditions on westbound Venice Blvd at La Cienega Blvd include one (1) dedicated left-turn lane, three (3) through lanes, and one (1) through/right-turn yield lane. Proposed mitigation to remove the median and provide one (1) additional westbound left-turn lane.	N/A	N/A	Removal of median.	Feasible	Provides only partial mitigation.
77	CC	La Cienega Blvd & Washington Blvd	Existing conditions on La Cienega Blvd at Washington Blvd include one (1) dedicated left-turn lane in both directions. Proposed mitigation to add one (1) additional dedicated left-turn lane both southbound and northbound.	N/A	Removal of 7 feet of sidewalk on the east and west side of the street (north leg). Removal of 2 feet of sidewalk from the east side and west side of the street (south leg).	N/A	Not Feasible	Without reduction of sidewalks, there is not enough roadway space to complete the mitigation. Intersection is located in a different jurisdiction and therefore Los Angeles cannot complete mitigation alone.
82	CC	Washington Blvd/Irving Pl/Watseka Ave & Culver Blvd	Existing conditions on westbound Culver Blvd at Washington Blvd/Watseka Ave/Irving Pl include one (1) dedicated right-turn lane, one (1) through/right-turn lane, one (1) through lane, and one (1) dedicated left-turn lane. Proposed mitigation to add one (1) additional westbound through lane on Culver Blvd and realign right-turn lanes on Culver Blvd and through intersection.	N/A	Removal of 12-foot of sidewalk on the north side of Culver Blvd.	Addition of westbound through lane on Culver Blvd.	Not Feasible	Without reduction of sidewalks, there is not enough roadway space to complete the mitigation. Intersection is located in a different jurisdiction and therefore Los Angeles cannot complete mitigation alone.
84	CC/LA	Sepulveda Blvd & Venice Blvd	Existing conditions on Venice Blvd at Sepulveda Blvd include one (1) left-turn lane, three (3) through lanes, and one (1) through/right-turn lane. Proposed mitigation to remove the raised medians on Venice Blvd and restripe both the eastbound and westbound approaches to add one (1) left-turn lane to each approach.	N/A	N/A	Reduction of lane widths on eastbound and westbound approach; removal of raised median to add one (1) additional through/left-turn lane at eastbound and westbound approach.	Feasible	Intersection is located in a different jurisdiction and therefore Los Angeles cannot complete mitigation alone.
86	CC	Sawtelle Blvd & I-405 Northbound On/Off Ramps	Proposed mitigation to convert northbound direction from one (1) through/right-turn lane to two (2) separate lanes, resulting in one (1) through lane and one (1) dedicated right-turn lane.	12 parking spaces removed	N/A	With no change to the southbound approach, the offsets would be greater than 3 feet. Reducing the southbound approach curb lane can remove the offset. Parking spaces would need to be removed for mitigation. However, parking loss in front of multifamily homes is not feasible.	Not Feasible	Parking currently exists, removal is not desired. Intersection is located in a different jurisdiction and therefore Los Angeles cannot complete mitigation alone.

*Jurisdiction: LA = City of Los Angeles; SM = City of Santa Monica; CC = City of Culver City

Fehr & Peers, 2014.

APPENDIX I

Utility Provider
Response Letter

FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

File: SC.CE.

DATE: April 18, 2013

TO: Lameese Elqura, Planning Assistant
Department of City Planning

FROM: Ali Poosti, Division Manager
Wastewater Engineering Services Division
Bureau of Sanitation

SUBJECT: **EXPOSITION CORRIDOR TRANSIT NEIGHBORHOOD PLAN – NOTICE OF PREPARATION EIR**

This is in response to your March 14, 2013 letter requesting wastewater service information for the proposed 15.2-mile-long transit project running along the Exposition Right-of-Way between Downtown Los Angeles and the City of Santa Monica. The Bureau of Sanitation, Wastewater Engineering Services Division (WESD) has reviewed the request and found the project to be related to construction of a transit line and five stations along the Exposition Light Rail Transit corridor only.

Based on the project description, we have determined the project is unrelated to sewer capacity availability and therefore do not have sufficient detail to offer an analysis at this time. However, as you develop your project alignment, please ensure that you put in place mitigation measures whenever your project comes near, in contact with or interferes with a sewer infrastructure to guarantee the continued safe operation of such structures. Should the project description change or details on construction become available, please continue to send us information so that we may determine if a sewer assessment is required in the future.

If you have any questions, please call Kwasi Berko of my staff at (323) 342-1562.

KB/AP:tn

APPENDIX J

ECTNP Utilities Calculations and Rates and Water Supply Assessment

APPENDIX J-1

ECTNP Utilities Calculations and Rates

SEWARAGE FACILITIES CHARGE
SEWAGE GENERATION FACTOR FOR
RESIDENTIAL AND COMMERCIAL CATEGORIES

EFFECTIVE DATE: April 6, 2012

Line No.	FACILITY DESCRIPTION	PROPOSED SGF IN GPD	BOD (mg/l)	SS (mg/l)
1	Acupuncture Office/Clinic	120/1,000 Gr SF	265	275
2	Arcade - Video Games	50/1,000 Gr SF	265	275
3	Auditorium (a)	3/Seat	265	275
4	Auto Parking (a)	20/1,000 Gr SF	265	275
5	Auto Mfg., Service Maintenance (b)	Actual	1,260	1,165
6	Bakery	280/1,000 Gr SF	3,020	2,540
7	Bank: Headquarters	120/1,000 Gr SF	265	275
8	Bank: Branch	50/1,000 Gr SF	265	275
9	Ballroom	350/1,000 Gr SF	265	275
10	Banquet Room	350/1,000 Gr SF	265	275
11	Bar: Cocktail, Fixed Set (a) (c)	15/Seat	265	275
12	Bar: Juice, No Baking Facilities (d)	720/1,000 Gr SF	265	275
13	Bar: Juice, with Baking Facilities (d)	720/1,000 Gr SF	265	275
14	Bar: Cocktail, Public Table Area (c)	720/1,000 Gr SF	265	275
15	Barber Shop	120/1,000 Gr SF	265	275
16	Barber Shop (s)	15/Stall	265	275
17	Beauty Parlor	425/1,000 Gr SF	265	275
18	Beauty Parlor (s)	50/Stall	265	275
19	Bldg. Const/Field Office (e)	120/Office	265	275
20	Bowling Alley: Alley, Lanes & Lobby Area	50/1,000 Gr SF	265	275
21	Bowling Facility: Arcade/Bar/Restaurant/Dancing	Total	Average	Average
22	Cafeteria: Fixed Seat	30/Seat	1,000	600
23	Car Wash: Automatic (b)	Actual	265	285
24	Car Wash: Coin Operated Bays (b)	Actual	265	285
25	Car Wash: Hand Wash (b)	Actual	265	285
26	Car Wash: Counter & Sales Area	50/1,000 Gr SF	265	275
27	Chapel: Fixed Seat	3/Seat	265	275
28	Chiropractic Office	120/1,000 Gr SF	265	275
29	Church: Fixed Seat	3/Seat	265	275
30	Church School: Day Care/Elem	9/Occupant	265	275
31	Church School: One Day Use (s)	9/Occupant	265	275
32	Cocktail Lounge: Fixed Seat (f)	15/Seat	265	275
33	Coffee House: No Food Preparation (d)	720/1,000 Gr SF	265	275
34	Coffee House: Pastry Baking Only (d)	720/1,000 Gr SF	265	275
35	Coffee House: Serves Prepared Food (d)	25/Seat	1,000	600
36	Cold Storage: No Sales (g)	30/1,000 Gr SF	265	275
37	Cold Storage: Retail Sales (g)	50/1,000 Gr SF	265	275
38	Comfort Station: Public	80/Fixture	265	275
39	Commercial Use (a)	50/1,000 Gr SF	265	275
40	Community Center	3/Occupant	265	275
41	Conference Room of Office Bldg.	120/1,000 Gr SF	265	275
42	Counseling Center (h)	120/1,000 Gr SF	265	275
43	Credit Union	120/1,000 Gr SF	265	275
44	Dairy	Average Flow	1,510	325
45	Dairy: Barn	Average Flow	1,510	325
46	Dairy: Retail Area	50/1,000 Gr SF	265	275
47	Dancing Area (of Bars or Nightclub) (c)	350/1,000 Gr SF	265	275
48	Dance Studio (i)	50/1,000 Gr SF	265	275
49	Dental Office/Clinic	250/1,000 Gr SF	265	275

SEWARAGE FACILITIES CHARGE
SEWAGE GENERATION FACTOR FOR
RESIDENTIAL AND COMMERCIAL CATEGORIES

EFFECTIVE DATE: April 6, 2012

Line No.	FACILITY DESCRIPTION	PROPOSED SGF IN GPD	BOD (mg/l)	SS (mg/l)
50	Doughnut Shop	280/1,000 Gr SF	1,000	600
51	Drug Rehabilitation Center (h)	120/1,000 Gr SF	265	275
52	Equipment Booth	30/1,000 Gr SF	265	275
53	Film Processing (Retail)	50/1,000 Gr SF	265	275
54	Film Processing (Industrial)	Actual	265	275
55	Food Processing Plant (b)	Actual	2,210	1,450
56	Gas Station: Self Service	100/W.C.	265	275
57	Gas Station: Four Bays Max	430/Station	1,950	1,175
58	Golf Course Facility: Lobby/Office/Restaurant/Bar	Total	700	450
59	Gymnasium: Basketball, Volleyball (k)	200/1,000 Gr SF	265	275
60	Hanger (Aircraft)	50/1,000 Gr SF	265	275
61	Health Club/Spa (k)	650/1,000 Gr SF	265	275
62	Homeless Shelter	70/Bed	265	275
63	Hospital	70/Bed	820	1,230
64	Hospital: Convalescent (a)	70/Bed	265	275
65	Hospital: Animal	300/1,000 Gr SF	820	1,230
66	Hospital: Psychiatric	70/Bed	265	275
67	Hospital: Surgical (a)	360/Bed	265	275
68	Hotel: Use Guest Rooms Only (a)	120/Room	265	275
69	Jail	85/Inmate	265	275
70	Kennel: Dog Kennel/Open	100/1,000 Gr SF	265	275
71	Laboratory: Commercial	250/1,000 Gr SF	265	275
72	Laboratory: Industrial	Actual	265	275
73	Laundromat	185/Machine	550	370
74	Library: Public Area	50/1,000 Gr SF	265	275
75	Library: Stacks, Storage	30/1,000 Gr SF	265	275
76	Lobby of Retail Area (l)	50/1,000 Gr SF	265	275
77	Lodge Hall	3/Seat	265	275
78	Lounge (l)	50/1,000 Gr SF	265	275
79	Machine Shop (No Industrial Waste Permit Required) (b)	50/1,000 Gr SF	265	275
80	Machine Shop (Industrial)	Actual	265	275
81	Mfg or Industrial Facility (No IW Permit Required) (b)	50/1,000 Gr SF	265	275
82	Mfg or Industrial Facility (Industrial)	Actual	265	275
83	Massage Parlor	250/1,000 Gr SF	265	275
84	Medical Building (a)	225/1,000 Gr SF	265	275
85	Medical: Lab in Hospital	250/1,000 Gr SF	340	275
86	Medical Office/Clinic	250/1,000 Gr SF	265	275
87	Mini-Mall (No Food)	50/1,000 Gr SF	265	275
88	Mortuary: Chapel	3/Seat	265	275
89	Mortuary: Embalming	300/1,000 Gr SF	800	800
90	Mortuary: Living Area	50/1,000 Gr SF	265	275
91	Motel: Use Guest Room Only (a)	120/Room	265	275
92	Museum: All Area	30/1,000 Gr SF	265	275
93	Museum: Office Over 15%	120/1,000 Gr SF	265	275
94	Museum: Sales Area	50/1,000 Gr SF	265	275
95	Office Building (a)	120/1,000 Gr SF	265	275
96	Office Bldg w/Cooling Tower	170/1,000 Gr SF	265	275
97	Plating Plant (No IW Permit Required) (b)	50/1,000 Gr SF	265	275
98	Plating Plant (Industrial) (b)	Actual	265	275

SEWARAGE FACILITIES CHARGE
SEWAGE GENERATION FACTOR FOR
RESIDENTIAL AND COMMERCIAL CATEGORIES

EFFECTIVE DATE: April 6, 2012

Line No.	FACILITY DESCRIPTION	PROPOSED SGF IN GPD	BOD (mg/l)	SS (mg/l)
99	Pool Hall (No Alcohol)	50/1,000 Gr SF	265	275
100	Post Office: Full Service (m)	120/1,000 Gr SF	265	275
101	Post Office: Private Mail Box Rental	50/1,000 Gr SF	265	275
102	Prisons	175/Inmate	265	275
103	Residential Dorm: College or Residential (n)	70/Student	265	275
104	Residential: Boarding House	70/Bed	265	275
105	Residential: Apt - Bachelor (a)	75/DU	265	275
106	Residential: Apt - 1 BDR (a) (o)	110/DU	265	275
107	Residential: Apt - 2 BDR (a) (o)	150/DU	265	275
108	Residential: Apt - 3 BDR (a) (o)	190/DU	265	275
109	Residential: Apt - >3 BDR (o)	40/BDR	265	275
110	Residential: Condo - 1 BDR (o)	110/DU	265	275
111	Residential: Condo - 2 BDR (o)	150/DU	265	275
112	Residential: Condo - 3 BDR (o)	190/DU	265	275
113	Residential: Condo - >3 BDR (o)	40/BDR	265	275
114	Residential: Duplex/Towhhouse - 1 BR (o)	110/DU	265	275
115	Residential: Duplex/Towhhouse - 2 BR (o)	150/DU	265	275
116	Residential: Duplex/Towhhouse - 3 BR (o)	190/DU	265	275
117	Residential: Duplex/Towhhouse - >3 BR (o)	40/BDR	265	275
118	Residential: SFD - 1 BR (o)	140/DU	265	275
119	Residential: SFD - 2 BR (o)	185/DU	265	275
120	Residential: SFD - 3 BR (o)	230/DU	265	275
121	Residential: SFD - >3 BR (o)	45/BDR	265	275
122	Residential Room Addition: Bedroom (o)	45/BDR	265	275
123	Residential Room Conversion: Into a Bedroom (o)	45/BDR	265	275
124	Residential: Mobile Home	Same as Apt	265	275
125	Residential: Artist (2/3 Area)	75/DU	265	275
126	Residential: Artist Residence	75/DU	265	275
127	Residential: Guest Home w/ Kitchen	Same as Apt	265	275
128	Residential: Guest Home w/o Kitchen	45/BDR	265	275
129	Rest Home	70/Bed	555	490
130	Restaurant: Drive-In	50/Stall	1000	600
131	Restaurant: Drive-In Seating Area	25/Seat	1000	600
132	Restaurant: Fast Food Indoor Seat	25/Seat	1000	600
133	Restaurant: Fast Food Outdoor Seat	25/Seat	1000	600
134	Restaurant: Full Service Indoor Seat (a)	30/Seat	1000	600
135	Restaurant: Full Service Outdoor Seat	30/Seat	1000	600
136	Restaurant: Take Out	300/1,000 Gr SF	1000	600
137	Retail Area (greater than 100,000 SF)	50/1,000 Gr SF	265	275
138	Retail Area (less than 100,000 SF)	25/1,000 Gr SF	265	275
139	Rifle Range: Shooting Stalls/Lanes, Lobby	50/1,000 Gr SF	265	275
140	Rifle Range Facility: Bar/Restaurant	Total	Average	Average
141	School: Arts/Dancing/Music (i)	11/Student	265	275
142	School: Elementary/Jr. High (a) (p)	9/Student	265	275
143	School: High School (a) (p)	11/Student	265	275
144	School: Kindergarten (s)	9/Student	265	275
145	School: Martial Arts (i)	9/Student	265	275
146	School: Nursery-Day Care (p)	9/Child	265	275
147	School: Special Class (p)	9/Student	265	275

SEWARAGE FACILITIES CHARGE
SEWAGE GENERATION FACTOR FOR
RESIDENTIAL AND COMMERCIAL CATEGORIES

EFFECTIVE DATE: April 6, 2012

Line No.	FACILITY DESCRIPTION	PROPOSED SGF IN GPD	BOD (mg/l)	SS (mg/l)
148	School: Trade or Vocational (p)	11/Student	265	275
149	School: Training (p)	11/Student	265	275
150	School: University/College (a) (p)	16/Student	265	275
151	School: Dormitory (a) (n)	70/Student	265	275
152	School: Stadium, Pavilion	3/Seat	265	275
153	Spa/Jacuzzi (Commercial with backwash filters)	Total	265	275
154	Storage: Building/Warehouse	30/1,000 Gr SF	265	275
155	Storage: Self-Storage Bldg	30/1,000 Gr SF	265	275
156	Store: Ice Cream/Yogurt	25/1,000 Gr SF	1000	600
157	Store: Retail (l)	50/1,000 Gr SF	265	275
158	Studio: Film/TV - Audience Viewing Room (q)	3/Seat	265	275
159	Studio: Film/TV - Regular Use Indoor Filming Area (q)	50/1,000 Gr SF	265	275
160	Studio: Film/TV - Ind. Use Film Process/Machine Shop (q)	50/1,000 Gr SF	265	275
161	Studio: Film/TV - Ind. Use Film Process/Machine Shop	Total	265	275
162	Studio: Recording	50/1,000 Gr SF	265	275
163	Swimming Pool (Commercial with backwash filters)	Total	265	275
164	Tanning Salon: Independent, No Shower (r)	50/1,000 Gr SF	265	275
165	Tanning Salon: Within a Health Spa/Club	640/1,000 Gr SF	265	275
166	Theater: Drive-In	6/Vehicle	265	275
167	Theater: Live/Music/Opera	3/Seat	265	275
168	Theater: Cinema	3/Seat	265	275
169	Tract: Commercial/Residential	1/Acre	265	275
170	Trailer: Const/Field Office (e)	120/Office	265	275
171	Veterinary Clinic/Office	250/1,000 Gr SF	265	275
172	Warehouse	30/1,000 Gr SF	265	275
173	Warehouse w/ Office	Total	265	275
174	Waste Dump: Recreational	400/Station	2650	2750
175	Wine Tasting Room: Kitchen	200/1,000 Gr SF	265	275
176	Wine Tasting Room: All Area	50/1,000 Gr SF	265	275

FOOTNOTES TO SGFs TABLE

(a) SFC rates for these facilities have historically been published in SFC ordinances.

(b) Bureau of Sanitation will determine the flow based on the information given by applicants for facilities with industrial discharge. The flow will be redetermined by Sanitation inspectors annually based on water bills. If the actual flow exceeds the previous year's determined flow, the applicants will be charged for the difference.
If this type of facility is exempt from an industrial discharge permit, only the domestic SFC will be assessed.

(c) The SFC for a bar shall be the sum of SFC's for all areas based on the SGF for each area (ex. fixed seat area, public table area, dancing area).

(d) The determination of SGF for juice bars and coffee houses previously depended on the extent of the actual food preparation in house, not by the types of food provided. Food is assumed to be prepared offsite and as such, the three prior subcategories have been consolidated.

1) SGF for no pastry baking and no food preparation is 720 gpd/1000 gr.sq.ft.
2) SGF for pastry baking only and no food preparation is 720 gpd/1000 gr.sq.ft.
3) SGF for complete food preparation is 25 gpd/seat, the same as a fast food restaurant.

Juice bars and coffee houses do not serve any alcoholic drinks.

(e) Building construction includes trailers, field offices, etc.

(f) Cocktail lounge usually does not serve prepared food.

(g) Cold storage facilities are categorized as follow:

1) No Sales - the cold storage facility is used only for temporary storage, no selling is involved. For example, cold storage facilities at the harbor temporarily store seafood until it is distributed.
2) Cold storage w/ retail sales - the primary function of this facility is to support the wholesale/retail operation of a store, such as supermarket freezers, refrigerators, etc.

(h) Counseling centers include marriage counseling centers, alcohol/drug rehabilitation /dependency centers, nutrition centers, diet centers, etc.

(i) Part-time basis schools or dance studios should be charged as retail area - 50 gpd /1000 gr.sq.ft. Full-time basis schools should be charged by the number of students.

(j) Domestic waste is estimated at 50 gpd/1,000 square feet in addition to total process flow.

(k) Bureau of Sanitation will determine if an industrial permit is needed for health spas. The first year flow is based on 650 gpd/1000 gr.sq.ft., and the Sanitation inspectors will redetermine the flow annually based on water bill from the previous year. The applicants are responsible for paying the difference of SFC.

Health club/spa includes lobby area, workout floors, aerobic rooms, swimming pools, Jacuzzi, sauna, locker rooms, showers, and restrooms. If a health club/spa has a gymnasium type of facility, this portion should be charged separately at the gymnasium SFC rate.

Gymnasiums include basketball court, volleyball court, and any other large open space with low occupancy density.

(l) Lobby of retail includes lounges, holding rooms, or waiting area, etc.

(m) Full service post offices include U.S. Postal Service, UPS, Federal Express, DHL, and etc.

(n) The SGF for a college dormitory based on student capacity also includes the SGF for the dormitory cafeterias.

(o) A bedroom is defined as an enclosed subdivision with 50 sq.ft. or more floor area in a residential building commonly used for sleeping purpose, and is partitioned off to form a habitable room.

(p) The SGF for schools based on the student capacity, covers the following facilities:

1) classrooms and lecture halls
2) professors' offices
3) administration offices
4) laboratories for classes or research
5) libraries
6) bookstores
7) student/professor lounges
8) school cafeterias
9) warehouses and storage areas
10) auditoriums
11) gymnasiums
12) restrooms

It does not include water used by schools for swimming pools. When a school files an application for addition of any of the foregoing facilities, the student population will be reassessed and the total gpd for the new facility will be based on the number of students increased since the last SFC was paid or when the City implemented the SFC for the first time. The SFC for any school facility (ex. stadium, dormitory, etc.) not listed above, will be based on the designated SGF for that category.

(q) The SFC for a TV or motion picture studio shall be the sum of SFC's for different facilities in the studio, based on the SGF for each facility. A studio may include one or more of the following facilities: audience viewing room, filming room, film processing, storage area, etc.

(r) No independent tanning salons with shower were encountered during 1996 survey.

(s) Alternative basis of charge for City’s consideration. The prior square footage basis is also presented should the City decide to continue charging on that basis.

TABLE J-1: WATER CONSUMPTION AND WASTEWATER GENERATION CALCULATIONS FOR THE NON-CHANGE AREAS ONLY

Uses	Rates (gpd per du or ksf)		Existing (2013)	Proposed Plan (2035)	Alternative Compliance (2035)
	Existing	Future	Water Consumption (gpd)		
Single-Family	205	205	987,690	987,690	987,690
Multi-Family	149	128	2,852,307	2,574,848	2,574,848
Office	150	119	209,886	158,619	158,619
Retail	129	159	218,701	324,750	324,750
Industrial	70	49	225,774	140,952	140,952
Landscaping	See Table J-2		2,482,451	2,415,486	2,415,486
Cooling Towers	See Table J-3		1,733,836	3,359,620	3,359,620
Residential			3,839,997	3,562,538	3,562,538
Non-Residential			654,361	624,321	624,321
		Totals	8,710,644	9,961,965	9,961,965
			Wastewater Generation (gpd)		
Single-Family	205	205	987,690	987,690	987,690
Multi-Family	149	128	2,852,307	2,574,848	2,574,848
Office	150	119	209,886	158,619	158,619
Retail	129	159	218,701	324,750	324,750
Industrial	70	49	225,774	140,952	140,952
Landscaping	Assumes 100% percolation or runoff		-	-	-
Cooling Towers	22.5%	Water Usage	390,113	755,914	755,914
Residential			3,839,997	3,562,538	3,562,538
Non-Residential			654,361	624,321	624,321
		Totals	4,884,471	4,942,773	4,942,773
			Quantities by Land Use		
Single-Family (du)			4,818	4,818	4,818
Multi Family-(du)			19,143	20,116	20,116
Office (sf)			1,399,242	1,332,934	1,332,934
Retail (sf)			1,695,355	2,042,455	2,042,455
Industrial (sf)			3,225,341	2,876,564	2,876,564

Note: Numbers may not exactly add up due to rounding errors.

TABLE J-2: LANDSCAPING WATER USAGE CALCULATIONS AND ASSUMPTIONS FOR THE NON-CHANGE AREAS ONLY

	Acres	Landscape %	Landscape Acres	Water Usage (GPD)
EXISTING CONDITIONS /a/				
Single Family	854.4	40.0%	341.8	1,430,390.9
Multi Family	324.4	10.0%	32.4	135,773.3
Public Facilities	159.2	20.0%	31.8	133,262.1
Industrial	56.0	1.0%	0.6	2,343.8
Retail/Office	117.8	5.0%	5.9	24,651.8
Recreation	190.0	95.0%	180.5	755,458.7
Parking	13.6	1.0%	0.1	570.0
TOTAL	**1,715.4**		**593.1**	**2,482,450.5**
PROPOSED PLAN (2035) AND ALTERNATIVE COMPLIANCE SCENARIO (2035) /b/				
Single Family (R1)	780.6	40.0%	312.2	1,306,838.8
Multi Family (R no R1)	443.6	10.0%	44.4	185,662.9
PF	123.2	20.0%	24.6	103,127.4
M Zone	59.9	1.0%	0.6	2,507.0
C Zone	107.5	5.0%	5.4	22,496.3
O Zone	199.9	95.0%	189.9	794,822.0
P Zone	0.7	1.0%	0.0	31.3
TOTAL	**1,715.4**		**577.1**	**2,415,485.8**

Note:
WSA Derived Rate of 4185.36649 GPD Per Landscaped Acre
/a/ Los Angeles County Assessor Use Code Information
/b/ City of Los Angeles Department of City Planning Zoning Information

TABLE J-3: COOLING TOWER WATER USAGE CALCULATIONS AND ASSUMPTIONS

	EXISTING (2013)	PROPOSED PLAN (2035)	ALTERNATIVE COMPLIANCE (2035)
CHANGE AREAS			
TOTAL DEVELOPED SF	6,161,548	12,127,555	12,501,237
Proportion Cooled	13%	17%	15%
Cooled SF	784,816	2,094,806	1,872,051
Concentration Cycle /a/	3	5.5	5.5
Cumulative SF Cooled /b/	2,354,448	11,521,433	10,296,283
Proportion of Day Operated /a/	0.5	0.5	0.5
SF Cooled When Operated	1,177,224	5,760,716	5,148,142
SF Per Ton	100	100	100
Tons	11,772	57,607	51,481
Daily Water Use Rate Per Ton /c/	35.64	35.64	35.64
Total GPD	419,563	2,053,119	1,834,798
NON-CHANGE AREAS			
TOTAL DEVELOPED SF	25,462,938	26,367,952	26,367,952
Proportion Cooled	13%	13%	13%
Cooled SF	3,243,240	3,427,834	3,427,834
Concentration Cycle /a/	3	5.5	5.5
Cumulative SF Cooled /b/	9,729,720	18,853,086	18,853,086
Proportion of Day Operated /a/	0.5	0.5	0.5
SF Cooled When Operated	4,864,860	9,426,543	9,426,543
SF Per Ton	100	100	100
Tons	48,649	94,265	94,265
Daily Water Use Rate Per Ton /c/	35.64	35.64	35.64
Total GPD	1,733,836	3,359,620	3,359,620
ENTIRE PROJECT AREA	2,153,399	5,412,739	5,194,418
Cooling Tower AF/Y	2,411.42	6,061.30	5,816.82

Notes: SF = square feet; GPD = gallons per day; AF = acre-feet

/a/Derived from the footnote LADWP included in the WSA regarding concentration cycles.

/b/Derived by taking the product of the concentration cycle and cooled square footage.

/c/Rate used in the WSA.

TABLE J-4: OTHER UTILITY CALCULATIONS

Uses	Rates	Existing (2013)	Proposed Plan (2035)	Alternative Compliance (2035)
	kBTU per du or ksf per year	Natural Gas Consumption (cf/yr)		
CHANGE AREAS				
Single Family	23944.00	6,323,076	3,161,538	3,161,538
Multi Family	11615.23	8,852,384	49,291,428	67,548,765
Office	10.54	20,303,182	82,443,327	69,768,077
Commercial	1.33	1,440,537	2,861,270	2,421,364
Industrial	15.35	29,878,194	6,452,753	5,460,681
Residential		15,175,460	52,452,966	70,710,303
Non-Residential		51,621,913	91,757,350	77,650,122
	Totals	66,797,373	144,210,316	148,360,425
NON-CHANGE AREAS				
Single Family	23944.00	112,002,128	112,002,128	112,002,128
Multi Family	11615.23	215,874,124	226,846,570	226,846,570
Office	10.54	14,318,457	13,639,927	13,639,927
Commercial	1.33	2,189,148	2,637,344	2,637,344
Industrial	15.35	48,066,975	42,869,182	42,869,182
Residential		327,876,252	338,848,697	338,848,697
Non-Residential		64,574,580	59,146,452	59,146,451
	Totals	392,450,832	397,995,149	397,995,148
ENTIRE PROJECT AREA				
Single Family	23944.00	118,325,204	115,163,666	115,163,666
Multi Family	11615.23	224,726,508	276,137,997	294,395,334
Office	10.54	34,621,639	96,083,254	83,408,003
Commercial	1.33	3,629,685	5,498,614	5,058,708
Industrial	15.35	77,945,169	49,321,934	48,329,862
Residential		343,051,712	391,301,663	409,559,000
Non-Residential		116,196,493	150,903,802	136,796,573
	Totals	459,248,205	542,205,465	546,355,573

Notes: kBTU = 1,000 British Thermal Units; ksf = 1,000 square feet; cf = cubic feet

TABLE J-4: OTHER UTILITY CALCULATIONS

Uses	Rates	Existing (2013)	Proposed Plan (2035)	Alternative Compliance (2035)
	kWh per du or ksf per year	Electricity Consumption (kWh/yr)		
CHANGE AREAS				
Single Family	3,083.87	838,812	419,406	419,406
Multi Family	1,679.06	1,318,063	6,945,606	9,518,229
Office	13.31	26,404,770	106,206,715	89,877,962
Commercial	13.22	14,751,759	29,570,286	25,024,004
Industrial	7.08	14,202,120	3,030,340	2,564,444
Residential		2,156,875	7,365,012	9,937,635
Non-Residential		55,358,649	138,807,341	117,466,410
	Totals	57,515,524	146,172,353	127,404,045
NON-CHANGE AREAS				
Single Family	Similar to above.	14,858,082	14,858,082	14,858,082
Multi Family		32,142,257	31,964,723	31,964,723
Office		18,621,494	17,571,486	17,571,486
Commercial		22,417,873	27,256,077	27,256,077
Industrial		22,847,866	20,132,215	20,132,215
Residential		47,000,340	46,822,805	46,822,805
Non-Residential		63,887,233	64,959,778	64,959,777
	Totals	110,887,573	111,782,583	111,782,582
ENTIRE PROJECT AREA				
Single Family	3083.9	15,696,895	15,277,488	15,277,488
Multi Family	1679.1	33,460,320	38,910,329	41,482,952
Office	13.3	45,026,264	123,778,201	107,449,448
Commercial	13.2	37,169,632	56,826,363	52,280,080
Industrial	7.1	37,049,986	23,162,555	22,696,659
Residential		49,157,215	54,187,817	56,760,440
Non-Residential		119,245,882	203,767,119	182,426,187
	Totals	168,403,097	257,954,936	239,186,627

Note: kWh = kiloWatt-hour; ksf = 1,000 square feet

TABLE J-4: OTHER UTILITY CALCULATIONS

Uses	Rates	Existing (2013)	Proposed Plan (2035)	Alternative Compliance (2035)
	tons per du or ksf per year	Solid Waste Generation (pound/day)		
CHANGE AREAS				
Single Family	0.41	611	306	306
Multi Family	0.46	1,979	11,017	15,098
Office	0.93	10,111	41,056	34,743
Commercial	1.05	6,419	12,749	10,789
Industrial	1.24	13,622	2,942	2,490
Residential		2,590	11,323	15,404
Non-Residential		30,152	56,747	48,022
	Totals	32,742	68,070	63,426
NON-CHANGE AREAS				
Single Family	0.41	10,824	10,824	10,824
Multi Family	0.46	48,251	50,703	50,703
Office	0.93	7,130	6,792	6,792
Commercial	1.05	9,754	11,751	11,751
Industrial	1.24	21,915	19,545	19,545
Residential		59,074	61,528	61,527
Non-Residential		38,799	38,088	38,089
	Totals	97,873	99,616	99,616
ENTIRE PROJECT AREA				
Single Family	0.41	11,435	11,130	11,130
Multi Family	0.46	50,229	61,721	65,801
Office	0.93	17,241	47,848	41,536
Commercial	1.05	16,173	24,500	22,540
Industrial	1.24	35,537	22,487	22,035
Residential		61,664	72,851	76,931
Non-Residential		68,951	94,835	86,111
	Totals	130,615	167,686	163,042

Note: ksf = 1,000 square feet

APPENDIX J-2

Water Supply Assessment

Los Angeles Department of Water & Power

BOARD LETTER APPROVAL

RESOLUTION NO. _____

MARTIN L. ADAMS
Acting Senior Assistant General Manager-Water System

JAMES B. McDANIEL
Interim General Manager

DATE: February 6, 2014

SUBJECT: Water Supply Assessment (WSA) for the Exposition Corridor Transit Neighborhood Plan Project (Proposed Project)

SUMMARY

The purpose of this WSA is to meet the requirements of the California State Water Code Sections 10910-10915. Governing body of each public water system is required to make a determination on WSAs for major projects. This WSA is for the Proposed Project located within the West Los Angeles, Palms-Mar Vista-Del Rey, and West Adams-Baldwin Hills-Leimert Community Plan areas of the City of Los Angeles (City). LADWP staff determined the maximum increase in the water demand for Proposed Project is 2,793 acre-feet per year (AFY) and believes this total maximum additional water demand can be met.

City Council approval is not required.

Project Name:	The Exposition Corridor Transit Neighborhood Plan Project		
Project Lead Agency:	Los Angeles Department of City Planning (Planning Department)		
Project General Scope: (Proposed and Existing to Remain)		Option 1:	Option 2:
	Commercial	8,332,654 sq ft	6,848,335 sq ft
	Industrial	2,062,968 sq ft	1,695,486 sq ft
	Institutional	417,205 sq ft	342,887 sq ft
	Residential	4,394 du	6,136 du
	Landscaping	673,257 sq ft	729,880 sq ft
Project Site Address/Boundaries:	Proposed Project area includes properties located roughly within a half-mile from the Exposition Light Rail line between the following five stations: Culver City, Palms, Westwood/Rancho Park, Exposition/Sepulveda, and Exposition/Bundy.		
Council Districts:	District 5 Councilmember - Paul Koretz District 10 Councilmember - Herb J. Wesson, Jr. District 11 Councilmember - Mike Bonin		
Total New Water Demand: (Less Conservation Savings, and Existing Uses)	Maximum of 2,793 AFY		

Abbreviations: du - dwelling unit, sq ft - square feet

RECOMMENDATION

It is recommended that the Board of Water and Power Commissioners (Board) adopt the attached Resolution authorizing WSA for Proposed Project.

ALTERNATIVES

There are no other alternatives. LADWP is required by state law, as set forth in California State Water Code Sections 10910-10915, to prepare this WSA for the proposed project.

FINANCIAL INFORMATION

The Planning Department has been invoiced for the required $17,000 fee to cover LADWP's expenses in preparing this WSA.

BACKGROUND

WSAs are prepared in conformance with California law and City ordinances to ensure proposed projects that utilize water resources are consistent with the City's conservation goals and long-term water supply availability, as detailed in the Water System's 2010 Urban Water Management Plan (UWMP).The 2010 UWMP is the water supply planning document for the City and is prepared by LADWP.

The City's Water Efficiency Requirements Ordinance No. 180822, effective on December 2009, Los Angeles Green Building Code Ordinance No.181480, effective on December 2010, and the 2010 California Green Building Standard Code, effective on January 2011, require the use of numerous conservation measures, which for this development yielded a savings of approximately 443 AFY. Additional voluntary conservation measures recommended by LADWP and committed to by the Planning Department has yielded savings of approximately 104 AFY.

Each WSA performed by LADWP is carefully evaluated within the context of the 2010 UWMP and current conditions, such as restrictions on State Water Project (SWP) pumping from the Sacramento-San Joaquin Delta (Delta) imposed by a Federal Court. The Metropolitan Water District of Southern California (MWD), from whom the City purchases its SWP and Colorado River water supplies, has also been actively developing plans and making efforts to provide additional water supply reliability for the entire Southern California region. LADWP coordinates closely with MWD to ensure implementation of MWD's water resource development plans.

Part of MWD's planning effort is the implementation of its Integrated Water Resources Plan (IRP) and Regional Urban Water Management Plan (RUWMP), which are designed to address potential reductions in water supply due to the effects of variable hydrologic conditions and regulatory restrictions on exports from the Delta. A set of resource options was developed by MWD based on the feasibility of various supply actions. These resource options focus on six main areas: conservation, Colorado River

transactions, near-term Delta actions, SWP transactions, groundwater recovery, and local resource development.

The Board adopted Shortage Year Rates and the Los Angeles City Council (City Council) implemented Phase III restrictions of the Water Conservation Ordinance (Ordinance), both of which became effective June 1, 2009. Phase II restrictions were implemented in August 2010, and are still in effect.

Projected Water Use and Conservation

On November 14, 2013, the Planning Department, the lead agency for the Proposed Project, requested LADWP perform a WSA (request letter is included in Appendix A). Based on information obtained from the Planning Department, the Proposed Project will redevelop approximately a 256-acre site of commercial, industrial, institutional and residential land uses within the West Los Angeles, Palms-Mar Vista-Del Rey, and West Adams-Baldwin Hills-Leimert community plans, all of which are located within LADWP's service area. It includes properties located roughly within a half-mile from the Exposition Light Rail line between the following five stations: Culver City, Palms, Westwood/Rancho Park, Exposition/Sepulveda, and Exposition/Bundy.

Existing Project area has an estimated water demand of 1,472 AFY and consists of approximately 3,237,110 sq ft of commercial space, 1,693,343 sq ft of industrial space, 174,095 sq ft of institutional space and 1,057 residential dwelling units. The Planning Department estimates that approximately 50 percent of the existing Proposed Project area will be redeveloped with new land uses and intensities, and the rest will remain as existing, with no change to the development on the site.

Proposed Project will result in one of two development options. These development options account for the total square footage and number of dwelling units representing the sum of existing areas that will remain in addition to the new proposed uses. Proposed Project options are:

> Option 1 - Expected to result in a total of approximately136 single-family dwelling units, 4,258 multi-family dwelling units, 2,062,968 sq ft of industrial space, 5,776,310 sq ft of office space, 412,593 sq ft of medical space, 171,500 sq ft of restaurant space, 1,972,251 sq ft of retail space, 417,205 sq ft of institutional space, 673,257 sq ft of landscaping, and 37,306 stalls of auto parking. The estimated net additional water demand for Option 1 is 2,793 AFY.
>
> Option 2 with Alternative Compliance Details - Expected to result in a total of approximately 136 single-family dwelling units, 6,000 multi-family dwelling units, 1,695,486 sq ft of industrial space, 4,747,360 sq ft of office space, 339,097 sq ft of medical space, 140,950 sq ft of restaurant space, 1,620,928 sq ft of retail space, 342,887 sq ft of institutional space, 320,130 sq ft of landscaping, and approximately 34,817 stalls of auto parking. The estimated net additional water demand for Option 2 is 2,570 AFY.

LADWP staff performed the water demand analysis for both options in this WSA, and determined the maximum increase in the water demand for the Proposed Project is 2,793 AFY.

LADWP staff recommended implementation of additional voluntary water conservation measures to maximize the potential water-use efficiency for the Proposed Project.
Is this one paragraph?
Recommended voluntary conservation measures are in addition to those required by City's current codes and ordinances. Based on LADWP staff recommendations, the Planning Department has voluntarily committed to requiring developers the following additional measures that are beyond those required by the City's Water Efficiency Requirements Ordinance and the 2010 California Green Building Standard Code:

- High efficiency toilets with flush volume of 1.0 gallons of water per flush
- Faucets- all indoor facets (other than City Ordinance No. 181480 requirements) with flow rate of 1.5 gallons per minute or less
- High efficiency clothes washers (residential) – water factor of 5.0 or less
- Waterless Urinals
- Showerheads-no more than one showerhead per stall
- Rotating sprinkler nozzles for landscape irrigation – 0.5 gallons per minute
- Weather-based irrigation controller
- Drought tolerant plants-100 percent of total landscaping in the public right-of-way; 70 percent of total landscaping on private property
- High-efficiency clothes washers (commercial/residential)
- Domestic water heating system located in close proximity to point(s) of use
- Individual metering and billing for water use
- Tankless and on-demand water heaters
- Cooling tower conductivity controllers or cooling tower pH conductivity controllers
- Water-saving pool filter
- Leak detection system for swimming pools and jacuzzi
- Drip/subsurface irrigation (Micro-Irrigation)
- Micro-Spray
- Proper Hydro-zoning (groups plants with similar water requirements)
- Zoned irrigation
- Landscaping contouring to minimize precipitation runoff
- Water conserving turf
- Rainwater harvesting

A written commitment of the Proposed Project's planned voluntary water conservation measures was submitted by the Planning Department and is attached with the WSA in Appendix B. With the addition of these voluntary water conservation measures, which yield additional savings of approximately 104 AFY, the total additional maximum water demand is approximately 2,793 AFY.

Planning Department has also committed to requiring developers to comply with the Standard Urban Stormwater Mitigation Plan (SUSMP) and to implement Best

Management Practices that have stormwater recharge or reuse benefits for the entire Proposed Project as applicable:

- Infiltration Basin-captures first-flush stormwater, removes particulate pollutants and some soluble pollutants, and contributes toward recharging groundwater
- Infiltration Trench- similar to infiltration basin, but used for smaller drainage areas to capture and infiltrate rainwater
- Catch Basin Insert - a device inserted into an existing catch basin design to provide some level of runoff contaminant removal
- Catch Basin Screens
- Pervious Pavements – captures runoff by allowing stormwater to pass through the pavement surface and then infiltrate into the groundwater basin
- Cistern- captures stormwater runoff as it comes down through the roof gutter system
- Greywater Systems
- Primary (On-Site) Waste Water Treatment Systems

LADWP has met with the Planning Department and the City's Department of Building and Safety (Building and Safety) staff to discuss voluntary commitments made by developers as part of WSA. These two City departments have confirmed the voluntary measures committed to by developers as part of WSA will be incorporated as requirements for both the Planning Department's approval and Building and Safety's review and approval of projects.

Anticipated maximum of 2,793 acre-feet of total additional annual water demand from the Proposed Project falls within the UWMP's projected water supplies for normal, single-dry, and multiple-dry years through the year 2035, and falls within the UWMP's 25-year water demand growth projection. Therefore, the Proposed Project is consistent with the LADWP's 2010 UWMP.

ENVIRONMENTAL DETERMINATION

In accordance with the California Environmental Quality Act (CEQA), it has been determined that this WSA is exempt from further requirements pursuant to the General Exemption described in CEQA Guideline Section 15268.

CITY ATTORNEY

The Office of the City Attorney reviewed and approved the Resolution as to form and legality

ATTACHMENTS

A. Resolution
B. Water Supply Assessment
C. Appendix A.

RESOLUTION NO. _____

WHEREAS, on November 14, 2013, the Los Angeles City Planning Department (Planning Department), requested the Los Angeles Department of Water and Power (LADWP) to conduct a Water Supply Assessment (WSA) for the Exposition Corridor Transit Neighborhood Plan Project (Proposed Project) pursuant to California Water Code Sections 10910-10915; and

WHEREAS, the Proposed Project will redevelop approximately a 256-acre site area of commercial, industrial, institutional, and residential land uses within the West Los Angeles, Palms-Mar Vista-Del Rey, and West Adams-Baldwin Hills-Leimert Community Plan areas of the City of Los Angeles for commercial, industrial, institutional and residential land uses; and

WHEREAS, the Planning Department identified two development options under the Proposed Project; and

WHEREAS, LADWP has prepared a WSA for the Proposed Project in compliance with California Water Code Sections 10910-10915; and

WHEREAS, LADWP staff performed water demand analysis for the two options, and determined the maximum net increase in total water demand for the Proposed Project is 2,793 acre-feet per year; and

WHEREAS, the Planning Department has agreed to implement additional conservation measures, as described in the WSA, that are in addition to those required by law; and

WHEREAS, the Proposed Project is located in the service area of LADWP's water supply system, and LADWP would serve the area of the Proposed Project development; and

WHEREAS, LADWP anticipates that its projected water supplies available during normal, single-dry, and multiple-dry water years as included in the 25-year projection contained in its Urban Water Management Plan can accommodate the projected maximum water demand associated with the Proposed Project, in addition to the existing and planned future demands on LADWP; and

WHEREAS, the Board of Water and Power Commissioners (Board) adopted Shortage Year Rates for water service effective June 1, 2009. The Board finds that the price signals contained in the Shortage Year Rates have resulted in reduced Los Angeles City-wide demands sufficient to meet demand projections.

NOW, THEREFORE, BE IT RESOLVED, that the Board finds that LADWP can provide sufficient domestic water supplies to the Proposed Project area and approves the WSA prepared for Proposed Project, now on file with the Secretary of the Board, and directs

that the WSA and a certified copy of this Resolution be transmitted to the Planning Department.

I HEREBY CERTIFY that the foregoing is a full, true, and correct copy of a Resolution adopted by the Board of Water and Power Commissioners of the City of Los Angeles at its meeting held

_____

Secretary

APPROVED AS TO FORM AND LEGALITY
MICHAEL N. FEUER, CITY ATTORNEY

JAN 29 2014

BY _____
TINA SHIM
DEPUTY CITY ATTORNEY

WATER SUPPLY ASSESSMENT

FOR THE EXPOSITION CORRIDOR TRANSIT NEIGHBORHOOD PLAN PROJECT

Prepared by:
Water Resources

February 18, 2014

Table of Contents

Table of Contents 2
Introduction 4
Findings 4
Project Description 5
Project Water Demand Estimate 6
Water Demand Forecast 13
LADWP 2010 Urban Water Management Plan (UWMP) 14
Conservation Strategies 14
Long-Term Strategies 16
Water Supplies 20
Los Angeles Aqueducts 21
Groundwater 22
Metropolitan Water District of Southern California (MWD) 23
Secondary Sources and Other Considerations 27
Rates 28
Findings 29
References

California Department of Water Resources California's Groundwater Bulletin 118 Update 2003

Upper Los Angeles River Area Watermaster Report, Dated May 2006

City of Los Angeles Department of Water and Power
Urban Water Management Plan Year 2010

MWD Integrated Water Resources Plan 2010 Update

MWD's 2010 Regional Urban Water Management Plan

California Code of Regulations Title 23. Waters, Division 2. Department of Water Resources, Chapter 2.7. Model Water Efficient Landscape Ordinance

City of Los Angeles Department of Public Works, Bureau of Sanitation
Sewer Generation Rates Table

Appendices

A. The Los Angeles Department of City Planning letter, Request for Water Supply Assessment, Received on November 14, 2013

B. Water Conservation Commitment Letter

C. Project Location Maps

D. Groundwater Pumping Right Judgments 76

E. Water Supply Assessment Provisions – California Water Code Section 10910-10915

F. Metropolitan Water District of Southern California

G. Water Supply Assessment Checklist

Introduction

Proposed major projects subject to certain requirements in the California Water Code Sections 10910-10915 require that the city or county identify any public water system that may supply water to the Exposition Corridor Transit Neighborhood Plan Project (Proposed Project) and request the public water system to provide a water supply assessment (WSA). The WSA is a determination by the water supplier that the demands associated with the Proposed Project were included in its most recently adopted UWMP showing that there is an adequate 20-year water supply.

The Los Angeles Department of City Planning (Planning Department), serving as the lead agency as prescribed by the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), for the Proposed Project , has identified the Los Angeles Department of Water and Power (LADWP) as the public water system that will supply water. In response to the Planning Department's request for a WSA, LADWP has performed the assessment contained herein.

LADWP has served the City of Los Angeles (City) a safe and reliable water supply for over a century. Over time, the City's water supplies have evolved from primarily local groundwater to predominantly imported supplies. Today, the City relies on over 85 percent of its water from imported sources. As such, LADWP has taken an active role in regional and statewide water management. The sustainability of Los Angeles' local water supplies are dependent on the City's ability to maximize water conservation, increase recycled water use, expand stormwater capture and accomplish other local water resource goals.

This WSA is prepared to meet the applicable requirements of state law as set forth in California State Water Code Sections 10910-10915. Significant references and data for this WSA are from the City's 25-year water resource plan, entitled City of Los Angeles Department of Water and Power 2010 UWMP. 2010 UWMP is incorporated by reference and is available for review through LADWP's Web site, www.ladwp.com.

Findings

Proposed Project is estimated to increase the total water demand within the site by maximum of 2,793 acre feet (AF) annually based on review of information submitted by the Planning Department. The Planning Department has committed to requiring implementation of additional water use efficiency measures on all new developments within Proposed Project area that are beyond those required by law.

LADWP's WSA finds adequate water supplies will be available to meet the total additional maximum water demand of 2,793 AF annually for Proposed Project. LADWP anticipates the projected water demand from Proposed Project can be met during normal, single-dry, and multiple-dry water years, in addition to the existing and planned future demands on LADWP.

his WSA approval addresses the City's long term water supply and demand forecasts to accommodate Proposed Project, and is not an approval for water service connection nor determination of adequate distribution infrastructure and capacity to serve Proposed Project. A separate request shall be made to LADWP requesting an evaluation of water service connection for Proposed Project.

Basis for approving WSAs for developments is LADWP's UWMP. LADWP's water demand forecast as contained in UWMP uses long-term demographic projection such as land use, population, and employment. The California Urban Water Management Planning Act requires water suppliers to develop a UWMP every five years to identify short-term and long-term water resources management measures to meet growing water demands during normal, single-dry, and multiple-dry years.

The LADWP Board of Water and Power Commissioners adopted Shortage Year Rates and the Los Angeles City Council implemented Phase III restrictions of the Water Conservation Ordinance (Ordinance), both of which became effective June 1, 2009. Phase II restrictions were implemented in August 2010 and remain in effect today. Current implementation of Shortage Year Rates and higher phases of the Ordinance has resulted in reducing the total customer water usage, on average, by approximately 17.0 percent for the months of June 2009 through August 2013.

Anticipated maximum water demand from Proposed Project falls within the UWMP's projected water supplies for normal, single-dry, and multiple-dry years through the year 2035 and is within the UWMP's 25-year water demand growth projection. Therefore, Proposed Project's WSA can be approved based on the fact that Proposed Project's water need falls within the scope of the UWMP's projected increase in citywide water demands, while anticipating multi-dry year water supply conditions occurring at the same time.

Project Description

The following project information was obtained from Planning Department's WSA Request Letter and the scope confirmation e-mail (Appendix A):

Project Name:	Exposition Corridor Transit Neighborhood Plan Project
Lead Agency:	Department of City Planning
Planning Community:	West Los Angeles, Palms-Mar Vista-Del Rey, and West Adams-Baldwin Hills-Leimert

Proposed Project will redevelop an approximately 256-acre site of commercial, industrial, institutional and residential land uses within the West Los Angeles, Palms-Mar Vista-Del Rey, and West Adams-Baldwin Hills-Leimert community plans. It includes properties located roughly within a half-mile from the Exposition Light Rail line between the following five stations: Culver City, Palms, Westwood/Rancho Park, Exposition/Sepulveda, and Exposition/Bundy. Existing Proposed Project area consists of approximately 3,237,110 square feet (sq ft) of commercial space, approximately 1,693,343 sq ft of industrial space, approximately 174,095 sq ft of institutional space, and approximately 1,057 residential

dwelling units. The Planning Department estimates that approximately 50 percent of the existing Proposed Project area will be redeveloped with new land uses and intensities, and the rest will remain as existing, with no change to the development on the site.

Proposed Project will result in one of two development options. These development options account for the total square footage and number of dwelling units representing the sum of the existing areas that are expected to remain in addition to the new proposed uses. Proposed Project options are:

> Option 1 expected to result in a total of approximately 136 single-family dwelling units, approximately 4,258 multi-family dwelling units, 2,062,968 sq ft of industrial space, 5,776,310 sq ft of office space, 412,593 sq ft of medical space, 171,500 sq ft of restaurant space, 1,972,251 sq ft of retail space, 417,205 sq ft of institutional space, 673,257 sq ft of landscaping, and 37,306 stalls of auto parking. Estimated net additional water demand for Option 1 is 2,793 acre-feet per year (AFY).
>
> Option 2 with Alternative Compliance Details expected to result in a total of approximately 136 single-family dwelling units, 6,000 multi-family dwelling units, 1,695,486 sq ft of industrial space, 4,747,360 sq ft of office space, 339,097 sq ft of medical space, 140,950 sq ft of restaurant space, 1,620,928 sq ft of retail space, 342,887 sq ft of institutional space, 320,130 sq ft of landscaping, and 34,817 stalls of auto parking. Estimated net additional water demand for Option 2 is 2,570 AFY.

LADWP staff performed the water demand analysis for both options in this WSA, and determined the maximum increase in the water demand for the Proposed Project is 2,793 AFY.

Proposed Project requires a General Plan Amendment, zone changes and establishment of a Specific Plan to conform to density and the use of the development.

WSA will no longer be valid if modifications to Proposed Project require a substantial increase in water demand. A revised WSA may then be required, which will need to be requested by the Planning Department.

Project Water Demand Estimate

Projected total water demand increase for Proposed Project is estimated to be maximum of 2,793 AF annually which includes annual water conservation.

Table I-1 shows a breakdown of the existing and the proposed new types of uses for Option 1 and the corresponding estimated volume of water usage with the implementation of the conservation measures for Proposed Project.

Table I-2 shows a breakdown of the existing and the proposed new types of use for Option 2, and the corresponding estimated volume of water usage with the implementation of the conservation measures for Proposed Project.

Types of use were derived from the WSA request letter and the scope confirmation e-mail in Appendix A.

Table II-1 and Table II-2 estimate the total volume of water conservation based on conservation measures the Planning Department commits to requiring developers for Option 1 and Option 2, respectively (Appendix B).

TABLE I-1
Exposition Corridor Transit Neighborhood Plan Project - Option 1
Calculated Total Additional Water Demand

Existing Use[1]	Quantity	Unit	Water Use Factor[2] (gpd/unit)	Base Demand (gpd)	Existing Water Use (gpd)	(af/y)
Industrial	1,693,343	sf	0.08	135,467	**135,467**	**152**
Office	1,940,009	sf	0.15	291,001		
Medical	137,419	sf	0.25	34,355		
Restaurant: Full Service Indoor Seat	1,469	seat	30	44,070		
Retail	1,115,604	sf	0.08	89,248		
Commercial Total	3,237,110	sf		458,674	**458,674**	**514**
Churches: Fixed Seat	870	seat	4	3,480		
Hospitals	218	bed	75	16,350		
School: University/College	2,089	student	18	37,602		
Institutional Total	174,095	sf		57,432	**57,432**	**64**
Residential: Apt./Condo Studio	68	du	80	5,440		
Residential: Apt./Condo 1 Bdrm	203	du	120.00	24,360		
Residential: Apt./Condo 2 Bdrm	379	du	160.00	60,640		
Residential: Apt./Condo 3 Bdrm	135	du	200.00	27,000		
Residential: SFD 2 Bdrm	136	du	180	24,480		
Residential: SFD 3 Bdrm	136	du	230	31,280		
Residential Total[3]	1,057	du		173,200	**173,200**	**194**
Landscaping[4]	703,435	sf		67,588	**67,588**	**76**
Surface Parking (non-residential)	1,767,120	sf	0.02	1,162		
Structured/Subterranean Parking (non-residential)	1,039,200	sf	0.02	683		
Structured/Subterranean Parking (multi-family residential)	302,640	sf	0.02	199		
Private Garages (single-family and two-family residential)	164,160	sf	0	0		
Auto Parking Total[5]	3,273,120	sf		2,044	**2,044**	**2**
Cooling Tower[6]	11,772	ton	35.64	419,563	**419,563**	**470**
Existing Water Demand Total					**1,313,968 gpd**	**1,472 af/y**

TABLE I-1 (continued)

Proposed New Development Use[1]	Quantity	Unit	Water Use Factor[7] (gpd/unit)	Base Demand (gpd)	Required Ordinances Water Savings[8] (gpd)	Proposed Water Demand (gpd)	(af/y)
Industrial	1,216,297	sf	0.05	60,815	1,078	**59,737**	**67**
Office	4,806,306	sf	0.12	576,757	3,102		
Medical	343,884	sf	0.25	85,971	687		
Restaurant: Full Service Indoor Seat	4,982	seat	30	149,460	4,524		
Retail	1,414,449	sf	0.05	70,722	950		
Commercial Total	6,714,099	sf		882,910	9,263	**873,647**	**979**
Churches: Fixed Seat	955	seat	3	2,865			
Hospitals	204	bed	70	14,280			
School: University/College	3,127	student	16	50,032			
Theaters	3,477	seat	3	10,431			
Institutional Total	330,159	sf		77,608	4,671	**72,937**	**82**
Residential: Apt./Condo Studio	568	du	75	42,600			
Residential: Apt./Condo 1 Bdrm	1,657	du	110	182,270			
Residential: Apt./Condo 2 Bdrm	1,061	du	150	159,150			
Residential: Apt./Condo 3 Bdrm	581	du	190	110,390			
Residential: SFD 2 Bdrm	0	du	185	0			
Residential: SFD 3 Bdrm	0	du	230	0			
Residential Total[3]	3,867	du		494,410		**494,410**	**554**
Landscaping[4]	673,257	sf		64,688		**64,688**	**72**
Surface Parking (non-residential)	967,320	sf	0.02	636			
Structured/Subterranean Parking (non-residential)	4,980,480	sf	0.02	3,275			
Structured/Subterranean Parking (multi-family residential)	1,369,080	sf	0.02	900			
Private Garages (single-family and two-family residential)	0	sf	0	0			
Auto Parking Total[5]	7,316,880	sf		4,811		**4,811**	**5**
Cooling Tower[9]	57,607	ton	35.64	2,053,119	380,207	**1,672,912**	**1,874**
Proposed New Development Water Demand Total						**3,243,142**	**3,633**
Less Existing to be Redeveloped Water Demand						**-656,984**	**-736**
Less Additional Conservation[10]						**-93,056**	**-104**
Net Additional Water Demand						**2,493,102 gpd**	**2,793 af/y**

[1] Provided by City of Los Angeles Department of Planning in the Request for Water Supply Assessment letter and Scope Confirmation e-mail. See Appendix A.
[2] Indoor water uses for the existing land uses are based on 2006 City of Los Angeles Department of Public Works, Bureau of Sanitation Sewer Generation Rates table available at http://www.environmentla.org/programs/Thresholds/M-Public%20Utilities.pdf
[3] Assumed no more than one showerhead per stall for residential dwelling units.
[4] Baseline landscaping water use is estimated per California Code of Regulations Title 23. Division 2. Chapter 2.7. Model Water Efficient Landscape Ordinance.
[5] Auto parking water uses are based on City of Los Angeles Department of Public Works, Bureau of Sanitation Sewer Generation Rates table, and 12 times/year cleaning assumption.
[6] Operating hours of 12 hours/day, 365 days/year, and 3 cycles of concentration assumed for the existing office and hospital land uses.
[7] Indoor water uses for the proposed new development land uses are based on 2012 City of Los Angeles Department of Public Works, Bureau of Sanitation Sewer Generation Rates table available at http://www.lacitysan.org/fmd/pdf/sfcfeerates.pdf .
[8] The proposed New Development land uses will conform to Water Efficiency Requirements Ordinance No. 180822, Los Angeles Green Building Code Ordinance No.181480, and the 2010 California Green Building Standard Code.
[9] Operating hours of 12 hours/day, 365 days/year, and 5.5 cycles of concentration assumed for the new development Industrial, Office , Medical, Restaurant, Retail, Institutional, Multi Family du. land uses.
[10] Water conservation due to additional conservation commitments agreed by the Planning Department. See Table II-1.
Abbreviations: du - dwelling unit, sf- square feet, gpd - gallons per day, and af/y - acre feet per year.

TABLE II-1

Exposition Corridor Transit Neighborhood Plan Project - Option 1

Estimated Additional Water Conservation

Conservation Measures[1]	Quantity	Units	Water Saving Factor[2] (gpd/unit)	Water Saved (gpd)	Water Saved (afy)
High-Efficiency Clothes Washer	1,833	ea	15.00	27,495	30.80
High-Efficiency Toilet - Residential: Studio	568	du	1.54	875	0.98
High-Efficiency Toilet - Residential: 1 Bdrm	1657	du	1.54	2,552	2.86
High-Efficiency Toilet - Residential: 2 Bdrm	1061	du	3.85	4,085	4.58
High-Efficiency Toilet - Residential: 3 Bdrm	581	du	6.16	3,579	4.01
Kitchen Faucet - Residential: Studio	568	du	1.22	690	0.77
Kitchen Faucet - Residential: 1 Bdrm	1,657	du	1.22	2,013	2.26
Kitchen Faucet - Residential: 2 Bdrm	1,061	du	3.04	3,223	3.61
Kitchen Faucet - Residential: 3 Bdrm	581	du	4.86	2,824	3.16
Residential Conservation Total				**47,336**	**53.03**
High Efficiency Toilet - Commercial	207	ea	6.09	1,261	1.41
Waterless Urinals-Commercial	67	ea	3.44	230	0.26
Commercial Conservation Total				**1,491**	**1.67**
High Efficiency Toilet - Institutional	144	ea	6.09	877	0.98
Waterless Urinals-Institutional	8	ea	3.44	27	0.03
Institutional Conservation Total				**904**	**1.01**
High Efficiency Toilet - Industrial	32	ea	6.09	195	0.22
Industrial Conservation Total				**195**	**0.22**
Landscaping Total Conservation[3,4]				**43,130**	**48.31**
Total Additional Water Conserved				**93,056**	**104.24**

[1] Water conservation measures agreed to by the Planning Department. See Appendix B.
[2] Based on LADWP estimates.
[3] Landscaping water conservation is estimated per California Code of Regulations Title 23. Division 2. Chapter 2.7. Model Water Efficient Landscape Ordinance.
[4] Landscaping total water conservation is estimated based on the conservation measures Planning Department commits to requiring developers. See Appendix B.

TABLE I-2

The Exposition Corridor Transit Neighborhood Plan Project - Option 2

Calculated Total Additional Water Demand

Existing Use[1]	Quantity	Unit	Water Use Factor[2] (gpd/unit)	Base Demand (gpd)	Existing Water Use (gpd)	(af/y)
Industrial	1,693,343	sf	0.08	135,467	**135,467**	**152**
Office Building	1,940,009	sf	0.15	291,001		
Medical Building	137,419	sf	0.25	34,355		
Restaurant: Full Service Indoor Seat	1,469	seat	30	44,070		
Retail Area	1,115,604	sf	0.08	89,248		
Commercial Total	3,237,110	sf		458,674	**458,674**	**514**
Churches: Fixed Seat	870	seat	4	3,480		
Hospitals	218	bed	75	16,350		
School: University/College	2,089	student	18	37,602		
Institutional Total	174,095	sf		57,432	**57,432**	**64**
Residential: Apt./Condo Studio	68	du	80	5,440		
Residential: Apt./Condo 1 Bdrm	203	du	120	24,360		
Residential: Apt./Condo 2 Bdrm	379	du	160	60,640		
Residential: Apt./Condo 3 Bdrm	135	du	200	27,000		
Residential: SFD 2 Bdrm	136	du	180	24,480		
Residential: SFD 3 Bdrm	136	du	230	31,280		
Residential Total[3]	1,057	du		173,200	**173,200**	**194**
Landscaping[4]	703,435	sf		67,588	**67,588**	**76**
Surface Parking (non-residential)	1,767,120	sf	0.02	1,162		
Structured/Subterranean Parking (non-residential)	1,039,200	sf	0.02	683		
Structured/Subterranean Parking (multi-family residential)	302,640	sf	0.02	199		
Private Garages (single-family and two-family residential)	164,160	sf	0	0		
Auto Parking Total[5]	3,273,120	sf	0.02	2,044	**2,044**	**2**
Cooling Tower[6]	11,772	ton	35.64	419,563	**419,563**	**470**
Existing Water Demand Total					**1,313,968 gpd**	**1,472 af/y**

TABLE I-2 (continued)

Proposed New Development Use[1]	Quantity	Unit	Water Use Factor[7] (gpd/unit)	Base Demand (gpd)	Required Ordinances Water Savings[8] (gpd)	Proposed Water Demand (gpd)	(af/y)
Industrial	848,815	sf	0.05	42,441	1,483	**40,958**	**46**
Office	3,777,356	sf	0.12	453,283	3,075		
Medical	270,388	sf	0.25	67,597	921		
Restaurant: Full Service Indoor Seat	3,964	seat	30	118,920	4,244		
Retail	1,063,126	sf	0.05	53,156	1,055		
Commercial Total	5,787,582	sf		692,956	9,295	**683,661**	**766**
Churches: Fixed Seat	708	seat	3	2,124			
Hospitals	148	bed	70	10,360			
School: University/College	2,384	student	16	38,144			
Theaters	2,857	sf	3	8,571			
Institutional Total	255,840	sf		59,199	5,029	**54,170**	**61**
Residential: Apt./Condo Studio	807	du	75	60,525			
Residential: Apt./Condo 1 Bdrm	2,354	du	110.00	258,940			
Residential: Apt./Condo 2 Bdrm	1,583	du	150.00	237,450			
Residential: Apt./Condo 3 Bdrm	865	du	190.00	164,350			
Residential: SFD 2 Bdrm	0	du	185	0			
Residential: SFD 3 Bdrm	0	du	230	0			
Residential Total[3]	5,609	du		721,265		**721,265**	**808**
Landscaping[4]	729,880	sf		70,128		**70,128**	**79**
Surface Parking (non-residential)	661,320	sf	0.02	435			
Structured/Subterranean Parking (non-residential)	4,062,480	sf	0.02	2,671			
Structured/Subterranean Parking (multi-family residential)	1,995,720	sf	0.02	1,312			
Private Garages (single-family and two-family residential)	0	sf	0	0			
Auto Parking Total[5]	6,719,520	sf		4,418		**4,418**	**5**
Cooling Tower[9]	51,481	ton	35.64	1,834,798	339,777	**1,495,021**	**1,675**
Proposed New Development Water Demand Total						**3,069,621**	**3,440**
Less Existing to be Redeveloped Water Demand						**-656,984**	**-736**
Less Additional Conservation[10]						**-119,969**	**-134**
Net Additional Water Demand						**2,292,668** gpd	**2,570** af/y

[1] Provided by City of Los Angeles Department of Planning in the Request for Water Supply Assessment letter and Scope Confirmation e-mail. See Appendix A.
[2] Indoor water uses for the existing land uses are based on 2006 City of Los Angeles Department of Public Works, Bureau of Sanitation Sewer Generation Rates table available at http://www.environmentla.org/programs/Thresholds/M-Public%20Utilities.pdf .
[3] Assumed no more than one showerhead per stall for residential dwelling units.
[4] Baseline landscaping water use is estimated per California Code of Regulations Title 23. Division 2. Chapter 2.7. Model Water Efficient Landscape Ordinance.
[5] Auto parking water uses are based on City of Los Angeles Department of Public Works, Bureau of Sanitation Sewer Generation Rates table, and 12 times/year cleaning assumption.
[6] Operating hours of 12 hours/day, 365 days/year, and 3 cycles of concentration assumed for the existing office and hospital land uses.
[7] Indoor water uses for the proposed new development land uses are based on 2012 City of Los Angeles Department of Public Works, Bureau of Sanitation Sewer Generation Rates table available at http://www.lacitysan.org/fmd/pdf/sfcfeerates.pdf .
[8] The proposed New Development land uses will conform to Water Efficiency Requirements Ordinance No. 180822, Los Angeles Green Building Code Ordinance No.181480, and the 2010 California Green Building Standard Code.
[9] Operating hours of 12 hours/day, 365 days/year, and 5.5 cycles of concentration assumed for the new development Industrial, Office , Medical, Restaurant, Retail, Institutional, Multi Family du. land uses.
[10] Water conservation due to additional conservation commitments agreed by the Planning Department. See Table II-2.

TABLE II-2

The Exposition Corridor Transit Neighborhood Plan Project - Option 2

Estimated Additional Water Conservation

Conservation Measures[1]	Quantity	Units	Water Saving Factor[2] (gpd/unit)	Water Saved (gpd)	Water Saved (afy)
High Efficiency Clothes Washer	2,666	ea	15.00	39,990	44.80
High Efficiency Toilet - Residential: Studio	807	du	1.54	1,243	1.39
High Efficiency Toilet - Residential: 1 Bd	2354	du	1.54	3,625	4.06
High Efficiency Toilet - Residential: 2 Bd	1583	du	3.85	6,095	6.83
High Efficiency Toilet - Residential: 3 Bd	865	du	6.16	5,328	5.97
Kitchen Faucet - Residential: Studio	807	du	1.22	981	1.10
Kitchen Faucet - Residential: 1 Bd	2,354	du	1.22	2,860	3.20
Kitchen Faucet - Residential: 2 Bd	1,583	du	3.04	4,808	5.39
Kitchen Faucet - Residential: 3 Bd	865	du	4.86	4,204	4.71
Residential Conservation Total				**69,134**	**77.45**
High Efficiency Toilet - Commercial	206	ea	6.09	1,255	1.41
Waterless Urinals-Commercial	66	ea	3.44	227	0.25
Commercial Conservation Total				**1,482**	**1.66**
High Efficiency Toilet - Institutional	157	ea	6.09	956	1.07
Waterless Urinals-Institutional	8	ea	3.44	27	0.03
Institutional Conservation Total				**983**	**1.10**
High Efficiency Toilet - Industrial	44	ea	6.09	268	0.3
Industrial Conservation Total				**268**	**0.3**
Landscaping Total Conservation[3,4]				**48,102**	**53.88**
Total Additional Water Conserved				**119,969**	**134.39**

[1] Water conservation measures agreed to by the Planning Department. See Appendix B.
[2] Based on LADWP estimates.
[3] Landscaping water conservation is estimated per California Code of Regulations Title 23. Division 2. Chapter 2.7. Model Water Efficient Landscape Ordinance.
[4] Landscaping total water conservation is estimated based on the conservation measures Planning Department commits to requiring developers. See Appendix B.

Water Demand Forecast

The 2010 UWMP projects yearly water demand to reach 641,622 AF by year 2035 with passive and active water conservation, or an increase of 15-percent from year 2010 actual water demand. Water demand projections in five-year increments through 2035 are available in UWMP for each of the major customer classes single-family, multifamily, commercial/governmental, and industrial. Demographic data from the Southern California Association of Government's 2008 Regional Transportation Plan as well as billing data for each major customer class, weather, conservation, price of water, personal income, family size, economy, and drought conservation effect were factors used in forecasting future water demand growth.

UWMP used a modified unit approach to develop its service area-wide water demand projections. This methodology does not rely on individual development demands to determine area-wide growth. Rather, the growth in water use for the entire service area was considered in developing long-term water projections for the City through the year 2035.

UWMP is updated every five years as required by California law. This process entails, among other requirements, an update of water supply and water demand projections for water agencies.

Efforts are underway to increase use of recycled water, expand capture of local stormwater runoff, and expand LADWP's water conservation programs to decrease reliance on purchased imported water for future demand. The City plans to meet all future increases in water demand through a combination of local water supply development.

Collaboration between LADWP and MWD is critical in ensuring that the City's anticipated water demands are incorporated into the development of MWD's long-term Integrated Water Resources Plan (IRP). MWD's IRP directs a continuous regional effort to develop regional water resources involving all of MWD's member agencies including the City. Successful implementation of MWD's IRP has resulted in reliable supplemental water supplies for the City from MWD.

State law further regulates distribution of water in extreme dry weather conditions. Section 350-354 of the California Water Code states that when a governing body of a distributor of a public water supply declares a water shortage emergency within its service area, water will be allocated to meet needs for domestic use, sanitation, fire protection, and other priorities. This will be done equitably and without discrimination between customers using water for the same purpose(s).

LADWP – 2010 UWMP

The California Urban Water Management Planning Act (first effective on January 1, 1984) requires every urban water supplier prepare and adopt an UWMP every five years. The main goal of UWMP is to forecast future water demands and water supplies under average and dry year conditions, identify future water supply projects such as recycled water, provide a summary of water conservation best management practices (BMP), and provide a single and multi-dry year management strategy.[1]

LADWP's 2010 UWMP, available for reference through www.ladwp.com, serves two purposes: (1) achieve full compliance with requirements of California's Urban Water Management Planning Act; and (2) serve as a master plan for water supply and resources management consistent with the City's goals and policy objectives.[2]

A number of important changes have occurred since LADWP prepared its 2005 UWMP. First, LADWP developed more focused strategies in 2008 to address the water reliability issues associated with the lowest snowpack on record in the Sierra Nevada (in 2007), it was the driest year on record for the Los Angeles Basin. There was an increase in water required for environmental mitigation and enhancement in the Owens Valley, San Fernando Basin (SFB) groundwater contamination, and reduced imported water from the Sacramento-San Joaquin Delta (Delta) due to a prolonged water shortage and environmental restrictions on Delta exports. Second, a number of new requirements were added to the Urban Water Management Planning Act, such as addressing California's new mandate of reducing per capita water use by 20 percent by the year 2020. And third, LADWP developed a new water demand forecast based on a more rigorous analysis of water use trends and measurement of achieved water conservation.[3]

The 2010 UWMP projects a 15 percent lower water demand trend than what was projected in the previous 2005 UWMP. It outlines plans, as described below, to significantly increase water conservation and local water supplies by year 2035. This will allow the City to reduce water purchases from MWD by half.[4]

Conservation Strategies

Enforcing prohibited uses of water. Prohibited uses of water are intended to eliminate waste and increase awareness of the need to conserve water. In effect at all times, prohibited uses have been in place since the early 1990s. Under enforcement, failure to comply would be subject to penalties, which can range from a written warning for a first violation to monetary fines and water service shutoff for continued non-compliance.[5]

Expanding the prohibited uses of water. In August 2009, and again in August 2010, the City updated the Emergency Water Conservation Plan Ordinance (No. 181288) by

[1] *City of Los Angeles Department of Water and Power 2010 Urban Water Management Plan*, at 1.
[2] *Id.* at 2.
[3] *Id.* at 2.
[4] *Id.* at 25.
[5] *Id.* at 58-59.

clarifying prohibited uses of water, modifying certain water conservation requirements, and developing new phases of conservation depending on the severity of water shortages. Prohibited uses in effect at all times (Phase I) include:[6]

- Water leaks allowed to go unattended.
- Outdoor irrigation between the hours of 9:00 a.m. to 4:00 p.m.
- Outdoor irrigation that results in excess water flow leaving the property.
- Outdoor irrigation during rain events.
- Outdoor irrigation with spray head sprinklers and bubblers for more than ten minutes per watering day per station.
- Outdoor irrigation with standard rotors and multi-stream rotary heads for more than 15 minutes per cycle and up to 2 cycles per watering day per station.
- Large landscape irrigation systems without automatic shutoff rain sensors.
- Washing paved surfaces (sidewalks, walkways, driveways, or parking areas) unless using a LADWP-approved water conserving spray cleaning device.
- Water for decorative fountains, ponds, or lakes unless the water is part of a recirculating system.
- Installation of single-pass cooling systems in buildings requesting new water service.
- Installation of non-recirculating systems in new commercial laundry facilities.
- Installation of non-recirculating systems in new conveyor car washes.
- Car washing with a hose, unless an automatic shut-off device is attached.
- Water served to customers in eating establishments, unless requested.
- Daily towel and linen service option must be offered to hotel and motel guests.

Phase II of the Water Conservation Ordinance is also currently in effect, and prohibits landscape irrigation on days other than Monday, Wednesday, or Friday for odd-numbered street addresses and Tuesday, Thursday, or Sunday for even-numbers street addresses. Watering time for non-conserving nozzles (spray head sprinklers and bubblers) is no more than eight minutes per watering day per station. These provisions do not apply to drip irrigation supplying water to a food source or to hand-held hose watering of vegetation, if the hose is equipped with a self-closing water shut-off device, which is allowed everyday during Phase II, except between the hours of 9:00 a.m. and 4:00 p.m.

On January 17, 2014, with California facing water shortfalls in the driest year in recorded state history, Governor Jerry Brown proclaimed a drought State of Emergency. Local urban water suppliers and municipalities are called upon to implement their local water shortage contingency plans immediately, and Californians are encouraged to reduce their water usage by 20 percent. For the City, Phase II restrictions of the Water Conservation Ordinance were implemented in August 2010 and remain in effect today.

Extending outreach efforts. Over the last several years, LADWP has expanded conservation outreach and education. Some activities to promote conservation include: increased communication with ratepayers through Twitter, Facebook, newspapers, radio,

[6] *Id.* at 54-55.

and television, among other types of media; outreach to Homeowner Associations and Neighborhood Councils; distribution of hotel towel door hangers and restaurant table tent cards; and ramping up marketing of expanded water conservation incentive and rebate programs.[7]

Encouraging regional conservation measures. LADWP has worked with MWD to encourage all water agencies in the region to promote water conservation and adopt water conservation ordinances which include prohibited uses and enforcement.

Long-Term Strategies

1.0 Increase water conservation through reduction of outdoor water use and new technology.

Goal

Increase water conservation savings to 64,368 AFY by cutting back on outdoor water use, expanding rebates and incentives, improving water efficiency at public facilities, and enhancing savings through review of new developments.

Water Savings

64,368 AFY by 2035.

Action Plan

Conservation Rebates and Incentives: LADWP is continuing to expand rebates and incentives for homeowners and business owners to encourage them to purchase water-saving technology.[8] Rebate and incentive programs include the following: Commercial Rebate Program; Residential Rebate Program; and Technical Assistance Program. In addition, as part of the City's ongoing effort to encourage customers to adopt active water conservation measures (i.e., measures that can help customers conserve water on a daily basis without thinking about it) in their homes and businesses, LADWP continues to distribute water-saving bathroom and kitchen faucet aerators and shower heads free-of-charge. In an effort to reduce outdoor water use, LADWP launched the California Friendly Landscape Incentive Program (Program) in 2009. This Program currently pays customers up to $2.00 per sq ft of turf removed and replaced with low water using plants, mulch, and permeable hardscapes or artificial turf.

Action by Public Agencies: LADWP assists City Departments and other public agencies in leveraging incentive funds to retrofit their facilities with water efficient hardware. Significant accomplishments include the following highlights:

[7] *Id.* at 59-61.

[8] *Id.* at 51.

- In an effort to reduce water waste and identify areas of potential water conservation, LADWP provided on-site water audit training for Department of General Services (GSD) Plumbers, City of Los Angeles Department of Recreation and Parks (RAP) landscapers and Port of Los Angeles (POLA) staff, and conducted nearly 500 facility audits.
- In January 2009, a Memorandum of Understanding was signed between LADWP and City's GSD to install 875 water-efficient urinals and 325 high efficiency toilets in City facilities.
- Ten high-use City facilities have been retrofitted with water efficient toilets, urinals, and faucets saving approximately 23 AFY. Locations include City Hall, City Hall East, Pershing Square, and LADWP headquarters.
- Utilizing a $3 million per year grant from LADWP, RAP installed 155 smart controllers at 67 parks, resulting in a savings of 12 percent of normal water usage. Additionally, this MOU has funded water use efficiency improvements at 18 park facilities saving over 400 AFY.

Enhancing Conservation through Review of New Developments: LADWP will continue working with the City's Green Building Team to pursue desired changes in local codes and standards to promote water efficiency in new construction projects and major building renovations. One of the significant accomplishments was the approval of the Water Efficiency Requirements Ordinance No. 180822 by the City Council, which modifies the City Municipal Code to establish new requirements for water conservation in construction of new buildings, and the installation of new plumbing fixtures in existing buildings to minimize the effects of any water shortages on the customers of the City, effective December 1, 2009.[9] Water savings due to Los Angeles Green Building Code Ordinance No. 181480, effective on December 2010, and the 2010 California Green Building Standard Code, effective on January 2011, were also estimated. For this development, the ordinances yielded a savings of approximately 443 AFY.

In addition, the City of Los Angeles adopted Ordinance No. 181899, also known as the "Low Impact Development" Ordinance. Purpose of this Ordinance includes rainwater harvesting and stormwater runoff management, water conservation, and recycled water reuse and gray water use. The Ordinance No. 181899 was effective as of November 14, 2011.

2.0 Water Recycling

The LADWP 2010 UWMP identifies the goal of delivering 59,000 AFY to off-set imported water. This will increase recycled water use in the City of Los Angeles eight-fold—from the current one percent to eight percent annually. In order to achieve this goal, the City is taking the following steps:

Recycled Water Master Plan (RWMP): In 2012, LADWP completed a three-year RWMP. RWMP documents will guide near-term recycled water planning through 2035, as well as long-term recycled water planning for up to 50 years beyond the 2035 horizon. RWMP documents include an evaluation of recycling alternatives

[9] *Id.* at 54.

that integrate two strategies to increase recycling: groundwater replenishment (GWR) and non-potable reuse (NPR). NPR projects will increase recycled water deliveries to irrigation and industrial customers throughout the City. The GWR project will replenish the SFB with advance treated purified recycled water.

Advance Treatment Pilot Studies: A critically important part of the GWR master planning process was to operate a pilot project consisting of different purification technologies using the actual treated wastewater from the City's Donald C. Tillman (DCT) Water Reclamation Plant (WRP). Purpose of the pilot project was to test alternative source waters available at DCT WRP and evaluate the effectiveness of advanced water purification (AWP) technologies on those specific waters. Testing results demonstrated that the proposed AWP processes provide exceptional water quality that is safe for GWR.

GWR Environmental Documentation: Environmental documentation for the GWR Project was initiated in 2012.

Harbor Refineries Pipeline Project: Of the project's 40,400 feet of recycled water piping, approximately 85 percent has already been installed in the Harbor Area that will convey recycled water to large industrial and irrigation customers. This project is anticipated to be completed in June 2014.

Recycled Water Outreach: The City developed the RWMP documents with input from stakeholders through ongoing outreach activities beginning in 2009, including the Recycled Water Advisory Group (RWAG), Recycled Water Forums for the general public, elected official briefings, outreach to Kindergarten-12 students, and presentations to Neighborhood Councils and community groups. RWAG is made up of approximately 60 stakeholders, representing neighborhood councils, environmental groups, business organizations, civic groups, and other interests. They provide the City with input and ideas related to water recycling. RWAG has participated in a series of workshops, facility tours, and update sessions, and continues to provide insightful feedback to the City as projects are implemented.

3.0 Enhancing Stormwater Capture

City's goal is to increase groundwater recharge by expanding and improving stormwater spreading basins, retrofitting large stormwater capture/flood control dams and completing other large-scale projects through cooperative partnerships with the Los Angeles County Flood Control District and other agencies. LADWP is moving forward with several stormwater capture projects with the goal of increasing long-term groundwater recharge by a minimum of 25,000 AFY.[10] Following are the large-scale projects that are expected to be completed or in construction within the next several years:

Tujunga Spreading Grounds Enhancement Project: This project proposes to deepen the spreading basins, increase their storage capacity, replace the existing

[10] *Id.* at 143.

diversion structure with two diversion structures, and add remote automation of the operating structures.[11]

- Schedule: Planning and design 2011-13; construction in 2014-16.
- Budget: Total project cost is $25 million (LADWP funded).
- Resources: Los Angeles County Flood Control District will be the project manager.
- Potential Water Savings: The recharge capacity will be increased from 5,200 to 18,600 AFY of stormwater.

Pacoima Spreading Grounds Enhancement Project: This project proposes to deepen the spreading basins, increase their storage capacity, replace the existing diversion structure, and add remote automation of the operating structures.[12]

- Schedule: Planning and design 2012-14; construction in 2014-16.
- Budget: Total project cost is $30 million (LADWP funding $15 million
- Resources: Los Angeles County Flood Control District will be the project manager.
- Potential Water Savings: Recharge capacity will be increased from 6,900 to 17,400 AFY of stormwater.

4.0 Accelerating Clean-Up of the San Fernando Basin (SFB)

City's goal is to clean up the contaminated SFB to expand groundwater storage and the ability to fully utilize the City's groundwater supplies. Result will be a reduction of imported water supply of up to 87,000 AFY – LADWP's annual allocation of San Fernando Valley groundwater supplies.[13] LADWP will also work to ensure that this SFB remains a consistent, stable and reliable resource for years to come. The following actions are proposed to achieve this goal:

Work with Regulatory Agencies and Governmental Officials: LADWP will continue to encourage the EPA to develop a long-term, comprehensive solution for existing and emerging contamination issues in SFB. In addition to the EPA, LADWP will work with the Los Angeles Regional Water Quality Control Board and the California Department of Toxic Substances Control to find and hold polluters accountable for cleaning up the SFB.[14]

Groundwater System Improvement Study (GSIS): In February 2009, LADWP began a 6-year, approximately $249.0-million Groundwater System Improvement Study (GSIS) in SFB that will provide vital information to evaluate the groundwater

[11] *Id* at 145.
[12] *Id* at 146.
[13] *Id.* at 125.
[14] *Id.* at 122.

quality in SFB and recommend treatment options to maximize the utility of the groundwater supply.[15] As part of the GSIS, LADWP is installing approximately 26 new monitoring wells in SFB, which will provide vital water quality information necessary for GSIS. Critical water supply picture in the region has forced LADWP to initiate a fast-tracked and ambitious undertaking to restore its lost groundwater production. This undertaking will also prepare LADWP to safely manage and extract water from future groundwater recharge efforts. LADWP is in the early stages of developing the Groundwater Treatment Complex (GTC) for SFB, with a design capacity of 122,900 AFY. Construction of the proposed GTC will greatly reduce LADWP's reliance on costly and diminishing imported water supplies, and will compliment LADWP's strategies for securing the City's future water supply through sustainable means. The anticipated in-service date for the GTC is 2021.

Interim Wellhead Treatment: LADWP completed the installation of interim treatment project for two wells in the Tujunga Wellfield in order to maintain groundwater pumping production. Capital cost of the project was approximately $7.5 million, and the approximate annual operation and maintenance cost is approximately $2 million.

Water Supplies

The Los Angeles Aqueducts (LAA), local groundwater, purchased water from the MWD, and recycled water are the primary sources of water supplies for the City. Table III shows LADWP water supplies over the last ten years from these sources:

TABLE III
LADWP Water Supply

Year	Los Angeles Aqueducts	Local Groundwater	MWD	Recycled Water	Transfer, Spread, Spills, and Storage	Total
2003	251,340	86,341	317,015	1,759	2,528	653,928
2004	203,190	75,696	391,678	1,774	-2,958	675,296
2005	376,394	57,623	184,605	1,401	3,140	616,883
2006	380,235	67,299	188,598	3,893	-1,336	641,361
2007	127,392	88,041	435,278	3,595	1,044	653,261
2008	148,407	64,604	429,170	7,048	1,664	647,565
2009	137,261	66,998	350,918	7,570	3,052	559,695
2010	251,126	68,346	203,745	6,900	-938	531,055
2011	357,752	49,915	119,381	7,708	-153	534,909
2012	166,858	57,784	325,439	5,965	3,386	552,660

Note: Units are in AF

[15] *Id.* at 126.

Los Angeles Aqueducts

Snowmelt runoff from the Eastern Sierra Nevada Mountains is collected and conveyed to the City via the LAA. LAA supplies come primarily from snowmelt and secondarily from groundwater pumping, and can fluctuate yearly due to the varying hydrologic conditions. In recent years, LAA supplies have been less than the historical average because of environmental restoration obligations in Mono and Inyo Counties.

The City holds water rights in the Eastern Sierra Nevada where LAA supplies originate. These supplies originate from both streams and from groundwater. In 1905, the City approved a bond measure for the purchase of land and water rights in the Owens River Valley. By 1913, the first LAA began its deliveries of water to the City primarily from surface water diversions from the Owens River and its tributaries. Historically, these supplies were augmented from time to time by groundwater extractions from beneath the lands that the City had purchased in the Owens Valley.

In 1940, the first LAA was extended north to deliver Mono Basin water to the City pursuant to water rights permits and licenses granted by the State Water Resources Control Board. In 1970, the second LAA was completed increasing total delivery capacity of the LAA system to approximately 561,000 AF per year. The second LAA was to be filled by completing the Mono Basin diversions originally authorized in 1940, by a more effective use of water for agricultural purposes on City-owned lands in the Owens Valley and Mono Basin and by increased groundwater pumping from the City's lands in the Owens Valley.

In 1972, Inyo County filed a California Environmental Quality Act (CEQA) lawsuit challenging the City's groundwater pumping program for the Owens Valley. The lawsuit was finally ended in 1997, with the County of Inyo and the City of Los Angeles entering into a long-term water agreement for the management of groundwater in the Owens Valley. That water agreement, entered as a judgment of the Superior Court in the County of Inyo (County of Inyo vs. City of Los Angeles, Superior Court No. 12908) outlines the management of the City's Owens Valley groundwater resources. As a result of this water agreement and subsequent Memorandum of Understanding, LADWP has dedicated 37,000 AF of water annually for enhancement and mitigation projects throughout Owens Valley which includes the rewatering of 62 miles of the Lower Owens River. LADWP also provides approximately 80,000 AF of water annually for other uses in the Owens Valley such as irrigation, town water supplies, stockwater, wildlife and recreational purposes.

Further, in September 1994 by virtue of the public trust doctrine, the State Water Resources Control Board issued Decision 1631 which placed conditions on LADWP's water gathering activities from Mono Basin. LADWP currently export approximately 16,000 AF of water annually from the Mono Basin. LADWP has implemented an extensive restoration and monitoring programs in Mono Basin to increase the level of Mono Lake and to improve stream conditions, fisheries and waterfowl habitats in Walker, Parker, Rush and Lee Vining Creeks. With reduced diversions from the Mono Basin and favorable hydrologic conditions, Mono Lake's elevation has risen overtime. Once the elevation of Mono Basin reaches 6,391 feet above mean sea level, a moderate increase in water exports from the Mono Basin will be permitted pursuant to the Decision 1631.

Currently, up to 74,000 AF of water annually is being utilized for environmental restoration in Mono Basin.

In July 1998, LADWP and the Great Basin Unified Air Pollution Control District (GBUAPCD) entered into a Memorandum of Agreement to mitigate dust emissions from Owens Lake. As of December 31, 2008, LADWP mitigated dust emissions from 29.8 square miles of Owens Lake in accordance with the GBUAPCD's 2003 revised State Implementation Plan. As of April 1, 2010, LADWP mitigated an additional 9.2 square miles in accordance with the GBUAPCD's 2008 State Implementation Plan. Upon completion of Phase 8 in October 2012, LADWP has mitigated dust emissions from a total of approximately 42 square miles of Owens Lake requiring approximately 95,000 AF of water annually to sustain the dust mitigation program.

Average deliveries from the LAA system have been approximately 206,815 AF of water annually over the last five fiscal years. The average annual long-term LAA delivery over the next 25 years, using the 50-year average hydrology from FY 1956/57 to 2005/06, is expected to be approximately 254,000 AFY and gradually decline to 244,000 AFY due to projected climate change impacts.

Groundwater

The San Fernando and Sylmar Basins are subject to the judgment in City of San Fernando vs. the City of Los Angeles. Pumping is reported to the court-appointed Upper Los Angeles River Area (ULARA) Watermaster. The Central Basin is also subject to court Judgments. Pumping is reported to the California Department of Water Resources (DWR) who acts as Watermaster.

SFB is the largest of four basins within ULARA. The basin consists of 112,000 acres of land and comprises 91.2 percent of the ULARA valley fill. LADWP has accumulated nearly 486,759 AF of stored water credits in the SFB as of October 2011. This is water LADWP can withdraw from the basin during normal and dry years or in an emergency, in addition to LADWP's approximately 87,000 AF annual entitlement in the basin. Majority of LADWP's groundwater is extracted from the SFB. Sylmar Basin is located in the northern part of the ULARA, consisting of 5,600 acres and comprises 4.6 percent of the ULARA valley fill. LADWP currently has an annual entitlement of 3,405 AF from the Sylmar Basin.

Court decision on pumping rights in ULARA was implemented in a judgment on January 26, 1979. Enclosed with the assessment are copies of those pages from the judgment showing the entitlements (see Appendix D). Further information about the ULARA is in ULARA Watermaster Report. The ULARA Watermaster report and some background information on the judgment are available for review at the office of the ULARA Watermaster or on-line at www.ularawatermaster.com.

LADWP additionally has adjudicated rights to extract groundwater from the Central Basin. Annual entitlement to the Central Basin is 15,000 AF. See Appendix D for copies of relevant portions of the judgments. Complete judgments are available for review at DWR.

For the period of July 2012 to June 2013, LADWP extracted 50,550 AF, 1,952 AF, and 6,310 AF from the San Fernando, Sylmar, and Central Basins, respectively. LADWP plans to continue production from its groundwater basins in the coming years to offset reductions in imported supplies. However, extraction from the basins will be limited by water quality and overdraft protection. Both LADWP and DWR have programs in place to monitor wells to prevent overdrafting. LADWP's groundwater pumping practice is based on a "safe yield" operation. The objective, over a period of years, is to extract an amount of groundwater equal to the native and imported water that recharges the basin. Extractions by LADWP from the San Fernando, Sylmar, and Central Basins for the last available five years are shown on Table IV.

TABLE IV
Local Groundwater Basin Supply

Fiscal Year (July-June)	San Fernando	Sylmar	Central
2007-2008	57,060	4,046	12,207
2008-2009	49,106	576	11,937
2009-2010	62,218	2,998	11,766
2010-2011	44,029	225	5,099
2011-2012	50,244	1,330	9,486
2012-2013	50,550	1,952	6,310

Note: Units are in AF

Metropolitan Water District of Southern California (MWD)

MWD is the largest water wholesaler for domestic and municipal uses in Southern California. As one of 26 member agencies, LADWP purchases water from MWD in addition to the supplies from local groundwater and the LAA. MWD imports a portion of its water supplies from Northern California through the State Water Project's (SWP) California Aqueduct and from the Colorado River through MWD's own Colorado River Aqueduct. LADWP will continue to rely on MWD to meet its current and future water needs.

In ongoing efforts to evaluate MWD's own import reliability, an assessment was done to address changes in demand and supply conditions, and to provide additional resource reserves to mitigate against uncertainties in demand projections and risks in implementing supply programs. All these efforts went into MWD's RUWMP.

All 26-member agencies have preferential rights to purchase water from MWD. Pursuant to Section 135 of the MWD Act, "Each member public agency shall have a preferential right to purchase from the district for distribution by such agency, or any public utility therein empowered by such agency for the purpose, for domestic and municipal uses within the agency a portion of the water served by the district which shall, from time to time, bear the same ratio to all of the water supply of the district as the total accumulation of amounts paid by such agency to the district on tax assessments and otherwise, excepting purchase of water, toward the capital cost and operating expense of the

district's works shall bear to the total payments received by the district on account of tax assessments and otherwise, excepting purchase of water, toward such capital cost and operating expense." This is known as preferential rights. As of June 30, 2013, LADWP has a preferential right to purchase 20.22 percent of MWD's total water supply.

LADWP has worked with MWD in developing a plan for allocating water supplies during periods of shortage. On February 12, 2008, the MWD Board adopted its Water Supply Allocation Plan. LADWP supported the adoption of this plan to acquire its dry weather condition supplies from MWD.

In response to the 2009 regulatory restrictions on water supplies from Northern California, the MWD Board announced on April 14, 2009, that supply deliveries to the member agencies would be reduced by ten percent. Reduced supply allocation was to be effective from July 1, 2009 through June 30, 2010, but in April 2010, the MWD Board approved an extension of the reduced supply allocation through June 30, 2011, primarily to restore the storage balances in MWD's groundwater and surface storage facilities.

On March 31, 2011, California Governor Jerry Brown declared an end to the statewide drought emergency that had been proclaimed earlier on February 27, 2009, by then-Governor of California Arnold Schwarzenegger. MWD's Board subsequently voted on April 12, 2011, to end implementation of the 2010/11 water supply allocation. In the same decision, the MWD Board also voted to not implement a water supply allocation for 2011/12. These actions restored full imported water deliveries to member agencies without risk of allocation penalties effective April 2011.

As extremely dry conditions have persisted since 2012 and Californians are facing water supply shortages with 2014 projected to become driest year on record, Governor Brown proclaimed a drought State of Emergency on January 17, 2014.

MWD has also been developing plans and taking efforts to provide additional water supply reliability for the entire southern California region. LADWP coordinates closely with MWD to ensure implementation of these water resource development plans. MWD's long-term plans to meet its member agencies' growing reliability needs are through improvements to the SWP as outlined in the Bay Delta Conservation Plan, water transfer programs, outdoor conservation measures, and development of additional local resources, such as recycling, brackish water desalination, and seawater desalination. These plans are contained in MWD's IRP and RUWMP, which can be found at www.mwdh2o.com. Additionally, MWD has more than 5.0 million AF of storage capacity available in reservoirs and banking/transfer programs, with approximately 2.37 million AF in that storage, and of that approximately 626 thousand AF in emergency storage as of January 1, 2014.

MWD established a policy objective for water supply reliability as part of its IRP. Policy objective is: Through the implementation of its IRP, MWD and its member agencies will have the full capability to meet full-service demands at the retail level at all times.

Recent Issues Related to the State Water Project

Federal Endangered Species Act (ESA) Litigation filed by several environmental interest groups in the United States District Court for the Eastern District of California alleged that existing biological opinions and incidental take statements inadequately analyzed impacts on listed species under the Federal ESA. On May 25, 2007, Federal District Judge Wanger issued a decision on summary judgment finding the United States Fish and Wildlife Service's (USFWS) biological opinion for Delta smelt was invalid. On December 14, 2007, Judge Wanger issued his Interim Remedial Order requiring that the SWP and Central Valley Project operate according to certain specified criteria until a new biological opinion for the Delta smelt is issued. USFWS released the new biological opinion on December 15, 2008. Based on the Water Allocation Analysis released by DWR on December 19, 2008, which analyzed the biological opinion's effects on State Water Project operations, export restrictions under median hydrologic conditions reduce deliveries to MWD by approximately 500,000 acre-feet.

MWD and other impacted agencies and stakeholders filed separate lawsuits in federal district court challenging the biological opinion, which the federal court consolidated under the caption Delta Smelt Consolidated Cases. On December 14, 2010, Judge Wanger issued a decision on summary judgment finding that there were major scientific and legal flaws in the Delta smelt biological opinion and remanding the biological opinion to the USFWS for reconsideration. The court's decision invalidates some of the restrictions on project operations contained in the Delta smelt biological opinion. On May 4, 2011, Judge Wanger issued a decision directing the USFWS to complete a new draft biological opinion by October 1, 2011, and to complete a final biological opinion with environmental documentation by December 1, 2013. These events have highlighted the challenges that water suppliers throughout the state currently face regarding supplies from the Delta.

On March 22, 2013, the DWR reduced the 2013 SWP water allocation for the remainder of calendar year 2013 from 40 percent to 35 percent of total contracted water deliveries to the SWP contractors. Thirty-five percent of 1,911,500 AFY, which is the MWD's contracted water delivery amount, is 669,025 AFY. This decrease was primarily due to the well below average statewide snowpack and precipitation. For 2014, DWR initially approved on November 19, 2013, a five percent allocation for long-term SWP contractors. A five percent for MWD contracted water delivery amount is 95,575 AFY. DWR may further revise allocations if warranted by the year's developing hydrologic and water supply conditions.

Delta Policy Legislation

In November 2009, the State Legislature and then Governor Arnold Schwarzenegger passed the 2009 Comprehensive Water Package, which consisted of four policy bills and an $11.14 billion bond proposal designed to ensure a reliable water supply for California's future and to restore the Delta and other ecologically sensitive areas. The "Water Bond" is subject to voter approval and is on the November 4, 2014, ballot. The Water Bond Measure was originally certified to be on the state's 2010 ballot. It was removed and placed on the 2012 ballot. The California State Legislature, on July 5, 2012, approved a bill to take the measure off the 2012 ballot and put it on the 2014 ballot.

Senate Bill (SB) X7-1 (Simitian) of the 2009 Water Package established the coequal goals for the Delta: to provide a more reliable water supply for California and to protect, restore, and enhance the Delta ecosystem. SB X7-1 also established a framework to achieve the co-equal goals for the Delta by creating a new Delta governance structure - including the Delta Stewardship Council, Delta Conservancy; and Delta Protection Commission - and laying out a process for determining the consistency of the Bay Delta Conservation Plan (BDCP) with the co-equal goals.

Implementation of the four policy bills in the 2009 Water Package is currently underway, including the parallel development of the Delta Plan, a comprehensive, long-term management plan for the Delta adopted by the Delta Stewardship Council, and the BDCP, which will provide the basis for the issuance of endangered species permits for the operation of the State Water Project and Central Valley Project and for Delta conveyance improvements. The Delta Plan and associated Environmental Impact Report were released to the public in May 2013; the BDCP process is expected to conclude in 2014.

Responsibilities of entities created by the Delta Governance Bill are as follows:

- Delta Stewardship Council
  - Independent agency of the state composed of seven members with the responsibility to oversee and coordinate state agency actions within the Delta.
  - Develop a Delta Plan that will include all state and federal Delta ecosystem, flood management, water supply, and local economic sustainability efforts and will serve as a guide for state and local agencies to ensure that their actions are consistent with their policies.
  - Develop Performance measures to assess the progress of achieving the goals of the Delta Plan.
  - Determine compliance with the Delta Plan and will serve as the appellate body in the event of disputes over the consistency of a project with the Delta Plan.
  - Ensure consistency of the BDCP with the co-equal goals of water supply reliability and Delta restoration.

- Delta Conservancy
  - Eleven member entity with the responsibility to develop and adopt a strategic plan that will coordinate investments in the Delta's natural and cultural resources.
  - Promote the economic vitality in the Delta through increased tourism and the promotion of Delta legacy communities.
  - Promote environmental education about, and the public use of, public lands in the Delta.

- Delta Protection Commission
  - Reduce its membership from 23 to 15 and will continue to provide a forum for Delta residents to engage in decisions regarding actions to recognize and enhance the cultural, recreational, and agricultural resources of the Delta.

- Adopt an economic sustainability plan for the Delta, which is to include flood protection recommendations to state and local agencies, and is to be included in the Delta Stewardship Council's Delta Plan.

- Delta Watermaster
  - Exercise authority of the State Water Resources Control Board and monitor and enforce orders as well as license and permit terms and conditions relating to water diversions in the Delta.

- Delta Independent Science Board and Delta Science Program
  - The Delta Independent Science Board will consist of no more than ten members and will provide oversight of the scientific research, monitoring, and assessment programs that support adaptive management of the Delta.
  - The Delta Science Program will be led by a Delta Stewardship Council appointed lead scientist, and will provide unbiased scientific information to inform decision-making in the Delta.

In addition to the Delta Governance Bill, the proposed Water Bond would allocate funds for projects to assist in achieving the BDCP's co-equal goal of maintaining and restoring the Delta ecosystem. BDCP will help to reduce the risk posed by seismic activities to water supplies from the Delta, protect drinking water quality and help to alleviate conflicts between water management and environmental protection. BDCP success is crucial to providing long-term solutions in the Delta and will help to improve and maximize SWP reliability, and consequently MWD's overall reliability. These statewide initiatives along with LADWP's local supply and efficiency programs will insure that LADWP is better prepared to deal with the natural variability of our local water supplies, by having more reliable access to supplemental water supplies purchases from MWD.

In response to these recent developments in the Delta, MWD is engaged in planning processes that will identify local solutions that, when combined with the rest of its supply portfolio, will ensure a reliable long-term water supply for its member agencies. In the near-term, MWD will continue to rely on the plans and policies outlined in its RUWMP and IRP to address water supply shortages and interruptions (including potential shut downs of SWP pumps) to meet water demands. An in depth discussion on MWD is attached in Appendix F.

Secondary Sources and Other Considerations

Stormwater capture, water conservation, and recycling will play an increasing role in meeting future water demands. LADWP has implemented stormwater capture, conservation and recycling programs with efforts under way to further promote and increase the level of these programs. LADWP is committed to supply a higher percentage of the City's water demand through local water supply development.

Integrated planning has also filled an important role in developing secondary sources of supply for the City. It is generally true for large undertakings that a concerted effort with others who share a common goal will produce a higher degree of success. This is an

approach that has been taken in southern California with overall water resources planning. The City works closely with MWD, the City's Department of Public Works Bureau of Sanitation (BOS) (wastewater agency), other regional water providers, and various stakeholder groups to develop and implement programs that reduce overall water use. The City has also pioneered community-based job programs to assist in conservation program implementation. While significantly assisting with program implementation, these community-based organizations also provide important social and economic benefits to neighborhoods.

Integrated resources planning is a process that is being used by many water and wastewater providers to meet their future needs in the most effective way possible, and with the greatest public support. The planning process differs from traditional planning processes in that it incorporates:

- Public stakeholders in an open, participatory process.
- Multiple objectives such as reliability, cost, water quality, environmental stewardship, and quality of life.
- Risk and uncertainty.
- Partnerships with other agencies, institutions, and non-governmental organizations.

Through integrated planning, not only water-use efficiency and recycling activities are maximized, but potential alternative supplies such as water transfers and stormwater reuse are considered and evaluated as part of the City's long-term water resources portfolio.

Rates

Capital costs to finance facilities for the delivery of water supply to LADWP's service area are supported through customer-billed water rates. The LADWP Board of Commissioners (Board) sets the rates subject to approval of the City Council by ordinance. The Board is obligated by the City Charter to establish water rates and collect charges in an amount sufficient to service the water system indebtedness and to meet its expenses for operation and maintenance.

The water rate structure contains a Water Procurement Adjustment Factor under which the cost of purchased water from MWD is recovered, a Demand Side Management and Reclaimed Water Cost Adjustment Factor which recovers the cost of water conservation programs, and reclaimed water projects. In addition, the rate structure contains a Water Quality Improvement Adjustment Factor to recover expenditures to upgrade and equalize water quality throughout the City and to construct facilities to meet state and federal water quality standards, including the payment of debt service on bonds issued for such purposes.

Findings

Proposed Project is estimated to increase the total water demand within the site by maximum of 2,793 AF annually based on review of information submitted by the Planning Department.

The maximum of 2,793 AFY increase in the total water demand for Proposed Project falls within the available and projected water supplies for normal, single-dry, and multiple-dry years through the year 2035 as described in LADWP's UWMP. LADWP finds it will be able to meet the proposed water demand of the Proposed Project, as well as existing and planned future water demands of its service area.

This WSA approval addresses the City's long term water supply and demand forecasts to accommodate Proposed Project, and is not an approval for water service connection nor determination of adequate distribution infrastructure and capacity to serve Proposed Project. A separate request shall be made to LADWP requesting an evaluation of water service connection for Proposed Project.

Appendix A

City of Los Angeles Department of City Planning
Request for Water Supply Assessment

Doug Haveland

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
AND
6262 VAN NUYS BLVD., SUITE 351
VAN NUYS, CA 91401

CITY PLANNING COMMISSION

RENEE DAKE WILSON
INTERIM PRESIDENT
DANA M. PERLMAN
INTERIM VICE-PRESIDENT
ROBERT L. AHN
DAVID H. J. AMBROZ
MARIA G. CABILDO
CAROLINE CHOE
RICHARD KATZ
JOHN W. MACK
MARTA SEGURA

JAMES K. WILLIAMS
COMMISSION EXECUTIVE ASSISTANT II
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA

ERIC GARCETTI
MAYOR

WATER SYSTEM
NOV 13 2013
EXECUTIVE OFFICE

EXECUTIVE OFFICES

MICHAEL J. LOGRANDE
DIRECTOR
(213) 978-1271

ALAN BELL, AICP
DEPUTY DIRECTOR
(213) 978-1272

LISA M. WEBBER, AICP
DEPUTY DIRECTOR
(213) 978-1274

EVA YUAN-MCDANIEL
DEPUTY DIRECTOR
(213) 978-1273

FAX: (213) 978-1275

INFORMATION
www.planning.lacity.org

ELIA SUN
NOV 25 2013

November 14, 2013

Mr. James B. McDaniel
Senior Assistant General Manager – Water System
CITY OF LOS ANGELES
DEPARTMENT OF WATER AND POWER
111 North Hope Street, Room 1455
Los Angeles, CA 90012

RE: REQUEST FOR WATER SUPPLY ASSESSMENT FOR PROJECT THAT ENCOMPASSES THE HALF-MILE CORRIDOR OF THE EXPOSITION LIGHT RAIL LINE BETWEEN THE CULVER CITY AND EXPOSITION/BUNDY STATIONS; ENV-2013-622-EIR

Dear Mr. McDaniel,

The Department of City Planning is preparing an Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act (CEQA) for a proposed project that encompasses the half-mile corridor along the Exposition Light Rail Line between the Culver City station and Exposition/Bundy station (Proposed Project). Pursuant to CEQA Guidelines Section 15206(b)(2)(1), this project meets the criteria for being of "regional significance" because it includes a proposed local general plan, element, or amendment thereof for which an EIR must be prepared.

For this reason, the Proposed Project must comply with the water supply assessment requirements of State Water Code (Section 10910-10915). As such, we are requesting that the Los Angeles Department of Water and Power prepare a water supply assessment to determine its ability to meet the water demands of this Project.

The requirements for a water supply assessment include the identification of existing water supply entitlements, water rights, or water service contracts held by LADWP's public water system, and prior years' water deliveries received by LADWP's public water system. Please refer to CWC Section 10910(e) and CWC Section 10910(f) and comply with the requirements of those sections.

The Department of City Planning requests that the water supply assessment for the Project include a discussion of whether LADWP's public water system's total projected water supplies available during normal, single dry, and multiple dry water years will meet the projected water demand associated with the Project, in addition to LADWP's public water system's existing and

planned future uses, including agricultural and manufacturing uses, pursuant to CWC Section 10910(c)(3).

Provided below is a description of the Proposed Project.

Project Location

The Project – known as the Exposition Corridor Transit Neighborhood Plan - is located in the West Los Angeles, Palms-Mar Vista-Del Rey, and West Adams-Baldwin Hills-Leimert Community Plan areas of the City of Los Angeles. It includes all properties located roughly within a half-mile from the Exposition Light Rail line between the following five stations: Culver City, Palms, Westwood/Rancho Park, Exposition/Sepulveda, and Exposition/Bundy (See Attachment A).

Project Description

The Exposition Corridor Transit Neighborhood Plan area comprises 1,970 acres. Of this area, 256 acres are proposed for zoning and land use changes that would result in increased capacity for various land uses (See Attachment A). *Note that the project description and details below describe only these 256 acres of "change area."* It is assumed that the remaining land area within the Exposition Corridor Transit Neighborhood Plan area will not incur additional water usage beyond the levels already contemplated by current plans, and therefore is excluded from this summary.

The Project area is presently developed with approximately 5,104,548 square feet of non-residential uses. Of this square footage, the primary uses are office (1,940,009 square feet) and industrial (1,693,343 square feet), with the remaining as retail, restaurant, medical, and institutional use. The area currently contains approximately 1,050 dwelling units, including 272 single-family dwelling units, with the remaining units in duplex and larger multi-family buildings. A summary of the existing uses in the Project area is found in Table 1a below.

Table 1a
Existing Project Details

Existing Land Use	**Size/Quantity**
Industrial	1,693,343 SF
Office	1,940,009 SF
Medical	137,419 SF
Restaurant	44,078 SF
Retail	1,115,604 SF
Institutional	174,095 SF
Residential (total units)	1,057 DU
Studio	68 DU
1 Bedroom	203 DU
2 Bedroom	515 DU
3 Bedroom	271 DU
Landscaping (planted open space)	499,974 SF
Existing Parking	**Size/Quantity**
Surface Parking (non-residential)	7,363 stalls
Structured/Subterranean Parking (non-residential)	4,330 stalls
Structured/Subterranean Parking (multi-family residential)	1,261 stalls
Private Garages (single-family and two-family residential)	684 stalls

In the Plan's horizon year of 2035, it is expected that a significant number of properties within the Project area will be redeveloped with new land uses and intensities consistent with the Plan. It is also expected that some properties will remain as existing, with no change to the development on the site. The Proposed Project details described below account for the cumulative effect of all these scenarios. The total square footage and number of dwelling units represents the sum of existing uses that are expected to remain in addition to the new uses that will be introduced.

The Plan is expected to result in a total of 4,394 dwelling units and 10,813,000 square feet of non-residential development within the Project area. Table 1b, below, provides a detailed breakdown of the expected types of residential and non-residential use.

Table 1b
Proposed Project Details

Proposed Land Use	**Size/Quantity**
Industrial	2,062,968 SF
Office	5,776,310 SF
Medical	412,593 SF
Restaurant	171,500 SF
Retail	1,972,251 SF
Institutional	417,205 SF
Residential (Total units)	4,394 DU
Studio	602 DU
1 Bedroom	1,758 DU
2 Bedroom	1,318 DU
3 Bedroom	716 DU
Landscaping (planted open space)	304,886 SF
Proposed Parking	**Size/Quantity**
Surface Parking (non-residential)	7,712 stalls
Structured/Subterranean Parking (non-residential)	22,917 stalls
Structured/Subterranean Parking (multi-family residential)	6,335 stalls
Private Garages (single-family + two-family)	342 stalls

The above details describe the expected level of development resulting from the Plan's proposed regulations, which limit the amount of residential use according to zone. The Plan is also contemplating an alternative compliance system, in which property owners have the option to develop a different mix of uses in exchange for providing certain public benefits. Taking into account the current strong market demand for residential use, it is expected that under this alternative compliance system some land would be redeveloped with a greater amount of residential use when compared with development under the Plan's basic requirements. The details of this alternative are shown in Table 1c below. We are requesting that DWP analyze the impacts of both the Plan and the alternative compliance scenario independently, since both are possible outcomes and result in unique water supply impacts.

Table 1c
Proposed Project with Alternative Compliance Details

Proposed Land Use	**Size/Quantity**
Industrial	1,695,486 SF
Office	4,747,360 SF
Medical	339,097 SF
Restaurant	140,950 SF
Retail	1,620,928 SF
Institutional	342,887 SF
Residential (Total units)	6,135 DU
Studio	841 DU
1 Bedroom	2,455 DU
2 Bedroom	1,840 DU
3 Bedroom	1,000 DU
Landscaping (planted open space)	320,130 SF
Proposed Parking	**Size/Quantity**
Surface Parking (non-residential)	6,437 stalls
Structured/Subterranean Parking (non-residential)	19,092 stalls
Structured/Subterranean Parking (multi-family residential)	8,946 stalls
Private Garages (single-family + two-family)	342 stalls

Project Conformance with the General Plan

As proposed, the Project does not generally conform with the use and intensity of development permitted by the General Plan for this area. The City is proposing to amend the General Plan and rezone the area to allow for more intense development as described above. To this end, the City is initiating a General Plan Amendment and Zone Changes and establishment of a Specific Plan. For comparative analysis, Table 2 below summarizes the expected level of development in 2035 under the existing General Plan and present zoning; under the proposed Plan and new zoning; and under the proposed Plan and new zoning with the alternative compliance system. Again we are requesting that both development scenarios under the proposed Plan be analyzed independently - the "Expected Level of Development," and the "Expected Level of Development (Alternative Compliance)."

Table 2
General Plan and Project Development Comparison

Existing General Plan		Proposed Plan		
Site Zoning	Expected Level of Development	Site Zoning	Expected Level of Development	Expected Level of Development (Alternative Compliance)
R1	195 DU	R3	548 DU	548 DU
R2	81 DU	R3	135 DU	135 DU
C2	43 DU; 254,484 SF	RAS4	213 DU; 104,395 SF	213 DU; 104,395 SF
C2, C4, R3, R4, P, CR, RD2	794 DU; 1,171,964 SF	Mixed Use – Commercial/Residential	2,603 DU; 1,142,888 SF	2,603 DU; 1,142,888 SF
M1,M2, P	3,921,368 SF	New Industry	7,325,573 SF	992 DU; 6,150,402
M1, M2, MR	1,652,495 SF	Hybrid Industrial – Jobs Emphasis	482 DU; 2,050,434 SF	1,231 DU; 1,299,484 SF
M1, M2	475,092 SF	Hybrid Industrial – Residential Emphasis	413 DU; 189,538 SF	413 DU; 189,538 SF

Note: Square footage (SF) in Table 2 refers to all non-residential uses.

Thank you for your assistance with this request. Your expert evaluation will help to ensure that our analysis of the proposed Project's impacts on water demand is accurate and complete. If you have any questions or comments, please contact Lameese Elqura Chang at (213) 978-1178. In order to ensure a timely completion of our analysis, please provide your response (via mail, email, or fax) within 60 days from the date of this letter.

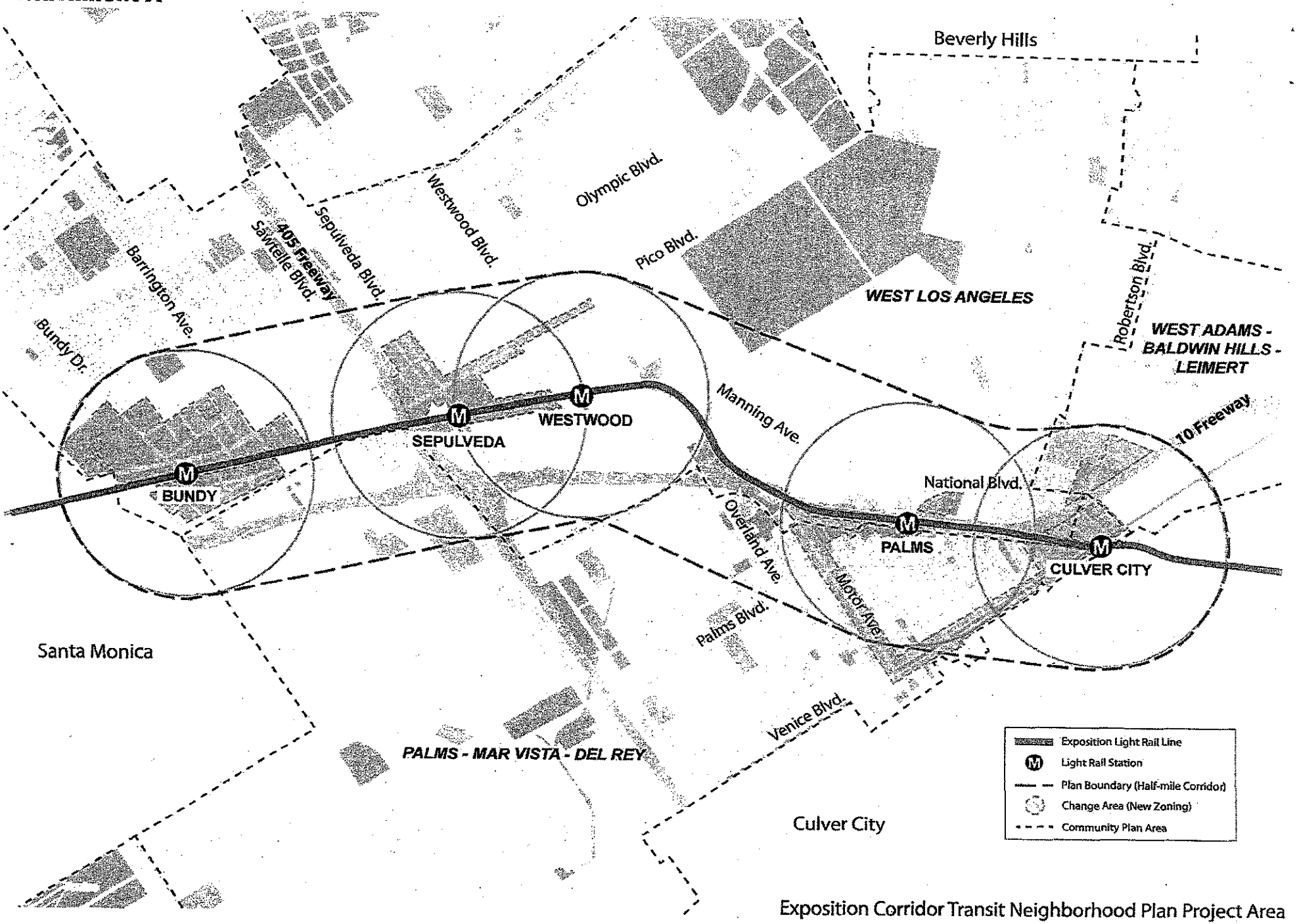
Sincerely,

Michael J. LoGrande
Director

Patricia Diefenderfer
Senior City Planner

Attachment: Project Area Map

Attachment A



Exposition Corridor Transit Neighborhood Plan Project Area

From:	Lameese Chang
To:	Nikolajevs, Val
Cc:	Kwan, Delon; Hwang, Jin; Patricia Diefenderfer; Terry Hayes; Wendy Lockwood; Deborah Roberts
Subject:	Re: Exposition Corridor Transit Neighborhood Plan Project-Scope Confirmation
Date:	Tuesday, December 24, 2013 11:26:49 AM

Val,

I have reviewed this corrected scope and am confirming that it is consistent with the information we provided, and can be used for the LADWP water demand calculations for the Expo Corridor Transit Neighborhood Plan.

--

Lameese Elqura Chang
Transit Neighborhood Plans | www.latnp.org
Los Angeles Department of City Planning
200 N Spring Street, Room 667
Los Angeles, CA 90012
213.978.1178
lameese.chang@lacity.org
^ Please note my new e-mail address.

On Tue, Dec 24, 2013 at 11:15 AM, Nikolajevs, Val <Val.Nikolajevs@ladwp.com> wrote:

> Lameese,
>
> We are in the process of preparing the Water Supply Assessment (WSA) Board Package for the Exposition Corridor Transit Neighborhood Plan Project (Proposed Project). The Los Angeles Department of Water and Power (LADWP) requests the Department of City Planning (Planning Department) to confirm the correct detailed scope of the Proposed Project by e-mail. Your scope confirming e-mail will be included as part of the WSA, and the project scope Planning verifies needs to match the exact scope we use for calculating the water demand.
>
> **Please confirm the following items below:**
>
> The WSA Request Letter for the Proposed Project was received on November 14, 2013. The scope considered in the LADWP's water demand calculations, as received in the WSA Request Letter and e-mails from the Planning department is as follows:
>
> **Existing:**

Industrial Facility	1,693,343 sq. ft.
Office	1,940,009 sq. ft.
Medical	137,419 sq. ft.
Restaurant: Full Service Indoor Seat	1,469 seats
Retail	1,115,604 sq. ft.
Institutional	Churches: fixed seat: 870 seats Hospitals: 218 beds School: University/College: 2,089 students Institutional Total: 174,095 sq. ft.
Residential	Multi Family Dwelling Unit: Studio: 68 units

	1 Bedroom.: 203 units 2 Bedroom: 379 units 3 Bedroom: 135 units Single Family Dwelling Unit: 2 Bedroom: 136 units 3 Bedroom: 136 units Total: 1057 units
Cooling Tower	Office: 1,940,009 sq. ft. Hospitals: 43,524 sq. ft.
Parking	Surface Parking (non-residential): 1,767,120 sq. ft. Structured/Subterranean Parking (non-residential): 1,039,200 sq. ft. Structured/Subterranean Parking (multi-family residential): 302,640 sq. ft. Private Garages (single-family and two-family residential): 164,160 sq. ft. Auto Parking Total: 3,273,120 sq. ft.
Landscaping	Parkways: 31,500 sq. ft. turf with trees, Plant Factor (PF)=0.8 Median: 240 sq. ft. shrubs, PF=0.6 Single Family lawns: 480,902 sq. ft. turf, PF=0.8 Multi Family, Commercial and Industrial: 133,555 sq. ft. turf , PF=0.8 Multi Family, Commercial and Industrial: 57,238 sq. ft. shrubs , PF=0.6 Total Landscape area: 703,435 sq. ft.

Proposed:

Industrial Facility	2,062,968 sq. ft.
Office	5,776,310 sq. ft.
Medical	412,593 sq. ft.
Restaurant: Full Service Indoor Seat	5,717 seats
Retail	1,972,251 sq. ft.
Institutional	Churches: fixed seat: 1,391 seats Hospitals: 313 beds School: University/College:4,172 students Theatres: 3,477 seats Institutional Total: 417,205 sq. ft.
Residential	Multi Family Dwelling Unit: Studio: 602 units 1 Bedroom: 1,758 units 2 Bedroom: 1,250 units 3 Bedroom: 648 units

	Single Family Dwelling Unit: 2 Bedroom: 68 units 3 Bedroom: 68 units Total: 4394 units
Cooling Tower	Industrial: 2,062,968 sq. ft. Office: 5,776,310 sq. ft. Medical: 412,593 sq. ft. Restaurant: 171,500 sq. ft. Retail: 1,972,251 sq. ft. Churches: 41,721 sq. ft. Hospitals: 62,581 sq. ft. Colleges/universities: 208,603 sq. ft. Theatres: 104,301 sq. ft. Multi Family Residential Gross: 4,515,550 sq. ft.
Parking	Surface Parking (non-residential): 1,850,880 sq. ft. Structured/Subterranean Parking (non-residential): 5,500,080 sq. ft. Structured/Subterranean Parking (multi-family residential): 1,520,400 sq. ft. Private Garages (single-family and two-family residential): 82,080 sq. ft. Auto Parking Total: 8,953,440 sq. ft.
Landscaping	Parkways: 30,000 sq. ft. turf with trees, PF=0.8 Median: 240 sq. ft. shrubs, PF=0.6 Parkways: 59,228 sq. ft. drought-tolerant plantings, PF=0.3 Median: 38,024 sq. ft. drought-tolerant plantings, PF=0.3 Single Family lawns: 240,451 sq. ft. turf, PF=0.8 Multi Family, Commercial and Industrial: 66,777 sq. ft. turf, PF=0.8 Multi Family, Commercial and Industrial: 28,619 sq. ft. shrubs, PF=0.6 New Commercial, Industrial, and Mixed Use: 53,660 sq. ft. turf, PF=0.8 New Commercial, Industrial, and Mixed Use: 125,208 sq. ft. drought-tolerant plantings, PF=0.3 Multi Family: 9,315 sq. ft. turf, PF=0.8 Multi Family: 21,735 sq. ft. drought-tolerant plantings, PF=0.3 Total Landscape area: 673,257 sq. ft.

Proposed Project with Alternative Compliance Details:

Industrial Facility	1,695, 486 sq. ft.
Office	4,747,360 sq. ft.
Medical	339,097 sq. ft.
Restaurant: Full Service Indoor Seat	4,698 seats
Retail	1,620,928 sq. ft.
Institutional	Churches: fixed seat: 1,143 seats Hospitals: 257 beds School: University/College: 3,429 students Theatres: 2,857 seats Institutional Total: 342,887 sq. ft.
Residential	Multi Family Dwelling Unit: Studio: 841 units 1 Bedroom: 2,455 units 2 Bedroom: 1,772 units 3 Bedroom: 932 units Single Family Dwelling Unit: 2 Bedroom: 68 units 3 Bedroom: 68 units Total: 6,136 units
Cooling Tower	Industrial: 1,695,486 sq. ft. Office: 4,747,360 sq. ft. Medical: 339,097 sq. ft. Restaurant: 140,950 sq. ft. Retail: 1,620,928 sq. ft. Churches: 34,289 sq. ft. Hospitals: 51,433 sq. ft. Theatres: 85,722 sq. ft. Colleges/universities: 171,444 sq. ft. Multi Family Residential Gross: 6,376,250 sq. ft.
Parking	Surface Parking (non-residential): 1,544,880 sq. ft. Structured/Subterranean Parking (non-residential): 4,582,080 sq. ft. Structured/Subterranean Parking (multi-family residential): 2,147,040 sq. ft. Private Garages (single-family and two-family residential): 82,080 sq. ft. Auto Parking Total: 8,356,080 sq. ft.
Landscaping	Parkways: 30,000 sq. ft. turf with trees, PF=0.8 Median: 240 sq. ft. shrubs, PF=0.6 Parkways: 59,228 sq. ft. drought-tolerant plantings, PF=0.3

	Median: 38,024 sq. ft. drought-tolerant plantings, PF=0.3 Single Family lawns: 240,451 sq. ft. turf, PF=0.8 Multi Family, Commercial and Industrial: 66,777 sq. ft. turf, PF=0.8 Multi Family, Commercial and Industrial: 28,619 sq. ft. shrubs, PF=0.6 New Commercial, Industrial, and Mixed Use: 70,647 sq. ft. turf, PF=0.8 New Commercial, Industrial and Mixed Use: 164,844 sq. ft. drought-tolerant plantings, PF=0.3 Multi Family: 9,315 sq. ft. turf, PF=0.8 Multi Family: 21,735 sq. ft. drought-tolerant plantings, PF=0.3 Total Landscape area: 729,880 sq. ft.

If the above listed scope is accurate and consistent with the Project, please e-mail reply by December 30, 2013. If not, please edit the scope accordingly and send the e-mail to me at val.nikolajevs@ladwp. com

Thank you, and please let me know if you have any questions.

Val Nikolajevs

Civil Engineering Associate

Los Angeles Department of Water and Power

Water Resources Development

111 N. Hope St. Room 1463

Los Angeles, CA 90012

213-367-0218

Val Nikolajevs

Civil Engineering Associate

Los Angeles Department of Water and Power

Water Resources Development

111 N. Hope St. Room 1463

Los Angeles, CA 90012

213-367-0218

----------Confidentiality Notice----------
This electronic message transmission contains information from the Los Angeles Department of Water and Power, which may be confidential. If you are not the intended recipient, be aware that any disclosure, copying, distribution or use of the content of this information is prohibited. If you have received this communication in error, please notify us immediately by e-mail and delete the original message and any attachment without reading or saving in any manner.

Appendix B

Water Conservation Commitment Letter

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
AND
6262 VAN NUYS BLVD., SUITE 351
VAN NUYS, CA 91401

CITY PLANNING COMMISSION

RENEE DAKE WILSON
INTERIM PRESIDENT
DANA M. PERLMAN
INTERIM VICE-PRESIDENT
ROBERT L. AHN
DAVID H. J. AMBROZ
MARIA G. CABILDO
CAROLINE CHOE
RICHARD KATZ
JOHN W. MACK
MARTA SEGURA

JAMES K. WILLIAMS
COMMISSION EXECUTIVE ASSISTANT II
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA

ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES

MICHAEL J. LOGRANDE
DIRECTOR
(213) 978-1271

ALAN BELL, AICP
DEPUTY DIRECTOR
(213) 978-1272

LISA M. WEBBER, AICP
DEPUTY DIRECTOR
(213) 978-1274

EVA YUAN-MCDANIEL
DEPUTY DIRECTOR
(213) 978-1273

FAX: (213) 978-1275

INFORMATION
www.planning.lacity.org

January 8, 2014

James B. McDaniel
Senior Assistant General Manager – Water System
CITY OF LOS ANGELES
DEPARTMENT OF WATER AND POWER
111 North Hope Street, Room 1455
Los Angeles, CA 90012

Re: WATER CONSERVATION COMMITMENTS FOR EXPOSITION CORRIDOR TRANSIT NEIGHBORHOOD PLAN

Dear Mr. McDaniel:

The City of Los Angeles proposes to adopt the Exposition Corridor Transit Neighborhood Plan (Specific Plan). The Plan area, which encompasses approximately 1,970 acres, is generally bounded by ½ mile corridor around the Exposition Light Rail Line between the Culver City station and the Exposition/Bundy station. Of this Plan area, 256 acres are proposed for zoning and land use changes. This "change area" constitutes the proposed Project.

The proposed Project anticipates by 2035 no more than approximately 2,062,968 square feet of industrial uses, 5,776,310 square feet of office uses, 412,593 square feet of medical uses, 1,972,251 square feet of retail uses, 171,500 square feet of restaurant uses, 4,394 dwelling units, and 417,205 square feet of institutional uses. In addition, the Plan anticipates no more than 545,766 square feet of landscaping (planted open space) on private property, and 127,492 square feet of landscaping on public right-of-way (including tree wells and medians.) The Project would also include 7,712 stalls of surface parking. As part of the Project, approximately 50% of the existing development that collectively comprises approximately 5,104,548 square feet of non-residential floor area and 1,057 dwelling units on-site is expected to be removed.

An alternative version of the project (Alternative Project), which is also being analyzed as part of the same Water Supply Assessment, anticipates the following amount of development by 2035: approximately 1,695,486 square feet of industrial uses, 4,747,360 square feet of office uses, 339,097 square feet of medical uses, 1,620,928 square feet of retail space, 140,950 square feet of restaurant uses, 6,136 dwelling units, and 342,887 square feet of institutional uses. In

addition, the Plan anticipates that no more than 605,389 square feet of landscaping (planted open space) on private property, and 127,492 square feet of landscaping on public right-of-way (including tree wells and medians.) The Alternative Project would also include 6,437 stalls of surface parking.

The City of Los Angeles' policy is that future water needs shall be met by expanding water recycling and conservation. In adopting the Plan, the Los Angeles Department of City Planning shall require the following water conservation measures for all new development within the Project area. Such requirements will be addressed through the environmental mitigation measures in the Environmental Impact Report as well as plan standards in the Specific Plan, as appropriate. Note that any existing development within the Project area that remains will not be required to conform to these measures.

- High Efficiency Toilets with flush volume of 1.0 gallons of water per flush
- Faucets – all indoor faucets (other than City Ordinance No.181480 requirements) with flow rate of 1.5 gallons per minute or less
- High Efficiency Clothes Washers (Residential) – water factor of 5.0 or less
- Waterless Urinals
- Showerheads – no more than one showerhead per stall
- Rotating Sprinkler Nozzles for Landscape Irrigation – 0.5 gallons per minute
- Weather Based Irrigation Controller
- Drought Tolerant Plants – 100% of total landscaping in the public right-of-way; 70% of total landscaping on private property.
- High Efficiency Clothes Washers (Commercial) – water factor of 7.5 or less
- Domestic Water Heating System located in close proximity to point(s) of use
- Individual Metering and billing for water use
- Tankless and on-demand Water Heaters
- Cooling Tower Conductivity Controllers or Cooling Tower pH Conductivity Controllers
- Water-Saving Pool Filter
- Leak Detection System for swimming pools and Jacuzzi
- Drip/Subsurface Irrigation (Micro-Irrigation)
- Micro-Spray
- Proper Hydro-zoning (grouping plants with similar water requirements together)
- Zoned Irrigation
- Landscaping Contouring to minimize precipitation runoff
- Water Conserving turf (approximately 31,488 square feet, Plant Factor = 0.3)
- Rainwater Harvesting

The Plan shall require that all Projects comply with the City of Los Angeles Low Impact Development Ordinance (City Ordinance No. 181899) and to implement Best Management Practices that have stormwater recharge or reuse benefits for the entire Project as applicable:

- Infiltration Basin (drainage area of 5-50 acres) – captures first-flush stormwater, removes particulate pollutants and some soluble pollutants, and contributes toward recharging groundwater.
- Infiltration Trench (drainage area of less than 5 acres) – similar to infiltration basin but used for smaller drainage areas to capture and infiltrate rainwater.
- Catch Basin Insert - a device that can be inserted into an existing catch basin design to provide some level of runoff contaminant removal.
- Catch Basin Screens

- Pervious Pavements – captures runoff by allowing stormwater to pass through the pavement surface and then infiltrate into the groundwater basin.
- Cistern - captures stormwater runoff as it comes down through the roof gutter system.
- Greywater Systems
- Primary (On-Site) Waste Water Treatment Systems

The following items are required by the Water Efficiency Requirements Ordinance - City Ordinance No.180822, Los Angeles Green Building Code Ordinance - City Ordinance No. 181480, and the 2010 California Green Building Standard Code, and the City acknowledges that all new development within the Plan area will comply with the following requirements:

- Faucets – maximum flow rate not to exceed:
  - Private Use Lavatory Faucets – 1.5 gallons per minute
  - Public Use Lavatory Faucets (residential buildings over 6 stories high and nonresidential buildings) – 0.4 gallons per minute, self-closing (0.2 gallons per minute for metering faucet)
  - Public Use Lavatory Faucets (residential buildings up to 6 stories high) – 0.5 gallons per minute, self-closing (0.25 gallons per minute for metering faucet)
  - Pre-rinse Spray Valve installed in Commercial Kitchens – 1.6 gallons per minute
  - Kitchen faucets and wash fountains – 1.8 gallons per minute at 60 psi
  - All Other Indoor Faucets – 2.2 gallons per minute

- Low-flow Showerheads – maximum flow rate not to exceed 2.0 gallons per minute, except emergency shower heads for health or safety purposes.

- All installed dishwashers must be Energy Star rated and in compliance with the following:
  - The maximum water use for high efficiency commercial dishwashers shall be in accordance with the following table:

Type	High-Temperature Maximum gallons per rack	Chemical-Maximum gallons per rack
Conveyer	0.70	0.62
Door	0.95	1.16
Undercounter	0.90	0.98

  - The maximum water use per washing cycle for high efficiency domestic dishwashers shall be 5.8 gallons.

- All cooling towers must operate at a minimum of 5.5 cycles of concentration.

- Single-pass cooling systems are strictly prohibited for use in devices, processes, or equipment installed in commercial, industrial, or multi-family residential buildings. This prohibition shall not apply to devices, processes, or equipment installed for health or safety purposes that cannot operate safely otherwise.

The following table shows the estimated number of new plumbing fixtures/appliances count for the Proposed Project:

	Residential Dwelling	Industrial	Office	Medical	Restaurant	Retail	Institutional
Toilets	5,507	32	117	20	38	32	144
Urinals	0	0	43	5	11	8	8
Bath Faucets	3,866	32	116	16	26	20	130
Kitchen Faucets	3,866	0	0	0	75	0	0
Showerheads	5,507	0	0	0	0	0	11
Clothes washer	1,833	0	0	0	0	0	0
Dishwasher	3,866	0	0	0	75	0	0

The following table shows the estimated number of new plumbing fixtures/appliances for the Proposed Alternative Project:

	Residential Dwelling	Industrial	Office	Medical	Restaurant	Retail	Institutional
Toilets	8,054	44	115	19	36	36	157
Urinals	0	0	42	5	10	9	8
Bath Faucets	5,607	44	115	16	25	22	140
Kitchen Faucets	5,607	0	0	0	70	0	0
Showerheads	8,054	0	0	0	0	0	13
Clothes washer	2,666	0	0	0	0	0	0
Dishwasher	5,607	0	0	0	70	0	0

Should you have any questions, please do not hesitate to call Lameese Elqura Chang at (213) 978-1178.

Sincerely,

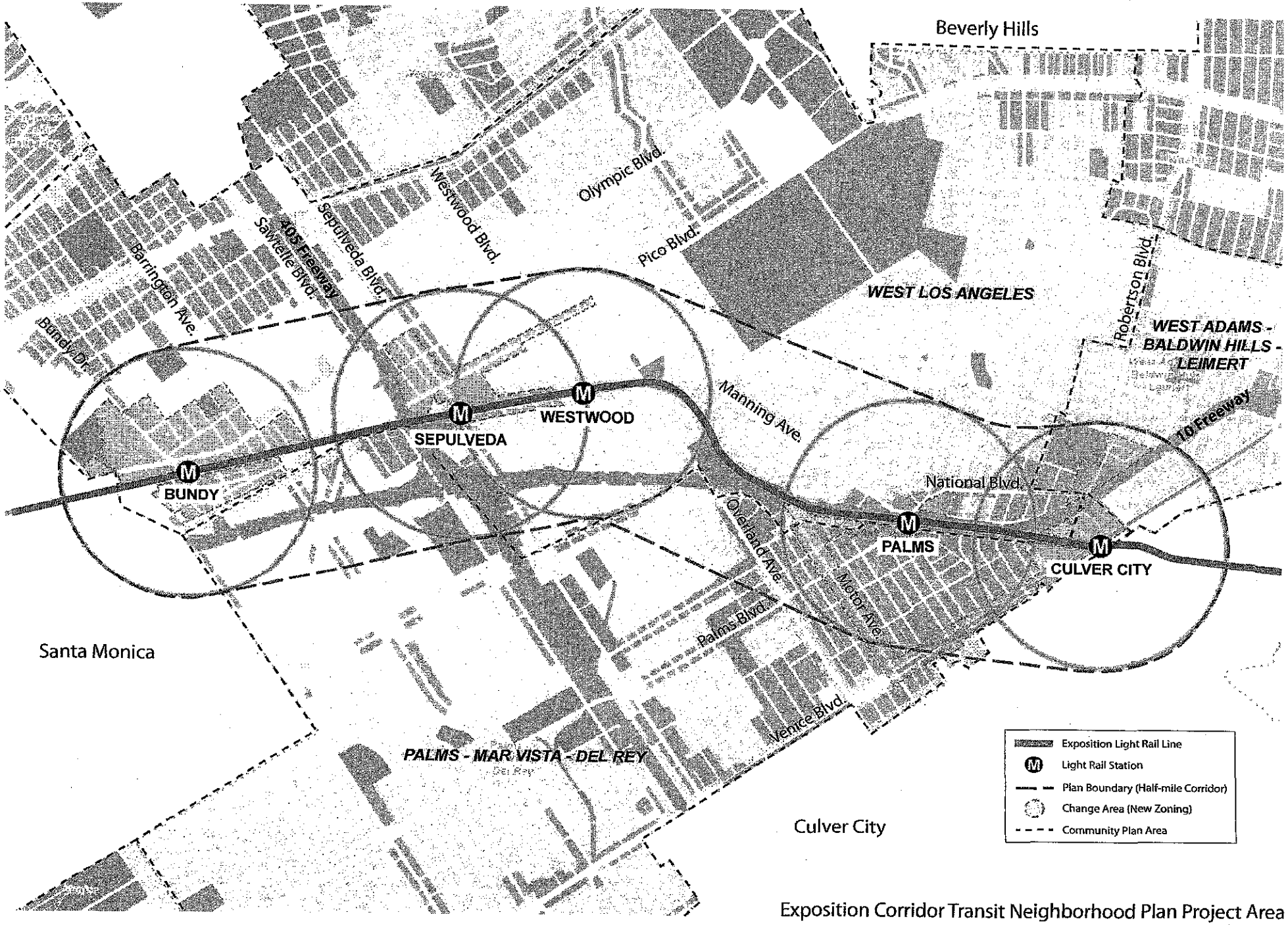
Michael LoGrande
Director

Patricia Diefenderfer
Senior City Planner

Appendix C

Project Location Maps

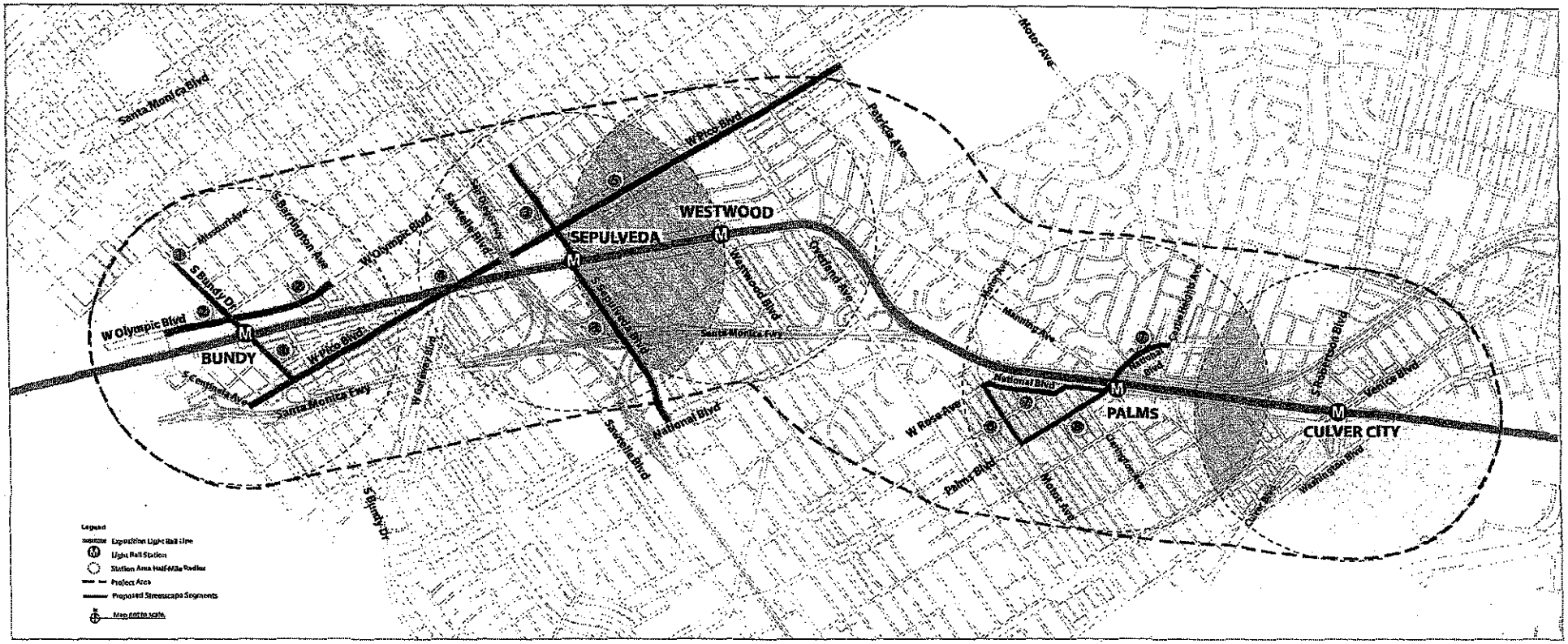
Attachment A



Exposition Corridor Transit Neighborhood Plan Project Area

Exposition Corridor Transit Neighborhood Plan

Proposed Streetscape Segments



1. **Bundy** Drive between Pico Boulevard and Missouri Avenue
2. **Olympic** Boulevard between Centinela and Barrington Avenues
3. **Sepulveda** Boulevard between Olympic and National Boulevards
4. **Pico** Boulevard between S Centinela Avenue & I-405
5. **Pico** Boulevard between I-405 and Patricia Avenue
6. **Motor** Avenue between W Rose Avenue and Palms Boulevard
7. **National** Boulevard between Castle Heights and Mentone Avenues
8. **Palms** Boulevard between Motor Avenue and National Boulevard

Metro This project is partially funded by Metro.

Appendix D

Adjudicated Groundwater Basin Judgments

- San Fernando Basin – Judgment No. 650079
- Sylmar Basin – Judgment No. 650079
- Central Basin – Judgment No, 786656

SUPERIOR COURT OF THE STATE OF CALIFORNIA

FOR THE COUNTY OF LOS ANGELES

THE CITY OF LOS ANGELES, Plaintiff, vs. CITY OF SAN FERNANDO, ET AL. Defendants.	No. 650079 JUDGMENT

There follows by consecutive paging Recitals (page 1), Definitions and List of Attachments (pages 1 to 6), Designation of Parties (page 6), Declaration re Geology and Hydrology (pages 6 to 12), Declaration of Rights (pages 12 to 21), Injunctions (pages 21 to 22), Continuing Jurisdiction (page 23), Watermaster (pages 23 to 29), Physical Solution (pages 29 to 34), and Miscellaneous Provisions (pages 34 to 35), and Attachments (pages 36 to 46). Each and all of said several parts constitute a single integrated Judgment herein.

4.2.3 Separate Ground Water Basins. The physical and geologic characteristics of each of the ground water basins, Eagle rock, Sylmar, Verdugo and San Fernando, cause impediments to inter-basin ground water flow whereby there is created separate underground reservoirs. Each of said basins contains a common source of water supply to parties extracting ground water from each of said basins. The amount of underflow from Sylmar Basin, Verdugo Basin and Eagle Rock Basin to San Fernando Basin is relatively small, and on the average has been approximately 540 acre feet per year from the Sylmar Basin; 80 acre feet per year from Verdugo Basin; and 50 acre feet per year from Eagle Rock Basin. Each has physiographic, geologic and hydrologic differences; one from the other, and each meets the hydrologic definition of "basin". The extractions of water in the respective basins affect the other water users within that basin but do not significantly or materially affect the ground water levels in any of the other basins. The underground reservoirs of Eagle Rock, Verdugo and Sylmar Basins are independent of one another and of the San Fernando Basin.

4.2.4 Safe Yield and Native Safe Yield. The safe yield and native safe yield, stated in acre feet, of the three largest basins for the year 1964-65 was as follows:

Basin	Safe Yield	Native Safe Yield
San Fernando	90,680	43,660
Sylmar	6,210	3,850
Verdugo	7,150	3,590

The safe yield of Eagle Rock Basin is derived from imported water delivered by Los Angeles. There is no measurable native safe yield.

4.2.5 Separate Basins -- Separate Rights. The rights of the parties to extract ground water within ULARA are separate and distinct as within each of the several ground water basins within said watershed.

4.2.6 Hydrologic Condition of Basins. The several basins within ULARA are in varying hydrologic conditions, which result in different legal consequences.

4.2.6.1 San Fernando Basin. The first full year of overdraft in San Fernando Basin was 1954-55. It remained in overdraft continuously until 1968, when an injunction

LAGERLOF, SENICAL, DRESCHER & SWIFT
301 North Lake Avenue, 10th Floor
Pasadena, California 91101
(818) 793-9400 or (213) 385-4345

SUPERIOR COURT OF THE STATE OF CALIFORNIA

FOR THE COUNTY OF LOS ANGELES

CENTRAL AND WEST BASIN WATER REPLENISHMENT DISTRICT, etc., Plaintiff, v. CHARLES E. ADAMS, et al., Defendants. CITY OF LAKEWOOD, a municipal corporation, Cross-Complaint, v. CHARLES E. ADAMS, et al., Cross-Defendants.	No. 786,656 SECOND AMENDED JUDGMENT (Declaring and establishing water rights in Central Basin and enjoining extractions therefrom in excess of specified quantities.)

The above-entitled matter duly and regularly came on for trial in Department 73 of the above-entitled Court (having been transferred thereto from Department 75 by order of the presiding Judge), before the Honorable Edmund M. Moor, specially assigned Judge, on May 17, 1965, at 10:00 a.m. Plaintiff was represented by its attorneys BEWLEY, KNOOP,

of the close of the water year ending September 30, 1978 in accordance with the Watermaster Reports on file with this Court and the records of the Plaintiff. This tabulation does not take into account additions or subtractions from any Allowed Pumping Allocation of a producer for the 1978-79 water year, nor other adjustments not representing change in fee title to water rights, such as leases of water rights, nor does it include the names of lessees of landowners where the lessees are exercising the water rights. The exercise of all water rights is subject, however, to the provisions of this Judgment is hereinafter contained. All of said rights are of the same legal force and effect and are without priority with reference to each other. Each party whose name is hereinafter set forth in the tabulation set forth in Appendix "2" of this judgment, and after whose name there appears under the column "Total Water Right" the figure "0" owns no rights to extract any ground water from Central Basin, and has no right to extract any ground water from Central Basin.

(b) Defendant The City of Los Angeles is the owner of the right to extract fifteen thousand (15,000) acre feet per annum of ground water from Central Basin. Defendant Department of Water and Power of the City of Los Angeles has no right to extract ground water from Central Basin except insofar as it has the right, power, duty or obligation on behalf of defendant The City of Los Angeles to exercise the water rights in Central Basin of defendant The City of Los Angeles. The exercise of said rights are subject, however, to the provisions of this judgment hereafter contained, including but not limited to, sharing with other parties in any subsequent decreases or increases in the quantity of extractions permitted from Central Basin, pursuant to continuing jurisdiction of the Court, on the basis that fifteen thousand (15,000) acre feet bears to the Allowed Pumping Allocations of the other parties.

(c) No party to this action is the owner of or has any right to extract ground water from Central Basin except as herein affirmatively determined.

2. Parties Enjoined as Regards Quantities of Extractions.

Appendix E

Water Supply Assessment Provisions
California Water Code Section 10910-10915

WATER CODE
SECTION 10910-10915

10910. (a) Any city or county that determines that a project, as defined in Section 10912, is subject to the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code) under Section 21080 of the Public Resources Code shall comply with this part.

(b) The city or county, at the time that it determines whether an environmental impact report, a negative declaration, or a mitigated negative declaration is required for any project subject to the California Environmental Quality Act pursuant to Section 21080.1 of the Public Resources Code, shall identify any water system that is, or may become as a result of supplying water to the project identified pursuant to this subdivision, a public water system, as defined in Section 10912, that may supply water for the project. If the city or county is not able to identify any public water system that may supply water for the project, the city or county shall prepare the water assessment required by this part after consulting with any entity serving domestic water supplies whose service area includes the project site, the local agency formation commission, and any public water system adjacent to the project site.

(c) (1) The city or county, at the time it makes the determination required under Section 21080.1 of the Public Resources Code, shall request each public water system identified pursuant to subdivision (b) to determine whether the projected water demand associated with a proposed project was included as part of the most recently adopted urban water management plan adopted pursuant to Part 2.6 (commencing with Section 10610).

(2) If the projected water demand associated with the proposed project was accounted for in the most recently adopted urban water management plan, the public water system may incorporate the requested information from the urban water management plan in preparing the elements of the assessment required to comply with subdivisions (d), (e), (f), and (g).

(3) If the projected water demand associated with the proposed project was not accounted for in the most recently adopted urban water management plan, or the public water system has no urban water management plan, the water supply assessment for the project shall include a discussion with regard to whether the public water system's

total projected water supplies available during normal, single dry, and multiple dry water years during a 20-year projection will meet the projected water demand associated with the proposed project, in addition to the public water system's existing and planned future uses, including agricultural and manufacturing uses.

(4) If the city or county is required to comply with this part pursuant to subdivision (b), the water supply assessment for the project shall include a discussion with regard to whether the total projected water supplies, determined to be available by the city or county for the project during normal, single dry, and multiple dry water years during a 20-year projection, will meet the projected water demand associated with the proposed project, in addition to existing and planned future uses, including agricultural and manufacturing uses.

(d) (1) The assessment required by this section shall include an identification of any existing water supply entitlements, water rights, or water service contracts relevant to the identified water supply for the proposed project, and a description of the quantities of water received in prior years by the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), under the existing water supply entitlements, water rights, or water service contracts.

(2) An identification of existing water supply entitlements, water rights, or water service contracts held by the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), shall be demonstrated by providing information related to all of the following:

(A) Written contracts or other proof of entitlement to an identified water supply.

(B) Copies of a capital outlay program for financing the delivery of a water supply that has been adopted by the public water system.

(C) Federal, state, and local permits for construction of necessary infrastructure associated with delivering the water supply.

(D) Any necessary regulatory approvals that are required in order to be able to convey or deliver the water supply.

(e) If no water has been received in prior years by the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), under the existing water supply entitlements, water rights, or water service contracts, the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), shall also include in its water supply assessment pursuant to subdivision (c), an

identification of the other public water systems or water service contractholders that receive a water supply or have existing water supply entitlements, water rights, or water service contracts, to the same source of water as the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), has identified as a source of water supply within its water supply assessments.

(f) If a water supply for a proposed project includes groundwater, the following additional information shall be included in the water supply assessment:

(1) A review of any information contained in the urban water management plan relevant to the identified water supply for the proposed project.

(2) A description of any groundwater basin or basins from which the proposed project will be supplied. For those basins for which a court or the board has adjudicated the rights to pump groundwater, a copy of the order or decree adopted by the court or the board and a description of the amount of groundwater the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), has the legal right to pump under the order or decree. For basins that have not been adjudicated, information as to whether the department has identified the basin or basins as overdrafted or has projected that the basin will become overdrafted if present management conditions continue, in the most current bulletin of the department that characterizes the condition of the groundwater basin, and a detailed description by the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), of the efforts being undertaken in the basin or basins to eliminate the long-term overdraft condition.

(3) A detailed description and analysis of the amount and location of groundwater pumped by the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), for the past five years from any groundwater basin from which the proposed project will be supplied. The description and analysis shall be based on information that is reasonably available, including, but not limited to, historic use records.

(4) A detailed description and analysis of the amount and location of groundwater that is projected to be pumped by the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), from any basin from which the proposed project will be supplied. The description and analysis shall be based on information that is reasonably available,

including, but not limited to, historic use records.

(5) An analysis of the sufficiency of the groundwater from the basin or basins from which the proposed project will be supplied to meet the projected water demand associated with the proposed project.

A water supply assessment shall not be required to include the information required by this paragraph if the public water system determines, as part of the review required by paragraph (1), that the sufficiency of groundwater necessary to meet the initial and projected water demand associated with the project was addressed in the description and analysis required by paragraph (4) of subdivision (b) of Section 10631.

(g) (1) Subject to paragraph (2), the governing body of each public water system shall submit the assessment to the city or county not later than 90 days from the date on which the request was received. The governing body of each public water system, or the city or county if either is required to comply with this act pursuant to subdivision (b), shall approve the assessment prepared pursuant to this section at a regular or special meeting.

(2) Prior to the expiration of the 90-day period, if the public water system intends to request an extension of time to prepare and adopt the assessment, the public water system shall meet with the city or county to request an extension of time, which shall not exceed 30 days, to prepare and adopt the assessment.

(3) If the public water system fails to request an extension of time, or fails to submit the assessment notwithstanding the extension of time granted pursuant to paragraph (2), the city or county may seek a writ of mandamus to compel the governing body of the public water system to comply with the requirements of this part relating to the submission of the water supply assessment.

(h) Notwithstanding any other provision of this part, if a project has been the subject of a water supply assessment that complies with the requirements of this part, no additional water supply assessment shall be required for subsequent projects that were part of a larger project for which a water supply assessment was completed and that has complied with the requirements of this part and for which the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), has concluded that its water supplies are sufficient to meet the projected water demand associated with the proposed project, in addition to the existing and planned future uses, including, but not limited to, agricultural and industrial uses, unless one or more of the following changes occurs:

(1) Changes in the project that result in a substantial increase

in water demand for the project.

(2) Changes in the circumstances or conditions substantially affecting the ability of the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), to provide a sufficient supply of water for the project.

(3) Significant new information becomes available which was not known and could not have been known at the time when the assessment was prepared.

10911. (a) If, as a result of its assessment, the public water system concludes that its water supplies are, or will be, insufficient, the public water system shall provide to the city or county its plans for acquiring additional water supplies, setting forth the measures that are being undertaken to acquire and develop those water supplies. If the city or county, if either is required to comply with this part pursuant to subdivision (b), concludes as a result of its assessment, that water supplies are, or will be, insufficient, the city or county shall include in its water supply assessment its plans for acquiring additional water supplies, setting forth the measures that are being undertaken to acquire and develop those water supplies. Those plans may include, but are not limited to, information concerning all of the following:

(1) The estimated total costs, and the proposed method of financing the costs, associated with acquiring the additional water supplies.

(2) All federal, state, and local permits, approvals, or entitlements that are anticipated to be required in order to acquire and develop the additional water supplies.

(3) Based on the considerations set forth in paragraphs (1) and (2), the estimated timeframes within which the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), expects to be able to acquire additional water supplies.

(b) The city or county shall include the water supply assessment provided pursuant to Section 10910, and any information provided pursuant to subdivision (a), in any environmental document prepared for the project pursuant to Division 13 (commencing with Section 21000) of the Public Resources Code.

(c) The city or county may include in any environmental document an evaluation of any information included in that environmental

document provided pursuant to subdivision (b). The city or county shall determine, based on the entire record, whether projected water supplies will be sufficient to satisfy the demands of the project, in addition to existing and planned future uses. If the city or county determines that water supplies will not be sufficient, the city or county shall include that determination in its findings for the project.

10912. For the purposes of this part, the following terms have the following meanings:

(a) "Project" means any of the following:

(1) A proposed residential development of more than 500 dwelling units.

(2) A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.

(3) A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space.

(4) A proposed hotel or motel, or both, having more than 500 rooms.

(5) A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.

(6) A mixed-use project that includes one or more of the projects specified in this subdivision.

(7) A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

(b) If a public water system has fewer than 5,000 service connections, then "project" means any proposed residential, business, commercial, hotel or motel, or industrial development that would account for an increase of 10 percent or more in the number of the public water system's existing service connections, or a mixed-use project that would demand an amount of water equivalent to, or greater than, the amount of water required by residential development that would represent an increase of 10 percent or more in the number of the public water system's existing service connections.

(c) "Public water system" means a system for the provision of piped water to the public for human consumption that has 3000 or more service connections. A public water system includes all of the

following:

(1) Any collection, treatment, storage, and distribution facility under control of the operator of the system which is used primarily in connection with the system.

(2) Any collection or pretreatment storage facility not under the control of the operator that is used primarily in connection with the system.

(3) Any person who treats water on behalf of one or more public water systems for the purpose of rendering it safe for human consumption.

10914. (a) Nothing in this part is intended to create a right or entitlement to water service or any specific level of water service.

(b) Nothing in this part is intended to either impose, expand, or limit any duty concerning the obligation of a public water system to provide certain service to its existing customers or to any future potential customers.

(c) Nothing in this part is intended to modify or otherwise change existing law with respect to projects which are not subject to this part.

(d) This part applies only to a project for which a notice of preparation is submitted on or after January 1, 1996.

10915. The County of San Diego is deemed to comply with this part if the Office of Planning and Research determines that all of the following conditions have been met:

(a) Proposition C, as approved by the voters of the County of San Diego in November 1988, requires the development of a regional growth management plan and directs the establishment of a regional planning and growth management review board.

(b) The County of San Diego and the cities in the county, by agreement, designate the San Diego Association of Governments as that review board.

(c) A regional growth management strategy that provides for a comprehensive regional strategy and a coordinated economic development and growth management program has been developed pursuant to Proposition C.

(d) The regional growth management strategy includes a water element to coordinate planning for water that is consistent with the

requirements of this part.

(e) The San Diego County Water Authority, by agreement with the San Diego Association of Governments in its capacity as the review board, uses the association's most recent regional growth forecasts for planning purposes and to implement the water element of the strategy.

(f) The procedures established by the review board for the development and approval of the regional growth management strategy, including the water element and any certification process established to ensure that a project is consistent with that element, comply with the requirements of this part.

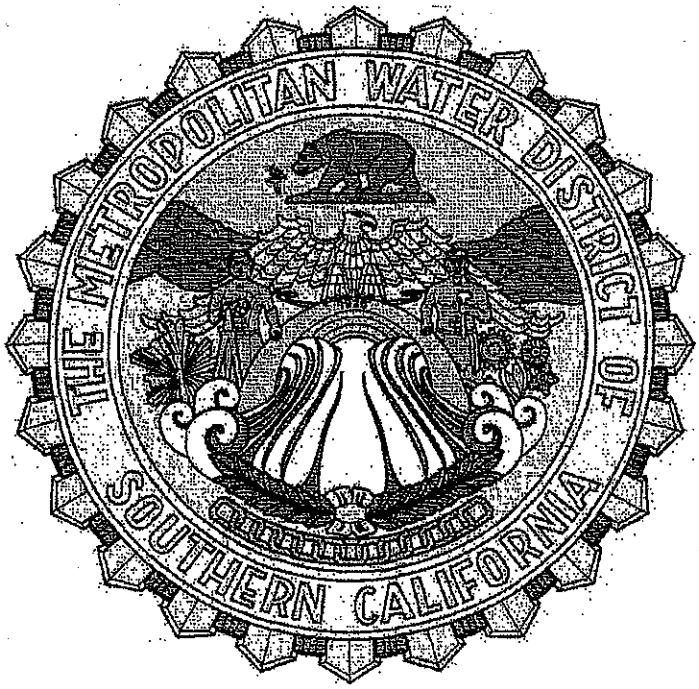
(g) The environmental documents for a project located in the County of San Diego include information that accomplishes the same purposes as a water supply assessment that is prepared pursuant to Section 10910.

Appendix F

Metropolitan Water District of Southern California

APPENDIX A

The Metropolitan Water District of Southern California



THIS PAGE INTENTIONALLY LEFT BLANK

TABLE OF CONTENTS

INTRODUCTION 1

Formation and Purpose 1
Member Agencies 1
Service Area 2

METROPOLITAN'S WATER SUPPLY 2

Integrated Water Resources Plan 3
The Integrated Resources Plan Strategy 4
State Water Project 5
Colorado River Aqueduct 13
Water Transfer, Storage and Exchange Programs 22
Storage Capacity and Water in Storage 24
Water Conservation 27
Water Supply Allocation Plan 28

REGIONAL WATER RESOURCES 28

Los Angeles Aqueduct 29
Local Water Supplies 30

METROPOLITAN'S WATER DELIVERY SYSTEM 32

Method of Delivery 32
Water Treatment 34
Seismic Considerations 35
Security Measures 37

CAPITAL INVESTMENT PLAN 37

General Description 37
Projection of Capital Investment Plan Expenditures 38
Capital Investment Plan Financing 38
Major Projects of Metropolitan's Capital Investment Plan 39

GOVERNANCE AND MANAGEMENT 40

Board of Directors 40
Management 40
Employee Relations 42
Risk Management 43

METROPOLITAN REVENUES 43

General 43
Summary of Receipts by Source 44
Revenue Allocation Policy and Tax Revenues 45
Water Sales Revenues 45
Rate Structure 47
Litigation Challenging Rate Structure 48

Member Agency Purchase Orders 49
Classes of Water Service 50
Water Rates by Water Category 50
Additional Revenue Components 51
Financial Reserve Policy 52
Wheeling and Exchange Charges 53
Hydroelectric Power Recovery Revenues 53
Principal Customers 53
Preferential Rights 54
California Ballot Initiatives 54
Investment of Moneys in Funds and Accounts 55

METROPOLITAN EXPENDITURES 57

General 57
Revenue Bond Indebtedness 59
Limitations on Additional Revenue Bonds 60
Variable Rate and Swap Obligations 61
Build America Bonds 66
Other Revenue Obligations 66
Revolving Credit Agreement 67
Subordinate Revenue Obligations 67
General Obligation Bonds 67
State Water Contract Obligations 68
Other Long-Term Commitments 71
Defined Benefit Pension Plan 71

HISTORICAL AND PROJECTED REVENUES AND EXPENDITURES 74

MANAGEMENT'S DISCUSSION OF HISTORICAL AND PROJECTED REVENUES AND EXPENDITURES 77

Water Sales Receipts 77
Water Sales Projections 78
Operation and Maintenance Expenditures 79

POWER SOURCES AND COSTS 79

General 79
Colorado River Aqueduct 80
State Water Project 80
Energy Management Program 81

INTRODUCTION

This Appendix A provides general information regarding The Metropolitan Water District of Southern California ("Metropolitan"), including information regarding Metropolitan's operations and finances. Statements included or incorporated by reference in this Appendix A constitute "forward-looking statements." Such statements are generally identifiable by the terminology used such as "plan," "project," "expect," "estimate," "budget" or other similar words. The achievement of results or other expectations contained in such forward-looking statements involve known and unknown risks, uncertainties and other factors which may cause actual results, performance or achievements to be materially different from any future results, performance or achievements expressed or implied by such forward-looking statements. Actual results may differ from Metropolitan's forecasts. Metropolitan is not obligated to issue any updates or revisions to the forward-looking statements in any event.

Metropolitan maintains a website that may include information on programs or projects described in this Appendix A; however, none of the information on Metropolitan's website is incorporated by reference and none of such information is intended to assist investors in making an investment decision or to provide any additional information with respect to the information included in this Appendix A.

Formation and Purpose

Metropolitan is a metropolitan water district created in 1928 under authority of the Metropolitan Water District Act (California Statutes 1927, Chapter 429, as reenacted in 1969 as Chapter 209, as amended (herein referred to as the "Act")). The Act authorizes Metropolitan to: levy property taxes within its service area; establish water rates; impose charges for water standby and service availability; incur general obligation bonded indebtedness and issue revenue bonds, notes and short-term revenue certificates; execute contracts; and exercise the power of eminent domain for the purpose of acquiring property. In addition, Metropolitan's Board of Directors (the "Board") is authorized to establish terms and conditions under which additional areas may be annexed to Metropolitan's service area.

Metropolitan's primary purpose is to provide a supplemental supply of water for domestic and municipal uses at wholesale rates to its member public agencies. If additional water is available, such water may be sold for other beneficial uses. Metropolitan serves its member agencies as a water wholesaler and has no retail customers.

The mission of Metropolitan, as promulgated by the Board, is to provide its service area with adequate and reliable supplies of high quality water to meet present and future needs in an environmentally and economically responsible way.

Metropolitan's charges for water sales and availability are fixed by its Board, and are not subject to regulation or approval by the California Public Utilities Commission or any other state or federal agency. Metropolitan imports water from two principal sources: northern California via the Edmund G. Brown California Aqueduct (the "California Aqueduct") of the State Water Project owned by the State of California (the "State") and the Colorado River via the Colorado River Aqueduct owned by Metropolitan.

Member Agencies

Metropolitan is comprised of 26 member public agencies, including 14 cities, 11 municipal water districts, and one county water authority, which collectively serve the residents and businesses of more than 300 cities and numerous unincorporated communities. Member agencies request water from Metropolitan at various delivery points within Metropolitan's system and pay for such water at uniform rates established by the Board for each class of service. Metropolitan's water is a supplemental supply for its member agencies, most of whom have other sources of water. See "METROPOLITAN REVENUES—Principal Customers" in this Appendix A for a listing of the ten member agencies with the highest water purchases from Metropolitan during the fiscal year ended June 30, 2012. Metropolitan's member agencies may, from time to time, develop

additional sources of water. No member is required to purchase water from Metropolitan, but all member agencies are required to pay readiness-to-serve charges whether or not they purchase water from Metropolitan. See "METROPOLITAN REVENUES—Rate Structure", "—Member Agency Purchase Orders" and "—Additional Revenue Components" in this Appendix A.

The following table lists the 26 member agencies of Metropolitan.

Municipal Water Districts		Cities		County Water Authority
Calleguas	Las Virgenes	Anaheim	Los Angeles	San Diego[1]
Central Basin	Orange County	Beverly Hills	Pasadena	
Eastern	Three Valleys	Burbank	San Fernando	
Foothill	West Basin	Compton	San Marino	
Inland Empire Utilities Agency		Fullerton	Santa Ana	
Upper San Gabriel Valley		Glendale	Santa Monica	
Western of Riverside County		Long Beach	Torrance	

(1) The San Diego County Water Authority, currently Metropolitan's largest customer, is a plaintiff in litigation challenging the allocation of costs to certain rates adopted by Metropolitan's Board. See "METROPOLITAN REVENUES—Litigation Challenging Rate Structure" in this Appendix A.

Service Area

Metropolitan's service area comprises approximately 5,200 square miles and includes portions of the six counties of Los Angeles, Orange, Riverside, San Bernardino, San Diego and Ventura. When Metropolitan began delivering water in 1941, its service area consisted of approximately 625 square miles. Its service area has increased by 4,500 square miles since that time. The expansion is primarily the result of annexation of the service areas of additional member agencies.

Metropolitan estimates that approximately 18 million people lived in Metropolitan's service area in 2010, based on official estimates from the California Department of Finance and on population distribution estimates from the Southern California Association of Governments ("SCAG") and San Diego Association of Governments ("SANDAG"). Population projections prepared by SCAG in 2012 and SANDAG in 2010, as part of their planning process to update regional transportation and land use plans, show expected population growth of about 18 percent in Metropolitan's service area between 2010 and 2035. The 2010 Census population estimates are incorporated into SCAG's 2012 projections. The 2010 SANDAG regional growth projections do not incorporate the 2010 Census population estimates. The economy of Metropolitan's service area is exceptionally diverse. As measured in 2011, the economy of Metropolitan's service area had a gross domestic product larger than all but fifteen nations of the world. Metropolitan provides between 40 and 60 percent of the water used within its service area in any year. For additional economic and demographic information concerning Metropolitan's service area, see Appendix E – "SELECTED DEMOGRAPHIC AND ECONOMIC INFORMATION FOR METROPOLITAN'S SERVICE AREA."

The climate in Metropolitan's service area ranges from moderate temperatures throughout the year in the coastal areas to hot and dry summers in the inland areas. Annual rainfall in an average year is 13 to 15 inches along the coastal area, up to 20 inches in foothill areas and less than 10 inches inland.

METROPOLITAN'S WATER SUPPLY

Metropolitan faces a number of challenges in providing a reliable and high quality water supply for southern California. These include, among others: (1) population growth within the service area; (2) increased competition for low-cost water supplies; (3) variable weather conditions; and (4) increased environmental regulations. Metropolitan's resources and strategies for meeting these long-term challenges

are set forth in its Integrated Water Resources Plan, as updated from time to time. See "—Integrated Water Resources Plan" below.

Metropolitan's principal sources of water are the State Water Project and the Colorado River. Recent court decisions have restricted deliveries from the State Water Project as described below under "—State Water Project—*Endangered Species Act Considerations.*" Precipitation, in the form of snow or rain, and its resulting runoff and storage levels are key indicators for Metropolitan's supplies from both its State and Colorado River sources. Snowpack, as presented below, is a percentage of the April 1 historical average water content. April 1 is recognized as the typical peak of the season in any given year.

California hydrology is highly variable from year to year and sometimes within the same year. Following a three year drought, California Governor Jerry Brown proclaimed in March 2011 an end to the statewide drought emergency proclaimed in February 2009 by then-Governor of California Arnold Schwarzenegger. In 2011, California's snowpack peaked at 163 percent of normal. Drier conditions returned for 2012, with California statewide snowpack peaking in mid-April 2012 at 64 percent of normal. Large storms in November and December of 2012 started 2013 with above normal snowpack conditions for the State. Dry conditions from January 2013 through May 2013 resulted in the driest January through May period on record for northern California. The California 2013 snowpack peaked in March at 61 percent of normal with an associated 65 percent runoff forecasted by the California Department of Water Resources ("DWR") in May 2013. Despite these below normal water supply conditions, key DWR storage reservoirs are above or near historical average capacity in part due to the storms in late 2012, except for San Luis Reservoir which was 38 percent full in May 2013.

Metropolitan's Colorado River supply comes from watersheds of the Upper Colorado River basin in the states of Colorado, Utah, and Wyoming. The total basin wide snowpack peaked in late April at 88 percent of normal with an associated runoff forecasted by the Bureau of Reclamation on June 10, 2013 at 44 percent of normal. At the beginning of June 2013, Lake Mead storage was 48 percent of normal and total system storage was 52 percent of normal, down from 62 percent one year earlier.

Uncertainties from potential future temperature and precipitation changes in a climate driven by increased concentrations of atmospheric carbon dioxide also present challenges. Areas of concern to California water planners identified by researchers include reduction in Sierra Nevada snowpack; increased intensity and frequency of extreme weather events; and rising sea levels resulting in increased risk of damage from storms, high-tide events, and the erosion of levees and potential cutbacks of deliveries from the State Water Project. While potential impacts from climate change remain subject to study and debate, climate change is among the uncertainties that Metropolitan seeks to address through its planning processes.

Integrated Water Resources Plan

Metropolitan, its member agencies, sub-agencies and groundwater basin managers developed their first Integrated Water Resources Plan ("IRP"), which was adopted by the Board in January 1996 and updated in 2004, as a long-term planning guideline for resources and capital investments. The purpose of the IRP was the development of a portfolio of preferred resources (see "—The Integrated Resources Plan Strategy" below) to meet the water supply reliability and water quality needs for the region in a cost-effective and environmentally sound manner.

On October 12, 2010, Metropolitan's Board adopted an IRP update (the "2010 IRP Update") as a strategy to set goals and a framework for water resources development. This strategy enables Metropolitan and its member agencies to manage future challenges and changes in California's water conditions and to balance investments with water reliability benefits. The 2010 IRP Update provides an adaptive management approach to address future uncertainty, including uncertainty from climate change. It was formulated with input from member agencies, retail water agencies, and other stakeholders including water and wastewater

managers, environmental and business interests and the community. The framework places an emphasis on regional collaboration.

The 2010 IRP Update seeks to provide regional reliability through 2035 by stabilizing Metropolitan's traditional imported water supplies and continuing to develop additional local resources, with an increased emphasis on regional collaboration. It also advances long-term planning for potential future contingency resources, such as storm water capture and large-scale seawater desalination, in close coordination with Metropolitan's 26 member agencies and other utilities.

The 2010 IRP Update is available on Metropolitan's web site at http://www.mwdh2o.com/mwdh2o/pages/yourwater/irp/. Specific projects that may be developed by Metropolitan in connection with the implementation of the IRP will be subject to future Board consideration and approval, as well as environmental and regulatory documentation and compliance. The information set forth on Metropolitan's web site is not incorporated by reference.

The Integrated Resources Plan Strategy

The IRP Strategy identifies a balance of local and imported water resources within Metropolitan's service area. Metropolitan expects that the core resource strategy, uncertainty buffers and foundational actions in the IRP Strategy will be continually reviewed and updated at least every five years to reflect changing demand and supply conditions.

The following paragraphs describe several elements of the IRP Strategy.

State Water Project. The State Water Project is one of Metropolitan's two major sources of water. In addition to municipal and industrial use of this core supply, State Water Project supplies are important for maximizing local groundwater potential and the use of recycled water since State Water Project water has lower salinity content than Colorado River Aqueduct water and can be used to increase groundwater conjunctive use applications. See "—State Water Project" below and "REGIONAL WATER RESOURCES—Local Water Supplies" in this Appendix A.

Colorado River Aqueduct. The Colorado River Aqueduct delivers water from the Colorado River, Metropolitan's original source of supply. Metropolitan has helped to fund and implement farm and irrigation district conservation programs, improvements to river operation facilities, land management programs and water transfers and exchanges through agreements with agricultural water districts in southern California and entities in Arizona and Nevada that use Colorado River water. See "—Colorado River Aqueduct" below.

Water Conservation. Conservation and other water use efficiencies are integral components of Metropolitan's IRP. Metropolitan has invested in conservation programs since the 1980s. Historically, most of the investments have been in water efficient fixtures in the residential sector. Current efforts also focus on outdoor and commercial water use. See "—Water Conservation" below.

Recycled Water. Reclaimed or recycled municipal and industrial water is not potable, but can be used for landscape irrigation, agriculture, protecting groundwater basins from saltwater intrusion, industrial processes, and recharging local aquifers. Metropolitan offers financial incentives to member agencies for developing economically viable reclamation projects. See "REGIONAL WATER RESOURCES—Local Water Supplies" in this Appendix A.

Conjunctive Use. Conjunctive use is the coordinated use of surface water supplies and groundwater storage. It entails storing surplus imported water during the winter months or wet years in local surface reservoirs and recharging local groundwater basins, then using the stored supplies during dry months and droughts, thus increasing the supply reliability of the region. See "REGIONAL WATER RESOURCES—Local Water Supplies" in this Appendix A.

Water Transfers and Exchanges. Under voluntary water transfer or exchange agreements, agricultural communities using irrigation water may periodically sell some of their water allotments to urban areas. The water may be delivered through existing State Water Project or Colorado River Aqueduct facilities, or may be exchanged for water that is delivered through such facilities. Metropolitan's policy toward potential transfers states that the transfers will be designed to protect and, where feasible, enhance environmental resources and avoid the mining of local groundwater supplies. See "—Water Transfer, Storage and Exchange Programs" below.

Groundwater Recovery. Natural groundwater reservoirs serve an important function as storage facilities for local and imported water. When groundwater storage becomes contaminated, water agencies have to rely more heavily on imported water supplies. Treatment for polluted groundwater is quite costly and poses environmental challenges. Metropolitan offers financial incentives to help fund member agency groundwater recovery projects. See "REGIONAL WATER RESOURCES—Local Water Supplies" in this Appendix A.

Seawater Desalination. Seawater desalination is the process of removing salts from ocean water to produce potable supplies. It is a potential new local supply that could help increase supply reliability in Metropolitan's service area. Metropolitan offers financial incentives to member agencies for seawater desalination projects through its Seawater Desalination Program. Currently, a number of seawater desalination projects are under development within Metropolitan's service area. See "REGIONAL WATER RESOURCES—Local Water Supplies" and "METROPOLITAN REVENUES—Rate Structure" in this Appendix A.

State Water Project

General. One of Metropolitan's two major sources of water is the State Water Project, which is owned by the State and operated by DWR. This project transports Feather River water stored in and released from Oroville Dam and unregulated flows diverted directly from the San Francisco Bay/Sacramento-San Joaquin River Delta ("Bay-Delta") south via the California Aqueduct to four delivery points near the northern and eastern boundaries of Metropolitan's service area. The total length of the California Aqueduct is approximately 444 miles.

In 1960, Metropolitan signed a water supply contract (as amended, the "State Water Contract") with DWR. Metropolitan is one of 29 agencies that have long-term contracts for water service from DWR, and is the largest agency in terms of the number of people it serves (approximately 18 million), the share of State Water Project water that it has contracted to receive (approximately 46 percent), and the percentage of total annual payments made to DWR by agencies with State water contracts (approximately 53 percent for 2012). For information regarding Metropolitan's obligations under the State Water Contract, see "METROPOLITAN EXPENDITURES—State Water Contract Obligations" in this Appendix A. Upon expiration of the State Water Contract term (currently in 2035), Metropolitan has the option to continue service under substantially the same terms and conditions.

The State Water Contract, under a 100 percent allocation, provides Metropolitan 1,911,500 acre-feet of water. (An acre-foot is the amount of water that will cover one acre to a depth of one foot and equals approximately 326,000 gallons, which represents the needs of two average families in and around the home for one year.) Water received from the State Water Project by Metropolitan over the ten years from 2003 through 2012, including water from water transfer, groundwater banking and exchange programs delivered through the California Aqueduct, described below under "—Water Transfer, Storage and Exchange Programs," varied from a low of 908,000 acre-feet in calendar year 2009 to a high of 1,800,000 acre-feet in 2004.

For calendar year 2012, DWR's allocation estimate to State Water Project contractors was 65 percent of contracted amounts. For Metropolitan, the 2012 allocation provided 1,242,475 acre-feet, or 65 percent of

its 1,911,500-acre-foot contractual amount. In addition, Metropolitan began 2012 with 200,000 acre-feet of carryover supplies from prior years in San Luis Reservoir, a joint use facility of the State Water Project and federal Central Valley Project, and took delivery of approximately 75,000 acre-feet of these supplies in 2012. In 2012, Metropolitan took delivery to its service area of approximately 1.25 million acre-feet, including supplies from water transfers, exchanges and other deliveries through the California Aqueduct. Additional amounts were stored and exchanged with Metropolitan's out of service area storage and exchange partners. See "—Water Transfer, Storage and Exchange Programs" and "—Storage Capacity and Water in Storage" below.

For calendar year 2013, DWR's initial allocation estimate to the State Water Project contractors was 30 percent of contracted amounts. This estimate was increased to 40 percent on December 21, 2012, due to early season storms and decreased to 35 percent on March 22, 2013, due primarily to a record dry January and February in northern California. DWR may revise the allocation estimate if warranted by the year's developing precipitation and water supply conditions. For Metropolitan, the 2013 allocation will provide 669,025 acre-feet, or 35 percent of its 1,911,500 acre-foot contractual amount. In addition, Metropolitan began 2013 with more than 282,000 acre-feet of carryover supplies from prior years in San Luis Reservoir, all of which can be drawn in 2013. If the 2013 allocation is not sufficient, Metropolitan can draw down its storage to meet demands. See the table "Metropolitan's Water Storage Capacity and Water in Storage" under the heading "—Storage Capacity and Water in Storage" below.

Endangered Species Act Considerations

General. The listing of several fish species as threatened or endangered under the federal or California Endangered Species Acts (respectively, the "Federal ESA" and the "California ESA" and, collectively, the "ESAs") have adversely impacted State Water Project operations and limited the flexibility of the State Water Project. Currently, five species (the winter-run and spring-run Chinook salmon, Delta smelt, North American green sturgeon and Central Valley steelhead) are listed under the ESAs. In addition, on June 25, 2009, the California Fish and Game Commission declared the longfin smelt a threatened species under the California ESA.

The Federal ESA requires that before any federal agency authorizes funds or carries out an action it must consult with the appropriate federal fishery agency to determine whether the action would jeopardize the continued existence of any threatened or endangered species, or adversely modify habitat critical to the species' needs. The result of the consultation is known as a "biological opinion." In the biological opinion the federal fishery agency determines whether the action would cause jeopardy to a threatened or endangered species or adverse modification to critical habitat and recommends reasonable and prudent alternatives or measures that would allow the action to proceed without causing jeopardy or adverse modification. The biological opinion also includes an "incidental take statement." The incidental take statement allows the action to go forward even though it will result in some level of "take," including harming or killing some members of the species, incidental to the agency action, provided that the agency action does not jeopardize the continued existence of any threatened or endangered species and complies with reasonable mitigation and minimization measures recommended by the federal fishery agency.

In 2004 and 2005, the United States Fish and Wildlife Service ("USFWS") and National Marine Fisheries Service issued biological opinions and incidental take statements governing the coordinated operations of the State Water Project and the federal Central Valley Project with respect to the Delta smelt, the winter-run and spring-run Chinook salmon and the Central Valley steelhead. In July 2006, the Bureau of Reclamation reinitiated consultation with the USFWS and National Marine Fisheries Service with respect to the 2004 and 2005 biological opinions (with the addition of the North American green sturgeon, which was listed in April 2006) following the filing of legal challenges to those biological opinions and incidental take statements described under "*Federal ESA Litigation*" below. Under the Federal ESA, critical habitat must also be designated for each listed species. Critical habitat has been designated for each of the currently listed species.

Federal ESA Litigation. Litigation filed by several environmental interest groups *(NRDC v. Kempthorne;* and *Pacific Coast Federation of Fishermen's Associations v. Gutierrez)* in the United States District Court for the Eastern District of California alleged that the 2004 and 2005 biological opinions and incidental take statements inadequately analyzed impacts on listed species under the Federal ESA.

On May 25, 2007, Federal District Judge Wanger issued a decision on summary judgment in *NRDC v. Kempthorne*, finding the USFWS biological opinion for Delta smelt to be invalid. The USFWS released a new biological opinion on the impacts of the State Water Project and Central Valley Project on Delta smelt on December 15, 2008. Metropolitan, the San Luis & Delta Mendota Water Authority, Westlands Water District, Kern County Water Agency, Coalition for a Sustainable Delta and State Water Contractors, a California nonprofit corporation formed by agencies contracting with DWR for water from the State Water Project (the "State Water Contractors"), the Family Farm Alliance and the Pacific Legal Foundation on behalf of several owners of small farms in California's Central Valley filed separate lawsuits in federal district court challenging the biological opinion, which the federal court consolidated under the caption *Delta Smelt Consolidated Cases.*

On December 14, 2010, Judge Wanger issued a decision on summary judgment finding that there were major scientific and legal flaws in the Delta smelt biological opinion. The court found that some but not all of the restrictions on project operations contained in the 2008 Delta smelt biological opinion were arbitrary, capricious and unlawful. On May 18, 2011, Judge Wanger issued a final amended judgment directing the USFWS to complete a new draft biological opinion by October 1, 2011, and a final biological opinion with environmental documentation by December 1, 2013. Later stipulations and orders changed the October 1, 2011 due date for a draft biological opinion to December 14, 2011. A draft biological opinion was issued on December 14, 2011. The draft biological opinion deferred specification of a reasonable and prudent alternative and an incidental take statement pending completion of environmental impact review under the National Environmental Policy Act ("NEPA"). The federal defendants and environmental intervenors appealed the final judgment invalidating the 2008 Delta smelt biological opinion to the U.S. Court of Appeals for the Ninth Circuit. State Water Project and Central Valley Project contractor plaintiffs, including Metropolitan, cross-appealed from the final judgment. Those appeals and cross-appeals were argued on September 10, 2012. It is unknown when the court will issue a decision.

On February 25, 2011, the federal court approved a settlement agreement modifying biological opinion restrictions on Old and Middle River flows that would have otherwise applied in spring 2011. The settlement agreement expired on June 30, 2011. State Water Project and Central Valley Project contractors also moved to enjoin certain fall salinity requirements in the biological opinion that were set to become operable in September and October 2011. After an evidentiary hearing on the water contractors' motion in July 2011, Judge Wanger issued a decision on August 31, 2011, modifying the fall salinity related requirements in the biological opinion. The effect of the injunction was to reduce water supply impacts from the biological opinion's fall salinity requirements. The federal defendants and the environmental intervenors appealed the injunction on fall salinity requirements but the federal defendants subsequently dismissed their appeal in October 2011. The State Water Project and Central Valley Project contractors moved to dismiss the environmental intervenors' appeal of the fall salinity requirement on the ground that the salinity requirement for 2011 has expired, and is therefore moot. On August 23, 2012, the Ninth Circuit granted the water contractors' motion and dismissed the fall salinity appeal as moot.

On April 16, 2008, in *Pacific Coast Federation of Fishermen's Associations v. Gutierrez*, the court invalidated the 2004 National Marine Fisheries Service's biological opinion for the salmon and other fish species that spawn in rivers flowing into the Bay-Delta. Among other things, the court found that the no-jeopardy conclusions in the biological opinion were inconsistent with some of the factual findings in the biological opinion; that the biological opinion failed to adequately address the impacts of State Water Project and Central Valley Project operations on critical habitat and that there was a failure to consider how climate change and global warming might affect the impacts of the projects on salmonid species.

The National Marine Fisheries Service released a new biological opinion for salmonid species to replace the 2004 biological opinion on June 4, 2009. The 2009 salmonid species biological opinion contains additional restrictions on State Water Project and Central Valley Project operations. The National Marine Fisheries Service calculated that these restrictions will reduce the amount of water the State Water Project and Central Valley Project combined will be able to export from the Bay-Delta by 5 to 7 percent. DWR had estimated a 10 percent average water loss under this biological opinion. See "—*State Water Project Operational Constraints*" below for the estimated impact to Metropolitan's water supply. Six lawsuits were filed challenging the 2009 salmon biological opinion. These various lawsuits have been brought by the San Luis & Delta Mendota Water Authority, Westlands Water District, Stockton East Water District, Oakdale Irrigation District, Kern County Water Agency, the State Water Contractors and Metropolitan. The court consolidated the cases under the caption *Consolidated Salmon Cases.*

On May 25, 2010, the court granted the plaintiffs' request for preliminary injunction in the *Consolidated Salmon Cases*, restraining enforcement of two requirements under the salmon biological opinion that limit exported water during the spring months based on San Joaquin River flows into the Bay-Delta and reverse flows on the Old and Middle Rivers. Hearings on motions for summary judgment in the *Consolidated Salmon Cases* were held on December 16, 2010. On September 20, 2011, Judge Wanger issued a decision on summary judgment, finding that the salmon biological opinion was flawed, and that some but not all of the project restrictions in the biological opinion were arbitrary and capricious. On December 12, 2011, Judge O'Neill (who was assigned to this case following Judge Wanger's retirement) issued a final judgment in the *Consolidated Salmon Cases.* The final judgment remands the 2009 salmon biological opinion to the National Marine Fisheries Service, and directs that a new draft salmon biological opinion be issued by October 1, 2014, and that a final biological opinion be issued by February 1, 2016, after completion of environmental impact review under NEPA. On January 19, 2012, Judge O'Neill approved a joint stipulation of the parties that specifies how to comply with one of the salmon biological opinion restrictions that applies to water project operations in April and May of 2012. In January and February 2012, the federal defendants and environmental intervenors filed appeals of the final judgment in the *Consolidated Salmon Cases,* and the State Water Project and Central Valley Project contractors filed cross-appeals. Those appeals and cross-appeals are now pending in the Ninth Circuit.

On November 13, 2009, the Center for Biological Diversity filed separate lawsuits challenging the USFWS' failure to respond to a petition to change the Delta smelt's federal status from threatened to endangered and the USFWS' denial of federal listing for the longfin smelt. On April 2, 2010, the USFWS issued a finding that uplisting the Delta smelt was warranted but precluded by the need to devote resources to higher-priority matters. This "warranted but precluded" finding did not change the regulatory restrictions applicable to Delta smelt. For the longfin smelt litigation, a settlement agreement was approved on February 2, 2011. Under the agreement, the USFWS agreed to complete a range-wide status review of the longfin smelt and consider whether the Bay-Delta longfin smelt population, or any other longfin smelt population from California to Alaska, qualifies as a "distinct population" that warrants federal protection. On April 2, 2012, the USFWS issued its finding that the Bay-Delta longfin smelt population warrants protection under the ESA but is precluded from listing as a threatened or endangered species by the need to address other higher priority listing actions. The review identified several threats facing longfin smelt in the Bay-Delta, including reduced freshwater Bay-Delta outflows. The finding includes the determination that the Bay-Delta longfin smelt will be added to the list of candidates for ESA protection, where its status will be reviewed annually.

California ESA Litigation. In addition to the litigation under the Federal ESA, other environmental groups sued DWR on October 4, 2006 in the Superior Court of the State of California for Alameda County alleging that DWR was "taking" listed species without authorization under the California ESA. This litigation *(Watershed Enforcers, a project of the California Sportfishing Protection Alliance v. California Department of Water Resources)* requested that DWR be mandated to either cease operation of the State Water Project pumps, which deliver water to the California Aqueduct, in a manner that results in such "taking" of listed species or obtain authorization for such "taking" under the California ESA. On April 18,

2007, the Alameda County Superior Court issued its Statement of Decision finding that DWR was illegally "taking" listed fish through operation of the State Water Project export facilities. The Superior Court ordered DWR to "cease and desist from further operation" of those facilities within 60 days unless it obtained take authorization from the California Department of Fish and Game.

DWR appealed the Alameda County Superior Court's order on May 7, 2007. This appeal stayed the order pending the outcome of the appeal. The Court of Appeal stayed processing of the appeal in 2009 to allow time for DWR to obtain incidental take authorization for the Delta smelt and salmon under the California ESA, based on the consistency of the federal biological opinions with California ESA requirements ("Consistency Determinations"). After the California Department of Fish & Game issued the Consistency Determinations under the California ESA, authorizing the incidental take of both Delta smelt and salmon, appellants DWR and State Water Contractors dismissed their appeals of the *Watershed Enforcers* decision. The Court of Appeal subsequently issued a decision finding that DWR was a "person" under the California ESA and subject to its take prohibitions, which was the only issue left in the case. The State Water Contractors and Kern County Water Agency have filed suit in state court challenging the Consistency Determinations under the California ESA that have been issued for both Delta smelt and salmon. Those lawsuits challenging the Consistency Determinations are pending. The parties are continuing discussions of adjustments to the incidental take authorizations in light of the summary judgment ruling in the *Delta Smelt Consolidated Cases* and the *Consolidated Salmon Cases*, discussed under the heading *"—Federal ESA Litigation"* above.

The California Fish and Game Commission listed the longfin smelt as a threatened species under the California ESA on June 25, 2009. On February 23, 2009, in anticipation of the listing action, the California Department of Fish and Game issued a California ESA section 2081 incidental take permit to DWR authorizing the incidental take of longfin smelt by the State Water Project. This permit authorizes continued operation of the State Water Project under the conditions specified in the section 2081 permit. The State Water Contractors filed suit against the California Department of Fish and Game on March 25, 2009, alleging that the export restrictions imposed by the section 2081 permit have no reasonable relationship to any harm to longfin smelt caused by State Water Project operations, are arbitrary and capricious and are not supported by the best available science. The lawsuit is pending and the administrative record for the cases has been completed.

State Water Project Operational Constraints. DWR has altered the operations of the State Water Project to accommodate species of fish listed under the ESAs. These changes in project operations have adversely affected State Water Project deliveries. The impact on total State Water Project deliveries attributable to the Delta smelt and salmonid species biological opinions combined is estimated to be one million acre-feet in an average year, reducing State Water Project deliveries from approximately 3.3 million acre-feet to approximately 2.3 million acre-feet for the year under average hydrology, and are estimated to range from 0.3 million acre-feet during critically dry years to 1.3 million acre-feet in above normal water years. State Water Project deliveries to contractors for calendar years 2008 through 2012 were reduced by a total of approximately 2.3 million acre-feet as a result of pumping restrictions. Pumping restrictions impacting the State Water Project allocation for 2013 have reduced exports by approximately 556,000 acre-feet through March 31, 2013.

Operational constraints likely will continue until long-term solutions to the problems in the Bay-Delta are identified and implemented. The Delta Vision process, established by then-Governor Schwarzenegger, was aimed at identifying long-term solutions to the conflicts in the Bay-Delta, including natural resource, infrastructure, land use and governance issues. In addition, State and federal resource agencies and various environmental and water user entities are currently engaged in the development of the Bay-Delta Conservation Plan, which is aimed at addressing ecosystem needs and securing long-term operating permits for the State Water Project, and includes the Delta Habitat Conservation and Conveyance Program (DHCCP) (together, the "BDCP"). The BDCP's current efforts consist of the preparation of the environmental documentation and preliminary engineering design for Bay-Delta water conveyance and related habitat

conservation measures under the BDCP. The Delta Vision process and the BDCP are discussed further under "*—Bay-Delta Regulatory and Planning Activities*" below.

Other issues, such as the decline of some fish populations in the Bay-Delta and surrounding regions and certain operational actions in the Bay-Delta, may significantly reduce Metropolitan's water supply from the Bay-Delta. State Water Project operational requirements may be further modified under new biological opinions for listed species under the Federal ESA or by the California Department of Fish and Game's issuance of incidental take authorizations under the California ESA. Biological opinions or incidental take authorizations under the Federal ESA and California ESA might further adversely affect State Water Project and Central Valley Project operations. Additionally, new litigation, listings of additional species or new regulatory requirements could further adversely affect State Water Project operations in the future by requiring additional export reductions, releases of additional water from storage or other operational changes impacting water supply operations. Metropolitan cannot predict the ultimate outcome of any of the litigation or regulatory processes described above but believes they could have a materially adverse impact on the operation of the State Water Project pumps, Metropolitan's State Water Project supplies and Metropolitan's water reserves.

"Area of Origin" Litigation. Four State Water Project contractors located north of the State Water Project's Bay-Delta pumping plant filed litigation against DWR on July 17, 2008, asserting that since they are located in the "area of origin" of State Water Project water they are entitled to receive their entire contract amount before any water is delivered to contractors south of the Bay-Delta. If the plaintiffs are successful in this litigation, State Water Project water available to Metropolitan in a drought period could be reduced by approximately 25,000 acre-feet each year of a multi-year drought or by as much as 40,000 acre-feet in an exceedingly dry year. Metropolitan and twelve other State Water Project contractors located south of the Bay-Delta filed motions to intervene in this litigation, which were granted on February 25, 2009. In May 2012, the parties reached an agreement in principle that plaintiffs will dismiss the action with prejudice and agree to certain limitations on asserting area of origin arguments in the future; in return DWR and the intervenors will agree to operational changes that will increase the reliability of plaintiffs' State Water Project supplies at little or minimal cost to other State Water Project water contractors. The parties are drafting a settlement agreement and preparing environmental documentation.

Bay-Delta Regulatory and Planning Activities. The State Water Resources Control Board ("SWRCB") is the agency responsible for setting water quality standards and administering water rights throughout California. Decisions of the SWRCB can affect the availability of water to Metropolitan and other users of State Water Project water. The SWRCB exercises its regulatory authority over the Bay-Delta by means of public proceedings leading to regulations and decisions. These include the Bay-Delta Water Quality Control Plan ("WQCP"), which establishes the water quality objectives and proposed flow regime of the estuary, and water rights decisions, which assign responsibility for implementing the objectives of the WQCP to users throughout the system by adjusting their respective water rights. The SWRCB is required by law to periodically review its WQCP to ensure that it meets the changing needs of this complex system.

Since 2000, SWRCB's Water Rights Decision 1641 ("D-1641") has governed the State Water Project's ability to export water from the Bay-Delta for delivery to Metropolitan and other agencies receiving water from the State Water Project. D-1641 allocated responsibility for meeting flow requirements and salinity and other water quality objectives established earlier by the WQCP. The SWRCB also identified additional issues to review, which could result in future changes in water quality objectives and flows that could affect exports of water from the State Water Project. Currently, the SWRCB is reviewing salinity objectives in the Bay-Delta intended to protect Bay-Delta farming and inflow requirements upstream of the Delta to protect aquatic species.

The CALFED Bay-Delta Program was a collaborative effort among 25 State and federal agencies to improve water supplies in California and the health of the Bay-Delta watershed. On August 28, 2000, the federal government and the State issued a Record of Decision ("ROD") and related documents approving the

final programmatic environmental documentation for the CALFED Bay-Delta Program. The Environmental Impact Report (EIR) under the California Environmental Quality Act (CEQA) was challenged in three separate cases, but ultimately upheld by the California Supreme Court in June 2008.

The CALFED Bay-Delta Program resulted in an investment of $3 billion on a variety of projects and programs to begin addressing the Bay-Delta's water supply, water quality, ecosystem, and levee stability problems. To guide future development of and governance for the CALFED Bay-Delta Program and identify a strategy for managing the Bay-Delta as a sustainable resource, in September 2006, then-Governor Schwarzenegger established by Executive Order a Delta Vision process. The Delta Vision process resulted in creation of a Delta Vision Blue Ribbon Task Force that issued its Delta Vision Strategic Plan (the "Strategic Plan") on October 17, 2008, providing its recommendations for long-term sustainable management of the Bay-Delta. These recommendations included completing the BDCP and associated environmental assessments to permit ecosystem revitalization and water conveyance improvements, identifying and reducing stressors to the Bay-Delta ecosystem, strengthening levees, increasing emergency preparedness, continuing funding for the CALFED ecosystem restoration program, updating Bay-Delta regulatory flow and water quality standards to protect beneficial uses of water and working with the State Legislature on a comprehensive water bond package to fund Bay-Delta infrastructure projects.

On November 4, 2009, the State Legislature authorized an $11.1 billion water bond measure that includes over $2 billion for Bay-Delta ecosystem restoration as well as $3 billion for new water storage and additional funds for water recycling, drought relief, conservation and watershed protection projects. The bond measure is subject to voter authorization and was scheduled to be included on the November 2010 ballot; however, in August 2010 the Legislature postponed the bond election to 2012 and in July 2012 the legislature postponed the bond election to 2014. Delaying the bond election did not impact other parts of the 2009 water legislation. Related legislation created a new oversight council for the Bay-Delta, the Delta Stewardship Council, and directs that the Bay-Delta be managed with dual goals of water supply reliability and ecosystem protection, sets a statewide conservation target for urban per capita water use of 20 percent reductions by 2020 (with credits for existing conservation), provides funding for increased enforcement of illegal water diversions and establishes a statewide groundwater monitoring program. The Delta Stewardship Council, formed on February 3, 2010, is CALFED's successor agency and was directed to adopt and oversee implementation of a comprehensive management plan for the Bay-Delta. The Delta Stewardship Council certified the Program EIR for the Delta Plan and approved the Delta Plan on May 16, 2013, and adopted regulations corresponding to the policies in the Delta Plan on May 17, 2013.

On May 24, 2013, the San Luis & Delta-Mendota Water Authority and Westlands Water District filed litigation in Sacramento Superior Court challenging the adequacy of the Program EIR under CEQA, and alleged that the Delta Plan is invalid because, among other things, it is inconsistent with the Delta Reform Act of 2009. On June 14, 2013, several different actions were filed challenging the adequacy of the Program EIR under CEQA and alleging that the Delta Plan is invalid. The State Water Contractors, Metropolitan, Alameda County Flood Control and Water Conservation District, Zone 7, Santa Clara Valley Water District, Antelope Valley-East Kern Water Agency, and San Bernardino Valley Municipal Water District filed in Sacramento Superior Court; several environmental interest groups, as well as several fishing industry groups and the Winnemem Wintu Tribe filed in San Francisco Superior Court; and the City of Stockton filed in San Joaquin County Superior Court. On June 17, 2013, Save the California Delta Alliance, as well as the Central Delta Water Agency, South Delta Water Agency, Local Agencies of the North Delta, and others filed in San Francisco Superior Court. The impact, if any, that such litigation might have on Metropolitan's State Water Project supplies cannot be determined at this time.

The working draft BDCP was completed in November 2010 and a full public draft BDCP is anticipated by October 1, 2013. The planning, environmental documentation and preliminary engineering design for the BDCP are being prepared pursuant to the Delta Habitat Conservation and Conveyance Program Memorandum of Agreement ("MOA") and are also scheduled to be completed in 2013. The parties to the MOA are DWR, the Bureau of Reclamation, the State and Federal Contractors Water Agency, Metropolitan,

Kern County Water Agency, State Water Contractors, San Luis & Delta Mendota Water Authority, Westlands Water District and Santa Clara Valley Water District. On July 25, 2012, Governor Jerry Brown and Secretary of the Interior Ken Salazar announced key proposed elements to advance the BDCP planning process, including north Bay-Delta water diversion facilities with a total capacity of 9,000 cubic-feet per second ("cfs"), two tunnels sized to minimize energy use during operations and a "decision tree" process for unresolved operation criteria such as fall and spring outflows. Preliminary cost estimates for the conveyance portion of this project alternative are approximately $14 billion. When a decision selecting the final project has been made, costs will be updated and allocated. Metropolitan anticipates that it could bear approximately 25 percent of the costs of the conveyance portion of the project.

Sacramento Regional County Sanitation District Litigation. Metropolitan, along with other State and federal water contractors, has urged action to address water quality concerns with respect to both the aquatic health of the Bay-Delta and drinking water quality. On December 9, 2010, the Central Valley Regional Water Quality Control Board ("Regional Board") approved a National Pollutant Discharge Elimination System ("NPDES") permit for the Sacramento Regional County Sanitation District ("Sanitation District") setting water-quality based requirements for the Sanitation District's wastewater treatment plant that will require advanced treatment upgrades for the Sanitation District's wastewater facility. The Sanitation District's treatment plant is the largest wastewater discharger into the Bay-Delta. The treatment plant provides only a secondary level of treatment and discharges nutrients, pathogens, and total organic carbon into the Bay-Delta water supply. The treatment plant's discharge of nitrogen, particularly ammonia, has been shown to be altering the food chain in the estuary to the detriment of Delta smelt and other native species. The NPDES permit calls for a significant reduction of the nitrogen and particularly ammonia discharge which will require full nitrification and denitrification treatment by 2020, as well as tertiary filtration treatment to meet pathogen removal requirements. The NPDES permit also includes additional permit limits and monitoring requirements for other water quality constituents, including toxic contaminants.

The Sanitation District petitioned the SWRCB for review of the NPDES permit. SWRCB adopted a final order at a December 4, 2012 hearing, which concludes the administrative appeal process. The SWRCB's final order rejects the Sanitation District's arguments, upholds the substantive requirements of the NPDES permit and will impose new more stringent water quality limits. Although the administrative appeal before the SWRCB was then pending, on December 30, 2011, the Sanitation District filed a lawsuit in Sacramento Superior Court against the Regional Board and SWRCB seeking to overturn and relax the NPDES permit. Metropolitan and other water agencies that participated in the NPDES permitting process intervened in the superior court case. On April 29, 2013, in a partial settlement of the litigation, the Sanitation District agreed to drop its challenge of the NPDES permit requirements for ammonia and nitrate removal. As part of the settlement, the Sanitation District will comply with a set of milestones resulting in completion of the construction of treatment facilities necessary for full nitrification and denitrification by 2021. This leaves a cause of action concerning pathogens and filtration requirements to be litigated. In exchange for dropping the ammonia and nitrate challenge, the Sanitation District is receiving two additional years to meet filtration and disinfection requirements, should those requirements remain following conclusion of the litigation.

Metropolitan, other urban State Water Contractor agencies and the Contra Costa Water District earlier brought a successful CEQA challenge in response to significant, unmitigated water quality impacts that would occur from a planned expansion of the Sanitation District's treatment plant. The Sanitation District appealed the trial court ruling and the case remains pending in the Third District Court of Appeal awaiting oral argument.

California Water Impact Network Litigation. On September 3, 2010, the California Water Impact Network and two other non-profit organizations filed a petition for writ of mandate and for declaratory and injunctive relief in Sacramento Superior Court against the SWRCB and DWR. The petition alleges that by permitting and carrying out the export of large volumes of water from the Delta through the State Water Project, the SWRCB and DWR have failed to protect public trust fishery resources in the Delta; have been

diverting water from the Bay-Delta wastefully and unreasonably in violation of the prohibition against waste and unreasonable use in the California Constitution; and have failed to enforce and comply with water quality and beneficial use standards in D-1641, the 1995 SWRCB Water Quality Control Plan, and the Porter-Cologne Act. Among the relief sought in the petition is an injunction against Bay-Delta exports by the State Water Project pending compliance with the various laws and administrative orders that are alleged to have been violated. The State Water Contractors filed a motion to intervene in this action, which was granted on March 25, 2011. The court has ordered the plaintiffs to include the Bureau of Reclamation as a party. In response, the Bureau of Reclamation has asserted that federal sovereign immunity bars their inclusion in the state court action. If the court determines that the Bureau of Reclamation is an indispensable party, the lawsuit, or portions of it, may be dismissed.

Monterey Agreement Litigation. On September 15, 2000, the Third District Court of Appeal for the State of California issued its decision in *Planning and Conservation League; Citizens Planning Association of Santa Barbara County and Plumas County Flood Control District v. California Department of Water Resources and Central Coast Water Authority*. This case was an appeal of a challenge to the adequacy of the environmental documentation prepared with respect to certain amendments to the State Water Contract (the "Monterey Agreement") which reflects the settlement of certain disputes regarding the allocation of State Water Project water. The Court of Appeal held that the environmental documentation was defective in failing to analyze the environmental effects of the Monterey Agreement's elimination of the permanent shortage provisions of the State Water Contract. The parties negotiated a settlement agreement in the fall of 2002, which allows continued operation of the State Water Project under the Monterey Agreement principles while a new EIR was prepared. DWR completed the final EIR and concluded the remedial CEQA review for the project on May 4, 2010. Following DWR's completion of the EIR, three new lawsuits were filed challenging the project. Central Delta Water Agency, South Delta Water Agency, California Water Impact Network, California Sportfishing Protection Alliance, and the Center For Biological Diversity filed a lawsuit against DWR in Sacramento County Superior Court challenging the validity of the EIR under CEQA and the validity of underlying agreements under a reverse validation action (the "*Central Delta I*" case). These same plaintiffs filed a reverse validation lawsuit against the Kern County Water Agency in Kern County Superior Court ("*Central Delta II*"). This lawsuit targets a transfer of land from Kern County Water Agency to the Kern Water Bank, which was completed as part of the original Monterey Amendments. The third lawsuit is an EIR challenge brought by Rosedale-Rio Bravo Water Storage District and Buena Vista Water Storage District against DWR in Kern County Superior Court. The two Kern County cases have been transferred to Sacramento Superior Court and the three cases consolidated for trial. The Central Delta II case was stayed pending resolution of the Central Delta I case. In January 2013, the Court ruled that the validation cause of action in Central Delta I is time barred by the statute of limitations. The Court has scheduled a hearing on the merits of the CEQA claims for January 31, 2014. Any adverse impact of this litigation on Metropolitan's State Water Project supplies cannot be determined at this time.

Colorado River Aqueduct

General. The Colorado River was Metropolitan's original source of water after Metropolitan's establishment in 1928. Metropolitan has a legal entitlement to receive water from the Colorado River under a permanent service contract with the Secretary of the Interior. Water from the Colorado River and its tributaries is also available to other users in California, as well as users in the states of Arizona, Colorado, Nevada, New Mexico, Utah, and Wyoming (the "Colorado River Basin States"), resulting in both competition and the need for cooperation among these holders of Colorado River entitlements. In addition, under a 1944 treaty, Mexico has an allotment of 1.5 million acre-feet of Colorado River water annually except in the event of extraordinary drought or serious accident to the delivery system in the United States, in which event the water allotted to Mexico would be curtailed. Mexico also can schedule delivery of an additional 200,000 acre-feet of Colorado River water per year if water is available in excess of the requirements in the United States and the 1.5 million acre-feet allotted to Mexico.

The Colorado River Aqueduct, which is owned and operated by Metropolitan, transports water from the Colorado River approximately 242 miles to its terminus at Lake Mathews in Riverside County. After deducting for conveyance losses and considering maintenance requirements, up to 1.25 million acre-feet of water a year may be conveyed through the Colorado River Aqueduct to Metropolitan's member agencies, subject to availability of Colorado River water for delivery to Metropolitan as described below.

California is apportioned the use of 4.4 million acre-feet of water from the Colorado River each year plus one-half of any surplus that may be available for use collectively in Arizona, California and Nevada. In addition, California has historically been allowed to use Colorado River water apportioned to but not used by Arizona or Nevada when such supplies have been requested for use in California. Under the 1931 priority system that has formed the basis for the distribution of Colorado River water made available to California, Metropolitan holds the fourth priority right to 550,000 acre-feet per year. This is the last priority within California's basic apportionment. In addition, Metropolitan holds the fifth priority right to 662,000 acre-feet of water, which is in excess of California's basic apportionment. See the table "PRIORITIES UNDER THE 1931 CALIFORNIA SEVEN-PARTY AGREEMENT" below. Until 2003, Metropolitan had been able to take full advantage of its fifth priority right as a result of the availability of surplus water and apportioned but unused water. However, during the 1990s Arizona and Nevada increased their use of water from the Colorado River, utilizing their respective basic apportionments by 2002 and significantly reducing unused apportionment available for California. In addition, a severe drought in the Colorado River Basin reduced storage in system reservoirs, such that Metropolitan stopped taking surplus deliveries in 2003 in an effort to mitigate the effects of the drought. Prior to 2003, Metropolitan could divert over 1.2 million acre-feet in any year, but since that time, Metropolitan's net diversions of Colorado River water have been limited to a low of nearly 633,000 acre-feet in 2006 and a high of 1,105,232 acre-feet in 2009. Average annual net deliveries for 2003 through 2012 were approximately 821,000 acre-feet, with annual volumes dependent primarily on programs to augment supplies, including transfers of conserved water from agriculture. Metropolitan's Colorado River supply was nearly 900,000 acre-feet in 2012, of which approximately 739,000 acre-feet was delivered through the Colorado River Aqueduct and about 161,000 acre-feet of intentionally-created surplus water was stored in Lake Mead. See "*—Quantification Settlement Agreement*" and "*—Interim Surplus Guidelines*" below.

[Remainder of page intentionally left blank.]

PRIORITIES UNDER THE 1931 CALIFORNIA SEVEN-PARTY AGREEMENT[1]

Priority	Description	Acre-Feet Annually
1	Palo Verde Irrigation District gross area of 104,500 acres of land in the Palo Verde Valley	3,850,000
2	Yuma Project in California not exceeding a gross area of 25,000 acres in California	
3(a)	Imperial Irrigation District and other lands in Imperial and Coachella Valleys[2] to be served by All-American Canal	
3(b)	Palo Verde Irrigation District - 16,000 acres of land on the Lower Palo Verde Mesa	
4	Metropolitan Water District of Southern California for use on the coastal plain	550,000
	SUBTOTAL	4,400,000
5(a)	Metropolitan Water District of Southern California for use on the coastal plain	550,000
5(b)	Metropolitan Water District of Southern California for use on the coastal plain[3]	112,000
6(a)	Imperial Irrigation District and other lands in Imperial and Coachella Valleys to be served by the All-American Canal	300,000
6(b)	Palo Verde Irrigation District - 16,000 acres of land on the Lower Palo Verde Mesa	
	TOTAL	5,362,000
7	Agricultural use in the Colorado River Basin in California	Remaining surplus

Source: Metropolitan.

(1) Agreement dated August 18, 1931, among Palo Verde Irrigation District, Imperial Irrigation District, Coachella Valley County Water District, Metropolitan, the City of Los Angeles, the City of San Diego and the County of San Diego. These priorities were memorialized in the agencies' respective water delivery contracts with the Secretary of the Interior.

(2) The Coachella Valley Water District serves Coachella Valley.

(3) In 1946, the City of San Diego, the San Diego County Water Authority, Metropolitan and the Secretary of the Interior entered into a contract that merged and added the City and County of San Diego's rights to storage and delivery of Colorado River water to the rights of Metropolitan.

Metropolitan has taken steps to augment its share of Colorado River water through agreements with other agencies that have rights to use such water. Under a 1988 water conservation agreement (the "1988 Conservation Agreement") between Metropolitan and the Imperial Irrigation District ("IID"), Metropolitan provided funding for IID to construct and operate a number of conservation projects that are currently conserving up to 105,000 acre-feet of water per year that is provided to Metropolitan. Under the October 2003 Quantification Settlement Agreement and related agreements, Metropolitan, at the request of Coachella Valley Water District ("CVWD"), forgoes up to 20,000 acre-feet of this water each year for diversion by CVWD. See "*–Quantification Settlement Agreement*" below. In 2010 and 2011 CVWD's requests were for 8,000 and 4,000 acre-feet respectively, leaving 97,000 acre-feet in 2010 and 99,940 acre-feet in 2011 for Metropolitan. In 1992, Metropolitan entered into an agreement with the Central Arizona Water Conservation

District ("CAWCD") to demonstrate the feasibility of CAWCD storing Colorado River water in central Arizona for the benefit of an entity outside of the State of Arizona. Pursuant to this agreement, CAWCD created 80,909 acre-feet of long-term storage credits that may be recovered by CAWCD for Metropolitan. Metropolitan, the Arizona Water Banking Authority, and CAWCD executed an amended agreement for recovery of these storage credits in December 2007. All 80,909 acre-feet were recovered and delivered to Metropolitan between 2007 and 2010.

Metropolitan and the Palo Verde Irrigation District ("PVID") signed the program agreement for a Land Management, Crop Rotation and Water Supply Program in August 2004. This program provides up to 133,000 acre-feet of water to be available to Metropolitan in certain years. The term of the program is 35 years. Fallowing began on January 1, 2005. In March 2009, Metropolitan and PVID entered into a supplemental fallowing program within PVID that provided for the fallowing of additional acreage in 2009 and 2010. In calendar years 2009 and 2010, respectively, 24,100 acre-feet and 32,300 acre-feet of water were saved and made available to Metropolitan under the supplemental program. The following table shows annual volumes of water saved and made available to Metropolitan:

WATER AVAILABLE FROM PVID LAND MANAGEMENT, CROP ROTATION AND WATER SUPPLY PROGRAM

Calendar Year	Volume (acre-feet)
2005	108,700
2006	105,000
2007	72,300
2008	94,300
2009*	144,300
2010*	148,600
2011	122,200
2012	74,000

Source: Metropolitan.

* Includes water from the supplemental fallowing program that provided for fallowing of additional acreage in 2009 and 2010.

In May 2008, Metropolitan provided $28.7 million to join the CAWCD and the Southern Nevada Water Authority ("SNWA") in funding the Bureau of Reclamation's construction of an 8,000 acre-foot off-stream regulating reservoir near Drop 2 of the All-American Canal in Imperial County (officially renamed the Warren H. Brock Reservoir). Construction was completed in October 2010. The Warren H. Brock Reservoir is expected to conserve about 70,000 acre-feet of water per year by capturing and storing otherwise non-storable water flow. The Bureau of Reclamation has refunded to Metropolitan $2.43 million in unused contingency funds. In return for its funding, Metropolitan received 100,000 acre-feet of water that is stored in Lake Mead, with the ability to deliver up to 40,000 acre-feet of water in any one year. Besides the additional water supply, the new reservoir adds to the flexibility of Colorado River operations.

In September 2009, Metropolitan authorized participation with SNWA, the Colorado River Commission of Nevada, the CAWCD and the Bureau of Reclamation in the pilot operation of the Yuma Desalting Plant. The Bureau of Reclamation concluded the pilot operation of the Yuma Desalting Plant in March 2011. Metropolitan's contribution for the funding agreement was $8,395,313. Metropolitan's yield from the pilot run of the project was 24,397 acre-feet.

In November 2012, Metropolitan executed agreements in support of a program to augment Metropolitan's Colorado River supply from 2013 through 2017 through an international pilot project in Mexico. Metropolitan's share of the costs will be $5 million for a total of 47,500 acre-feet of project supplies.

The costs will be paid between 2014 and 2017, and the conserved water will be credited to Metropolitan's intentionally-created surplus water account in 2017. See "*— Intentionally-Created Surplus Program*" below.

Quantification Settlement Agreement. The Quantification Settlement Agreement ("QSA"), executed by CVWD, IID and Metropolitan in October 2003, establishes Colorado River water use limits for IID and CVWD, provides for specific acquisitions of conserved water and water supply arrangements for up to 75 years, and restored the opportunity for Metropolitan to receive any "special surplus water" under the Interim Surplus Guidelines. See "*–Interim Surplus Guidelines*" below. The QSA also allows Metropolitan to enter into other cooperative Colorado River supply programs. Related agreements modify existing conservation and cooperative water supply agreements consistent with the QSA, and set aside several disputes among California's Colorado River water agencies.

Specific programs under the QSA include lining portions of the All-American and Coachella Canals, which conserve approximately 96,000 acre-feet annually. As a result, about 80,000 acre-feet of conserved water is delivered to the San Diego County Water Authority ("SDCWA") by exchange with Metropolitan. Metropolitan also takes delivery of 16,000 acre-feet annually that will be made available for the benefit of the La Jolla, Pala, Pauma, Rincon and San Pasqual Bands of Mission Indians, the San Luis Rey River Indian Water Authority, the City of Escondido and the Vista Irrigation District, upon completion of a water rights settlement, expected in 2013. An amendment to the 1988 Conservation Agreement between Metropolitan and IID and an associated 1989 Approval Agreement among Metropolitan, IID, CVWD and PVID, extended the term of the 1988 Conservation Agreement and limited the single year amount of water used by CVWD to 20,000 acre-feet. Also included under the QSA is the Delivery and Exchange Agreement between Metropolitan and CVWD that provides for Metropolitan to deliver annually up to 35,000 acre-feet of Metropolitan's State Water Project contractual water to CVWD by exchange with Metropolitan's available Colorado River supplies. In calendar year 2011, under a supplemental agreement with CVWD, Metropolitan delivered 105,000 acre-feet which consisted of the full 35,000 acre-feet for 2011 plus advance delivery of the full contractual amounts for 2012 and 2013. In 2021, the transfer of water conserved annually by IID to SDCWA is expected to reach 205,000 acre-feet. See description below under the caption "*—Sale of Water by the Imperial Irrigation District to San Diego County Water Authority*"; see also "METROPOLITAN REVENUES—Principal Customers" in this Appendix A. With full implementation of the programs identified in the QSA, at times when California is limited to its basic apportionment of 4.4 million acre-feet per year, Metropolitan expects to be able to annually divert to its service area approximately 850,000 acre-feet of Colorado River water plus water from other water augmentation programs it develops, including the PVID program, which provides up to approximately 130,000 acre-feet of water per year. (Amounts of Colorado River water received by Metropolitan in 2003 through 2012 are discussed under the heading "—Colorado River Aqueduct—*General*" above.)

A complicating factor in completing the QSA was the fate of the Salton Sea, an important habitat for a wide variety of fish-eating birds as a stopover spot along the Pacific flyway. Some of these birds are listed as threatened or endangered species under the State and Federal ESAs. Located at the lowest elevations of an inland basin and fed primarily by agricultural drainage with no outflows other than evaporation, the Salton Sea is trending towards hyper-salinity, which has already impacted the Salton Sea's fishery. Without mitigation, the transfer of water from IID to SDCWA, one of the core programs implemented under the QSA, would reduce the volume of agricultural run-off from IID into the Salton Sea, which in turn would accelerate this natural trend of the Salton Sea to hyper-salinity. See "*—Sale of Water by the Imperial Irrigation District to San Diego County Water Authority*" below. In passing legislation to implement the QSA, the State Legislature committed the State to undertake restoration of the Salton Sea ecosystem. Restoration of the Salton Sea is subject to selection and approval of an alternative by the Legislature and funding of the associated capital improvements and operating costs. The Secretary for the California Natural Resources Agency submitted an $8.9-billion preferred alternative for restoration of the Salton Sea to the Legislature in May 2007. While withholding authorization of the preferred alternative, the Legislature has appropriated funds from Proposition 84 to undertake demonstration projects and investigations called for in the Secretary's recommendation. On September 25, 2010, then-Governor Schwarzenegger signed Senate Bill 51,

establishing the "Salton Sea Restoration Council" as a state agency in the Natural Resources Agency to oversee restoration of the Salton Sea. The council was directed to evaluate alternative Salton Sea restoration plans and to report to the Governor and the Legislature by June 30, 2013 with a recommended plan.

The QSA implementing legislation also established the Salton Sea Restoration Fund, to be funded in part by payments made by the parties to the QSA and fees on certain water transfers among the parties to the QSA. Under the QSA agreements Metropolitan agreed to pay $20 per acre-foot into the Salton Sea Restoration Fund for any special surplus Colorado River water that Metropolitan elects to take under the Interim Surplus Guidelines, if available. Metropolitan also agreed to acquire up to 1.6 million acre-feet of water conserved by IID, excluding water transferred from IID to SDCWA (see "*—Sale of Water by the Imperial Irrigation District to San Diego County Water Authority*" below), if such water can be transferred consistent with plans for Salton Sea restoration, at an acquisition price of $250 per acre-foot (in 2003 dollars), with net proceeds to be deposited into the Salton Sea Restoration Fund. No conserved water has been made available to Metropolitan under this program. As part of an effort to mitigate the effects of the drought in the Colorado River Basin that began in 2000, Metropolitan elected not to take delivery of special surplus Colorado River water that was available from October 2003 through 2004 and from 2006 through 2007. No special surplus water has been available since 2007. Metropolitan may receive credit for the special surplus water payments against future contributions for the Lower Colorado River Multi-Species Conservation Program (see "*—Environmental Considerations*" below). In consideration of these agreements, Metropolitan will not have or incur any liability for restoration of the Salton Sea.

Sale of Water by the Imperial Irrigation District to San Diego County Water Authority. On April 29, 1998, SDCWA and IID executed an agreement (the "Transfer Agreement") for SDCWA's purchase from IID of Colorado River water that is conserved within IID. An amended Transfer Agreement, executed as one of the QSA agreements, set the maximum transfer amount at 205,000 acre-feet in 2021, with the transfer gradually ramping up to that amount over an approximately twenty-year period, stabilizing at 200,000 acre-feet per year beginning in 2023.

No facilities exist to deliver water directly from IID to SDCWA. Accordingly, Metropolitan and SDCWA entered into an exchange contract, pursuant to which SDCWA makes available to Metropolitan at its intake at Lake Havasu on the Colorado River the conserved Colorado River water acquired by SDCWA from IID and water allocated to SDCWA that has been conserved as a result of the lining of the All-American and Coachella Canals. See "*—Quantification Settlement Agreement*" above. Metropolitan delivers an equal volume of water from its own sources of supply through portions of its delivery system to SDCWA. The deliveries to both Metropolitan and SDCWA are deemed to be made in equal monthly increments. In consideration for the conserved water made available to Metropolitan by SDCWA, a lower rate is paid by SDCWA for the exchange water delivered by Metropolitan. The price payable by SDCWA is calculated using the charges set by Metropolitan's Board from time to time to be paid by its member agencies for the conveyance of water through Metropolitan's facilities. See "METROPOLITAN REVENUES–Wheeling and Exchange Charges" and "–Litigation Challenging Rate Structure" in this Appendix A for a description of Metropolitan's charges for the conveyance of water through Metropolitan's facilities and litigation in which SDCWA and IID are challenging such charges. In 2009, 140,188 acre-feet were delivered by SDCWA for exchange, consisting of 60,000 acre-feet of IID conservation plus 25,759 acre-feet and 54,429 acre-feet of conserved water from the Coachella Canal and All-American Canal lining projects, respectively. In 2010, 151,507 acre-feet were delivered by SDCWA for exchange, consisting of 70,000 acre-feet of IID conservation plus 81,507 acre-feet of conserved water from the combined Coachella Canal and All-American Canal lining projects. In 2011, 143,243 acre-feet were delivered by SDCWA for exchange, consisting of 63,278 acre-feet of IID conservation plus 79,965 acre-feet of conserved water from the Coachella Canal and All-American Canal lining projects.

The QSA agreements provided for delivery of 80,000 acre-feet of water conserved by IID in 2011. The delivery of conserved water fell short by 16,722 acre-feet. In accordance with the terms of the exchange contract, Metropolitan served SDCWA with a Notice of Default. The exchange contract provides that

SDCWA will pay the lower water rate based on deliveries of exchange water that match the volume of conserved water made available by IID in each calendar year. Metropolitan has invoiced SDCWA for its higher water rate on the 16,722 acre-feet of additional non-exchange water delivered in 2011. SDCWA paid this invoice under protest. Metropolitan has agreed to exchange with SDCWA up to an additional 16,722 acre-feet in 2012 if IID delivers that volume of conserved water after IID has met its 2012 obligation of 90,000 acre-feet.

QSA Related Litigation. On November 5, 2003, IID filed a validation action in Imperial County Superior Court, seeking a judicial determination that thirteen agreements associated with the IID/SDCWA water transfer and the QSA are valid, legal and binding. Other lawsuits also were filed contemporaneously challenging the execution, approval and implementation of the QSA on various grounds. All of the QSA cases were coordinated in Sacramento Superior Court. Between early 2004 and late 2009, a number of pre-trial challenges and dispositive motions were filed by the parties and ruled on by the court, which reduced the number of active cases and narrowed the issues for trial, the first phase of which began on November 9, 2009 and concluded on December 2, 2009. One of the key issues in this first phase was the constitutionality of the QSA Joint Powers Agreement, pursuant to which IID, CVWD and SDCWA agreed to commit $163 million toward certain mitigation and restoration costs associated with implementation of the QSA and related agreements, and the State agreed to be responsible for any costs exceeding this amount. A final judgment was issued on February 11, 2010, in which the trial court held that the State's commitment was unconditional in nature and, as such, violated the appropriation requirement and debt limitation under the California Constitution. The trial court also invalidated eleven other agreements, including the QSA, because they were inextricably interrelated with the QSA Joint Powers Agreement. Lastly, the trial court ruled that all other claims raised by the parties, including CEQA claims related to the QSA Programmatic EIR and the IID Transfer Project EIR, are moot.

In March 2010, Metropolitan, IID, CVWD, SDCWA, the State and others filed notices of appeal challenging various aspects of the trial court's ruling. On December 7, 2011, the court of appeal issued its ruling reversing, in part, the trial court's ruling. In particular, the court of appeal held that while the State's commitment to fund mitigation costs in excess of $163 million was unconditional, actual payment of such costs was subject to a valid appropriation by the Legislature, as required under the California Constitution. Moreover, the State's commitment did not create a present debt in excess of the State Constitution's $300,000 debt limit. Thus, the QSA Joint Powers Agreement was held to be constitutional. The court of appeal also rejected other challenges to this agreement, including that it was beyond the State's authority, there was no "meeting of the minds," and there was a conflict of interest. In light of its ruling, the court of appeal remanded the matter back to the trial court for further proceedings on the claims that had been previously dismissed as moot. A two-day bench trial was held on November 13, 2012. On June 4, 2013 the trial court issued its ruling, holding that IID had acted within its authority in executing these agreements and had complied with all substantive and procedural requirements imposed under State law. In addition, the court held that the environmental reviews conducted in support of the QSA and related agreements complied with CEQA and its implementing regulations in all respects. In short, the trial court rejected all of the claims asserted by opponents of the QSA. Once the court issues a final statement of decision and enters a final judgment in this case, parties objecting to the ruling will have 60 days to file an appeal. The impact, if any, that this litigation might have on Metropolitan's water supplies cannot be adequately determined at this time.

On January 28, 2010, Metropolitan was served with a federal complaint filed by the County of Imperial and the Imperial County Air Pollution Control District alleging that execution and implementation of three QSA-related agreements violate NEPA and the federal Clean Air Act. The complaint named the Department of the Interior, Secretary of the Interior, Bureau of Reclamation and Commissioner of Reclamation as defendants, and Metropolitan, CVWD, IID and SDCWA as real parties in interest. With respect to NEPA, the complaint alleged that the environmental impact statement prepared by the Bureau of Reclamation; failed to adequately analyze potential impacts on the Salton Sea and on land use, growth and socioeconomics; improperly segmented various project components; failed to address cumulative impacts; and failed to address mitigation of potential impacts. With respect to the Clean Air Act, the complaint alleged

that the Bureau of Reclamation failed to conduct a conformity analysis as required under the Act and Imperial County Air Pollution Control District's own rules. On April 6, 2012, the court ruled against the plaintiffs and in favor of the defendants on all claims. The court held that the plaintiffs lacked standing to pursue NEPA and Clean Air Act claims and that the NEPA claims lacked merit. On May 4, 2012, the plaintiffs filed a notice of appeal. On May 22, 2012, the non-federal defendants filed a notice of cross-appeal. Briefing on all appeals is expected to be completed by the middle of 2013.

Navajo Nation Litigation. The Navajo Nation filed litigation against the Department of the Interior, specifically the Bureau of Reclamation and the Bureau of Indian Affairs, in 2003, alleging that the Bureau of Reclamation has failed to determine the extent and quantity of the water rights of the Navajo Nation in the Colorado River and that the Bureau of Indian Affairs has failed to otherwise protect the interests of the Navajo Nation. The complaint challenges the adequacy of the environmental review for the Interim Surplus Guidelines (as defined under "*—Interim Surplus Guidelines*" below) and seeks to prohibit the Department of the Interior from allocating any "surplus" water until such time as a determination of the rights of the Navajo Nation is completed. Metropolitan and other California water agencies filed motions to intervene in this action. In October 2004 the court granted the motions to intervene and stayed the litigation to allow negotiations among the Navajo Nation, federal defendants, CAWCD, State of Arizona and Arizona Department of Water Resources. After years of negotiations, a tentative settlement was proposed in 2012 that would provide the Navajo Nation with specified rights to water from the Little Colorado River and groundwater basins under the reservation, along with federal funding for development of water supply systems on the tribe's reservation. The proposed agreement was rejected by tribal councils for both the Navajo and the Hopi, who are now seeking to intervene. On May 16, 2013, the stay of proceedings was lifted. On June 3, 2013, the Navajo Nation filed for leave to file a first amended complaint. The proposed amended complaint added a legal challenge to guidelines adopted by the Secretary of the Interior in 2007 that allow Metropolitan, and other Colorado River water users, to store water in Lake Mead. Metropolitan has used these new guidelines to store over 500,000 acre-feet of water in Lake Mead that may be delivered at Metropolitan's request in future years. Metropolitan will actively participate in the litigation to defend its rights under the Secretary of the Interior's guidelines governing operation of the Colorado River. The impact of the litigation on Metropolitan, if any, cannot be adequately determined at this time.

Interim Surplus Guidelines. In January 2001, the Secretary of the Interior adopted guidelines (the "Interim Surplus Guidelines") for use through 2016 in determining if there is surplus Colorado River water available for use in California, Arizona and Nevada. The purpose of the Interim Surplus Guidelines is to provide a greater degree of predictability with respect to the availability and quantity of surplus water through 2016. The Interim Surplus Guidelines were amended in 2007, with the new Guidelines extending through 2026 (see "*—Lower Basin Shortage Guidelines and Coordinated Management Strategies for Lake Powell and Lake Mead*" below). The Interim Surplus Guidelines contain a series of benchmarks for reductions in agricultural use of Colorado River water within California by set dates.

Under the Interim Surplus Guidelines, Metropolitan initially expected to divert up to 1.25 million acre-feet of Colorado River water annually under foreseeable runoff and reservoir storage scenarios from 2004 through 2016. However, an extended drought in the Colorado River Basin reduced these initial expectations. On May 16, 2002 SNWA and Metropolitan entered into an Agreement Relating to Implementation of Interim Colorado River Surplus Guidelines, in which SNWA and Metropolitan agreed to the allocation of unused apportionment as provided in the Interim Surplus Guidelines and on the priority of SNWA for interstate banking of water in Arizona. SNWA and Metropolitan entered into a storage and interstate release agreement on October 21, 2004. Under this program, Nevada can request that Metropolitan store unused Nevada apportionment in California. The amount of water stored through 2011 under this agreement was 70,000 acre-feet. In subsequent years, Nevada may request recovery of this stored water. As part of a recently executed amendment, it is expected that Nevada will not request return of this water before 2022. The stored water provides flexibility to Metropolitan for blending Colorado River water with State Water Project water and improves near-term water supply reliability.

Lower Basin Shortage Guidelines and Coordinated Management Strategies for Lake Powell and Lake Mead. In November 2007, the Bureau of Reclamation issued a Final Environmental Impact Statement ("EIS") regarding new federal guidelines concerning the operation of the Colorado River system reservoirs. These new guidelines provide water release criteria from Lake Powell and water storage and water release criteria from Lake Mead during shortage and surplus conditions in the Lower Basin, provide a mechanism for the storage and delivery of conserved system and non-system water in Lake Mead and extend the Interim Surplus Guidelines through 2026. The Secretary of the Interior issued the final guidelines through a Record of Decision signed in December 2007. The Record of Decision and accompanying agreement among the Colorado River Basin States protect reservoir levels by reducing deliveries during drought periods, encourage agencies to develop conservation programs and allow the Colorado River Basin States to develop and store new water supplies. The Colorado River Basin Project Act of 1968 insulates California from shortages in all but the most extreme hydrologic conditions.

Intentionally-Created Surplus Program. Metropolitan and the Bureau of Reclamation executed an agreement on May 26, 2006 for a demonstration program that allowed Metropolitan to leave conserved water in Lake Mead that Metropolitan would otherwise have used in 2006 and 2007. Only "intentionally-created surplus" water (water that has been conserved through an extraordinary conservation measure, such as land fallowing) was eligible for storage in Lake Mead under this program. See the table "Metropolitan's Water Storage Capacity and Water in Storage" under the heading "—Storage Capacity and Water in Storage" below. Metropolitan may store additional intentionally-created surplus water in Lake Mead under the federal guidelines for operation of the Colorado River system reservoirs described above under the heading "*Lower Basin Shortage Guidelines and Coordinated Management Strategies for Lake Powell and Lake Mead.*" The Secretary of the Interior will deliver intentionally-created surplus water to Metropolitan in accordance with the terms of a December 13, 2007 Delivery Agreement between the United States and Metropolitan. As of January 2013, Metropolitan had approximately 572,200 acre-feet in its intentionally-created surplus accounts, made up of water conserved by fallowing in the Palo Verde Valley and from the yield allocated to Metropolitan from the Drop 2 Reservoir Project and the Yuma Desalting Plant pilot run. Metropolitan estimates that it stored over 161,000 acre-feet of intentionally-created surplus water in 2012.

Environmental Considerations. Federal and state environmental laws protecting fish species and other wildlife species have the potential to affect Colorado River operations. A number of species that are on either "endangered" or "threatened" lists under the ESAs are present in the area of the Lower Colorado River, including among others, the bonytail chub, razorback sucker, southwestern willow flycatcher and Yuma clapper rail. To address this issue, a broad-based state/federal/tribal/private regional partnership that includes water, hydroelectric power and wildlife management agencies in Arizona, California and Nevada have developed a multi-species conservation program for the main stem of the Lower Colorado River (the Lower Colorado River Multi-Species Conservation Program or "MSCP"). The MSCP allows Metropolitan to obtain federal and state permits for any incidental take of protected species resulting from current and future water and power operations of its Colorado River facilities and to minimize any uncertainty from additional listings of endangered species. The MSCP also covers operations of federal dams and power plants on the river that deliver water and hydroelectric power for use by Metropolitan and other agencies. The MSCP covers 27 species and habitat in the Lower Colorado River from Lake Mead to the Mexican border for a term of 50 years. Over the 50 year term of the program, the total cost to Metropolitan will be about $88.5 million (in 2003 dollars), and annual costs will range between $0.8 million and $4.7 million (in 2003 dollars).

Quagga Mussel Control Program. In January 2007 quagga mussels were discovered in Lake Mead. Quagga mussels can reproduce quickly and, if left unmanaged, can clog intakes and raw water conveyance systems, alter or destroy fish habitats and affect lakes and beaches. Quagga mussels were introduced in the Great Lakes in the late 1980s. These organisms infest much of the Great Lakes basin, the St. Lawrence Seaway, and much of the Mississippi River drainage system. The most likely source of the quagga mussel infestation in the Colorado River is recreational boats with exposure to water bodies around the Great Lakes. Metropolitan developed a program in 2007 to address the long term introduction of mussel larvae into the Colorado River Aqueduct from the Lower Colorado River, which is now heavily colonized from Lake Mead

through Lake Havasu. The quagga mussel control program consists of surveillance activities and control measures. Surveillance activities are conducted annually in conjunction with regularly scheduled two- to three-week long Colorado River Aqueduct shutdowns, which have the added benefit of desiccating exposed quagga mussels. Control activities consist of continuous chlorination at Copper Basin, quarterly use of a mobile chlorinator at outlet towers and physical removal of mussels from the trash racks in Lake Havasu. Recent shutdown inspections have demonstrated that the combined use of chlorine and regularly scheduled shutdowns effectively control mussel infestation in the Colorado River Aqueduct.

Metropolitan is working to enhance its ability to detect the mussels, studying mussel transport and settling in Metropolitan conveyance systems, assessing additional, more cost-effective methods to control mussels and developing and implementing control strategies for mussels in Metropolitan's lakes and reservoirs. The California Department of Fish and Game has approved Metropolitan's recreational facilities and boating plan for Diamond Valley Lake and Lake Skinner, which requires inspection of boats and quarantine of those that are potential carriers of mussels, and Metropolitan's water releases management plan, which should minimize the potential for mussels to be introduced into new water bodies while allowing for water releases associated with dewatering of aqueducts and pipelines for maintenance, repair, or upgrades. In addition, the California Department of Fish and Game provided Metropolitan with a permit approving laboratory research on quagga mussels to advance the understanding of mussel biology in California and benefit future efforts to manage the invasive species. Future quagga mussel control efforts are expected to include infrastructure upgrades and recommendations on boating practices or additional facilities to control the spread of mussels in the Colorado River Aqueduct system and additional long-term measures. In September 2007, the Board appropriated $5.91 million for design and construction of interim chlorination facilities at Copper Basin and Lake Mathews, design of permanent chlorination facilities at Copper Basin, Lake Mathews and Diamond Valley Lake and related quagga mussel control measures. In February 2008, the Board appropriated $1.77 million for a new chlorine injection point at the Lake Skinner Outlet Conduit and for the procurement of liquid chlorine trailers and mobile chlorination units. In August 2008, the Board appropriated an additional $1.87 million to complete the chlorination facilities at Copper Basin and Lake Mathews and in June 2009, the Board appropriated $1.13 million for design and construction of a chlorination system to control quagga mussel growth at the Skinner oxidation retrofit facilities. Metropolitan estimates that its costs for controlling quagga mussels could exceed $10 million per year.

Water Transfer, Storage and Exchange Programs

General. California's agricultural activities consume approximately 34 million acre-feet of water annually, which is approximately 80 percent of the total water used for agricultural and urban uses and 40 percent of the water used for all consumptive uses, including environmental demands. Voluntary water transfers and exchanges can make a portion of this agricultural water supply available to support the State's urban areas. Such existing and potential water transfers and exchanges are an important element for improving the water supply reliability within Metropolitan's service area and accomplishing the reliability goal set by Metropolitan's Board. Metropolitan is currently pursuing voluntary water transfer and exchange programs with State, federal, public and private water districts and individuals. The following are summary descriptions of some of these programs.

Arvin-Edison/Metropolitan Water Management Program. In December 1997, Metropolitan entered into an agreement with the Arvin-Edison Water Storage District ("Arvin-Edison"), an irrigation agency located southeast of Bakersfield, California. Under the program, Arvin-Edison stores water on behalf of Metropolitan. In January 2008, Metropolitan and Arvin-Edison amended the agreement to enhance the program's capabilities and to increase the delivery of water to the California Aqueduct. Up to 350,000 acre-feet of Metropolitan's water may be stored and Arvin-Edison is obligated to return up to 75,000 acre-feet of stored water in any year to Metropolitan, upon request. The agreement will terminate in 2035 unless extended. To facilitate the program, new wells, spreading basins and a return conveyance facility connecting Arvin-Edison's existing facilities to the California Aqueduct have been constructed. The agreement also provides Metropolitan priority use of Arvin-Edison's facilities to convey high quality water available on the

east side of the San Joaquin Valley to the California Aqueduct. Metropolitan's current storage account under the Arvin-Edison/Metropolitan Water Management Program is shown in the table "Metropolitan's Water Storage Capacity and Water in Storage" under the heading, "—Storage Capacity and Water in Storage" below.

Semitropic/Metropolitan Groundwater Storage and Exchange Program. In 1994 Metropolitan entered into an agreement with the Semitropic Water Storage District ("Semitropic"), located adjacent to the California Aqueduct north of Bakersfield, to store water in the groundwater basin underlying land within Semitropic. The minimum annual yield available to Metropolitan from the program is 31,500 acre-feet of water and the maximum annual yield is 223,000 acre-feet of water depending on the available unused capacity and the State Water Project allocation. Metropolitan's current storage account under the Semitropic program is shown in the table "Metropolitan's Water Storage Capacity and Water in Storage" under the heading, "—Storage Capacity and Water in Storage" below.

California Aqueduct Dry-Year Transfer Program. Metropolitan has entered into agreements with the Kern Delta Water District, the Mojave Water Agency (Demonstration Water Exchange Program) and the San Bernardino Valley Municipal Water District ("SBVMWD") to insure against regulatory and operational uncertainties in the State Water Project system that could impact the reliability of existing supplies. The total potential yield for the three agreements is approximately 80,000 acre-feet of water per year when sufficient water is available.

Metropolitan entered into an agreement with SBVMWD in April 2001 to coordinate the use of facilities and State Water Project water supplies. The agreement allows Metropolitan a minimum purchase of 20,000 acre-feet on an annual basis with the option to purchase additional water when available. Also, the program includes 50,000 acre-feet of carryover storage. In addition to water being supplied using the State Water Project, the previously stored water can be returned using an interconnection between the San Bernardino Central Feeder and Metropolitan's Inland Feeder. This program terminates on December 31, 2014. Metropolitan entered into an agreement with Kern Delta Water District on May 27, 2003, for a groundwater banking and exchange transfer program to allow Metropolitan to store up to 250,000 acre-feet of State Water Contract water in wet years and permit Metropolitan, at Metropolitan's option, a return of up to 50,000 acre-feet of water annually during hydrologic and regulatory droughts. Additionally, Metropolitan entered into a groundwater banking and exchange transfer agreement with Mojave Water Agency on October 29, 2003. This agreement was amended in 2011 to allow for the cumulative storage of up to 390,000 acre-feet. The agreement allows for Metropolitan to store water in an exchange account for later return. Through 2021, and when the SWP allocation is 60 percent or less, Metropolitan can annually withdraw the Mojave Water Agency's SWP contractual amounts in excess of a 10 percent reserve. When the SWP allocation is over 60 percent, the reserved amount for Mojave's local needs increases to 20 percent. Under a 100 percent allocation, the State Water Contract provides Mojave Water Agency 82,800 acre-feet of water. Metropolitan's current storage account under these programs is shown in the table "Metropolitan's Water Storage Capacity and Water in Storage" under the heading, "—Storage Capacity and Water in Storage" below.

Other Water Purchase, Storage and Exchange Programs in the San Joaquin and Sacramento Valleys. Metropolitan has been negotiating, and will continue to pursue, water purchase, storage and exchange programs with other agencies in the Sacramento and San Joaquin Valleys. These programs involve the storage of both State Water Project supplies and water purchased from other sources to enhance Metropolitan's dry-year supplies and the exchange of normal year supplies to enhance Metropolitan's water reliability and water quality, in view of dry conditions and potential impacts from the ESA cases discussed above under the heading "—State Water Project—*Endangered Species Act Considerations*." In addition, in the fall of 2008 DWR convened the State Drought Water Bank (the "Drought Water Bank") as a one-year program to help mitigate water shortages in 2009. During 2009, Metropolitan purchased 36,900 acre-feet of Central Valley Water supplies through the Drought Water Bank, resulting in approximately 29,000 acre-feet of water deliveries after accounting for carriage and conveyance losses. In calendar year 2010, Metropolitan

participated with other State Water Contractors as a group to purchase 88,137 acre-feet of water, resulting in approximately 68,000 acre-feet of deliveries to Metropolitan after carriage and conveyance losses. Additionally during 2010, Metropolitan entered into two transactions with the Westlands Water District and the San Luis Water District, neither of which is subject to carriage losses. Under the first transaction, Metropolitan purchased 18,453 acre-feet of water. In the second, Metropolitan accepted delivery of 110,692 acre-feet of water stored in the San Luis Reservoir and returned two-thirds of that amount from Metropolitan's State Water Project supply in 2011 for a net yield of approximately 37,000 acre-feet.

Metropolitan entered into an agreement with DWR in December 2007 to purchase a portion of the water released by the Yuba County Water Agency ("YCWA"). YCWA was involved in a SWRCB proceeding in which it was required to increase Yuba River fishery flows. Within the framework of agreements known as the Yuba River Accord, DWR and the Bureau of Reclamation entered into agreements for the long-term purchase of water from YCWA. Metropolitan and other State Water Project contractors entered into separate agreements with DWR for purchase of portions of the water made available. Metropolitan's agreement allows Metropolitan to purchase at least 13,750 acre-feet to 35,000 acre-feet per year of water supplies in dry years through 2025. The agreement permits YCWA to transfer additional supplies at its discretion. For calendar years 2008, 2009 and 2010, Metropolitan purchased 26,430 acre-feet, 42,915 acre-feet and 67,068 acre-feet of water, respectively, from YCWA under this program. No purchases were made in calendar years 2011 and 2012, due to favorable water supply conditions.

Metropolitan/CVWD/Desert Water Agency Exchange and Advance Delivery Agreement. Metropolitan has agreements with the CVWD and the Desert Water Agency ("Desert") that require Metropolitan to exchange its Colorado River water for those agencies' State Water Project contractual water on an annual basis. Because Desert and CVWD do not have a physical connection to the State Water Project, Metropolitan takes delivery of Desert's and CVWD's State Water Project supplies and delivers a like amount of Colorado River water to the agencies. In accordance with an advance delivery agreement executed by Metropolitan, CVWD and Desert, Metropolitan has delivered Colorado River water in advance to these agencies for storage in the Upper Coachella Valley groundwater basin. In years when it is necessary to augment available supplies to meet local demands, Metropolitan has the option to meet the exchange delivery obligation through drawdowns of the advance delivery account, rather than deliver its Colorado River supply. Metropolitan's current storage account under the CVWD/Desert program is shown in the table "Metropolitan's Water Storage Capacity and Water in Storage" under the heading, "—Storage Capacity and Water in Storage" below. In addition to the CVWD/Desert exchange agreements, Metropolitan has entered into separate agreements with CVWD and Desert for delivery of non-State Water Project supplies acquired by CVWD or Desert. Similarly, Metropolitan takes delivery of these supplies from State Water Project facilities and incurs an exchange obligation to CVWD or Desert. From 2008 through 2012, Metropolitan has received a net additional supply of 34,362 acre-feet of water acquired by CVWD and Desert.

Other Agreements. Metropolitan is entitled to storage and access to stored water in connection with various storage programs and facilities. See "METROPOLITAN'S WATER SUPPLY—Colorado River Aqueduct" and "REGIONAL WATER RESOURCES—Local Water Supplies—*Conjunctive Use*" in this Appendix A, as well as the table "Metropolitan's Water Storage Capacity and Water in Storage" under the heading, "—Storage Capacity and Water in Storage" below.

Storage Capacity and Water in Storage

Metropolitan's storage capacity, which includes reservoirs, conjunctive use and other groundwater storage programs within Metropolitan's service area and groundwater and surface storage accounts delivered through the State Water Project or Colorado River Aqueduct, is approximately 5.93 million acre-feet. In 2012, approximately 626,000 acre-feet of stored water was emergency storage that was reserved for use in the event of supply interruptions from earthquakes or similar emergencies (see "METROPOLITAN'S WATER DELIVERY SYSTEM—Seismic Considerations" in this Appendix A), as well as extended drought. Metropolitan's emergency storage requirement is established periodically to provide a six-month water supply

at 75 percent of member agencies retail demand under normal hydrologic conditions. Metropolitan's ability to replenish water storage, both in the local groundwater basins and in surface storage and banking programs, has been limited by Bay-Delta pumping restrictions under the Interim Remedial Order in *NRDC v. Kempthorne* and the biological opinions issued for listed species. See "—State Water Project—*Endangered Species Act Considerations*" above. Metropolitan replenishes its storage accounts when imported supplies exceed demands. Effective storage management is dependent on having sufficient years of excess supplies to store water so that it can be used during times of shortage. Historically, excess supplies have been available in about seven of every ten years. Metropolitan forecasts that, with anticipated supply reductions from the State Water Project due to pumping restrictions, it will need to draw down on storage in about seven of ten years and will be able to replenish storage in about three years out of ten. This reduction in available supplies extends the time required for storage to recover from drawdowns and could require Metropolitan to implement its Water Supply Allocation Plan during extended dry periods.

As a result of increased State Water Project supplies and reduced demands from 2010 to 2012, Metropolitan rebuilt its storage after several years of withdrawals. From 2007 to 2009 Metropolitan drew down approximately one million acre-feet of its stored water to meet regional demands. During calendar year 2012, Metropolitan increased storage of State Water Project supplies in Central Valley groundwater storage programs by about 191,000 acre-feet. Storage in Diamond Valley Lake on January 1, 2013 was approximately 690,000 acre-feet, a decrease of about 96,000 acre-feet from Diamond Valley Lake's level on January 1, 2012. Metropolitan increased aggregate storage by approximately 349,000 acre-feet in 2012. This brought total storage at the end of 2012 to approximately 3.37 million acre-feet, including emergency storage, which was the highest end-of-year total water reserves in Metropolitan's history. The following table shows three years of Metropolitan's water in storage as of January 1, including emergency storage.

[Remainder of page intentionally left blank.]

METROPOLITAN'S WATER STORAGE CAPACITY AND WATER IN STORAGE[1]
(in Acre-Feet)

Water Storage Resource	Storage Capacity	Water in Storage January 1, 2013	Water in Storage January 1, 2012	Water in Storage January 1, 2011
Colorado River Aqueduct				
Desert / CVWD Advance Delivery Account	800,000	321,000	203,000	178,000
Lake Mead ICS	1,500,000	575,000	435,000	256,000
Subtotal	**2,300,000**	**896,000**	**638,000**	**434,000**
State Water Project				
Arvin-Edison Storage Program	350,000	218,000	164,000	109,000
Semitropic Storage Program	350,000	285,000	245,000	111,000
Kern Delta Storage Program	250,000	178,000	135,000	82,000
San Bernardino Valley MWD Coordinated Operating Agreement	50,000	-0-	-0-	-0-
Mojave Storage Program	390,000[4]	60,000	45,000	-0-
Castaic Lake and Lake Perris[2]	219,000	219,000	219,000	219,000
Metropolitan Article 56 Carryover[3]	200,000[5]	158,000	200,000	-0-
Other State Water Project Carryover	n/a	124,000	43,000	162,000
Emergency Storage	334,000	334,000	334,000	334,000
Subtotal	**2,143,000**	**1,576,000**	**1,385,000**	**1,017,000**
Within Metropolitan's Service Area[6]				
Diamond Valley Lake	810,000	690,000	786,000	638,000
Lake Mathews	182,000	102,000	142,000	139,000
Lake Skinner	44,000	38,000	37,000	40,000
Subtotal	**1,036,000**	**830,000**	**965,000**	**817,000**
Member Agency Storage Programs				
Cyclic Storage, Conjunctive Use, and Supplemental Storage	455,000	67,000	32,000	60,000
Total	**5,934,000**	**3,369,000**	**3,020,000**	**2,328,000**

Source: Metropolitan.

(1) Water storage capacity and water in storage are based on accounting estimates and are subject to change.

(2) Flexible storage allocated to Metropolitan under its State Water Contract.

(3) Article 56 Carryover storage capacity is dependent on the annual State Water Project allocation, which varies from year to year. Article 56 water is unused water that is allocated to a state water contractor in a given year pursuant to the State Water Contract. Metropolitan's carryover water is stored in the San Luis Reservoir.

(4) Following a period during which Metropolitan was not permitted to increase storage, the Mojave Storage Program agreement was amended in 2011 to allow for cumulative storage of up to 390,000 acre-feet.

(5) Metropolitan's State Water Project carryover capacity ranges from 100,000 to 200,000 acre-feet, on a sliding scale that depends on the final State Water Project allocation. At allocations of 50 percent or less, Metropolitan may store 100,000 acre-feet, and at allocations of 75 percent or greater, Metropolitan may store up to 200,000 acre-feet. For the purposes of this table, the highest possible carryover capacity is displayed.

(6) Includes 292,000 acre-feet of emergency storage in Metropolitan's reservoirs.

Water Conservation

The central objective of Metropolitan's water conservation program is to help ensure adequate, reliable and affordable water supplies for Southern California by actively promoting efficient water use. The importance of conservation to the region has increased in recent years because of drought conditions in the State Water Project watershed and court-ordered restrictions on Bay-Delta pumping, as described under "—State Water Project" above. Water conservation is an integral component of Metropolitan's IRP Strategy, Water Surplus and Drought Management Plan and Water Supply Allocation Plan, each described in this Appendix A under "METROPOLITAN'S WATER SUPPLY."

Metropolitan's conservation program has largely been developed to assist its member agencies in meeting the "best management practices" ("BMP") of the California Urban Water Conservation Council's Memorandum of Understanding Regarding Urban Water Conservation in California ("CUWCC MOU") and to meet the conservation goals of the 2010 IRP Update. See "—Integrated Water Resources Plan" above. Under the terms of the CUWCC MOU and Metropolitan's Conservation Credits Program, Metropolitan assists and co-funds member agency conservation programs designed to achieve greater water use efficiency in residential, commercial, industrial, institutional and landscape uses. Metropolitan uses its Water Stewardship Rate, which is charged for every acre-foot of water conveyed by Metropolitan, together with available grant funds, to fund conservation incentives and other water management programs. All users of Metropolitan's system benefit from the system capacity made available by investments in demand management programs like the Conservation Credits Program. See "METROPOLITAN REVENUES—Rate Structure—*Water Stewardship Rate*" in this Appendix A. Direct spending by Metropolitan on active conservation incentives, including rebates for water-saving plumbing fixtures, appliances and equipment, from fiscal year 1989-90 through fiscal year 2011-12 was about $322 million. The 2010 Integrated Water Resources Plan Update estimates that 1,037,000 acre-feet of water will be conserved annually in southern California by 2025. See "—Integrated Water Resources Plan" above.

The Water Surplus and Drought Management Plan ("WSDM Plan"), which was adopted by Metropolitan's Board in April 1999, evolved from Metropolitan's experiences during the droughts of 1976-77 and 1987-92. The WSDM Plan splits resource actions into two major categories: Surplus Actions and Shortage Actions. The Surplus Actions store surplus water, first inside then outside the region. The Shortage Actions of the WSDM Plan are split into three sub-categories: Shortage, Severe Shortage, and Extreme Shortage. Each category has associated actions that could be taken as a part of the response to prevailing shortage conditions. Conservation and water efficiency programs are part of Metropolitan's resource management strategy through all categories.

Metropolitan's plan for allocation of water supplies in the event of shortage (the "Water Supply Allocation Plan"; see "—Water Supply Allocation Plan" below) allocates Metropolitan's water supplies among its member agencies, based on the principles contained in the WSDM Plan, to reduce water use and drawdowns from water storage reserves. Metropolitan's member agencies and retail water suppliers in Metropolitan's service area also have the ability to implement water conservation and allocation programs, and some of the retail suppliers in Metropolitan's service area have initiated conservation measures. The success of conservation measures in conjunction with the Water Supply Allocation Plan is evidenced as a contributing factor in the lower than budgeted water sales during fiscal years 2009-10, 2010-11 and 2011-12.

Legislation approved in November 2009 sets a statewide conservation target for urban per capita water use of 20 percent reductions by 2020 (with credits for existing conservation) at the retail level, providing an additional catalyst for conservation by member agencies and retail suppliers. (See "—State Water Project—*Bay-Delta Regulatory and Planning Activities*" above.) Metropolitan's water sales projections incorporate an estimate of conservation savings that will reduce retail demands. Current projections include an estimate of additional water use efficiency savings that would result from local agencies reducing their per capita water use in response to the 20 percent by 2020 conservation savings goals

required by recent legislation as well as an estimate of additional conservation that would have to occur to reach Metropolitan's IRP goal of reducing overall regional per capita water use by 20 percent by 2020.

Water Supply Allocation Plan

The Water Supply Allocation Plan provides a formula for equitable distribution of available water supplies in case of extreme water shortages within Metropolitan's service area. Delivery within a member agency of more than its allocated amount of Metropolitan supplies will subject the member agency to a penalty of one to four times Metropolitan's full service rate for untreated Tier 2 water, depending on how much the member agency's water use for the twelve-month period beginning on July 1 exceeds its allocated amount. See "METROPOLITAN REVENUES—Water Rates by Water Category" in this Appendix A. Any penalties collected may be rebated to the member agency that paid them to fund water management projects.

The Water Supply Allocation Plan was approved by the Board in February 2008. On April 14, 2009, Metropolitan's Board adopted a resolution declaring a regional water shortage and implementing the Water Supply Allocation Plan, effective July 1, 2009. The Board set the "Regional Shortage Level" at Water Supply Allocation Plan Level 2, which required reduction of regional water use by approximately ten percent and resulted in a total allocation of about 2.09 million acre-feet of Metropolitan water in fiscal year 2009-10. On April 13, 2010, the Board adopted a resolution recognizing the continuing regional water shortage and again setting the Regional Shortage Level at Water Supply Allocation Plan Level 2, which sustained the regional water use reduction of approximately 10 percent. Due to improved hydrologic and storage conditions, on April 12, 2011, the Board terminated implementation of the 2010-11 Water Supply Allocation Plan, restoring imported water deliveries to member agencies without risk of allocation penalties. Although the Act gives each of Metropolitan's member agencies a preferential entitlement to purchase a portion of the water served by Metropolitan (see "METROPOLITAN REVENUES—Preferential Rights"), historically, these rights have not been used in allocating Metropolitan's water.

Metropolitan's member agencies and retail water suppliers in Metropolitan's service area also may implement water conservation and allocation programs within their respective service territories in times of shortage.

REGIONAL WATER RESOURCES

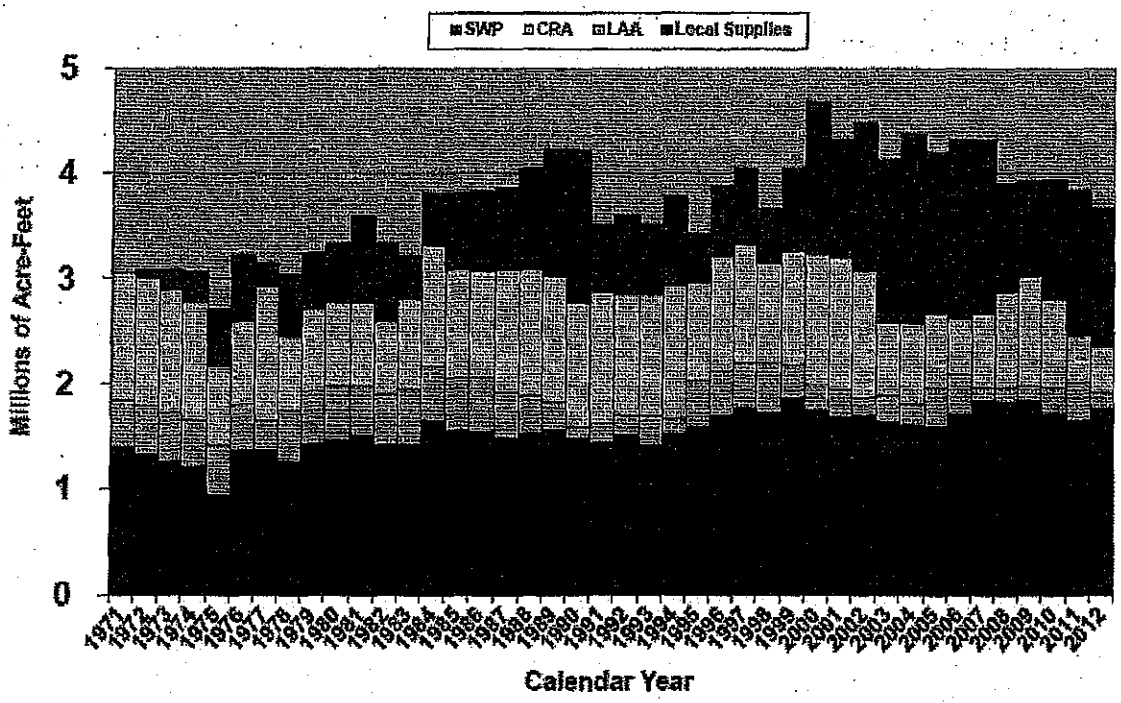
The water supply for Metropolitan's service area is provided in part by Metropolitan and in part by non-Metropolitan sources available to members. Approximately 60 percent of the water supply for Metropolitan's service area is imported water received by Metropolitan from its Colorado River Aqueduct and the State Water Project and by the City of Los Angeles (the "City") from the Los Angeles Aqueduct. While the City is one of the largest water customers of Metropolitan, it receives a substantial portion of its water from the Los Angeles Aqueduct and local groundwater supply. The balance of water within the region is produced locally, primarily from groundwater supplies and runoff.

Metropolitan's member agencies are not required to purchase or use any of the water available from Metropolitan. Some agencies depend on Metropolitan to supply nearly all of their water needs, regardless of the weather. Other agencies, with local surface reservoirs or aqueducts that capture rain or snowfall, rely on Metropolitan more in dry years than in years with heavy rainfall, while others, with ample groundwater supplies, purchase Metropolitan water only to supplement local supplies and to recharge groundwater basins. The demand for supplemental supplies provided by Metropolitan is dependent on water use at the retail consumer level and the amount of locally supplied and conserved water. See "METROPOLITAN'S WATER SUPPLY—Water Conservation" in this Appendix A and "—Local Water Supplies" below. Consumer demand and locally supplied water vary from year to year, resulting in variability in water sales. Future reliance on Metropolitan supplies will be dependent, among other things, on local projects and the amount of water, if any, that may be derived from sources other than Metropolitan. In recent years, supplies and demands have been affected by drought, water use restrictions, economic conditions, weather conditions and environmental laws, regulations and judicial decisions, as described in this Appendix A under

"METROPOLITAN'S WATER SUPPLY." For information on Metropolitan's water sales revenues, see "METROPOLITAN REVENUES" and "MANAGEMENT'S DISCUSSION OF HISTORICAL AND PROJECTED REVENUES AND EXPENDITURES" in this Appendix A.

The following graph shows a summary of the regional sources of water supply for the years 1971 to 2012. Local supplies available within Metropolitan's service area are augmented by water imported by the City through the Los Angeles Aqueduct ("LAA") and Metropolitan supplies provided through the Colorado River Aqueduct ("CRA") and the State Water Project ("SWP").

Source of Water Supply in the Metropolitan Service Area (1971-2012)



Source: Metropolitan.

The major sources of water for Metropolitan's member agencies in addition to supplies provided by Metropolitan are described below.

Los Angeles Aqueduct

The City, through its Department of Water and Power ("LADWP"), operates its Los Angeles Aqueduct system to import water from the Owens Valley and the Mono Basin on the eastern slopes of the Sierra Nevada in eastern California. Prior to the 1990-1991 drought, the City had imported an average of 440,000 acre-feet of water annually from the combined Owens Valley/Mono Basin system, of which about 90,000 acre-feet came from the Mono Basin. Under the Mono Lake Basin Water Right Decision (Decision 1631) issued in September 1994, which revised the Department of Water and Power's water rights licenses in the Mono Basin, the City is limited to export 16,000 acre-feet annually from the Mono Basin until it reaches its target elevation of 6,391 feet above mean sea level.

Pursuant to the City's turnout agreement with DWR, Antelope Valley-East Kern Water Agency ("AVEK") and Metropolitan, the Department of Water and Power commenced construction in 2010 of the turnout facilities along the California Aqueduct within AVEK's service area. Upon completion, expected by 2020, the turnout will enable delivery of water from the California Aqueduct to the Los Angeles Aqueduct. Conditions precedent to such delivery of water include obtaining agreements for the transfer of non-State Water Project water directly from farmers, water districts or others in Northern and Central California, available capacity in the California Aqueduct and compliance with State Water Project water quality requirements. The agreement allows for use of the turnout for delivery of non-State Water Project water annually to the City in amounts not to exceed the supplies lost to the City as a result of its Eastern Sierra environmental obligations, including water for the Lower Owens River Project and the Owens Lake Dust Mitigation Project which could use up to 95,000 acre-feet of Los Angeles Aqueduct water.

Historically, the Los Angeles Aqueduct and local groundwater supplies have been nearly sufficient to meet the City's water requirements during normal water supply years. As a result, prior to the 1990-1991 drought only about 13 percent of the City's water needs (approximately 82,000 acre-feet) were supplied by Metropolitan. From fiscal year 2000-01 to fiscal year 2010-11, approximately 32 to 71 percent of the City's total water requirements were met by Metropolitan. For the five fiscal years ended June 30, 2012, the City's water deliveries from Metropolitan averaged approximately 301,000 acre-feet per year, which constituted approximately 51 percent of the City's total water supply. Deliveries from Metropolitan to the City during this period varied between approximately 167,000 acre-feet per year and approximately 433,000 acre-feet per year. See "METROPOLITAN REVENUES—Principal Customers" in this Appendix A. According to the Los Angeles Department of Water and Power's Year 2010 Urban Water Management Plan, the City is planning to increase locally-developed supplies including recycled water, new conservation, stormwater recapture and groundwater cleanup from the average for the five-year period ending June 30, 2010 of 12 percent to 43 percent of its normal year supplies by fiscal year 2034-35. Accordingly, the City's reliance on Metropolitan supplies will decrease from the five year average ending June 30, 2011 of 52 percent to 24 percent of its normal year supplies by fiscal year 2034-35. However, the City may still purchase up to 511,000 acre-feet per year or 82 percent of its dry year supplies from Metropolitan over the next 25 years. This corresponds to an increase from normal to dry years of approximately 255,000 acre-feet in potential demand for supplies from Metropolitan.

LADWP has indicated that it is currently analyzing additional impacts to the Los Angeles Aqueduct's water supply deliveries of various environmental projects aimed at improving air quality and fish and riparian habitat in the Owens Valley. In October 2012, LADWP filed a federal lawsuit challenging Owens Valley mitigation demands from air pollution control regulators. LADWP reports that, in 2012, 50 percent of its Los Angeles Aqueduct water was devoted to dust and environmental mitigation projects in the Owens Valley and Eastern Sierra, resulting in the need to purchase an equivalent amount of Metropolitan supply.

Local Water Supplies

Local water resources include groundwater production, recycled water production and diversion of surface flows. While local water resources are non-Metropolitan sources of water supply, Metropolitan has executed agreements for storage of Metropolitan supplies in local groundwater basins and provided incentives for local supply development as described below. Member agencies and other local agencies have also independently funded and developed additional local supplies, including groundwater storage and clean-up, recycled water and desalination of brackish or high salt content water.

Metropolitan's water sales projections are based in part on projections of locally-supplied water. Projections of future local supplies are based on estimated yields from sources and projects that are currently producing water or are under construction at the time a water sales projection is made. Additional reductions in Metropolitan's water sales projections are made to account for future local supply augmentation projects, based on the 2010 IRP Update goals. See "MANAGEMENT'S DISCUSSION OF HISTORICAL AND

PROJECTED REVENUES AND EXPENDITURES—Water Sales Projections" and "METROPOLITAN'S WATER SUPPLY—Integrated Water Resources Plan" in this Appendix A.

Groundwater. Demands for about 1.5 million acre-feet per year, about one-third of the annual water demands for approximately 18 million residents of Metropolitan's service area, are met from groundwater production. Local groundwater supplies are supported by recycled water, which is blended with imported water and recharged into groundwater basins, and also used for creating seawater barriers that protect coastal aquifers from seawater intrusion.

Groundwater Storage Programs. Metropolitan has executed agreements with a number of agencies to develop groundwater storage projects in its service area. These projects are designed to help meet the water delivery reliability goals of storing surplus imported supplies when available so that local agencies can withdraw stored groundwater during droughts or other periods of water supply shortage. In 2000, Metropolitan was allocated $45 million in State Proposition 13 bond proceeds to develop groundwater storage projects in Metropolitan's service area. The nine projects provide about 212,000 acre-feet of groundwater storage and have a combined extraction capacity of about 70,000 acre-feet per year. During fiscal year 2008-09, over 70,000 acre-feet of stored water was produced and sold from these storage accounts. Fiscal year 2009-10 sales from the nine accounts totaled nearly 41,000 acre-feet, leaving a balance of approximately 26,000 acre-feet in the storage accounts. Metropolitan began refilling the programs in fiscal year 2010-11. As of March 1, 2013, the balance in the nine accounts was over 82,000 acre-feet. See table "Metropolitan's Water Storage Capacity and Water in Storage" under "METROPOLITAN'S WATER SUPPLY—Storage Capacity and Water in Storage" in this Appendix A.

Recovered Groundwater. Contamination of groundwater supplies is a growing threat to local groundwater production. Metropolitan has been supporting increased groundwater production and improved regional supply reliability by offering financial incentives to agencies for production and treatment of degraded groundwater since 1991. Metropolitan has executed agreements with local agencies to provide financial incentives to 22 projects that recover contaminated groundwater with total contract yields of about 111,300 acre-feet per year. During fiscal year 2011-12 Metropolitan provided incentives for approximately 40,400 acre-feet of recovered water under these agreements. Total groundwater recovery use under executed agreements is expected to grow to 67,000 acre-feet by 2015.

Surface Runoff. Local surface water resources consist of runoff captured in storage reservoirs and diversions from streams. Since 1980, agencies have used an average of 115,000 acre-feet per year of local surface water. Local surface water supplies are heavily influenced by year to year local weather conditions, varying from a high of 193,000 acre-feet in fiscal year 1998-99 to a low of 65,000 acre-feet in fiscal year 2002-03.

Conjunctive Use. Conjunctive use is accomplished when groundwater basins are used to store imported supplies during water abundant periods. The stored water is used during shortages and emergencies with a corresponding reduction in surface deliveries to the participating agencies. Regional benefits include enhancing Metropolitan's ability to capture excess surface flows during wet years from both the State Water Project and Colorado River. Groundwater storage is accomplished using spreading basins, injection wells, and in-lieu deliveries where imported water is substituted for groundwater, and the groundwater not pumped is considered stored water.

Metropolitan has promoted conjunctive use at the local agency level under its Replenishment Service Program by discounting rates for imported water placed into groundwater or reservoir storage during wet months. The discounted rate and program rules encouraged construction of additional groundwater production facilities allowing local agencies to be more self-sufficient during shortages. (See "*–Groundwater Storage Programs*" above.) In calendar year 2006, Metropolitan delivered approximately 247,000 acre-feet of water as replenishment water. In calendar year 2007, Metropolitan delivered approximately 46,000 acre-feet of water as replenishment water through May 1, 2007 then discontinued such deliveries through May 10,

2011 when Metropolitan's Board authorized sale of up to 225,000 acre-feet of discounted replenishment service deliveries to member agencies for the remainder of calendar year 2011. In calendar year 2011, Metropolitan delivered approximately 225,000 acre-feet of this discounted replenishment water. No replenishment sales are budgeted for fiscal year 2012-13 and thereafter. The Replenishment Service Program was discontinued effective December 31, 2012. See "METROPOLITAN REVENUES—Classes of Water Service—*Replenishment*" and "MANAGEMENT'S DISCUSSION OF HISTORICAL AND PROJECTED REVENUES AND EXPENDITURES—Water Sales Projections" in this Appendix A.

Recycled Water. Metropolitan has supported recycled water use to offset potable water demands and improve regional supply reliability by offering financial incentives to agencies for production and sales of recycled water since 1982. Metropolitan has executed agreements with local agencies to provide financial incentives to 73 recycled water projects with total contract yields of about 335,000 acre-feet per year. During fiscal year 2011-12, Metropolitan provided incentives for approximately 171,400 acre-feet of reclaimed water under these agreements. Total recycled water use under executed agreements is expected to grow to about 186,000 acre-feet by 2015.

Seawater Desalination. Metropolitan's IRP includes seawater desalination as a core local supply and supports foundational actions to lay the groundwork for accelerating seawater desalination development as needed in the future. To encourage local development, Metropolitan has signed Seawater Desalination Program ("SDP") incentive agreements with three of its member agencies: Long Beach, Municipal Water District of Orange County and West Basin Municipal Water District. The SDP agreements provide incentives to the member agencies of up to $250 per acre-foot when the desalinated supplies are produced. Agreement terms are for the earlier of 25 years or through 2040 and are designed to phase out if Metropolitan's rates surpass the unit cost of producing desalinated seawater. SDP agreements are subject to final approval by Metropolitan's Board after review of the complete project description and environmental documentation. Collectively these projects are anticipated to produce up to 46,000 acre-feet annually.

In November 2012, SDCWA approved a water purchase agreement with Poseidon Resources LLC ("Poseidon Resources") for a seawater desalination project in Carlsbad (the "Carlsbad Project") to provide a minimum of 48,000 acre-feet and a maximum of 56,000 acre-feet of desalinated supplies to SDCWA per year. The Carlsbad Project is under construction and is anticipated to be completed in 2016.

Other seawater desalination projects are under development or consideration that could provide supplies to Metropolitan's service area. Poseidon Resources is developing a 56,000 acre-feet per year plant in Huntington Beach which is currently in the permitting phase, with California Coastal Commission permit hearings anticipated in 2013. SDCWA is studying the potential for a seawater desalination plant in Camp Pendleton which would initially produce up to 56,000 acre-feet per year and potentially up to 168,000 acre-feet per year with a phased build out. SDCWA, in collaboration with Mexican government agencies, also is considering a 56,000 acre-feet per year facility in Rosarito Beach, Mexico. If developed, SDCWA could receive a portion of the desalinated supplies through a delivery pipeline across the international border to SDCWA. Otay Water District, located in San Diego County along the Mexico border, is separately considering the feasibility of purchasing water from an alternative seawater desalination project at the same site in Rosarito Beach. Approvals from a number of U.S. and Mexican federal agencies, along with State and local approvals, would be needed for either cross-border project to proceed.

METROPOLITAN'S WATER DELIVERY SYSTEM

Method of Delivery

Metropolitan's water delivery system is made up of three basic components: the Colorado River Aqueduct, the California Aqueduct of the State Water Project and Metropolitan's internal water distribution system. Metropolitan's delivery system is integrated and designed to meet the differing needs of its member agencies. Metropolitan seeks redundancy in its delivery system to assure reliability in the event of an outage.

Current system expansion and other improvements will be designed to increase the flexibility of the system. Since local sources of water are generally used to their maximum each year, growth in the demand for water is partially met by Metropolitan. Accordingly, the operation of Metropolitan's water system is being made more reliable through the rehabilitation of key facilities as needed, improved preventive maintenance programs and the upgrading of Metropolitan's operational control systems. See "CAPITAL INVESTMENT PLAN" in this Appendix A.

Colorado River Aqueduct. Work on the Colorado River Aqueduct commenced in 1933 and water deliveries started in 1941. Additional facilities were completed by 1961 to meet additional requirements of Metropolitan's member agencies. The Colorado River Aqueduct is 242 miles long, starting at the Lake Havasu intake and ending at the Lake Mathews terminal reservoir. Metropolitan owns all of the components of the Colorado River Aqueduct, which include five pump plants, 64 miles of canal, 92 miles of tunnels, 55 miles of concrete conduits and 144 underground siphons totaling 29 miles in length. The pumping plants lift the water approximately 1,617 feet over several mountain ranges to Metropolitan's service area. See "METROPOLITAN'S WATER SUPPLY—Colorado River Aqueduct" in this Appendix A.

State Water Project. The initial portions of the State Water Project serving Metropolitan were completed in 1973. State Water Project facilities are owned and operated by DWR. Twenty-nine agencies have entered into contracts with DWR to receive water from the State Water Project. See "METROPOLITAN'S WATER SUPPLY—State Water Project" in this Appendix A.

Internal Distribution System. Metropolitan's internal water distribution system includes components that were built beginning in the 1930s and through the present. Metropolitan owns all of these components, including 14 dams and reservoirs, five regional treatment plants, over 800 miles of transmission pipelines, feeders and canals, and 16 hydroelectric plants with an aggregate capacity of 131 megawatts.

Diamond Valley Lake. Diamond Valley Lake, a man-made reservoir located southwest of the city of Hemet, California, covers approximately 4,410 acres and has capacity to hold approximately 810,000 acre-feet or 265 billion gallons of water. Diamond Valley Lake was constructed to serve approximately 90 percent of Metropolitan's service area by gravity flow. Associated hydraulic structures consist of an inlet-outlet tower, pumps and generating facilities, a pressure control facility, connecting tunnels and a forebay. Imported water is delivered to Diamond Valley Lake during surplus periods. The reservoir provides more reliable delivery of imported water from the State Water Project and the Colorado River Aqueduct during summer months, droughts and emergencies. In addition, Diamond Valley Lake is capable of providing more than one-third of Southern California's water needs from storage for approximately six months after a major earthquake (assuming that there has been no impairment of Metropolitan's internal distribution network). See the table "Metropolitan's Water Storage Capacity and Water in Storage" under "METROPOLITAN'S WATER SUPPLY—Storage Capacity and Water in Storage" in this Appendix A for the amount of water in storage at Diamond Valley Lake. Excavation at the project site began in May 1995. Diamond Valley Lake was completed in March 2000, at a total cost of $2 billion, and was in full operation in December 2001.

Inland Feeder. The Inland Feeder is a 44-mile-long conveyance system that connects the State Water Project to Diamond Valley Lake and the Colorado River Aqueduct. The Inland Feeder provides greater flexibility in managing Metropolitan's major water supplies and allows greater amounts of State Water Project water to be accepted during wet seasons for storage in Diamond Valley Lake. In addition, the Inland Feeder increases the conveyance capacity from the East Branch of the State Water Project by 1,000 cubic-feet per second ("cfs"), allowing the East Branch to operate up to its full capacity. Construction of the Inland Feeder was completed in September 2009 at a total cost of $1.14 billion.

Operations Control Center. Metropolitan's water conveyance and distribution system operations are coordinated from the Operations Control Center ("OCC") located in the Eagle Rock area of Los Angeles. The OCC plans, balances and schedules daily water and power operations to meet member agencies' demands, taking into consideration the operational limits of the entire system.

Water Treatment

Metropolitan filters and disinfects water at five water treatment plants: the F.E. Weymouth Treatment Plant, the Joseph Jensen Treatment Plant, the Henry J. Mills Treatment Plant, the Robert B. Diemer Treatment Plant and the Robert A. Skinner Treatment Plant. The plants treat an average of between 1.7 billion and 2.0 billion gallons of water per day, and have a maximum capacity of approximately 2.6 billion gallons per day. Approximately 60 percent of Metropolitan's water deliveries are treated water.

Federal and state regulatory agencies continually monitor and establish new water quality standards. New water quality standards could affect availability of water and impose significant compliance costs on Metropolitan. The Safe Drinking Water Act ("SDWA") was amended in 1986 and again in 1996. The SDWA establishes drinking water quality standards, monitoring, public notification and enforcement requirements for public water systems. To achieve these objectives, the U.S. Environmental Protection Agency ("USEPA"), as the lead regulatory authority, promulgates national drinking water regulations and develops the mechanism for individual states to assume primary enforcement responsibilities. The California Department of Public Health ("CDPH"), formerly known as the Department of Health Services, has lead authority over California water agencies. Metropolitan continually monitors new water quality laws and regulations and frequently comments on new legislative proposals and regulatory rules.

In October 2007, Metropolitan began adding fluoride to treated water at all five of its treatment plants for regional compliance with Assembly Bill 733, enacted in 1995, which requires fluoridation of any public water supply with over 10,000 service connections in order to prevent tooth decay, subject to availability of sufficient funding. Design and construction of the fluoridation facilities at Metropolitan's five treatment plants were funded primarily by a $5.5 million grant from the California Dental Association Foundation, in conjunction with the California Fluoridation 2010 Work Group. On August 9, 2011, four individuals filed litigation (*Foli, et al. v. Metropolitan Water District of Southern California, et al.*) in federal district court alleging deprivation of civil rights, impairment of civil rights and unfair competition based on fluoridation of Metropolitan's treated water deliveries. On April 10, 2012 the court granted Metropolitan's motion to dismiss the case without prejudice. Plaintiffs filed a first amended complaint on April 24, 2012. Metropolitan's motion to dismiss the first amended complaint was granted on January 25, 2013, dismissing the case with prejudice.

Disinfection By-products. As part of the requirements of the SDWA, USEPA is required to establish regulations to strengthen protection against microbial contaminants and reduce potential health risks from disinfection by-products. Disinfectants and disinfection by-products ("DBPs" and, together with disinfectants, "D/DBPs") were addressed by the USEPA in two stages. In the Stage 1 Disinfectants and Disinfection Byproducts Rule ("Stage 1 DBPR"), the maximum contaminant level ("MCL") for one of the classes of DBPs, total trihalomethanes ("TTHM"), was lowered from 100 parts per billion ("ppb") to 80 ppb. MCLs were also set for haloacetic acids ("HAA") and bromate (an ozone DBP). In addition, the Stage 1 DBPR includes a treatment requirement to remove disinfection by-product precursors. Compliance with these requirements started in January 2002. Metropolitan already satisfied these requirements for its Colorado River Water, which has lower levels of disinfection by-product precursors than State Water Project water. State Water Project water has a greater amount of disinfection by-product precursors and modifications to the treatment process have been made to meet the requirements of the Stage 1 DBPR. Longer-term D/DBP control has been achieved by switching to ozone as the primary disinfectant at the Mills, Jensen and Skinner treatment plants. Mills and Jensen treatment plants only receive water from the State Water Project. Ozone facilities at the Mills and Jensen plants began operating in October 2003 and July 2005, respectively. Skinner, Diemer and Weymouth water treatment plants receive a blend of water from the State Water Project and the Colorado River. Ozone facilities at the Skinner plant became operational in October 2010. The Diemer plant is nearing the end of construction of its ozone facilities with an online date anticipated by 2014. Construction of Weymouth ozone facilities is underway and anticipated to be complete in 2016. See "CAPITAL INVESTMENT PLAN—Major Projects of Metropolitan's Capital Investment Plan" in this Appendix A. Ozone will enable these plants to reliably treat water containing higher blends of State Project

water and still meet the new microbial and D/DBP standards, while also improving the aesthetics, such as taste and odor, of water delivered to consumers.

The second stage of the D/DBP Rule ("Stage 2 DBPR") was finalized in January 2006. The Stage 2 DBPR requires water systems to meet the TTHM and HAA standards at individual monitoring locations in the distribution system as opposed to a distribution system-wide average under the Stage 1 DBPR. Metropolitan does not anticipate any further capital improvements in order to meet the Stage 2 DBPR requirements.

The Interim Enhanced Surface Water Treatment Rule and the Long Term 2 Enhanced Surface Water Treatment Rule ("LT2ESWTR") have been implemented to simultaneously provide protection against microbial pathogens while the D/DBP rules provide reduced risk from disinfection by-products. Metropolitan does not anticipate any further capital improvements in order to meet the LT2ESWTR requirements.

Perchlorate. Perchlorate, used in solid rocket propellants, munitions and fireworks, has contaminated some drinking water wells and surface water sources throughout California. Perchlorate also has been detected in Metropolitan's Colorado River water supplies. A chemical manufacturing facility near Lake Mead in Nevada is a primary source of the contamination. Remediation efforts began in 1998 and have been successful at meeting the cleanup objectives, significantly reducing the levels of perchlorate entering into the Colorado River. CDPH has established a primary drinking water standard (i.e., an MCL) of 6 ppb for perchlorate. Current perchlorate levels in Metropolitan's Colorado River supplies are below 2 ppb.

Chromium 6. Hexavalent chromium or chromium 6 is one of several forms of chromium that occur in natural waters in the environment. Chromium 6 is the relatively more harmful form of chromium that is regulated under the public health standard MCL of 50 ppb for "total" chromium. There is currently no specific MCL for chromium 6. Since monitoring began in 1998, chromium 6 in Metropolitan's treated waters has ranged from non-detect (less than 0.03 ppb) to under 1 ppb. On July 27, 2011 the California Office of Environmental Health Hazard Assessment ("OEHHA") released a public health goal ("PHG") of 0.02 ppb for chromium 6. Following public comment periods and workshops, the CDPH can proceed with final development of a MCL for chromium 6 and must set the state MCL as close to the PHG as is technologically and economically feasible. Despite the conservative PHG, it is expected that the adoption of a chromium 6 regulation will not materially affect the water supply to Metropolitan or result in significant compliance costs.

Arsenic. The federal and state MCL for arsenic in drinking water is 10 ppb. Arsenic levels in Metropolitan's treated water supplies ranged from not detected (less than 2 ppb) to 2.7 ppb in 2012, which is within the historically expected range.

Seismic Considerations

General. Although the magnitude of damages resulting from a significant seismic event are impossible to predict, Metropolitan's water conveyance and distribution facilities are designed to either withstand a maximum probable seismic event or to minimize the potential repair time in the event of damage. The five pumping plants on the Colorado River Aqueduct have been buttressed to better withstand seismic events. Other components of the Colorado River Aqueduct are monitored for any necessary rehabilitation and repair. Metropolitan personnel and independent consultants periodically reevaluate the internal water distribution system's vulnerability to earthquakes. As facilities are evaluated and identified for seismic retrofitting, they are prioritized, with those facilities necessary for delivering or treating water scheduled for upgrade before non-critical facilities. However, major portions of the California Aqueduct and the Colorado River Aqueduct are located near major earthquake faults, including the San Andreas Fault. A significant earthquake could damage structures and interrupt the supply of water, adversely affecting Metropolitan's revenues and its ability to pay its obligations. Therefore, emergency supplies are stored for use throughout Metropolitan's service area, and a six-month reserve supply of water normally held in local storage (including

emergency storage in Diamond Valley Lake) provides reasonable assurance of continuing water supplies during and after such events.

Metropolitan has an ongoing surveillance program that monitors the safety and structural performance of its 14 dams and reservoirs. Operating personnel perform regular inspections that include monitoring and analyzing seepage flows and pressures. Engineers responsible for dam safety review the inspection data and monitor the horizontal and vertical movements for each dam. Major on-site inspections are performed at least twice each year. Instruments that transmit seismic acceleration time histories for analysis any time a dam is subjected to strong motion during an earthquake are located at a number of selected sites.

In addition, Metropolitan has developed an emergency plan that calls for specific levels of response appropriate to an earthquake's magnitude and location. Included in this plan are various communication tools as well as a structured plan of management that varies with the severity of the event. Pre-designated personnel follow detailed steps for field facility inspection and distribution system patrol. Approximately 40 employees are designated to respond immediately under certain identifiable seismic events. An emergency operations center is maintained at the OCC. The OCC, which is specifically designed to be earthquake resistant, contains communication equipment, including a radio transmitter, microwave capability and a response line linking Metropolitan with its member agencies, DWR, other utilities and the State's Office of Emergency Services. Metropolitan also maintains machine, fabrication and coating shops at its facility in La Verne, California. Materials to fabricate pipe and other appurtenant fittings are kept in inventory at the La Verne site. In the event of earthquake damage, Metropolitan has taken measures to provide the design and fabrication capacity to fabricate pipe and related fittings. Metropolitan is also staffed to perform emergency repairs and has pre-qualified contractors for emergency repair needs at various locations throughout Metropolitan's service area.

State Water Project Facilities. The California Aqueduct crosses all major faults either by canal at ground level or by pipeline at very shallow depths to ease repair in case of damage from movement along a fault. State Water Project facilities are designed to withstand major earthquakes along a local fault or magnitude 8.1 earthquakes along the San Andreas Fault without major damage. Dams, for example, are designed to accommodate movement along their foundations and to resist earthquake forces on their embankments. Earthquake loads have been taken into consideration in the design of project structures such as pumping and power plants. The location of check structures on the canal allows for hydraulic isolation of the fault-crossing repair.

While the dams, canals, pump stations and other constructed State Water Project facilities have been designed to withstand earthquake forces, the critical supply of water from Northern California must traverse the Bay-Delta through hundreds of miles of varying levels of engineered levees that are susceptible to major failures due to flood and seismic risk. In the event of a failure of the Bay-Delta levees, the quality of the Bay-Delta's water could be severely compromised as salt water comes in from the San Francisco Bay. Metropolitan's supply of State Water Project water would be adversely impacted if pumps that move Bay-Delta water southward to the Central Valley and Southern California are shut down to contain the salt water intrusion. Metropolitan estimates that stored water supplies, Colorado River Aqueduct supplies and local water resources that would be available in case of a levee breach or other interruption in State Water Project supplies would meet demands in Metropolitan's service area for approximately twelve months. See "METROPOLITAN'S WATER SUPPLY—Storage Capacity and Water in Storage" in this Appendix A. Since the State and Federal governments control the Bay-Delta levees, repair of any levee failures would be the responsibility of and controlled by the State and Federal governments.

Metropolitan, in cooperation with the State Water Contractors, developed recommendations to DWR for emergency preparedness measures to maintain continuity in export water supplies and water quality during emergency events. These measures include improvements to emergency construction materials stockpiles in the Bay-Delta, improved emergency contracting capabilities, strategic levee improvements and

other structural measures of importance to Bay-Delta water export interests, including development of an emergency freshwater pathway to export facilities in a severe earthquake. DWR utilized $12 million in fiscal year 2007-08 for initial stockpiling of rock for emergency levee repairs and development of Bay-Delta land and marine loading facilities and has identified future funding for expanded stockpiles.

Perris Dam. DWR reported in July 2005 that seismic studies indicate that DWR's Perris Dam facility could sustain damage from moderate earthquakes along the San Jacinto or San Andreas faults due to potential weaknesses in the dam's foundation. The studies used technology not available when the dam was completed in 1974. Perris Dam forms Lake Perris, the terminal reservoir for the State Water Project in Riverside County, with maximum capacity of approximately 130,000 acre-feet of water. In late 2005, DWR lowered the water level in the reservoir by about 25 feet and reduced the amount of water stored in the reservoir to about 75,000 acre-feet as DWR evaluates alternatives for repair of the dam. The lower lake level elevation was intended to prevent over-topping of the dam crest in the event of a major earthquake and to prevent uncontrolled releases. In December 2006, DWR completed a study identifying various repair options, began additional geologic exploration along the base of Perris Dam and started preliminary design. DWR's preferred alternative is to repair the dam to restore the reservoir to its historical level. DWR released its draft EIR in January 2010 and final EIR in September 2011. On November 11, 2011, DWR certified the final EIR and filed a Notice of Determination stating its intent to proceed with the preferred alternative. Since that time, DWR has narrowed its scope of work and refined its cost estimates for this project. DWR now estimates that such repairs will cost approximately $141 million with commencement of construction anticipated in 2014 and completion in late 2015. Under the original allocation of joint costs for this facility, the State would have paid approximately six percent of the repair costs. However, because of the recreational benefit this facility provides to the public, the Legislature has approved a recommendation from DWR that the State assume a greater percentage of these repairs costs, namely 32.2 percent. The remaining 67.8 percent of repairs costs will be paid for by the three agencies that use the water stored in Lake Perris: Metropolitan, Desert Water Agency and Coachella Valley Water District. See "METROPOLITAN EXPENDITURES–State Water Contract Obligations" in this Appendix A.

Security Measures

Metropolitan conducts ground and air patrols of the Colorado River Aqueduct and monitoring and testing at all treatment plants and along the Colorado River Aqueduct. Similarly, DWR has in place security measures to protect critical facilities of the State Water Project, including both ground and air patrols of the State Water Project.

Although Metropolitan has constructed redundant systems and other safeguards to ensure its ability to continually deliver water to its customers, and DWR has made similar efforts, a terrorist attack or other security breach against water facilities could materially impair Metropolitan's ability to deliver water to its customers, its operations and revenues and its ability to pay its obligations.

CAPITAL INVESTMENT PLAN

General Description

Metropolitan's current Capital Investment Plan (the "Capital Investment Plan" or "CIP") involves expansion and rehabilitation of existing facilities and construction of new facilities to provide for resource development, meet future water demands, ensure system reliability as well as enhance operational efficiency, and comply with water quality regulations. Metropolitan's CIP is regularly reviewed and updated. Implementation and construction of specific elements of the program are subject to Board approval, and the amount and timing of borrowings will depend upon, among other factors, status of construction activity and water demands within Metropolitan's service area. From time to time projects that have been undertaken are delayed, redesigned or deferred by Metropolitan for various reasons and no assurance can be given that a project in the CIP will be completed in accordance with its original schedule or that any project will be completed as currently planned.

Projection of Capital Investment Plan Expenditures

The table below sets forth the projected CIP expenditures in the adopted biennial budget for fiscal years 2012-13 and 2013-14, including replacement and refurbishment expenditures, by project type for the fiscal years ending June 30, 2013 through 2017. The requirements of the CIP from fiscal year 2012-13 through fiscal year 2016-17, as set forth in the adopted biennial budget for fiscal years 2012-13 and 2013-14, are estimated to be approximately $1.45 billion in escalated dollars. This estimate is updated annually as a result of the periodic review and revision of the CIP. See "HISTORICAL AND PROJECTED REVENUES AND EXPENDITURES" in this Appendix A.

CAPITAL INVESTMENT PLAN
PROJECTION OF EXPENDITURES[1]
(Fiscal Years Ended June 30 - Dollars in Thousands)

	2013	2014	2015	2016	2017	Total
Cost of Service						
Source of Supply	$ 347	$ -0-	$ -0-	$ -0-	$ -0-	$ 347
Conveyance & Aqueduct	49,323	37,454	27,124	9,710	2,000	125,611
Storage	8,268	8,001	5,752	8,239	9,599	39,859
Distribution	35,201	42,734	54,827	70,509	82,548	285,819
Treatment	131,722	163,269	208,627	193,812	171,820	869,250
Administrative & General	24,999	21,158	22,171	14,992	5,493	88,813
Hydroelectric	7,429	21,989	3,533	1,216	5,715	39,882
Total[2]	$257,289[3]	$294,605[3]	$322,034	$298,478	$277,175	$1,449,581

Source: Metropolitan.

(1) Fiscal year 2012-13 through 2016-17 based on the adopted biennial budget for fiscal years 2012-13 and 2013-14. Totals are rounded.

(2) Annual totals include replacement and refurbishment expenditures for fiscal years 2012-13 through 2016-17 of $132 million, $154 million, $127 million, $184 million, and $200 million, respectively, for a total of $797 million for fiscal years 2012-13 through 2016-17.

(3) Based upon actual operations through January 31, 2013 and revised projections for February through June 2013, CIP expenditures for fiscal year 2012-13 are projected to be $140 million, compared to a budget of $257 million. CIP expenditures for fiscal year 2013-14 are projected to be $214 million. These variances are attributed to significant cost savings for a single under-budget construction contract, lower than anticipated contract progress payments, and efforts to optimize design and construction scheduling while maintaining reliable service.

The above projections do not include amounts for contingencies, but include escalation at 2.77 percent per year for projects for which formal construction contracts have not been awarded. Additional capital costs may arise in the future as a result of, among other things, federal and State water quality regulations, project changes and mitigation measures necessary to satisfy environmental and regulatory requirements, and for additional facilities. See "METROPOLITAN'S WATER DELIVERY SYSTEM—Water Treatment" in this Appendix A.

Capital Investment Plan Financing

The CIP will require significant funding from debt financing (see "HISTORICAL AND PROJECTED REVENUES AND EXPENDITURES" in this Appendix A) as well as from pay-as-you-go funding. The Board has adopted an internal funding objective to fund all capital program expenditures required for replacements and refurbishments of Metropolitan facilities from current revenues. However, in order to reduce drawdowns of reserve balances and to mitigate financial risks that could occur in upcoming years, actual and projected pay-as-you-go funding has been less than projected amounts during fiscal years 2007-08 through 2012-13. During this period, pay-as-you-go funding is now expected to be $256 million,

rather than the $521 million originally projected for this period. As in prior years, these amounts may be reduced or increased by the Board during the fiscal year. To limit the accumulation of cash and investments in the Replacement and Refurbishment Fund, the maximum balance in this fund at the end of each fiscal year will be $95 million. Amounts above the $95 million limit will be transferred to the Revenue Remainder Fund and may be used for any lawful purpose. See "METROPOLITAN REVENUES—Financial Reserve Policy" in this Appendix A. The remainder of capital program expenditures will be funded through the issuance from time to time of water revenue bonds, which are payable from Net Operating Revenues. Metropolitan's budget assumptions for the adopted biennial budget for fiscal years 2012-13 and 2013-14 provide for the issuance of additional water revenue bonds to fund the CIP in the amount of $180 million in fiscal year 2012-13, $180 million in fiscal year 2013-14, $200 million in fiscal year 2014-15, $180 million in fiscal year 2015-16 and $190 million in fiscal year 2016-17. Metropolitan does not expect to issue the entire amount of $180 million of additional water revenue bonds to fund the CIP in fiscal year 2012-13 and has not determined how that may affect the budget assumptions concerning issuances in future fiscal years.

Major Projects of Metropolitan's Capital Investment Plan

Oxidation Retrofit Facilities. The oxidation retrofit facilities program includes the design and construction of oxidation facilities and appurtenances at all of Metropolitan's treatment plants. This program is intended to allow Metropolitan to meet drinking water standards for disinfection by-products and reduce taste and odor incidents. The first phase of the oxidation retrofit program, at Metropolitan's Henry J. Mills Treatment Plant in Riverside County, was completed in 2003. Oxidation retrofit at the Joseph Jensen Treatment Plant was completed July 1, 2005. The cost for these two projects was approximately $236.4 million. Oxidation retrofit at the Robert A. Skinner plant was substantially completed in December 2009 and operational in 2010, with follow-up work expected for completion in June 2013. Expenditures at the Skinner plant through December 2012 were $242.2 million. Total oxidation program costs at the Skinner plant are estimated to be $245.5 million. Construction of the oxidation retrofit facilities at the Robert B. Diemer Treatment Plant was 99 percent complete as of May 1, 2013. The facilities are anticipated to be online by 2014. Program expenditures at the Diemer plant through December 2012 were $348.7 million and the total program cost is projected to be $372.9 million. The construction contract for the Weymouth oxidation facilities, the last Metropolitan treatment plant to be retrofitted, was awarded in June 2012. Oxidation program costs at the F.E. Weymouth plant, based upon the adopted budget, were estimated to be $338.5 million. Expenditures at the Weymouth plant through December 2012 were $80.1 million and completion is expected in fiscal year 2016-17.

F.E. Weymouth Treatment Plant Improvements. The F.E. Weymouth Treatment Plant was built in 1938 and subsequently expanded several times over the following 25 years. It is Metropolitan's oldest water treatment facility. Metropolitan has completed several upgrades and refurbishment/replacement projects to maintain the plant's reliability and improve its efficiency. These include power systems upgrades, a residual solids dewatering facility, refurbishment/replacement of the mechanical equipment in two of the eight flocculation and settling basins, a new plant maintenance facility, new chemical feed systems and storage tanks, replacement of the plant domestic/fire water system, seismic upgrades to the plant inlet structure, and a new chlorine handling and containment facility. Planned projects over the next several years include refurbishment of the plant's filters and settling basins, seismic retrofits to the filter buildings and administration building, and replacement of the valves used to control filter operation. The cost estimate for all prior and projected improvements at the Weymouth plant, not including the ozone facilities, is approximately $452 million, with $180.6 million spent through December 2012. Budgeted aggregate capital expenditures for improvements at the Weymouth plant for fiscal years 2012-13 and 2013-14 are $40.3 million.

Robert B. Diemer Treatment Plant Improvements. The Robert B. Diemer Treatment Plant was built in 1963 and subsequently expanded in 1968. It is Metropolitan's second oldest water treatment facility and has a capacity to treat 520 million gallons of water a day. Several upgrades and refurbishment/replacement projects have been completed at the Diemer plant, including power system upgrades, a new residual solids

dewatering facility, new vehicle and plant maintenance facilities, new chemical feed systems and storage tanks, a new chlorine handling and containment facility, construction of a roller-compacted concrete slope stabilization system and a new secondary access road. The current cost estimate for all prior and projected improvements at the Diemer Treatment Plant, not including the ozone facilities, is approximately $445.2 million, with $173.0 million spent through December 2012. Budgeted aggregate capital expenditures for improvements at the Diemer plant for fiscal years 2012-13 and 2013-14 are $34.4 million.

Colorado River Aqueduct Facilities. Deliveries through the Colorado River Aqueduct began in 1941. Through annual inspections and maintenance activities, the performance and reliability of the various components of the Colorado River Aqueduct are regularly evaluated. A major overhaul of the pump units at the five pumping plants was completed in 1988. Refurbishment or replacement of many of the electrical system components, including the transformers, circuit breakers and motor control centers, is currently under way. Projects completed over the past 10 years include replacement of high voltage circuit breakers and transformers at the five pumping plant switchyards, refurbishment of operators and power centers on the head gates downstream of the pumping plants, refurbishment/replacement of 15 isolation/control gates, replacement of cast iron pipe and other components at over 200 outlet structures with stainless steel components, replacement of pumping plant inlet trash racks, and replacement of several miles of deteriorated concrete canal liner. Additionally, many of the mechanical components at the pumping plants as well as the Copper Basin and Gene Wash Reservoirs will be evaluated and replaced or refurbished over the next few years. The currently projected cost estimate for all prior and planned refurbishment or replacement projects is $285.8 million. Costs through December 2012 were $143.1 million. Budgeted aggregate capital expenditures for improvements on the Colorado River Aqueduct for fiscal years 2012-13 and 2013-14 are $74.1 million.

GOVERNANCE AND MANAGEMENT

Board of Directors

Metropolitan is governed by a 37-member Board of Directors. Each member public agency is entitled to have at least one representative on the Board, plus an additional representative for each full five percent of the total assessed valuation of property in Metropolitan's service area that is within the member public agency. Changes in relative assessed valuation do not terminate any director's term. Accordingly, the Board may, from time to time, have more than 37 directors.

The Board includes business, professional and civic leaders. Directors serve on the Board without compensation from Metropolitan. Voting is based on assessed valuation, with each member agency being entitled to cast one vote for each $10 million or major fractional part of $10 million of assessed valuation of property within the member agency, as shown by the assessment records of the county in which the member agency is located. The Board administers its policies through the Metropolitan Water District Administrative Code (the "Administrative Code"), which was adopted by the Board in 1977. The Administrative Code is periodically amended to reflect new policies or changes in existing policies that occur from time to time.

Management

Metropolitan's day-to-day management is under the direction of its General Manager, who serves at the pleasure of the Board, as do Metropolitan's General Counsel, General Auditor and Ethics Officer. Following is a biographical summary of Metropolitan's principal executive officers.

Jeffrey Kightlinger, General Manager – Mr. Kightlinger was appointed as General Manager in February 2006, leaving the position of General Counsel, which he had held since February 2002. Before becoming General Counsel, Mr. Kightlinger was a Deputy General Counsel and then Assistant General Counsel, representing Metropolitan primarily on Colorado River matters, environmental issues, water rights and a number of Metropolitan's water transfer and storage programs. Prior to joining Metropolitan in 1995, Mr. Kightlinger worked in private practice representing numerous public agencies including municipalities,

redevelopment agencies and special districts. Mr. Kightlinger earned his bachelor's degree in history from the University of California, Berkeley, and his law degree from Santa Clara University.

Marcia Scully, General Counsel – Ms. Scully assumed the position of General Counsel in March 2012. She previously served as Metropolitan's Interim General Counsel from March 2011 to March 2012. Ms. Scully joined Metropolitan in 1995, after a decade of private law practice, providing legal representation to Metropolitan on construction, employment, Colorado River and significant litigation matters. From 1981 to 1985 she was assistant city attorney for the City of Inglewood. Ms. Scully served as president of University of Michigan's Alumnae Club of Los Angeles and is a recipient of the 1996 State Bar of California, District 7 President's Pro Bono Service Award and the Southern California Association of Non-Profit Housing Advocate of the Year Award. She is also a member of the League of Women Voters for Whittier and was appointed for two terms on the City of Whittier's Planning Commission, three years of which were served as chair. Ms. Scully earned a bachelor's degree in liberal arts from the University of Michigan, a master's degree in urban planning from Wayne State University and law degree from Loyola Law School.

Gerald C. Riss, General Auditor – Mr. Riss was appointed as Metropolitan's General Auditor in July 2002 and is responsible for the independent evaluation of the policies, procedures and systems of control throughout Metropolitan. Mr. Riss is a certified fraud examiner, certified financial services auditor and certified risk professional with more than 25 years of experience in accounting, audit and risk management. Prior to joining Metropolitan, Mr. Riss was Vice President and Assistant Division Head of Risk Management Administration at United California Bank/Bank of the West. He also served as Senior Vice President, director of Risk Management and General Auditor of Tokai Bank of California from 1988 until its reorganization as United California Bank in 2001. He earned a bachelor's degree in accounting and master's degree in business administration from Wayne State University in Detroit, Michigan.

Deena Ghaly, Ethics Officer – Ms. Ghaly was appointed Ethics Officer in November 2012. Ms. Ghaly joined Metropolitan with over 20 years of legal and ethics-related experience. Prior to joining Metropolitan, she served as an administrative law judge for the California Office of Administrative Hearings. She previously was head of enforcement and general counsel for the Los Angeles City Ethics Commission, which administers and enforces the laws regarding campaign contributions, lobbying, and government ethics for the city of Los Angeles. Before moving to Southern California in 2001, Ms. Ghaly lived and worked in New York City, where she headed the labor department in the general counsel's office of a large city agency. Licensed to practice law in California, New York and New Jersey, Ms. Ghaly is knowledgeable in workplace investigations, government ethics, regulatory affairs, and labor and employment matters. She has lectured throughout the nation on various topics, including parallel criminal and administrative prosecution, due process in administrative procedures, and effective internal investigations. Ms. Ghaly earned a bachelor's degree in philosophy from Wellesley College in Massachusetts and a law degree from Cornell Law School.

Gary Breaux, Assistant General Manager/Chief Financial Officer – Mr. Breaux has had extensive experience working for local governments since 1983. From 1994 until joining Metropolitan in October 2011, he served as Director of Finance for East Bay Municipal Utility District (EBMUD). At EBMUD, he was responsible for all financial areas, including treasury operations, debt management, rates, internal audit, accounting and reporting, risk management and customer and community services. Prior to joining EBMUD, he was Director of Finance for the City of Oakland, California. A native of Colorado, Mr. Breaux received a Bachelor of Science degree in Business from the University of Colorado in 1977 and a master's degree in Public Administration in 1987 from Virginia Commonwealth University. He is a Certified Public Accountant. Mr. Breaux is a member of the American Water Works Association and the American Institute of Certified Public Accountants.

Debra Man, Assistant General Manager/Chief Operating Officer – Ms. Man was appointed to this position in December 2003. Ms. Man has worked at Metropolitan since 1986, beginning as an engineer and advancing to Chief of the Planning and Resources Division. As Chief of Planning and Resources she was responsible for major initiatives adopted by Metropolitan's Board, such as the Integrated Water Resources

Plan, rate structure, and facility plans for expansion of Metropolitan's distribution system. In 1999, she was appointed as Vice President of Water Transfers and Exchanges, responsible for securing water supplies through agreements and partnerships with other water and agricultural interests in San Joaquin Valley and Southern California and demonstrating Metropolitan's water supply reliability in compliance with current laws. Ms. Man is a registered professional civil engineer in California and Hawaii. She has a master's degree in civil/environmental engineering from Stanford University and a bachelor's degree in civil engineering from the University of Hawaii.

Roger Patterson, Assistant General Manager/Strategic Initiatives – Mr. Patterson was appointed Assistant General Manager in March 2006. He is responsible for overseeing water supply and planning issues, including the Colorado River and State Water Project. He previously served as a consultant to Metropolitan on Colorado River issues. Mr. Patterson was the director of the Nebraska Department of Natural Resources from 1999 to 2005, where he was responsible for water administration, water planning, flood-plain delineation, dam safety and the state databank. Prior to his work in Nebraska, Mr. Patterson spent 25 years with the Bureau of Reclamation, retiring from the Bureau as the Regional Director for the Mid-Pacific Region. He is a registered professional engineer in Nebraska and Colorado, and earned bachelor's and master's degrees in engineering from the University of Nebraska.

Gilbert F. Ivey, Assistant General Manager/Chief Administrative Officer – Mr. Ivey is the Chief Administrative Officer and is responsible for human resources, real property management, strategic land development and Metropolitan's small business program. Mr. Ivey has been with Metropolitan for 40 years, starting as a summer trainee in the Engineering Division. He has held various positions in Finance, Right-of-Way and Land, Operation, Human Resources and Executive Offices. He earned a bachelor's degree in business administration from California State University, Dominquez Hills and holds various professional designations and certifications in management from Pepperdine University and the University of Southern California.

Linda Waade, Deputy General Manager/External Affairs – Ms. Waade is responsible for Metropolitan's communications, outreach, education and legislative matters. Prior to joining Metropolitan in August 2006, she coordinated government and community affairs for the Los Angeles office of CH2M Hill, Inc., where she provided counsel on policy development and outreach strategies for environmental and public works projects. She also maintained her own consulting firm, Waade Partners Consulting. Ms. Waade was deputy chief of staff and policy director for then Los Angeles City Councilmember Antonio R. Villaraigosa from July 2003 to January 2004. She served as transportation policy advisor for Los Angeles Mayor Tom Bradley from 1991-93, as chief of staff for U.S. Congressman Mel Levine in his Los Angeles district office from 1988-89 and as the congressman's special assistant for environmental affairs from 1987-88, and was executive director of the Coalition for Clean Air, a statewide advocacy organization dedicated to air quality issues, from 1994-98. Ms. Waade earned a bachelor's degree in political science from California State University at Los Angeles. She is a past recipient of the "Environmental Leadership Award" from the California League of Conservation Voters.

Employee Relations

The total number of regular full-time Metropolitan employees on May 15, 2013 was 1,727, of whom 1,209 were represented by AFSCME Local 1902, 96 by the Supervisors Association, 268 by the Management and Professional Employees Association and 136 by the Association of Confidential Employees. The remaining 18 employees are unrepresented. The four bargaining units represent 99 percent of Metropolitan's employees. The Memorandum of Understanding ("MOU") with the Association of Confidential Employees covers the period January 1, 2011 through December 31, 2015. The MOUs with the Management and Professional Employees Association and with AFSCME Local 1902 cover the period January 1, 2011 to December 31, 2016. The MOU with the Supervisors Association covers the period September 13, 2011 to December 31, 2016.

Risk Management

Metropolitan is exposed to various risks of loss related to the design, construction, treatment and delivery of water. With the assistance of third party claims administrators, Metropolitan is self-insured for liability, property and workers' compensation. Metropolitan self-insures the first $25 million per liability occurrence, with commercial liability coverage of $75 million in excess of the self-insured retention. The $25 million self-insured retention is maintained as a separate restricted reserve. Metropolitan is also self-insured for loss or damage to its property, with the $25 million self-insured retention also being accessible for emergency repairs and Metropolitan property losses. In addition, Metropolitan obtains other excess and specialty insurance coverages such as directors' and officers' liability, fiduciary liability and aircraft hull and liability coverage.

Metropolitan self-insures the first $5 million for workers' compensation with excess coverage of $50 million. Metropolitan separately funds remaining workers' compensation and general liability claims arising from the Diamond Valley Lake and early portions of the Inland Feeder construction projects, which were insured through Owner Controlled Insurance Programs ("OCIPs"). The OCIPs for those projects have been concluded. The costs to settle and close the remaining claims for the Diamond Valley Lake and Inland Feeder construction projects are estimated to be $1 million and $300,000, respectively.

The self-insurance retentions and reserve levels currently maintained by Metropolitan may be modified by Metropolitan's Board at its sole discretion.

METROPOLITAN REVENUES

General

Until water deliveries began in 1941, Metropolitan's activities were, by necessity, supported entirely through the collection of *ad valorem* property taxes. Since the mid-1980s, water sales revenues have provided approximately 75 to 80 percent of total revenues and *ad valorem* property taxes have accounted for about 10 percent of revenues, declining to five percent of revenues in fiscal year 2012-13. The remaining revenues have been derived principally from the sale of hydroelectric power, interest on investments and additional revenue sources (water standby charges and availability of service charges) beginning in 1993. *Ad valorem* taxes do not constitute a part of Operating Revenues and are not available to make payments with respect to the water revenue bonds issued by Metropolitan.

Generally, Metropolitan has constitutional and statutory authority, as well as voter authorization, to levy *ad valorem* property taxes as needed to pay its outstanding general obligation bonds and State Water Contract payments. Currently, *ad valorem* taxes are applied solely to pay Metropolitan's general obligation bonds and a small portion of State Water Contract payments, pursuant to MWD Act requirements that limit property tax collections to the amount necessary to pay annual debt service on Metropolitan's general obligation bonds plus the portion of its State Water Contract payment obligation attributable to the debt service on State general obligation bonds for facilities benefitting Metropolitan that were outstanding as of 1990-91. Metropolitan's *ad valorem* property tax revenue has been decreasing, and will continue to decrease, as the bonds are retired. The MWD Act permits Metropolitan to set aside the prescribed reductions in the tax rate if the Board, following a public hearing with 10 days' prior written notice to the Speaker of the California Assembly and the President pro Tempore of the Senate, finds that such revenue is "essential to the fiscal integrity of the district." On June 11, 2013, following such a public hearing, the Board adopted a resolution finding that maintaining the *ad valorem* tax rate for fiscal year 2013-14 is essential to the fiscal integrity of Metropolitan and determining that the tax limit clause in the MWD Act is suspended for fiscal year 2013-14 and the board may levy taxes at the tax rate levied for fiscal year 2012-13 (.0035% of assessed valuation, excluding annexation levies). Factors considered by the Board included current and future State Water Contract payment obligations and a balancing of proper mechanisms for funding them, the appropriate mix of property taxes and water rates and charges to enhance Metropolitan's fiscal stability and a fair distribution of costs across Metropolitan's service area.

The basic rate for untreated water for domestic and municipal uses increased from $8 per acre-foot in fiscal year 1941-42 to the rate of $593 per acre-foot for Tier 1 water, effective January 1, 2013. The *ad valorem* tax rate for Metropolitan purposes has gradually been reduced from a peak equivalent rate of 0.1250 percent of full assessed valuation in fiscal year 1945-46 to 0.0035 percent of full assessed valuation for fiscal year 2012-13. See "—Rate Structure" below. The rates charged by Metropolitan represent the wholesale cost of Metropolitan water to its member agencies, and not the cost of water to the ultimate consumer. Metropolitan does not exercise control over the rates charged by its member agencies or their subagencies to their customers.

Summary of Receipts by Source

The following table sets forth Metropolitan's sources of receipts for the five fiscal years ended June 30, 2012. The table provides cash basis information, which is unaudited. Audited financial statements for the fiscal years ended June 30, 2012 and June 30, 2011 are provided in Appendix B - "THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA INDEPENDENT AUDITOR'S REPORT AND FINANCIAL STATEMENTS AS OF FISCAL YEARS ENDED JUNE 30, 2012 AND JUNE 30, 2011 AND STATEMENTS OF NET POSITION AND STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION AS OF AND FOR THE NINE MONTHS ENDED MARCH 31, 2013 AND 2012 (UNAUDITED)."

[Remainder of page intentionally left blank.]

SUMMARY OF RECEIPTS BY SOURCE[1]
Fiscal Years Ended June 30
(Dollars in Millions)

	2008	2009	2010	2011	2012
Water Sales[2]	$ 967.8	$988.1	$1,011.1	$ 995.6	$ 1,062.5
Net Tax Collections[3]	100.4	105.2	97.3	88.0	90.1
Additional Revenue Sources[4]	114.0	119.7	135.3	153.5	167.1
Interest on Investments	60.3	33.7	26.7	18.9	17.8
Hydroelectric Power Sales	41.1	22.5	18.8	22.1	31.0
Other Collections & Trust Funds[5]	8.1	3.1	9.1	61.0	53.6
Total Receipts	$1,291.7	$1,272.3	$1,298.3	$1,339.1	$1,422.1

Source: Metropolitan.

(1) Does not include any proceeds from the sale of bonded indebtedness.
(2) Gross receipts in each year are for sales in the twelve months ended April 30 of such year. Water sales revenues include revenues from water wheeling and exchanges. See "METROPOLITAN REVENUES—Wheeling and Exchange Charges" in this Appendix A. Includes $25.7 million in fiscal year 2010-11, from the Calleguas Municipal Water District related to termination of the Las Posas water storage program.
(3) *Ad valorem* taxes levied by Metropolitan are applied solely to the payment of outstanding general obligation bonds of Metropolitan and a portion of State Water Contract payments.
(4) Includes receipts derived from water standby charges, readiness-to-serve, and connection maintenance or capacity charges. See "—Rate Structure" and "—Additional Revenue Components" below.
(5) In fiscal year 2010-11 includes $10.8 million reimbursement from State Proposition 13 bond funds and $28.2 million from the termination of the Las Posas water storage program. In fiscal year 2011-12, includes $27.5 million from CVWD for delivery of 105,000 acre-feet under an exchange agreement between Metropolitan and CVWD.

Revenue Allocation Policy and Tax Revenues

The Board determines the water revenue requirement for each fiscal year after first projecting the *ad valorem* tax levy for that year. The tax levy for any year is subject to limits imposed by the State Constitution, the Act and Board policy. The tax levy is set to not exceed the amount needed to pay debt service on Metropolitan's general obligation bonds and a portion of Metropolitan's share of the debt service on the general obligation bonds issued by the State to finance the State Water Project. Any deficiency between tax levy receipts and Metropolitan's share of debt service obligations on general obligation bonded debt issued by the State is expected to be paid from Operating Revenues, as defined in the Master Resolution. See "HISTORICAL AND PROJECTED REVENUES AND EXPENDITURES" in this Appendix A. On June 11, 2013, the Board suspended the tax limit clause in the Act and, for fiscal year 2013-14, maintained the fiscal year 2012-13 ad valorem tax rate. See "METROPOLITAN REVENUES—General" above. The State Water Contract requires that in the event that Metropolitan fails or is unable to raise sufficient funds by other means, Metropolitan must levy upon all property within its boundaries not exempt from taxation a tax or assessment sufficient to provide for all payments under the State Water Contract.

Water Sales Revenues

Authority. Water rates are established by the Board and are not subject to regulation or approval by the Public Utilities Commission of California or by any other local, State or federal agency. In accordance with the Act, water rates must be uniform for like classes of service. Metropolitan has provided three classes of water service: (1) full service; (2) replenishment (discontinued effective December 31, 2012); and (3) interim agricultural (discontinued effective December 31, 2012). See "—Classes of Water Service" below.

No member agency of Metropolitan is obligated to purchase water from Metropolitan. However, 24 of Metropolitan's 26 member agencies entered into voluntary water supply purchase orders for water purchases, which had initial 10-year terms ending December 31, 2012. Twenty-two of such purchase orders have been extended to December 31, 2014, as described under "—Member Agency Purchase Orders" below. Consumer demand and locally supplied water vary from year to year, resulting in variability in water sales revenues. Metropolitan uses its financial reserves and budgetary tools to manage the financial impact of the variability in revenues due to fluctuations in annual water sales. See "MANAGEMENT'S DISCUSSION OF HISTORICAL AND PROJECTED REVENUES AND EXPENDITURES" in this Appendix A.

Payment Procedure. Water is delivered to the member agencies on demand and is metered at the point of delivery. Member agencies are billed monthly and a late charge of one percent of the delinquent payment is assessed for a payment that is delinquent for no more than five business days. A late charge of two percent of the amount of the delinquent payment is charged for a payment that is delinquent for more than five business days for each month or portion of a month that the payment remains delinquent. Metropolitan has the authority to suspend service to any member agency delinquent for more than 30 days. Delinquencies have been rare; in such instances late charges have been collected. No service has been suspended because of delinquencies.

Water Sales. The following table sets forth the acre-feet of water sold and water sales receipts (including receipts from water wheeling and exchanges) for the five fiscal years ended June 30, 2012. The table provides cash basis information. Water sales revenues of Metropolitan for the two fiscal years ended June 30, 2012 and June 30, 2011, respectively, on an accrual basis, are shown in Appendix B - "THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA INDEPENDENT AUDITOR'S REPORT AND FINANCIAL STATEMENTS AS OF FISCAL YEARS ENDED JUNE 30, 2012 AND JUNE 30, 2011 AND STATEMENTS OF NET POSITION AND STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION AS OF AND FOR THE NINE MONTHS ENDED MARCH 31, 2013 AND 2012 (UNAUDITED)."

SUMMARY OF WATER SOLD AND WATER SALES RECEIPTS
Fiscal Years Ended June 30
(Cash Basis)

Year	Acre-Feet[1] Sold	Gross Receipts[4] (in millions)	Average Receipts Per Acre Foot[5]	Average Rate Per 1000 Gallons
2008	2,305,364	$ 967.8	$ 420	$ 1.29
2009	2,166,936	988.1	456	1.40
2010	1,857,564	1,011.1	544	1.67
2011[2]	1,632,277	995.6	610	1.87
2012[3]	1,676,855	1,062.5	634	1.94

Source: Metropolitan.

(1) Year ended April 30.
(2) Includes the sale of 34,519 acre-feet and the receipt of $25.7 million from the Calleguas Municipal Water District related to termination of the Las Posas water storage program.
(3) Includes 225,000 acre-feet of replenishment sales.
(4) Gross receipts in each year are for sales in the twelve months ended April 30 of such year, with rates and charges invoiced in May and payable by the last business day of June of each year. Includes revenues from water wheeling and exchanges. See "METROPOLITAN REVENUES—Wheeling and Exchange Charges" in this Appendix A.
(5) Gross receipts divided by acre-feet sold. An acre-foot is approximately 326,000 gallons. See table entitled "SUMMARY OF WATER RATES" in this Appendix A for a description of water rates and classes of service.

Rate Structure

The following rates and charges are elements of Metropolitan's rate structure for full service water deliveries:

Tier 1 and Tier 2 Water Supply Rates. The Tier 1 and Tier 2 Water Supply Rates are designed to recover Metropolitan's water supply costs. The Tier 2 Supply Rate is designed to reflect Metropolitan's costs of acquiring new supplies. Member agencies are charged the Tier 1 or Tier 2 Water Supply Rate for water purchases, as described under "–Member Agency Purchase Orders" below.

System Access Rate. The System Access Rate is intended to recover a portion of the costs associated with the conveyance and distribution system, including capital, operating and maintenance costs. All users (including member agencies and third-party entities wheeling or exchanging water; see "—Wheeling and Exchange Charges" below) of the Metropolitan system pay the System Access Rate.

Water Stewardship Rate. The Water Stewardship Rate is charged on a dollar per acre-foot basis to collect revenues to support Metropolitan's financial commitment to conservation, water recycling, groundwater recovery and other water management programs approved by the Board. The Water Stewardship Rate is charged for every acre-foot of water conveyed by Metropolitan because all users of Metropolitan's system benefit from the system capacity made available by investments in demand management programs.

System Power Rate. The System Power Rate is charged on a dollar per acre-foot basis to recover the cost of power necessary to pump water from the State Water Project and Colorado River through the conveyance and distribution system for Metropolitan's member agencies. The System Power Rate is charged for all Metropolitan supplies. Entities wheeling non-Metropolitan water supplies will pay the actual cost of power to convey water on the State Water Project, the Colorado River Aqueduct or the Metropolitan distribution system, whichever is applicable.

Treatment Surcharge. Metropolitan charges a treatment surcharge on a dollar per acre-foot basis for treated deliveries. The treatment surcharge is set to recover the cost of providing treated water service, including capital and operating cost.

Water Supply Surcharge. Effective January 1, 2009, Metropolitan adopted a Water Supply Surcharge of $25 per acre-foot, applicable to Full Service Tier 1 untreated and treated water rates and to the Interim Agricultural Water Program untreated and treated water rates. The Water Supply Surcharge was intended to recover the costs of additional water transfers purchased to augment supplies from the State Water Project. These costs were anticipated to be about $50 million in fiscal year 2008-09. However, on April 14, 2009 Metropolitan's Board adopted a Delta Supply Surcharge, which, effective September 1, 2009, eliminated and replaced the Water Supply Surcharge. See "*—Delta Supply Surcharge*" below.

Delta Supply Surcharge. On April 13, 2010, Metropolitan's Board adopted a Delta Supply Surcharge of $51 and $58 per acre-foot, effective January 1, 2011 and January 1, 2012, respectively, and applicable to all Tier 1, Interim Agricultural Water Program and Replenishment water rates. The Delta Supply Surcharge was designed to recover the additional supply costs Metropolitan faces as a result of pumping restrictions associated with the USFWS biological opinion on Delta smelt and other actions to protect endangered fish species. The Delta Surcharge was intended to remain in effect until a long-term solution for the Bay-Delta is achieved. Metropolitan anticipated that the Delta Supply Surcharge would be reduced or suspended as interim Delta improvements ease pumping restrictions, resulting in lower costs for additional supplies. On April 10, 2012, the Board suspended the Delta Supply Surcharge, effective July 1, 2012.

The amount of each of these rates since January 1, 2007, is shown in the table entitled "SUMMARY OF WATER RATES" under "—Water Rates by Water Category" below.

Litigation Challenging Rate Structure

SDCWA filed *San Diego County Water Authority v. Metropolitan Water District of Southern California, et al.* on June 11, 2010. The complaint alleges that the rates adopted by the Board on April 13, 2010, which became effective January 1, 2011, misallocate State Water Contract costs to the System Access Rate and the System Power Rate, and thus to charges for transportation of water, and that this results in an overcharge to SDCWA by at least $24.5 million per year. The complaint alleges that all State Water Project costs should be allocated instead to Metropolitan's Supply Rate, even though under the State Water Contract Metropolitan is billed separately for transportation, power and supply costs. It states additionally that Metropolitan will overcharge SDCWA by another $5.4 million per year by including the Water Stewardship Rate in transportation charges. Eight of Metropolitan's member agencies (the Cities of Glendale, Los Angeles and Torrance, Municipal Water District of Orange County and Foothill, Las Virgenes, Three Valleys and West Basin Municipal Water Districts) answered the complaint in support of Metropolitan. IID joined the litigation in support of SDCWA's challenge to Metropolitan's charges for transportation of water.

The complaint requested a court order invalidating the rates and charges adopted April 13, 2010, and that Metropolitan be mandated to allocate costs associated with State Water Project supplies and the Water Stewardship Rate to water supply charges and not to transportation charges. Rates in effect in prior years are not challenged in this lawsuit. Metropolitan contends that its rates are reasonable, equitably apportioned among its member agencies and lawful, and were adopted under a valid rate structure and cost of service approach developed in a multi-year collaborative process with its member agencies that has been in place since 2002. Nevertheless, to the extent that a court invalidates Metropolitan's adopted rates and charges, Metropolitan will be obligated to adopt rates and charges that comply with any mandates imposed by the court. Metropolitan expects that such rates and charges would still recover Metropolitan's cost of service. As such, revenues would not be affected. If Metropolitan's rates are revised in the manner proposed by SDCWA in the complaint, other member agencies may pay higher rates unless other actions are taken by the Board.

SDCWA filed its First Amended Petition for Writ of Mandate and Complaint on October 27, 2011, adding five new claims to this litigation, two of which were eliminated from the case on January 4, 2012. The three remaining new claims are for breach of the water exchange agreement between Metropolitan and SDCWA (described herein under "METROPOLITAN'S WATER SUPPLY—Colorado River Aqueduct—*Sale of Water by the Imperial Irrigation District to San Diego County Water Authority*") based on allegedly illegal calculation of rates; improper exclusion of SDCWA's payments under this exchange agreement from calculation of SDCWA's preferential rights to purchase Metropolitan supplies (see "—Preferential Rights" below); and illegality of "rate structure integrity" provisions in conservation and local resources incentive agreements between Metropolitan and SDCWA. Such "rate structure integrity" provisions permit the Board to terminate incentives payable under conservation and local resources incentive agreements between Metropolitan and a member agency due to certain actions by the member agency to challenge the rates that are the source of incentive payments. In June 2011, Metropolitan's Board authorized termination of two incentive agreements with SDCWA under the "rate structure integrity" provisions in such agreements after SDCWA filed its initial complaint challenging Metropolitan's rates. SDCWA filed a Second Amended Petition for Writ of Mandate and Complaint on April 17, 2012, which contains additional allegations but no new causes of action. While believing that the three surviving claims added to the challenge to Metropolitan's rates adopted in April 2010 lack merit, Metropolitan is unable to assess at this time the likelihood of success of these or any future claims or the potential impact on Metropolitan's revenues or operations.

Metropolitan held $13 million in its financial reserves pursuant to the exchange contract between Metropolitan and SDCWA as of June 30, 2011, due to SDCWA's litigation challenging Metropolitan's rate structure. This amount increased to $50 million as of the end of fiscal year 2011-12 and $84.4 million as of May 31, 2013. See "—Financial Reserve Policy" below. Amounts held pursuant to the exchange agreement will continue to accumulate based on the quantities of exchange water that Metropolitan provides to SDCWA

and the amount of charges disputed by SDCWA. These amounts are transferable to SDCWA if it prevails in the litigation.

On June 8, 2012, SDCWA filed a new lawsuit challenging the rates adopted by Metropolitan on April 10, 2012 and effective on January 1, 2013 and January 1, 2014. See "–Rate Structure" above and "–Water Rates by Water Category" below for a description of Metropolitan's water rate structure and the rates and charges adopted on April 10, 2012. The complaint contains allegations similar to those in the Second Amended Petition for Writ of Mandate and Complaint and new allegations asserting that Metropolitan's rates, adopted in April 2012, violate Proposition 26. See "–California Ballot Initiatives" below for a description of Proposition 26. Metropolitan contends that its rates adopted on April 10, 2012 are reasonable, equitably apportioned among its member agencies and lawful and were adopted under a valid rate structure and cost of service approach. Metropolitan will defend this new litigation. Ten of Metropolitan's member agencies (the eight member agency parties to SDCWA's first lawsuit, Eastern Municipal Water District and Western Municipal Water District of Riverside County) answered the complaint in support of Metropolitan and IID joined the litigation in support of SDCWA. Metropolitan is unable to assess at this time the likelihood of success of this litigation or any future claims.

SDCWA filed a Third Amended Petition for Writ of Mandate and Complaint on January 23, 2013, to add new allegations that Metropolitan's rates adopted in April 2010 did not meet the requirements of Proposition 26, approved by California voters in November 2010. The court granted Metropolitan's motion to strike allegations relating to Proposition 26 on March 29, 2013, expressly ruling that SDCWA may not allege a violation of Proposition 26 in its challenge to the rates adopted in April 2010. This ruling does not affect SDCWA's separate challenge to Metropolitan's rates adopted in April 2012, which also includes Proposition 26 allegations.

Member Agency Purchase Orders

The current rate structure provides for a member agency's agreement to purchase water from Metropolitan by means of a voluntary purchase order. In consideration of executing its purchase order, each member agency that executed a purchase order and whose purchase order is in effect will be allowed to purchase up to 90 percent of its base amount at the Tier 1 Water Supply Rate in any fiscal year during the term of the purchase order, and its base amount will be the greater of (1) its highest firm demand for Metropolitan water in any fiscal year from 1989-90 through 2001-02 or (2) its ten-year rolling average of firm demand for Metropolitan water. Amounts purchased by such agencies over the applicable base amount will be priced at the Tier 2 Water Supply Rate. See "—Rate Structure—*Tier 1 and Tier 2 Water Supply Rates*" above. Member agencies that do not have purchase orders in effect will be subject to Tier 2 Water Supply Rates for amounts exceeding 60 percent of their base amount (equal to the member agency's highest fiscal year demand between 1989-90 and 2001-02).

Under each purchase order, a member agency agrees to purchase, over the term of the contract, an amount of water equal to at least 60 percent of its highest firm demand for Metropolitan water in any fiscal year from 1989-90 through 2001-02 multiplied by the number of years in the contract. Member agencies are allowed to vary their purchases from year to year, but a member agency will be obligated to pay for the full amount committed under the purchase order, even if it does not take its full purchase order commitment by the end of the contract period.

Twenty-four of Metropolitan's 26 member agencies executed purchase orders for an aggregate of 12.5 million acre-feet of water over the ten years ending December 31, 2012. As of May 31, 2011, 23 of the 24 member agencies with purchase orders had met their purchase order commitments. On November 8, 2011, Metropolitan's Board authorized the General Manager to execute a withdrawal of the City of Compton's Purchase Order committing to purchase 33,720.6 acre-feet over the original ten-year period. The withdrawal was effective January 1, 2003. This lowered Compton's Tier 1 limit as if its Purchase Order had not been executed and Compton will pay the Tier 2 Supply Rate on any future water purchases over the lower limit.

On October 10, 2012, Metropolitan's Board authorized the General Manager to execute an amended and restated purchase order to provide a two-year extension of existing member agency purchase orders, previously set to expire on December 31, 2012. Twenty-two of the 23 remaining purchase orders were extended to December 31, 2014. As of April 30, 2013, the aggregate unmet purchase order commitment was 560 acre-feet.

Classes of Water Service

Full Service Water. Full service water service, formerly known as non-interruptible water service, includes water sold for domestic and municipal uses. Full service treated water rates are the sum of the applicable supply rate, system access rate, water stewardship rate, system power rate and treatment surcharge. Full service untreated water rates are the sum of the applicable supply rate, system access rate, water stewardship rate and system power rate. Full service water sales are the major component of Metropolitan water sales.

Interim Agricultural Water Program. This program provided a discounted rate for agricultural water users that, pursuant to the Act, were permitted to receive only surplus water not needed for domestic or municipal purposes. Metropolitan delivered approximately 40,000 acre-feet of agricultural water under this program in fiscal year 2009-10, approximately 21,000 acre-feet in fiscal year 2010-11 and approximately 29,000 acre-feet in fiscal year 2011-12. On October 14, 2008, the Board approved annual reductions of the Interim Agricultural Water Program discount beginning January 1, 2010 and discontinuance of the program when the discount reached zero on January 1, 2013.

Replenishment. Under the Replenishment Service Program, water was sold at a discounted rate to member agencies, subject to interruption upon notice by Metropolitan. The program allowed Metropolitan to deliver surplus imported water to local groundwater basins and surface storage facilities when supplies were available, with the intent that member agencies could reduce imported water deliveries from Metropolitan during periods of high demand, emergencies or times of shortage. See table entitled "SUMMARY OF WATER RATES" below.

On December 11, 2012, Metropolitan's Board eliminated the Replenishment Service Program and approved adjustments to increase member agency Tier 1 limits to reflect the historical demand for water used for long-term groundwater and surface storage replenishment. See "—Rate Structure—*Tier 1 and Tier 2 Water Supply Rates*" above. Water for groundwater replenishment now is priced at applicable full service rates. This adjustment provides additional Tier 1 limits for member agencies that historically purchased water for long-term replenishment purposes and limits their exposure to the higher Tier 2 rates. Metropolitan and its member agencies continue discussions of a potential water storage program that would encourage storing water locally and provide regional benefit.

Water Rates by Water Category

The following table sets forth Metropolitan's water rates by category beginning January 1, 2008. See also "MANAGEMENT'S DISCUSSION OF HISTORICAL AND PROJECTED REVENUES AND EXPENDITURES—Water Sales Receipts" in this Appendix A. In addition to the base rates for untreated water sold in the different classes of service, the columns labeled "Treated" include the surcharge that Metropolitan charges for water treated at its water treatment plants. See "—Rate Structure" and "—Classes of Water Service" above for a description of current rates. See "—Litigation Challenging Rate Structure" above for a description of litigation challenging Metropolitan's water rates.

SUMMARY OF WATER RATES
(Dollars per Acre-Foot)

	SUPPLY RATE		SYSTEM ACCESS RATE	WATER STEWARDSHIP RATE	SYSTEM POWER RATE	TREATMENT SURCHARGE
	Tier 1	Tier 2				
January 1, 2008	$ 73	$171	$143	$25	$110	$157
January 1, 2009	$134[1]	$250	$143	$25	$110	$167
September 1, 2009	$170[2]	$250	$154	$41	$119	$217
January 1, 2010	$170[2]	$280	$154	$41	$119	$217
January 1, 2011	$155[3]	$280	$204	$41	$127	$217
January 1, 2012	$164[3]	$290	$217	$43	$136	$234
January 1, 2013*	$140[4]	$290	$223	$41	$189	$254
January 1, 2014*	$148[4]	$290	$243	$41	$161	$297

	FULL SERVICE TREATED[5]		FULL SERVICE UNTREATED[6]		INTERIM AGRICULTURAL PROGRAM		REPLENISHMENT RATE	
	Tier 1	Tier 2	Tier 1	Tier 2	Treated	Untreated	Treated	Untreated
January 1, 2008	$508	$606	$351	$449	$394	$261	$390	$258
January 1, 2009	$579	$695	$412	$528	$465[1]	$322[1]	$436	$294
September 1, 2009	$701	$781	$484	$564	$587	$394	$558	$366
January 1, 2010	$701	$811	$484	$594	$615	$416	$558	$366
January 1, 2011	$744	$869	$527	$652	$687	$482	$601	$409
January 1, 2012	$794	$920	$560	$686	$765	$537	$651	$442
January 1, 2013*	$847	$997	$593	$743	**	**	**	**
January 1, 2014*	$890	$1,032	$593	$735	**	**	**	**

Source: Metropolitan.

* Rates effective January 1, 2013 and January 1, 2014 were adopted by Metropolitan's Board on April 10, 2012.
** The Interim Agricultural Water Program and Replenishment Service Program were discontinued after 2012.
(1) Includes $25 per acre-foot Water Supply Surcharge.
(2) Includes $69 per acre-foot Delta Supply Surcharge, which replaced Water Supply Surcharge.
(3) Includes $51 and $58 per acre-foot Delta Supply Surcharge for January 1, 2011 and January 1, 2012, respectively.
(4) Excludes Delta Supply Surcharge, which will be suspended for 2013 and 2014.
(5) Full service treated water rates are the sum of the applicable Supply Rate, System Access Rate, Water Stewardship Rate, System Power Rate and Treatment Surcharge.
(6) Full service untreated water rates are the sum of the applicable Supply Rate, System Access Rate, Water Stewardship Rate and System Power Rate.

Additional Revenue Components

Additional charges for the availability of Metropolitan's water are:

Readiness-to-Serve Charge. This charge is designed to recover a portion of the principal and interest payments on water revenue bonds issued to fund capital improvements necessary to meet continuing reliability and water quality needs. The Readiness-to-Serve Charge ("RTS") is allocated to each member agency in proportion to the rolling ten-year share of deliveries through Metropolitan's system. The RTS

generated $101.9 million in fiscal year 2009-10, $119.2 million in fiscal year 2010-11 and $133.9 million in fiscal year 2011-12.

Water Standby Charges. The Board is authorized to impose water standby or availability of service charges. In May 1993, the Board imposed a water standby charge for fiscal year 1993-94 ranging from $6.94 to $15 for each acre or parcel less than an acre within Metropolitan's service area, subject to specified exempt categories. Water standby charges have been imposed at the same rate in each year since 1993-94. Standby charges are assessments under the terms of Proposition 218, a State constitutional ballot initiative approved by the voters on November 5, 1996. See "—California Ballot Initiatives" below.

Member agencies have the option to utilize Metropolitan's existing standby charge authority as a means to collect all or a portion of their RTS charge. Standby charge collections are credited against the member agencies' RTS charges. See "*—Readiness-to-Serve Charge*" above. Twenty-two member agencies collect their RTS charges through standby charges. For fiscal years 2009-10, 2010-11 and 2011-12 RTS charges collected by means of such standby charges were $42.8 million, $43.2 million and $42.9 million, respectively.

Capacity Charge. The Capacity Charge is a fixed charge levied on the maximum summer day demand placed on Metropolitan's system between May 1 and September 30 for the three-calendar-year period ended December 31, 2010 and December 31, 2011, for charges effective 2012 and 2013 respectively. The Capacity Charge is intended to recover the cost of providing peak capacity within the distribution system. Effective January 1, 2012, the Capacity Charge was $7,400 per cfs of maximum daily flow, which decreased to $6,400 per cfs on January 1, 2013 and will increase to $8,600 per cfs on January 1, 2014.

Financial Reserve Policy

Metropolitan's reserve policy currently provides for a minimum unrestricted reserve balance at June 30 of each year that is based on probability studies of the wet periods that affect Metropolitan's water sales. The policy establishes a minimum targeted unrestricted reserve level based on an 18-month revenue shortfall estimate and a maximum level based on an additional two years revenue shortfall estimate. The Water Rate Stabilization and Revenue Remainder funds increased by $35.7 million in fiscal year 2008-09 and decreased by $29 million in fiscal year 2009-10 and $61 million during fiscal year 2010-11, which includes $13 million held in financial reserves pursuant to the exchange contract between Metropolitan and SDCWA (see "METROPOLITAN's WATER SUPPLY—Colorado River Aqueduct—*Sale of Water by the Imperial Irrigation District to San Diego County Water Authority*" in this Appendix A) due to the SDCWA litigation challenging Metropolitan's rate structure. See "METROPOLITAN REVENUES—Litigation Challenging Rate Structure" in this Appendix A. Additional transfers related to the SDCWA litigation were made during fiscal year 2011-12, such that this reserve increased to $50 million as of the end of fiscal year 2011-12. As of June 30, 2012, the minimum reserve requirement was $190 million. The maximum reserve limit at June 30, 2012 was $458 million. Funds representing the minimum reserve level are held in the Revenue Remainder Fund, and any funds in excess of the minimum reserve level (up to the maximum reserve level) are held in the Water Rate Stabilization Fund. Reserves at June 30, 2012 totaled $332 million, consisting of Water Rate Stabilization Fund, Revenue Remainder Fund and Water Stewardship Fund balances including the $50 million held in Metropolitan's financial reserves pursuant to the exchange contract between Metropolitan and SDCWA due to SDCWA's litigation challenging Metropolitan's rate structure and amounts held as collateral, from time to time, by Metropolitan's swap counterparties. The amount held due to SDCWA's litigation challenging Metropolitan's rate structure as of May 31, 2013 was $84.4 million. See "METROPOLITAN REVENUES—Rate Structure" and "—Litigation Challenging Rate Structure", "METROPOLITAN EXPENDITURES—Variable Rate and Swap Obligations" and "MANAGEMENT'S DISCUSSION OF HISTORICAL AND PROJECTED REVENUES AND EXPENDITURES—Water Sales Receipts" in this Appendix A and "THE MASTER RESOLUTION—Water Revenue Fund—*Revenue Remainder Fund*" in Appendix C—SUMMARY OF CERTAIN PROVISIONS OF THE RESOLUTIONS. Unrestricted reserves in excess of the maximum reserve level may be used for any lawful purpose of Metropolitan, as directed by

the Board. Consistent with State legislation, Metropolitan will ensure that any funds in excess of maximum reserve levels that are distributed to member agencies will be distributed in proportion to water sales revenues received from each member agency. On June 11, 2013, since reserve balances were projected on a modified accrual basis to be $75 million greater than the maximum reserve limit at June 30, 2013, the Board authorized the use of reserve amounts over the maximum reserve limit to be transferred to the Replacement and Refurbishment (PAYGO) Fund for capital projects, a trust to pre-fund Metropolitan's unfunded liability for other post-employment benefits (see "METROPOLITAN EXPENDITURES—Defined Benefit Pension Plan" in this Appendix A), and the Water Transfer Fund to offset future expenditures for water management actions. In addition, Metropolitan maintains various restricted reserves, including reserves for risk retention, operations and maintenance expenses, State Water Contract payments, and other obligations and purposes.

Wheeling and Exchange Charges

The process for the delivery of water not owned or controlled by Metropolitan is referred to as "wheeling." Under the current rate structure, wheeling parties pay the System Access Rate and Water Stewardship Rate, Treatment Surcharge (if applicable) and power costs for wheeling transactions. See "—Rate Structure" above. These payments are included in Net Operating Revenues. Wheeling and exchange revenues totaled $53.7 million during fiscal year 2009-10, $51.8 million during fiscal year 2010-11, and $89.6 million in fiscal year 2011-12. See "—Litigation Challenging Rate Structure" above for a description of litigation by the SDCWA and IID challenging Metropolitan's System Access Rate and Water Stewardship Rate.

Hydroelectric Power Recovery Revenues

Metropolitan has constructed 16 small hydroelectric plants on its distribution system. The plants are located in Los Angeles, Orange, Riverside and San Diego Counties at existing pressure control structures and other locations. The combined generating capacity of these plants is approximately 131 megawatts. The total capital cost of these 16 facilities is approximately $176.1 million. Since 2000, annual energy generation sales revenues have ranged between $16 million and nearly $30 million. Energy generation sales revenues were $22.1 million for fiscal year 2010-11 and $29.6 million in fiscal year 2011-12.

Power from five of the plants is sold to DWR under an existing contract at a price based on a contractual unit rate methodology to supply power to the State Water Project. The price is updated using an annual inflationary adjustment until the contract terminates in 2019.

Power from ten of the plants is sold to the Southern California Edison Company, a subsidiary of Edison International ("Edison"), LADWP and the Southern California Public Power Authority pursuant to contracts effective November 1, 2008. All three contracts are for the sale of renewable power and are based on a fixed energy rate for the term of the contracts. The minimum contract term is five years and maximum term is fifteen years. The Edison contract will terminate on October 31, 2013.

Energy generation from a sixteenth plant, the Etiwanda Power Plant, is sold to the Pacific Gas and Electric Company ("PG&E") under a contract that was amended in November 2004 to accommodate terminating transmission and scheduling arrangements. The contract energy price is based on a formula that includes a monthly gas rate, a capital related cost and a performance factor. The contract is subject to renegotiation upon the occurrence of specified events and can be terminated by either party under various conditions and circumstances, beginning in 2014.

Principal Customers

All of Metropolitan's regular customers are member agencies. Total water sales to the member agencies accrued for the fiscal year ended June 30, 2012 were 1.71 million acre-feet, generating $1.10 billion in water sales revenues for such period. Metropolitan's ten largest water customers in the year ended June 30,

APPENDIX K

SCAG RTP/SCS Technical Memorandum

DATE: August 4, 2016

TO: Interested Parties

FROM: Patricia Diefenderfer, AICP
Senior City Planner

SUBJECT: **SCAG RTP/SCS TECHNICAL MEMORANDUM**

On April 7, 2016, the Southern California Association of Governments ("SCAG") adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy ("SCAG 2016-2040 RTP/SCS"). As part of its preparation of the Draft Environmental Impact Report for the Exposition Corridor Transit Neighborhood Plan, the Department of City Planning has carefully reviewed and analyzed the housing, population and employment estimates contained in the SCAG 2016-2040 RTP/SCS relevant to the Project Area to determine if they are significantly different than the estimates contained in the 2012-2035 RTP/SCS.

The SCAG 2016-2040 RTP/SCS continues the same policies that were included in the 2012-2035 RTP/SCS (encouraging a mix of uses and locating uses near transit). As part of the new RTP, SCAG updated the socioeconomic data (population, housing and employment), with a baseline year of 2012 and a horizon year of 2040. The tables below compare the socioeconomic data from both the 2012-2035 RTP and the 2016-2040 RTP to the existing and proposed population, housing, and employment analyzed in the ECTNP EIR.

For purposes of regional planning and to comply with Federal regulations, SCAG adopts growth data at the jurisdictional level. For purposes of analysis in the RTP, SCAG staff allocates population, housing and employment growth to Transportation Analysis Zones (TAZs) that are typically a geographic subset of Census tracts. The growth allocation to TAZs provides an estimate of subarea population, housing and employment, for the RTP horizon year (2035 for the 2012-2035 RTP and 2040 for the 2016-2040 RTP). Each jurisdiction determines how to allocate growth in accordance with its adopted plans and to achieve effective and appropriate local planning consistent with applicable jurisdiction and regional growth projections, as well as applicable policies including the Sustainable Communities Strategy (SCS) and associated region-wide GHG targets.

The ECTNP base year (2013) population, housing, and employment estimates were derived using data from the 2010 Census, which was then adjusted to 2013 using the average annual growth rate of the City of Los Angeles and other surrounding cities during the period of 2010-2013 (see **Appendix F** for further detail). Now that the 2016-2040 RTP, which has a base year of 2012, is available, it is possible to compare the 2012 data to the 2013 data used in the ECNTP. As shown in **Table A** below, the difference between the 2012 and 2013 data for population, housing, and employment reflects a level of growth that appears reasonable for that one year period.

TABLE A: BASE YEAR COMPARISONS

	2008 2012 RTP Base Year[1]	2010 Census[2]	2012 2016 RTP Base Year[1]	2013 Proposed Project Base Year[3]
Population	47,515	49,934	48,298	50,595
Housing (Dwelling Units)	23,053	24,906	23,306	25,018[4]
Employment	39,598	32,462	32,322	33,962

1. SCAG Tier 2 Data. Note that for Housing, SCAG data is provided in terms of households. (The SCAG 2012-2035 RTP households for 2008 is 22,188 and the 2016-2040 RTP households for 2012 is 22,431.) In order to compare to Proposed Project housing units, the SCAG forecast households was converted to housing units using the following vacancy rates: 1.5% for single-family units, and 4.5% for multi-family units.
2. US Census 2010
3. Project Base Year (2013) population and housing are derived from 2010 Census adjusted to 2013 using the average annual growth rate of the surrounding cities and the City of Los Angeles.
4. Project Base Year (2013) employment was obtained directly US Census (On the Map application.)

The Proposed Project aims to accommodate the forecasted growth in population, housing, and employment for the horizon year of 2035. Since it also has a horizon year of 2035, the 2012-2035 RTP was used to guide the land use recommendations in the Proposed Project. Localized market demand forecasts for 2035 prepared as part of a market study for the Project area were also used as a guide. As discussed in detail in **Chapter 4.10 Population, Housing, and Employment**, the reasonable expected development resulting from the Proposed Project in 2035, shown in **Table B**, would accommodate the 2012-2035 RTP forecast for that year.

As stated previously, the 2016-2040 RTP/SCS has a horizon year of 2040.This new horizon year provides a perspective on the trajectory of growth anticipated between 2035 and 2040, showing a steady upward trend in population, housing, and employment. As seen in **Table B**, the Proposed Project has available capacity to accommodate this increase in forecast growth for 2040. **Table B** also demonstrates that the Proposed Project with Alternative Compliance also has available capacity to accommodate the growth anticipated by the 2016-2040 RTP for 2040.

TABLE B: FUTURE YEAR COMPARISONS: PROPOSED PROJECT

	2035 (Proposed Project)	2035 (Proposed Project – Alt Compliance)	2035 Forecast[1] (2012-2035 RTP)	2040 Forecast[1] (2016-2040 RTP)
Population	59,571	62,810	54,444	65,176
Housing (Dwelling Units)	29,441	31,060	28,497	32,285
Employment	48,296	43,419	43,097	46,562

1. SCAG Tier 2 Data. Note that for Housing, SCAG data is provided in terms of households. (The SCAG 2012-2035 RTP household forecast for 2035 is 27,427 and the 2016-2040 RTP household forecast for 2040 is 31,046.) In order to compare to Proposed Project housing units, the SCAG forecast households was converted to housing units using the following vacancy rates: 1.5% for single-family units, and 4.5% for multi-family units.

Table C illustrates the future reasonable expected development resulting from the three alternatives analyzed in the EIR, comparing the Alternatives to the SCAG growth forecasts for 2040 from the 2016-2040 RTP. Alternative 1 and Alternative 2 would not accommodate the population, housing, and employment forecast for 2040. Although Alternative 3 would meet the 2040 population and housing forecast, this alternative would notably fall short of accommodating the forecasted number of jobs, which is a primary objective of the Proposed Project.

TABLE C: FUTURE YEAR COMPARISONS: ALTERNATIVES

	2035 (Proposed Project)	2035 Alt. 1 (No Project)	2035 Alt. 2 (Reduced Project)	2035 Alt. 3 (Incr Res / Reduced Emp)	*2035 Forecast[1] (2012-2035 RTP)*	2040 Forecast[1] (2016-2040 RTP)
Population	*59,571*	52,447	57,326	65,835	*54,444*	65,176
Housing (Dwelling Units)	*29,441*	26,072	28,336	32,578	*28,497*	32,285
Employment	*48,296*	37,775	44,712	39,693	*43,097*	46,562

1. SCAG Tier 2 Data. Note that for Housing, SCAG data is provided in terms of households. (The SCAG 2012-2035 RTP household forecast for 2035 is 27,427 and the 2016-2040 RTP household forecast for 2040 is 31,046.) In order to compare to Proposed Project housing units, the SCAG forecast households was converted to housing units using the following vacancy rates: 1.5% for single-family units, and 4.5% for multi-family units.

In additional to existing and future socioeconomic data, the travel demand model used in the transportation analysis for the ECTNP is based on network assumptions found in the 2012-2016 RTP. Although the detailed transportation modeling is not currently available to the City, Naresh Amatya, Transportation Planning Manager at SCAG has indicated that the 2016-2040 RTP does not include significant new transportation projects in West Los Angeles, and therefore any changes to associated calculations would be minor.

APPENDIX L

Market Study

Pro Forma
Advisors LLC

Report:

Expo and Crenshaw LRT Transit Neighborhood Plans
Market Analysis

Los Angeles, CA

Prepared for: City of Los Angeles, Department of City Planning (DCP)
Prepared by: Pro Forma Advisors LLC **re+*ep***

February 2013 (with minor revisions April 2014)
PFAID: **10-377.**02

Pro Forma Advisors LLC

Table of Contents

Executive Summary ..... **v**

Introduction **1**

Organization of the Report 1

Project **2**

Regional Demographic and Socio-Economic Context **3**

Analysis Geographies 3

Population and Households 5

Historic Regional Population and Households 5

Market Area Historic Population and Households 6

Projected Population and Household Growth 10

Household Income 13

Regional Household Incomes 13

Station Areas' Household Incomes 15

Age 17

Market Area Age Profile 17

Station Area Age Profile 19

Los Angeles County Employment 20

Real Estate Overview **21**

Office 21

Office Geographies 22

Los Angeles Office Market 23

West LA CPAs Office Submarket 25

Culver City Office Submarket 28

Santa Monica Office Submarket 31

Crenshaw LRT Office Submarket 34

Station Area Overview 36

Industrial 38

Los Angeles Industrial Market 39

Westside Industrial Market 40

West Los Angeles Submarkets 42

Inglewood Industrial Market 52

Station Area Overview 54

Retail 55

Los Angeles Retail Market 56

West Los Angeles Retail Submarket 57

Crenshaw LRT Retail Submarket 71

Residential Market 75
For Sale Residential Market 75
Rental Residential Market 85

Industry and Creative Office Analysis 92
Introduction 92
Regional Industry Clusters 92
Key Industry Sectors in Expo LRT Market Area 94
Creative and Media Industries 96
Entertainment 96
Digital Media 98
Communication Arts 99
Future Trends 100
Creative Office Space 102
What is Creative Office? 102
Creative Office Users 103
Creative Office Real Estate 105
Comparables 108

Regional Demand Analysis 110
Commercial Office and Industrial Real Estate Demand 110
Methodology 110
Office Demand 112
Industrial Demand 114
Retail Demand 116
Methodology 116
Retail Demand from New Residents 120
Additional Retail Support 121
Employee Spending Retail Demand 122
Multi-Family Residential Demand 123
Methodology 123
Culver City and Palms Station Area Demand 125
Sepulveda and Bundy Station Area Demand 126
Hotel Demand 128
Methodology 128
Hotel Demand 130

Station-Specific Market Analysis 131
Bundy Station Area 132
Station Overview 132
Existing Businesses 134
Planned and Proposed Development 137

Challenges and Opportunities 139
Demand Analysis 141
Comparables 144
Sepulveda Station Area 146
Station Overview 146
Existing Businesses 147
Planned and Proposed Development 151
Challenges and Opportunities 153
Demand Analysis 154
Palms Station 159
Station Overview 159
Recent Projects and Planned and Proposed Developments 161
Challenges and Opportunities 162
Demand Analysis 164
Culver City Station Area 167
Station Overview 167
Existing Businesses 168
Planned and Proposed 170
Challenges & Opportunities 171
Demand Analysis 173

General Limiting Conditions

Certain information included in this report contains forward-looking estimates, projections and/or statements. Pro Forma Advisors LLC has based these projections, estimates and/or statements on expected future events. These forward-looking items include statements that reflect our existing beliefs and knowledge regarding the operating environment, existing trends, existing plans, objectives, goals, expectations, anticipations, results of operations, future performance and business plans.

Further, statements that include the words "may," "could," "should," "would," "believe," "expect," "anticipate," "estimate," "intend," "plan," “project,” or other words or expressions of similar meaning have been utilized. These statements reflect our judgment on the date they are made and we undertake no duty to update such statements in the future.

No warranty or representation is made by Pro Forma Advisors that any of the projected values or results contained in this study will actually be achieved.

Although we believe that the expectations in these reports are reasonable, any or all of the estimates or projections in this report may prove to be incorrect. To the extent possible, we have attempted to verify and confirm estimates and assumptions used in this analysis. However, some assumptions inevitably will not materialize as a result of inaccurate assumptions or as a consequence of known or unknown risks and uncertainties and unanticipated events and circumstances, which may occur. Consequently, actual results achieved during the period covered by our analysis will vary from our estimates and the variations may be material. As such, Pro Forma Advisors accepts no liability in relation to the estimates provided herein.

In the production of this report, Pro Forma Advisors has served solely in the capacity of consultant and Pro Forma Advisors has not rendered any “expert” opinions and does not hold itself out as an “expert” (as the term “expert” is defined in Section 11 of the Securities Act of 1933).

This report is not to be used in conjunction with any public or private offering of securities, and may not be relied upon without the express written consent of Pro Forma Advisors.

This study is qualified in its entirety by, and should be considered in light of, these limitations, conditions, and considerations.

Executive Summary

Introduction

The City of Los Angeles Department of City Planning (DCP), supported by Metro, is undertaking a two-year project focused on station area planning around ten future light rail stations along the Exposition Light Rail Transit Line (Expo LRT) and Crenshaw/LAX Light Rail Transit Line (Crenshaw LRT). The focus of this study is on five of the ten stations, specifically the Culver City Station (Expo LRT), Palms Station (Expo LRT), Sepulveda Station (Expo LRT), Bundy Station (Expo LRT), and West Station (Crenshaw LRT). The project aims to support a number of transit-oriented district policy goals, including:

- Incentivizing an appropriate mix of uses, scale, and intensity at each station area;
- Fostering economic development and job creation;
- Encouraging transit ridership and expanding mobility options;
- Improving urban design, walkability, and the quality of the built form; and
- Providing and/or maintaining housing for a wide range of income levels.

DCP has engaged the project consulting team, led by Terry A. Hayes Associates (TAHA), to provide environmental, transportation, economic, and other technical planning support in this endeavor. Pro Forma Advisors, a land use economics consulting firm, has been retained to provide economic analyses support. Pro Forma Advisors' tasks include a baseline demographic and real estate market overview, station-specific market analyses, pro forma analysis, and recommendation of public benefits.

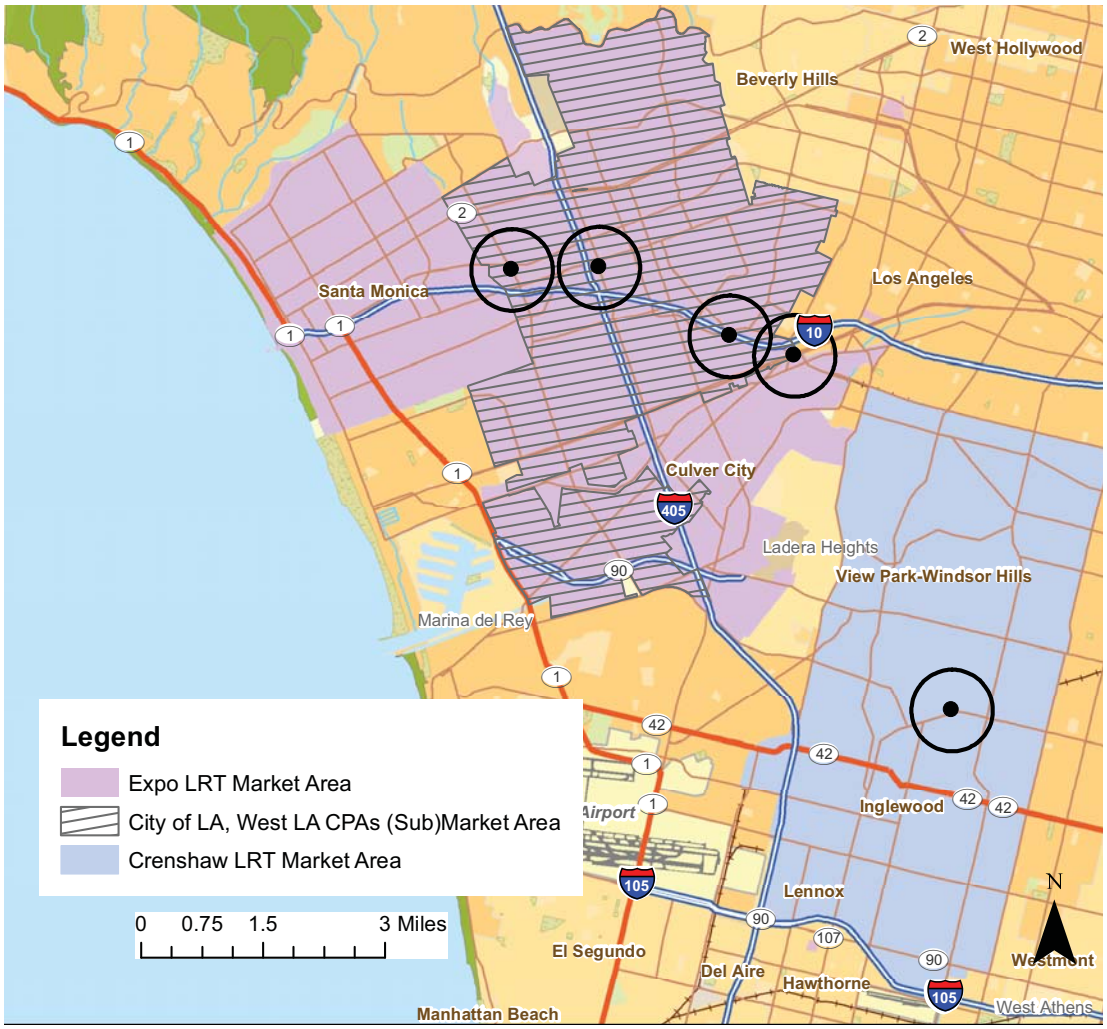
The first portion of the Market Analysis reviews demographics and the regional real estate market performance to provide context for the station area planning efforts for both the Expo LRT and Crenshaw LRT market areas. An industry analysis evaluates expected growth in the region and focuses on the creative office market. The second portion of the report evaluates the market support for new land uses in the Expo LRT market area. The station specific market analysis looks closely at existing businesses in each of the Expo LRT study station areas and projects demand for key land uses within each of these station half-mile areas.

Regional Demographic and Socio-Economic Context

Analysis Geographies

The map below presents the key geographies analyzed in this study. The Expo LRT Market Area includes the City of Los Angeles community plan areas (CPAs) of Westwood, West Los Angeles, and Palms-Mar Vista-Del Rey, as well as the cities of Culver City and Santa Monica. To understand demographics and real estate trends specifically in the City of Los Angeles, the City of Los Angeles community plan areas of Westwood, West Los Angeles, and Palms-Mar Vista-Del Rey are aggregated into a submarket called the West LA CPAs. The Crenshaw LRT Market Area includes portions of Los Angeles, Inglewood, and the unincorporated Lennox community.

Demographic and socio-economic data provides useful information about the current nature of the markets and station areas. Population and household growth is a major market driver of residential and retail developments. While age, income, and employment data provides insight into the possible patrons and buyers of commercial and residential developments.



Source: ESRI, Pro Forma Advisors

Population and Households

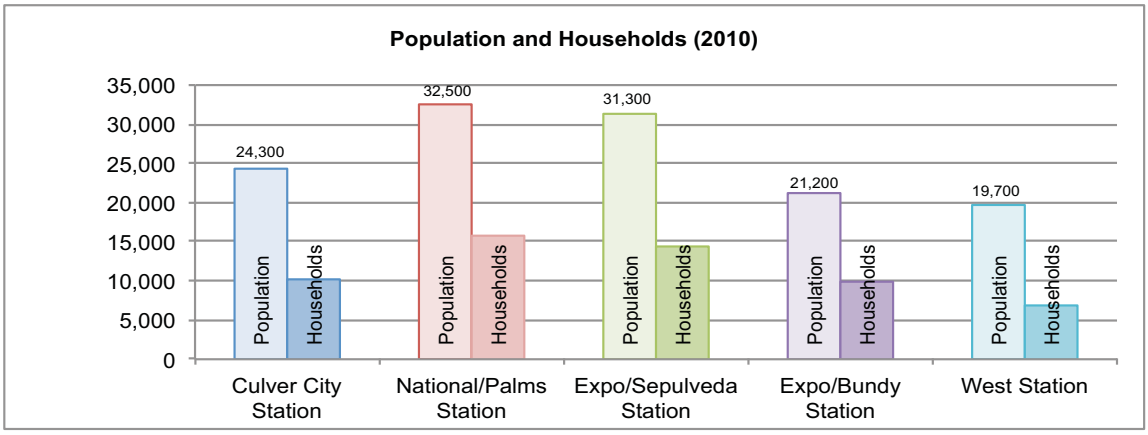
The recession impacted population growth in the City and County of Los Angeles across the last decade with notable contraction in population growth between 2005 and 2007. Despite the recession, the City of Los Angeles added an

average of 10,400 residents annually between 2000 and 2012. The City of Los Angeles has a current population of 3.83 million.

The Expo LRT Market area has a population of almost 370,000 and is a high demand residential area. Population growth rates are 50 percent higher in the Expo LRT Market Area relative to the City of Los Angeles. Between 2000 and 2010, the area added 13,000 residents in 5,000 households.

The Crenshaw LRT Market Area had a slight decrease in population between 2000 and 2010, losing 1,900 residents. In 2010, the Crenshaw LRT Market's population was approximately 230,000.

The figure below displays the 2010 population and households within the study station areas[1]. As to be expected, station areas with residential neighborhoods within close proximity, such as Palms and Sepulveda Station, have the greatest amount of residents. The Bundy and Culver City Station Areas have a greater share of existing commercial space surrounding the stations and, in result, have lower residential counts. The West Station Area includes a mix of residential and commercial. Development is lower density in this station area relative to other study stations.



Source: US Census, ESRI, City of Los Angeles, Pro Forma Advisors

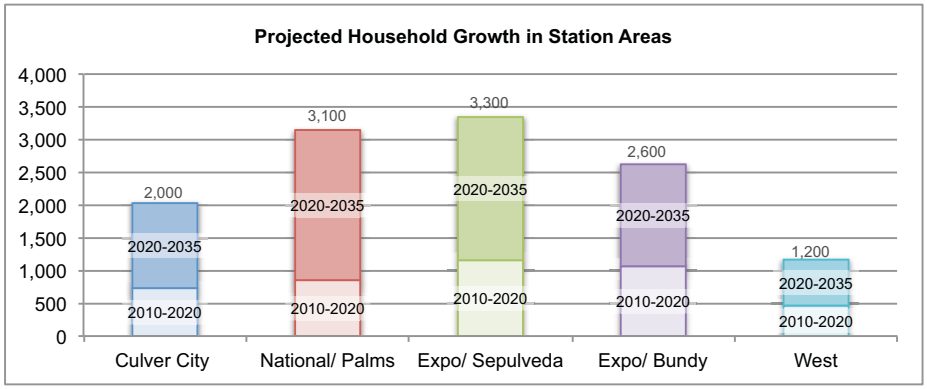
Projected Population and Households

Population and household projections produced by the Southern California Association of Governments were used to estimate future households and population anticipated in the study geographies. It should be noted that these projections should be considered benchmarks for growth. Light rail transit access is likely to further intensify development at station areas.

[1] Census tracts are used to approximate a half-mile radius around the stations.

The Expo LRT Market Area is expected to add 29,000 new households (38,600 new residents) between 2010 and 2035. The Crenshaw LRT Market Area is expected to add 13,000 new households (27,000 new residents) across the 25-year period, an average of 500 new households annually.

The figure below presents the household growth by station area. Station areas with a greater share of existing residential uses, the Palms and Sepulveda stations, are projected to grow by 120 to 130 new households a year. Station areas with a greater share of existing commercial uses, Bundy Station and Culver Station, anticipate 80 to 100 new households a year. The West Station is projected to add approximately 47 new households a year.



Source: SCAG, US Census, Pro Forma Advisors

Income

The Expo LRT Market Area has a median household income of $62,000, 30 percent higher than Los Angeles' median income of $48,000; while the individual Expo LRT station areas have median household incomes between $58,000 and $66,000, 20 to 40 percent higher than the City of Los Angeles.

The Crenshaw LRT Market Area has a median income of $43,000, approximately 10 percent lower than the City of Los Angeles. The West Station Area has a median income of $34,000, approximately 30 percent lower than the City of Los Angeles' median income.

Age

The average age is 36.9 in the Expo LRT Market Area and 31.6 in the Crenshaw LRT Market Area. The Expo LRT Market Area and the Expo LRT study stations have more single urban professionals, and less children, than found throughout most of the City of Los Angeles. The Expo LRT Market Area's age distribution may generate greater interest in multi-family rental and for sale units. The Crenshaw LRT Market area and the West Station have an age distribution in line with the City of Los Angeles.

Los Angeles County Employment

Employment statistics provide a snapshot of how the recent local and national economic conditions have impacted Los Angeles County. Between 2003 and 2007 the US and Los Angeles economy was booming, riding a tide of rising housing

prices and strong consumer spending. The Great Recession, which officially began in December of 2007, was triggered by a slowdown in housing sales and prices through 2006 and 2007 and the related US financial crisis. Between 2006 and 2009, Los Angeles County unemployment moved from 4.8 percent to 11.6 percent.

While US economic activity has improved and the recession officially ended in June of 2009, economic improvements are only translating into employment gains this year in Southern California. **Between 2008 and 2010, Los Angeles County lost 330,000 jobs, as of October 2012 only 50,000 jobs have been regained.**

As of October 2012, approximately 4.4 million persons are employed in Los Angeles County while the unemployment rate is currently at 11.3 percent. **The Los Angeles economy continues to improve, but still has not fully rebounded.**

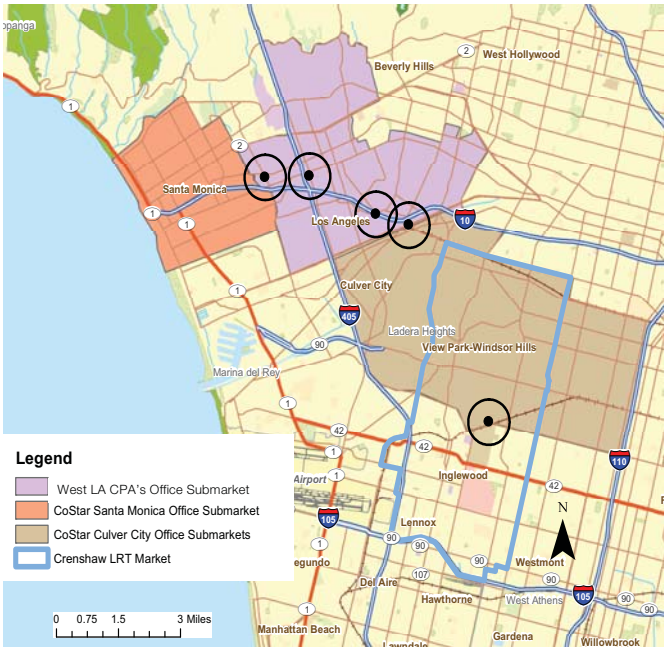
Real Estate Overview

The real estate overview reviews the current and historical market performance of the Los Angeles office, industrial, retail, and residential markets and the relevant Expo LRT and Crenshaw LRT station area submarkets. Secondary data sources, such as CoStar, Dataquick, and REIS are used to provide comprehensive understanding of regional and local trends in the performance of the commercial and residential buildings stock.

Office Space

Overbuilt in the 1980s, the Los Angeles office market has had only fair fundamentals relative to other land use types. The Los Angeles office market tightened as a result of the booming economy in the first half of the last decade and, subsequently, was severely impacted with the economic slowdown that began in 2007. When the economy was in high gear from the housing boom, office vacancy lowered to the 7 to 8 percent range. With the housing bust and financial crisis, vacancy rates moved upward again and are currently at a 15-year high of 12.6 percent.

Submarkets are defined to represent an area that is competitive for office product. The map to the right presents the office submarkets used for this analysis. The office submarkets reviewed include the West LA CPAs submarket (which roughly includes the Westwood, West Los Angeles, and Palms-Mar Vista-Del Rey CPAs), the Culver City submarket, and the Santa Monica submarket.



Source: CoStar and Pro Forma Advisors

The majority of the office space in the West LA CPAs office submarket is Class A Space. The largest clusters of Class A office space are located in Century City and near the intersection of Bundy and Olympic. The submarket contains 10 percent of the Los Angeles County Class A office space. Class A office has higher than average vacancy rates, but this has been due to

the construction and delivery of a number of new buildings. Overall, Class A office space in the West LA CPAs submarket has been growing. A total of approximately 470,000 square feet has been absorbed since 2000. The West LA CPAs submarket is not as strong as the Santa Monica submarket but can expect continued growth.

Due to its affordability and the limited inventory, West LA CPAs Class B and C office product performs very well. Vacancy rates were as low as 4 percent at the start of the recession. While this figure doubled across the last few years, 270,000 square feet of new space was added to the market across the last decade and vacancy still remains below 10 percent.

With 8.1 million square feet of office, Culver City is the smallest of the Expo LRT office submarkets and is more affordable than Santa Monica or West Los Angeles space. A notable trend in this submarket is the increasing rents for Class B and C product in Culver City. Class B and C rents are close to Class A rents. This may be due to the increasing demand for creative office space in Culver City, which typically occupies Class B and C space.

Santa Monica has the strongest office market of all the submarkets. Class A vacancy rates are approximately 3 percent lower than the West LA CPAs and Culver City submarkets and rents (per square foot) are almost $5.00 higher than the West LA CPAs submarket and the Culver City submarket. Low vacancy rates and high rents reflect the high interest and demand in the Santa Monica office properties. **However, as prices continue to grow and the Santa Monica market continues to tighten more and more firms will consider their options in West Los Angeles and Culver City.**

The Crenshaw LRT submarket has 3.4 million square feet of office space. There is a very limited amount of Class A office space and, with a vacancy rate of 28 percent, this market is struggling to fill space. Businesses have also vacated a substantial amount of Class B and C space in the market, but with more interest in this affordable space, the Crenshaw LRT Market's Class B and C space is still performing better than the Los Angeles average.

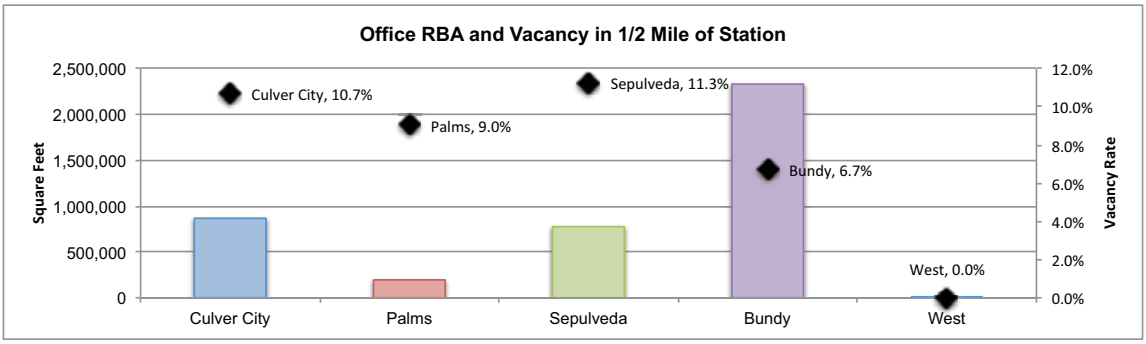
Submarket	Class	# Bldgs	Total RBA	Total Vacant %	Total Net Absorption	Total Average Rate[1]
West LA CPAs	Class A	75	20,059,381	13.9%	233,975	$42.24
	Class B&C	533	6,477,917	7.7%	68,335	$28.87
Culver City	Class A	13	2,896,785	15.0%	-6,966	$28.93
	Class B&C	443	5,206,335	11.6%	84,966	$28.52
Santa Monica	Class A	65	7,976,783	11.4%	-257,104	$46.98
	Class B&C	482	7,136,122	5.9%	53,551	$38.53
Crenshaw LRT	Class A	8	917,917	27.6%	10,648	$20.57
	Class B&C	282	2,464,522	11.1%	-13,015	$20.34

[1]Per Square Foot

Source: CoStar and Pro Forma Advisors

The Bundy, Sepulveda, and Culver City stations are the key stations with office development potential. The Bundy Station, by far, has the greatest amount of existing office space of all the station areas. This station area is in close proximity to key Santa Monica office corridors and contains a well-performing cluster of office buildings. The Culver City Station also includes a fair share of office. It is worth noting that the majority of office properties around this station are located in Culver City as opposed to the City of Los Angeles. The Sepulveda Station has clusters of office space on

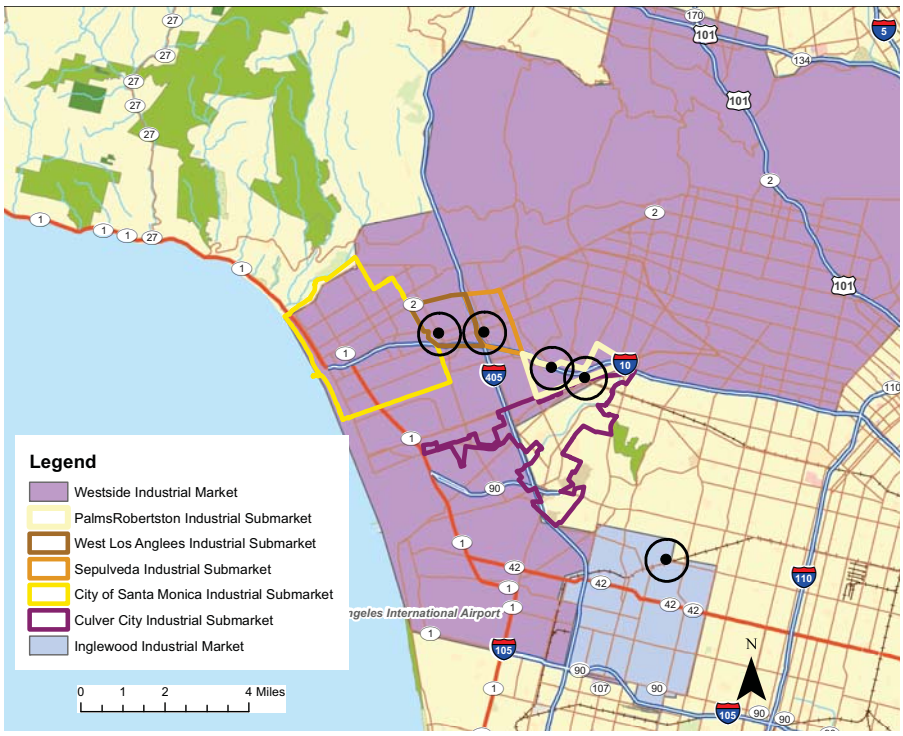
both the east and west side of the I-405 freeway. In close proximity to UCLA and good freeway access, the Sepulveda Station has potential for further office development.



Source: Costar and Pro Forma Advisors

Industrial

To better understand the industrial market, we reviewed a number of markets and submarkets. The industrial markets represent competitive areas defined by CoStar. Submarkets were customized to understand the industrial performance of the station areas. These geographies are shown in the map below.



Source: Pro Forma Advisors and CoStar

Los Angeles County has a strong transportation and distribution industrial market related to trade in the Ports of Los Angeles and Long Beach. Key industrial areas are concentrated around the Alameda Corridor. The Westside Industrial Market has less than 2 percent of Los Angeles' industrial stock. It is not well located relative to the Alameda Corridor and the high land prices in West Los Angeles make the area unattractive for traditional industrial uses. The Inglewood Industrial Market has more affordable space, but the West Station Area is "land locked" by residential. In both market areas, traditional industrial uses, such as manufacturing and distribution, may be limited but industrial-zoned properties are utilized by other industrial-using businesses that require substantial amounts of affordable space.

Expo LRT Market Area

In the Westside Industrial market and the submarkets, there is limited industrial space and existing space has relatively low vacancy rates, largely below 5 percent. However, absorption has been negative across the last decade, primarily due to businesses vacating industrial spaces that are then transformed into higher-performing uses such as creative office. The low vacancy rate demonstrates demand for industrial space (though in part due to the limited availability), but removal of product from the market demonstrates that there are more profitable uses of the land than industrial. Westside Industrial properties' lease rates average $13.00 per square foot, which may be burdensome for many traditional industrial users.

- The West Los Angeles submarket has had negative absorption across the last decade as a result of properties removal from the inventory for non-industrial use. The Bundy Station, located in this submarket, has the second largest amount of existing industrial space of all the half-mile station study areas, but due to the high cost of land and interest in other office uses, much of this space, particularly closer to the Bundy and Olympic intersection, is likely to be redeveloped for other uses.

- The City of Los Angeles Industrial Land Use Policy encourages the maintenance of industrial land in certain areas of the City. It is helpful to note that in the West Los Angeles industrial submarket, relatively less industrial space is located within a ¼ mile of the Bundy Station. The majority of industrial spaces are located beyond the ¼ mile, with most beyond the half-mile of the station area.

- The Sepulveda submarket has had neutral absorption and maintained its rentable space across the last decade, which suggests there is limited demand for new space. The Sepulveda Station has the third largest amount of industrial space but the lowest vacancy of all the half-mile station areas. It may be helpful to maintain some level of industrial, but many spaces, particularly those fronting Sepulveda, are likely to turn over into other uses with time.

- The Palms/Robertson submarket (near Culver City Station) has very low vacancies with barely any increase in vacancy during the recession. The Palms/Robertson submarket, as well as the Santa Monica submarket, are the only submarkets studied that have filled additional industrial space in the last decade. The Culver City Station has the largest amount of industrial space of all the station areas. The Culver City Station has the highest vacancy (still low at 4 percent) but also has the highest average lease rate. Industrial spaces in the

station area are active. Until there is a reconfiguration of the I-10 freeway Robertson exit on/off ramps, this area is likely to continue as industrial with only piecemeal redevelopment and intensification of use.

3Q2012	# Bldgs	Total RBA	Total Vacant %	Total Average Rate
Westside Industrial Market	884	20,555,245	2.9%	$13.07
West Los Angeles Submarket	44	1,110,323	1.0%	$18.09
Sepulveda Submarket	40	390,019	6.0%	$19.80
Palms /Robertson Submarket	46	542,147	1.0%	$19.81
1/2 Mile Station Areas				
Bundy Station	34	782,319	1.1%	$16.08
Sepuvleda Station	34	616,247	0.1%	$16.80
Palms Station	4	207,101	0.0%	NA
Culver City Station	93	792,383	4.2%	$17.87

NA= Not Available.

Source: CoStar and Pro Forma Advisors

Crenshaw LRT Market Area

In the Inglewood industrial market there is 5 million square feet of space, but it is clustered away from the West Station along the Crenshaw/LAX Line, along Florence Avenue between Centinela Avenue and Aviation Boulevard. This market was substantially impacted by the recession. Vacancy rates increased and lease rates dropped from approximately $13.00 in 2008 to $10.00 per square foot per month in 3Q2012.

The West Station has 28 industrial properties within a half-mile of the station area, the station area's largest commercial use. Industrial spaces have a relatively high vacancy rate of 9.3 percent, likely due to the distance of the area from the freeway and a monthly lease rate of $9.00 which is substantially lower than industrial space in the Westside Market, but is inline with industrial rents in the Inglewood market and are actually higher than the LA market average rent of $6.50 per square foot. With minimal pressure from other land uses, this industrial space is likely to remain, and vacancy will likely improve with the economy.

3Q2012	# Bldgs	Total RBA	Total Vacant %	Total Average Rate
Inglewood Industrial Market	306	5,130,129	4.2%	$9.79
1/2 Mile Station Area				
West Station	28	396,932	9.3%	$9.00

Source: CoStar and Pro Forma Advisors

Retail

The recent recession has had an ongoing impact on the retail market in Los Angeles and across the nation. As a result of current high levels of unemployment and underemployment, households severely restricted their spending. Los Angeles shopping center vacancies doubled during the recession, moving from approximately 3 percent to their current 6 percent level.

Given the development opportunity areas in the station areas, new retail in the study areas is likely to be community and neighborhood-serving in nature. Proposed development should be pedestrian-friendly and is not likely to be physically configured as a traditional community or neighborhood retail center. Development will either be developed at a scale, and with a retail mix, likely to compete with existing community or neighborhood serving retail centers or, if limited in scale, will be developed to complement and expand existing general retail destinations.

Expo LRT Market Area

The Expo LRT Market Area is a premium shopping center retail market. While the area faced its fair share of business closures during the recession, the area fared better than the overall Los Angeles Market.

Community, neighborhood, power, and theme shopping centers had extremely low vacancies before 2008. Recessionary business closures impacted the market, generating higher vacancies and negative absorption, but are not likely to have long lasting effect in this market. High rents point to demand for additional neighborhood and community-serving retail.

It should be noted that shopping centers make up only one-third of the retail market. General, non-shopping center retail is the largest share of retail. It includes freestanding businesses, storefront commercial, and other retail types. While general retail is the largest share of retail space, this space varies in quality and use. General retail found in areas with a critical mass of retail, such as Westwood Village and along Pico Boulevard and Westwood Boulevard near the Westside Pavilion, create attractive retail destinations and promote further investment. However, retail in non-retail destinations tend to be used for specialty retail such as mattress sales, furniture, kitchen and bath stores, or for service uses, such as auto repair, and properties may be of lower quality.

Vacancies within the general retail category are substantially higher than the non-strip shopping center categories. This is likely due to the fact that small businesses are more likely to locate in this space and they are more likely to be severely impacted with reduced consumer spending, and, secondly, this category also contains the least attractive space.

Expo LRT Retail Market Area	No. of Centers	RBA	Vacancy Rate	Lease Rate
Super regional & Regional	6	4,508,002	2.0%	$54.84
Neighborhood, Community, Theme,& Power	66	5,881,217	4.1%	$40.00
Strip Centers	231	2,355,856	5.0%	$34.48
Non-Shopping Center Retail	3,462	24,853,319	5.4%	$40.19

Source: Costar, Pro Forma Advisors

Crenshaw LRT Market Area

The Crenshaw LRT market area contains 4.2 million square feet of shopping center retail. Though there are neighborhood centers and a community center within a mile of the West Station, there are no shopping centers within the West Station half-mile area.

Shopping center vacancies have inched up slowly across the last six years, but the Crenshaw LRT market has performed better than the Los Angeles average. Vacancy rates remain fairly low, perhaps due to the limited nature of the retail available in the market.

South LA is underserved by national chain merchandisers. Instead, residents rely on a network of small-scale freestanding and storefront retailers that can vary in quality. General, non-shopping center, retail makes up approximately 52 percent of all retail in the Crenshaw LRT area.

Vacancy rates for general retail are only slightly higher than shopping center retail. Low vacancy rates in both shopping center and non-shopping center retail, along with the positive absorption across the last decade, suggest existing demand for retail. It should be noted that new retail will be most successful if part of a retail destination.

Crenshaw LRT Retail Market Area	No. of Bldgs.	RBA	Vacancy Rate	Lease Rate
Shopping Center Retail	168	4,240,569	3.2%	$ 22.35
Non-Shopping Center Retail	841	4,575,547	3.6%	$ 15.43

Source: Costar, Pro Forma Advisors

Residential

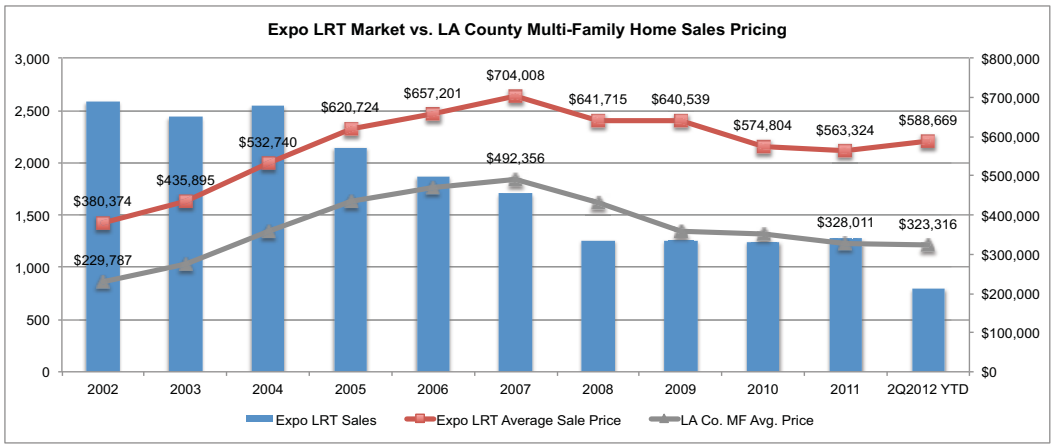
For-Sale Residential

Los Angeles, as well as most of the US, experienced a major housing boom at the beginning of the last decade. Fueled in part by easy access to credit, home sales were at an all time high in 2004 in Los Angeles County and housing prices doubled between 2002 and 2006. During the recession, 2007 to 2009, prices fell by approximately 30 percent. While prices have stabilized, 2012 was the first year with any increase in home prices.

Building permits for new construction provide a measure of future home development. In line with home sales and price trends, building permits peaked at 14,000 units in 2006 and fell to a low of 2,600 in 2009. Permitted units are currently at 6,000 units a year. It is interesting to note that, with limited available land for development, 82 percent of City of Los Angeles building permits are multifamily.

The Expo LRT Residential Market is a premium residential market. Home sale prices, across all types, are more than 50 percent higher than the Los Angeles County average. The market has seen many similar trends as the rest of the Southern California market. However, there has been somewhat less variation in pricing in the Expo LRT Market relative to the County. Within the Expo LRT Market, the City of Los Angeles' average unit price is $560,000, or $381 per square foot.

There are approximately 23 active for-sale projects (currently being sold or recently sold) in the Expo LRT area. The majority are condominium projects. These projects are priced from $545,000 to $815,000.

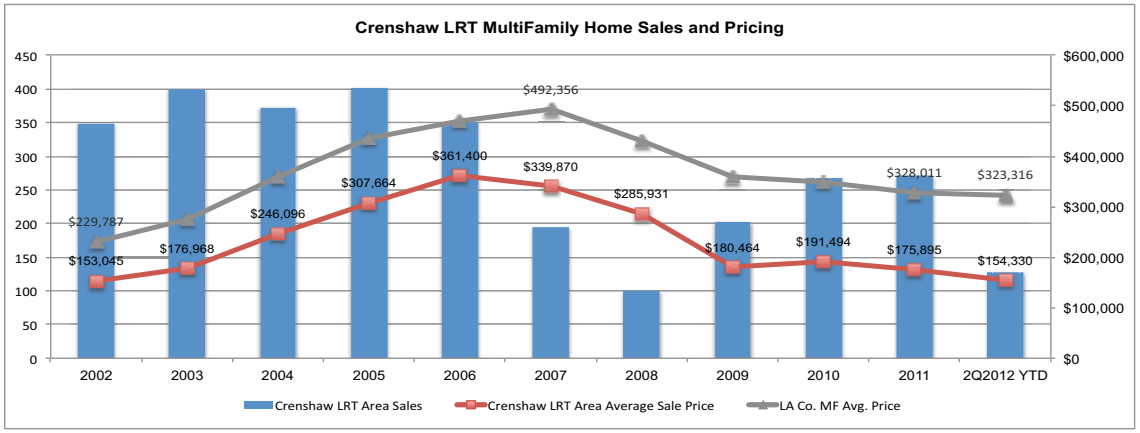


Source: Dataquick and Pro Forma Advisors

The Crenshaw LRT region's residential market followed the general Southern California housing trends as well. Sales peaked in 2005 and fell significantly in 2007, reaching a low in 2008. Between 2002 and the peak in 2006, homes sales prices grew by 230 percent. Across the recession, prices fell more than 50 percent, bringing home prices inline with 2003 figures.

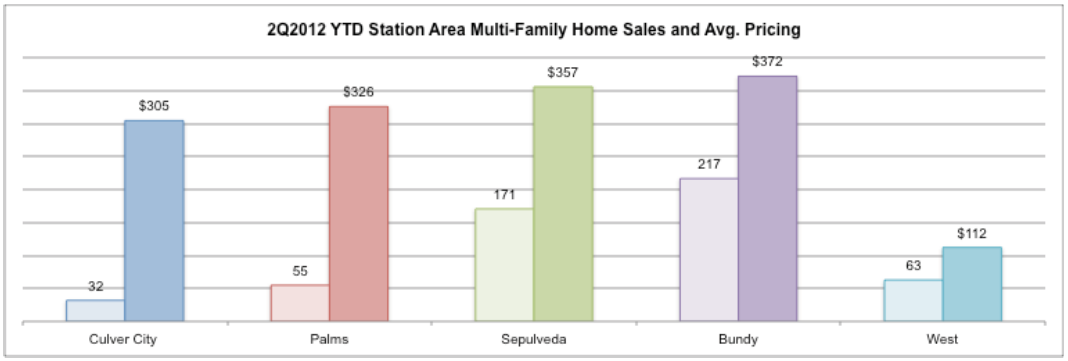
In the Crenshaw LRT region, multifamily units only make up 20 percent of all homes sold in the last 10 years. Multi-family units reached peak pricing of $360,000 in 2006. Average pricing fell 40 percent to their current level of $154,000, half the Los Angeles average multi-family home price.

While current data paints the picture of a challenging residential market in the greater Crenshaw LRT area, it is worth noting that there has been very limited new or renovated residential product in the market across the last 20 years. There is only one current project in the area, Bedford Park, near the Baldwin Hills Mall, and it has average pricing of $250,000 to $450,000 per unit.



Source: Dataquick and Pro Forma Advisors

The following figure presents the 2Q2012 sales and average price per square foot in the station areas.



Source: Dataquick and Pro Forma Advisors

Rental Residential Market

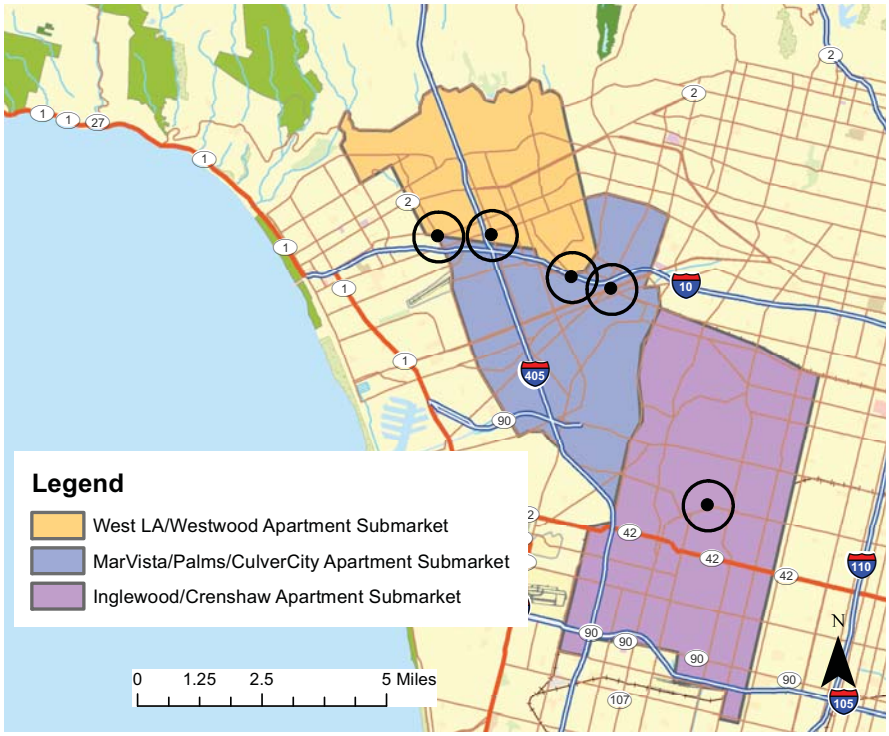
The multi-family rental market has been one of the most successful land use investments since the recession. The market has seen high demand based on demographic changes, as Generation Y, the second largest US cohort, moves from college or living with friends or family to their own units, as well as households moving from foreclosed homes to rental units. Rental rates are at or above their levels at the start of the recession and vacancy rates have improved in most markets. REIS data, survey data for apartment buildings with 4 or more units, was used to analyze the rental market.

As shown in the map on the next page, the study Expo LRT stations are split across two rental submarkets, the Palms/Mar Vista/Culver City submarket (Palms and Culver City Stations) and the West LA/Westwood submarket (Sepulveda and Bundy Stations). The West Station is located within the Inglewood/Crenshaw submarket.

- The Palms/Mar Vista/Culver City subumarket has an average monthly effective rent of $1,470 slightly above the Los Angeles metro monthly average of $1,410. Units are in older buildings; 70 percent of the stock was built before 1970. Newer units achieve higher rents of $2,200 - $2,600. Palms/Mar Vista/Culver City area is one of the more affordable areas in the westside of Los Angeles and units are in high demand in the area; the area has a low vacancy of 1 percent.

- The West LA/Westwood submarket has monthly rents of $2,200, 55 percent above the Los Angeles metro area average. This area has a younger stock of buildings; 50 percent of units were built in 1980 are after. Units in the area have a fairly low vacancy of 4 percent. Newer units achieve rents of $3,300 - $3,600.

- The Inglewood/Crenshaw market has an average rent of $1,020, 30 percent below the Los Angeles metro rent of $1,410. This low rent is likely due to the quality of the buildngs as well as the market location; 70 percent of buildings were built before 1980. Units built after 2000 have achieved rents above $1,700 per month.



Source: REIS and Pro Forma Advisors

Industry and Creative Office Analysis

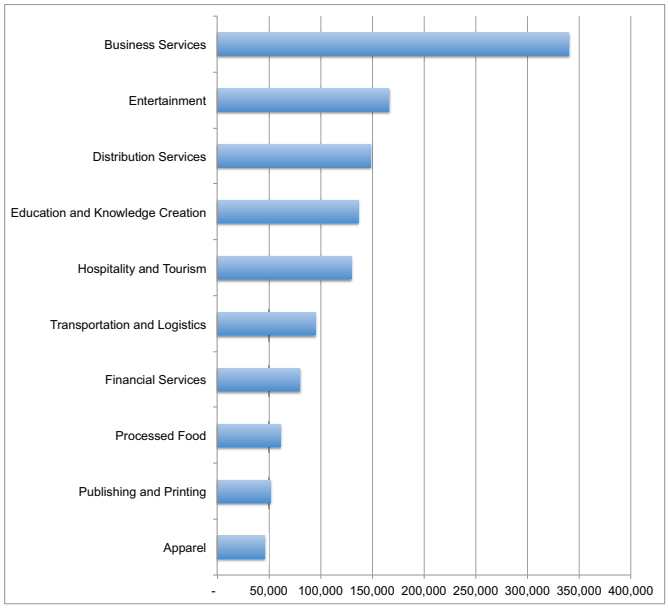
The creative and media industries are a substantial and growing employment sector within Los Angeles, particularly on the westside. Associated with entertainment as well as digital technology in West Los Angeles, the creative and media industries span a number of industry clusters and categories and have spawned their own genre of commercial space, deemed “creative office space”.

Regional Industry Clusters

Cluster analysis considers clusters of industries that are related within a region and share the same product or service. By improving the environment for key clusters, i.e. the regions’ strengths, the economy will grow more effectively and efficiently than broad based efforts to improve the general business climate.

As presented below, Business Services (e.g. management consultants, professional services, marketing, etc) is the largest cluster by far in Los Angeles and Orange County, followed by Entertainment and Distribution Services (e.g. transportation, wholesaling and warehousing).

2010 Employment in Top 10 Traded Clusters in the Los Angeles and Orange County Regions



Source: Prof. Michael E. Porter, Cluster Mapping Project, Institute for Strategy and Competitiveness, Harvard Business School; Richard Bryden, Project Director.

Only nine of the 41 traded clusters created jobs in the Los Angeles-Long Beach-Santa Ana Metropolitan between 1998 and 2010. The top six growing and contracting clusters are shown in the table below. It should be noted that the impacts of the Great Recession are still being felt and that some categories may have otherwise performed better.

Los Angeles and Orange County Traded Cluster Change in Jobs 1998-2010

Growing Clusters	**1998 -2010 Job Creation**
Entertainment	45,134
Education and Knowledge Creation	41,899
Distribution Services	20,595
Hospitality and Tourism	19,543
Transportation and Logistics	1,862
Publishing and Printing	275
Contracting Clusters	**1998 -2010 Job Creation**
Business Services	(12,630)
Information Technology	(13,177)
Financial Services	(19,408)
Metal Manufacturing	(36,953)
Aerospace Vehicles and Defense	(62,649)
Apparel	(64,034)

Source: Prof. Michael E. Porter, Cluster Mapping Project, Institute for Strategy and Competitiveness, Harvard Business School; Richard Bryden, Project Director and Pro Forma Advisors

The Business Services cluster may have the greatest number of employees, but, as shown above, the Entertainment industry cluster and Education and Knowledge Creation cluster had the greatest growth during the period.

Key Industry Sectors in the Expo LRT Market Area

The Expo LRT Market Area's major employment industries fall under the Education and Knowledge Creation cluster, the Business Services cluster and the Entertainment cluster. Cluster information is not available at smaller geographies so 2-Digit NAICS information is used to approximate the clusters.

Expo LRT Market Area Employment

Greater West Los Angeles Jobs by NAICS Industry Sector	2002	2004	2006	2008	2010	*2002-2010 Nominal Growth*
Agriculture, Forestry, Fishing and Hunting	93	82	67	103	99	*6*
Mining, Quarrying, and Oil and Gas Extraction	654	649	545	899	1,045	*391*
Utilities	336	373	361	230	406	*70*
Construction	5,029	5,594	6,086	5,943	4,268	*-761*
Manufacturing	6,490	5,733	5,333	5,470	4,741	*-1,749*
Wholesale Trade	7,359	7,251	7,653	8,225	7,862	*503*
Retail Trade	27,875	27,331	29,450	30,719	26,814	*-1,061*
Transportation and Warehousing	3,186	2,776	2,551	2,615	2,154	*-1,032*
Information	29,887	29,831	33,297	35,235	35,784	*5,897*
Finance and Insurance	13,431	13,100	13,961	14,150	12,547	*-884*
Real Estate and Rental and Leasing	7,806	8,112	8,411	8,160	8,199	*393*
Professional, Scientific, and Technical Services	36,563	37,663	40,527	41,785	36,824	*261*
Management of Companies and Enterprises	3,900	3,368	3,662	3,405	2,616	*-1,284*
Administration & Support, Waste Management and Remediation	14,080	13,517	14,861	14,729	14,342	*262*
Educational Services	25,779	29,010	32,221	34,878	37,008	*11,229*
Health Care and Social Assistance	24,372	25,564	25,187	27,018	26,567	*2,195*
Arts, Entertainment, and Recreation	5,015	5,379	5,181	5,213	5,549	*534*
Accommodation and Food Services	19,268	19,066	19,774	21,809	22,015	*2,747*
Other Services (excluding Public Administration)	16,231	16,856	16,915	14,019	14,228	*-2,003*
Public Administration	1,153	1,193	1,316	1,628	4,344	*3,191*

Source: US Census LEHD On the Map Data

Distribution is a major industry cluster throughout most of Los Angeles, but is very limited in the Expo LRT Market Area. Business Services and the Entertainment cluster industries, on the other hand, are attracted to the Expo LRT Market Area for the professional and specialized labor force living in the area and amenities, such as close proximity to the beach, restaurants and retail.

Creative and Media Industries

The creative economy is defined as "the market impact of businesses and individuals involved in producing cultural, artistic, and design goods and services.[2]" Our analysis focuses on those industries that are most prevalent in Expo LRT Market Area, specifically the Entertainment, Digital Media, and Communication Arts industries.

- Entertainment. Entertainment is one of Southern California's key sectors. Hollywood is the historical home of entertainment, but with Sony Pictures Studios and Culver City Studios in Culver City, Fox in Century City, and

[2] Los Angeles Economic Development Corporation. 2012 Otis Report on the Creative Economy of the Los Angeles Region

MTV and Lionsgate in Santa Monica, among others, the greater West Los Angeles area has become a major center of entertainment.

- Digital Media. The digital media industry is difficult to define. For purposes of this study we use digital media as a term to describe economic activities that include the transmission of information and content through the Internet.
- Communication Arts. For purposes of this analysis, the communication arts include the industries of graphic design services and advertising, as well as public relations agencies, media buying agencies and media representatives.

Future Trends

The quick rise of digital media and Internet technologies is both a challenge and opportunity for the Southern California economy. As described by the Los Angeles Economic Development Center (LAEDC), improvements in technology and the rise of digital media are causing two major problems for traditional media industries: (1) traditional media industries have to compete with free online content; and (2) traditional media must compete with these numerous new media platforms for limited advertising dollars.

With these challenges, the LAEDC expects to see a contraction in traditional advertising industries across the next five years in Los Angeles County, such as:

- Broadcast Television
- Radio

And growth in digital and media entertainment industries, such as:

- Internet Media
- Direct Marketing
- Event Marketing
- Word-of-Mouth Marketing
- Subscription Television
- Mobile Advertising and Content
- Video Games
- Business to Business eMedia

Based on the current issues in the sector, the structure of the entertainment sector is changing, but is still expected to be strong in the Expo LRT Market Area. Digital media growth should also continue to grow in West Los Angeles as entertainment and digital media continue to evolve together.

Expo LRT Market Area Future Trends

Pro Forma Advisors anticipates strong growth in the motion picture production and distribution industries and digital industries.

The lines between the entertainment industry and digital technology have already blurred. As the connection between these two clusters continues to grow stronger, we expect to see continued expansion of digital media firms and supporting firms in the area.

Creative Office Space

Creative office space has been growing in Santa Monica and West Los Angeles since the early 1990's with the first wave of pre-dot.com technology firms. With the dot.com bust in 2002, the office and creative office market slumped before reviving in middle of the last decade.

Many report that Santa Monica is the first choice for many creative firms. Industry Partners, one of the leading creative office brokerage firms, reports that there is almost 18 million square feet of creative office space in West Los Angeles and almost half of this creative office space is located in Santa Monica[3]. The space is reported to have a low vacancy of 6.8 percent and rents that range from $3.00 to $5.00 per square foot for premium properties.

In the past, Culver City has been a spillover market for Santa Monica creative office. However, brokers mention that some businesses are no longer looking in Santa Monica first, but will look in Culver City because it is more cost effective and is in a more central location relative to Downtown, Hollywood, and Miracle Mile. Culver City creative office is centered around the Hayden Tract.

There are a growing number of large campus developments in the Playa Vista and Marina Del Rey area of Los Angeles. The area is being touted by Industry Partners for its ability to offer companies 100,000 square feet or more of creative office space and at rates $2.00 per square foot less than Santa Monica[4].

West Los Angeles, specifically west of the I-405 Freeway, has benefited from its proximity to the Santa Monica creative office market. Technology and media firms looking for space in Santa Monica have increased demand in West Los Angeles. The majority of listed creative office space reported by CoStar is located adjacent to Santa Monica near the Bundy Station area.

The following matrix describes creative office users and key characteristics of creative office space.

---

[3] Rent TV.com. "2011 Sees Greatest Net Absorption of Creative Office Space on the Westside in Five Years". March 6, 2012.

[4] Ryan, Jacqueline. "Playa Times: Silicon Beach Tech Waving Rolling South." Los Angeles Business Journal. October 29 – November 4, 2012: 50 -51.

Creative Office Matrix

Creative Office Users	•Digital technology •Media professionals •Post production •Advertising agencies •Artists, galleries •Talent agencies and public relations firms •Architects •Entertainment professionals •Other firms looking for a distinct culture
Design Characteristics	•Open floor plans •Larger floor plans •Skylights / Natural light •Less space per employee (as low as 100 SF – 200 SF per employee) •Preference for "funky spaces" and custom details •Elements that embody "Live, Work, Play" •Integration of indoor and outdoor •Unique landscaping, water features •1-3 buildings in campus style •Maximum of 3 stories •Oversized kitchens •Showers for those biking to work
Location Factors	•Areas with attractive lifestyle amenities •Beach/Restaurants/Retail/Night life •Interesting, edgy architecture •Areas with large share of young professionals •Proximity to the executive housing available on the west side and LAX •Public transit alternatives / Bike alternatives •Proximity to movie studios
Infrastructure Requirements	•Often need 4 to 5 parking space per 1,000 SF •Alternative parking for bikes, mopeds and electrical vehicles •Fiber optic connectivity •Buildings with high ceilings (required to run AC and electrical) •Buildings with operable windows •Preference for low rise buildings •Preference for street level parking •Access to outside spaces •Individual package air conditioners

Regional Demand Analysis

The Regional Demand Analysis uses projected employment and household growth along with appropriate market factors to understand potential support for major land uses in the Expo LRT Market Area. Regional demand is evaluated for commercial office, industrial, retail, and hotel real estate. In addition, station-level demand is evaluated for multi-family residential real estate. For commercial uses, station level demand is presented in the Station Specific Market Analysis.

Office and Industrial Real Estate Demand

Both demand for commercial office and industrial space are evaluated based on anticipated employment growth within the Expo LRT Area. Employment growth in the Expo LRT Market Area is estimated using adjusted California Employment Development Department (CA EDD) projections for Los Angeles County and applying anticipated growth rates to employment within the Expo LRT Market Area. Looking closely at industry distributions, the share of employees of office-using and industrial-using industries are estimated.

Using the above methodology, we estimate that there will be almost 45,000 new employees added to the Expo LRT Market Area between 2012 and 2035. Using an average square feet per office employee estimate of 375, new employees are projected to support 16.7 million square feet of new office space. Adjusting the figure to account for the absorption of current vacancies and assuming the City of Los Angeles portion of the Expo LRT Market Area (the West LA CPAs) captures approximately 50 to 75 percent of this new growth, we estimate that the regional West LA CPAs area (which includes the Westwood, West Los Angeles, and Palm-Mar Vista-Del Rey community plan areas) will capture approximately 7 to 10 million new square feet of new office space between 2012 and 2035.

Using a similar methodology, the Expo LRT Market Area is estimated to add 7,500 new industrial employees. (Many industrial space-using industries are expected to contract rather than grow.) At an estimated 400 square foot per industrial employee, the Expo LRT Market Area industrial-using employees are anticipated to support 3 million square feet of new office space. Assuming West LA CPAs capture 30 to 50 percent of this new growth, the West LA CPAs region is projected to capture between 900,000 and 1.5 million square feet of industrial space between 2012 and 2035.

Retail Demand

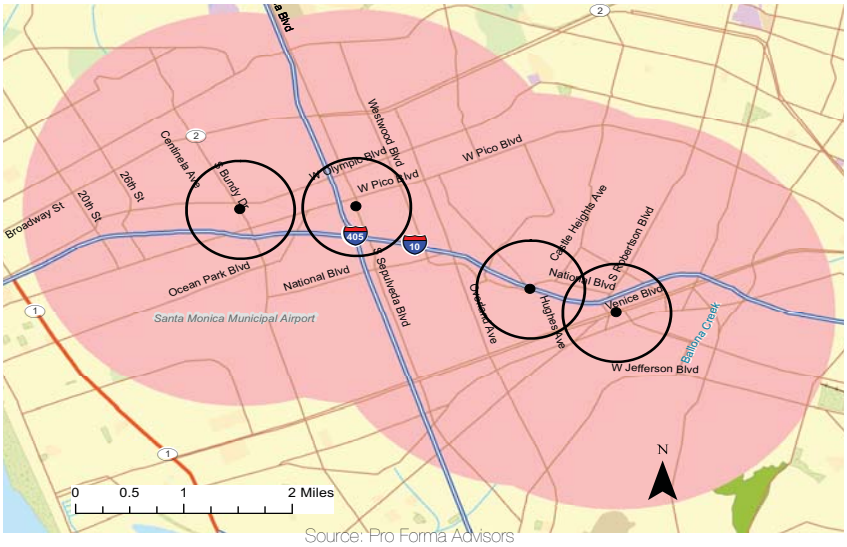
Retail demand is generated by household consumer spending and employee retail spending. The main retail projections represent retail demand from anticipated new residents within the Expo LRT Corridor. A second metric evaluates additional retail demand from the recapture of existing households' spending that may be occurring outside of the City of Los Angeles. The final metric estimates retail spending by employees working in the area.

Retail from New Residents

Retail demand from new residents is evaluated within a two-mile combined corridor, as shown in the map on the next page. An average retail spending per household figure is estimated for the area using California Equalization Board data. Applying average household spending to projected new households, total new retail dollar support is estimated. Retail sales are translated into retail square feet. Using this methodology, new residents in the station two-mile corridor are projected to support 1.2 million square feet of retail. The Expo LRT station half-mile areas currently make up 40 percent

of households within the two-mile corridor. Assuming that the station areas capture approximately 40 to 60 percent of retail support, the study Expo LRT station areas are expected to capture a total 460,000 to 700,000 square feet of retail.

Retail Two-Mile Market Area Corridor



Source: Pro Forma Advisors

Recapture of General and Strip Retail

Typically a retail leakage analysis would be performed to understand residents' retail demand that was not being captured within the City boundaries. A broad-level leakage analysis that compared total estimated resident spending to total retail space in the West Los Angeles CPAs areas found that there is sufficient overall retail space to service demand. However, it did reflect that approximately 60 percent of demand is being met by strip and general retail. Strip and general retail include standalone retail stores, such as the Best Buy, and popular local boutiques and restaurants, but likely also include a number of stores that are older and limited in selection, such as liquor stores and kitchen and bath stores. While total retail square feet exceeds retail spending in the West LA CPAs; it is very likely that residents are shopping outside of the City for many needs and these specialty stores are catering to a larger regional clientele. Thus, this analysis also includes a recapture of these existing strip and general retail stores.

To measure this recapture, total retail square feet demand for existing residents in the West Los Angeles CDP area is calculated in a similar fashion to the new resident demand. Existing super regional, regional, community, neighborhood, power and festival shopping center space is subtracted from the existing West Los Angeles CDP residents' retail demand, resulting in the demand that is supposedly captured by strip and general retail. Based on the current distribution of households, the station area demand serviced by general and strip retail is estimated. Finally, a recapture range of 10 to 20 percent provides a benchmark for the amount of retail that can be supported by in the place of undesirable general and strip retail.

Using this methodology, the West LA CPAs are expected to recapture between 220,000 and 450,000 square feet of existing general and strip retail space.

Employee Spending

To estimate employee spending during the workday, average office worker retail spending data from a recent ICSC survey was applied to the estimates of office employees calculated in the Office Demand section. New West LA CPAs

employees are projected to support 340,000 square feet of additional retail space. Other non-office employees may generate additional retail spending in addition to this figure.

Multi-Family Residential Demand

Residential demand projections were generated based on the comparison of two demand metrics, anticipated household growth and an estimate of households who desire move up units in the area. The projections represent demand for both for-sale and rental multifamily residential units.

SCAG household projections were used as a base to understand the expected new households in the area. Due to the overlap in the markets and based on the assumption that the target demographic for homes would similarly be willing to locate in either area, projections were reviewed for the Culver City and Palms stations combined and the Sepulveda and Bundy stations combined.

To estimate demand from new households, projected new households were analyzed for each of the combined area and an estimate of their willingness to locate in multi-family housing was applied. New households willing to locate in a multi-family unit are then distributed to each individual station area based on their share of the combined area and then an estimate of the concentration of new households in the half-mile station area is applied.

To estimate the move up market, we determined a move-up factor using (1) the annual share of households that move in Los Angeles County, (2) the willingness to locate in a multi-family unit, (3) an income qualification (for households that can afford a new unit) and (4) an estimate that 10 percent of households would want to stay in the combined area. This move up ratio is applied to total households and the resultant move up market is added to the projected new household demand.

Combined, we project demand for 2,100 to 3,100 units in the Culver City and Palms Station Areas between 2012 and 2035 and 1,600 to 3,100 units in the Sepulveda and Bundy Station Areas between 2012 and 2035.

Hotel Demand

Hotel demand is generated from two major sources, leisure tourism and business, but also can be generated by local residents (typically from visiting friends and relatives). The hotel demand analysis projects demand for Sepulveda Station hotel based on business and local residents.

To estimate hotel demand, tourism data was reviewed to determine an average room night factor for employees and residents. The room night factor was applied to the projected employees (determined in the Office Demand section) and anticipated household growth to estimate total hotel room demand between 2012 and 2035. Using this methodology, new West LA CPA employees are projected to support 520 hotel rooms while new residents are expected to support an additional 63 new rooms.

Station-Specific Market Analysis

The Station-Specific Market Analysis provides a comprehensive overview of the key market aspects of the Expo LRT station areas and an analysis of existing businesses, and presents projected demand for major land uses at each of the study station areas.

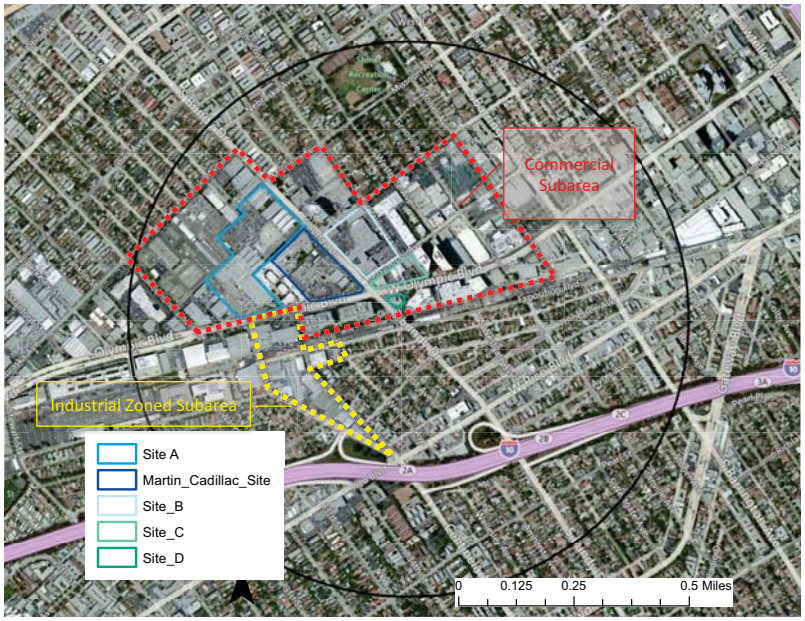
A summary of demand by land use is presented for each station. This represents the demand that may be captured in the half-mile area. It should be noted that planned and proposed projects, such as the Casden West project and Bergamot Village project, will reduce demand by the amount of the proposed units, if developed.

Bundy Station

The Bundy Station area sits on the edge of a major entertainment and creative industry-related employment corridor that is centered within Santa Monica. Within the station area, approximately one third of the half-mile area is zoned for manufacturing industrial uses, but the majority of this space, particularly within a quarter mile of the station, is being used for office-type commercial uses.

In addition to commercial uses, the half-mile area also includes a significant share of residential uses. Single family and multi-family residential north of Nebraska Avenue and La Grange Avenue connect to larger West Los Angeles and Santa Monica neighborhoods. Immediately south of Exposition Boulevard there are two single-family neighborhoods that are somewhat isolated by the I-10 freeway.

The main opportunity area, Site A, is approximately 12 acres and is one of the largest areas available for redevelopment in the Expo LRT Market Area west of the 405.



Source: ESRI, Bing, City of Los Angeles, Pro Forma Advisors

Existing Businesses

The leading industries in the Bundy half-mile station area are Professional, Scientific and Technical, Retail, Other Services, and Information. While one out of five jobs within the area are in the Professional, Scientific, and Technical industry, such as attorneys offices, accountants and engineers, many of the industries in the area are directly connected to and servicing the entertainment and digital fields. With the Martin Cadillac dealership as well as smaller Saab, Ferrari, and Jaguar-Land Rover dealerships in the Bundy Station area, retail is the second largest employer.

In the industrial-zoned subarea located adjacent to Centinela Avenue, highlighted on the Bundy Station area map above, there were no traditional manufacturing uses. However, 60 percent of this area's 230 workers were employed in businesses that require industrial land. These businesses included self-storage, auto repair, and vehicle and equipment repair. In the larger Bundy commercial subarea, north of Exposition Boulevard, less than 10 percent of the area's 5,400 workers, were employed at businesses that require industrial zoned land.

Planned and Proposed Development

- On the main opportunity site, Site A, the now shelved Bundy Village and Medical Park project, which included 500,000 square feet of commercial space and 385 residential units, was replaced with Hudson Pacific's 230,000 square foot creative office campus, the Olympic Media Campus.
- Owners of the Martin Cadillac site are currently working on plans to develop a mixed-use project on the site that would maintain the current dealership and add housing.
- Hines Development has been pursuing the Bergamot Transit Village project, which currently includes approximately 500,000 square feet of creative office, 47,000 square feet of retail, and 200,000 square feet of residential. The project may be further revised to include more housing and less office.
- The City of Santa Monica is currently preparing the Bergamot Station Area Plan which will includes the Hines project, the Bergamot Arts Center, and a mixed-use creative district.

Challenges and Opportunities

Challenges

- Traffic on Bundy Drive impacts access to properties and makes the area less attractive for residents and businesses.
- Residents are concerned with higher density and the addition of new employment-based uses, primarily due to traffic concerns.
- There is a shortage of parking in the area and current commercial properties have difficulty parking all the tenant employees in their buildings.
- Future parking challenges: How do we balance today's parking needs while promoting the best transit-oriented development in the future?

Opportunities

- Santa Monica is Los Angeles County's top office market (in terms of rent) and is the first choice of the growing digital media and entertainment industries in Southern California. The Bundy Station has a great opportunity to capture a cluster of the region's creative and technology industries in Class A office.

- Opportunity to encourage additional housing development that will help to create an active, mixed-use environment around the station.
- Given that the Bundy Station area is a prime real estate market, there is strong demand in the area for all uses and the station area will be able to support a strong level of public benefits through new development.
- Opportunity to consider a number of parking solutions, such as:
    - Parking policies that encourage shared parking, including sharing between different private properties.
    - Consider robotic stacked parking and other new parking technologies.
    - Public parking structures that allow for shared parking between various properties within the station area would be very beneficial to new development.
    - Encourage parking that can be repurposed into other uses in the future.

Demand Analysis

Bundy Station is well located in close proximity to a core cluster of Santa Monica office. Office uses are likely to play an important role in development in the area. In addition, there is also a significant need for additional residential in the area, as well as supportive uses.

Bundy Station	2012-2025	2025-2035	Total
Office	420,000 to 840,000 SF	600,000 to 1.2 million SF	1.0 million to 2.1 million SF
Industrial	45,000 to 75,000 SF	45,000 to 75,000 SF	90,000 to 150,000 SF
Residential	300 Units to 700 Units (40 to 50 units annually)	400 to 700 Units (40 to 75 units annually)	800 to 1,500 Units
Retail *	70,000 to 90,000 SF	80,000 to 110,000 SF	150,000 to 200,000 SF
Additional Existing Retail Recapture	40,000 to 90,000 SF		40,000 to 90,000 SF

*New resident and employee supported.

Sepulveda Station

The Sepulveda Station is located near the intersection of Exposition Boulevard and Sepulveda Boulevard. The northwest quadrant of the half-mile area, including the opportunity area, is zoned for light manufacturing use, but a variety of uses including retail, creative office, as well as manufacturing, wholesale, and construction, are also located in the area. The Westside Pavilion is partially located within the half-mile area of the Sepulveda station. The mall anchors a larger cluster of small-scale retail and restaurants. Immediately north of the station area are two mega blocks that have been identified as the opportunity areas for the study.

Source: ESRI, Bing, City of Los Angeles, Pro Forma Advisors

Existing Businesses

There are approximately 8,000 employees located within a half-mile of the Sepulveda Station. The largest employment category is Retail, followed by Professional, Scientific, and Technical, Accommodations and Food Service, Information, and Health Services. Retail includes employees in the Westside Pavilion. Ten percent of jobs are in building materials dealers and hardware stores.

The largest employment category in the area, described as the opportunity area in the map above, is Professional, Scientific, and Technical Services. Almost half of the Professional, Scientific and Technical industry jobs are located in the existing creative office space at 2440 S. Sepulveda Boulevard. The second largest employment category is retail. This includes building and materials retailers such as Anawalt Lumber, as well as a number of home and furniture-oriented businesses, such as Euro Design Kitchen and Bath. Only 148 of the area's 820 jobs would be considered industrial-users.

Planned and Proposed

Casden Properties has proposed a new development that includes 267,000 square feet of retail with 538 residential units on the west block of the opportunity site area. This project is currently seeking entitlements.

Challenges and Opportunities

Challenges

- There are a number of financially high-performing uses currently located on the opportunity site, including the public storage facility and County building on the west block, and the fully-occupied 2440 S. Sepulveda building, that will make it more challenging to redevelop the opportunity site.

- The Sepulveda half-mile area is bisected by two freeways, the I-405 Freeway and I-10 Freeway, which negatively impact residential opportunities, but may positively impact retail opportunities in the station area.
- The Sepulveda Station area has an eclectic mix of uses that make the area less attractive for high performing employment-uses.
- Currently the station area is not very pedestrian friendly.

Opportunities

- With transit access and a growing creative industry sector in the greater West Los Angeles region, there is an opportunity to create a critical mass of premium office in the Sepulveda Station area.
- In addition to the opportunity sites, the City may want to consider intensifying the uses on all sides of the Pico and Sepulveda intersection with retail, office, and residential.
- In line with the City of Los Angeles' Industrial Land Use Policy, industrially-zoned land north of Tennessee Avenue and closer to the freeway (west of Pontius or Cotner Avenue) can be maintained, allowing industrial uses to be maintained and to transform organically.

Demand Analysis

This Sepulveda Station area is promising for a number of commercial and residential uses.

Sepulveda Station	2012-2025	2025-2035	Total
Office	280,000 to 630,000 SF	400,000 to 900,000 SF	680,000 to 1,500,000 SF
Industrial	50,000 to 110,000 SF	60,000 to 110,000 SF	110,000 to 220,000 SF
Residential	400 to 900 Units (20 to 60 Units annually)	500 to 800 Units (50 to 75 Units annually)	900 Units to 1,700 Units
Retail*	90,000 to 130,000 SF	90,000 to 130,000 SF	180,000 to 260,000 SF
Additional Existing Retail Recapture	60,000 to 130,000 SF		60,000 to 130,000 SF
Hotel	110 Rooms	90 Room	110 – 200 Rooms

*New resident and employee supported.

Palms Station

Approximately 78 percent of the Palms Station half-mile area is residential, with almost two-thirds multi-family and one-third single family. Along the Expo LRT Phase II network of stations, the Palms Station is expected to function primarily as a residential node.

The station will be located adjacent to the I-10 Freeway, which cuts the half-mile station area in half, creating two somewhat separate communities. To the north of the I-10 freeway is the Cheviot Hills neighborhood, a primarily single-family neighborhood. The area south of the I-10 freeway is the Palms neighborhood, a primarily multi-family neighborhood. The Palms neighborhood's apartment rents are fairly high relative to the Los Angeles County average, but are lower than other portions of the greater West Los Angeles area.

Source: ESRI, Bing, Pro Forma Advisors

Areas of interest within the Palms Station half-mile area include the Motor Avenue commercial area and downtown Culver City, just south of the Palms half-mile radius. The key opportunity area for redevelopment is the existing Vons shopping center site on National Boulevard immediately north of the I-10 Freeway. This site includes a 60,000 square foot neighborhood shopping center on an approximately 3.5 acre property.

Recent Projects and Planned and Proposed Projects

- The Regent Lofts is a multi-family building constructed in 2011 in the Palms Station area. Rents range from $2,150 to $3,200 for 1 bedroom units and 1 bedroom loft units.
- The Victor is a four-story luxury multifamily complex located on Venice Avenue built in 2006. Apartments rent for $2,200 to $3,000 for 1 to 2 bedroom units.
- A 7-story building is currently under construction on the corner of Palms Boulevard and Motor Avenue. The project includes 7,000 square feet of retail and 31 luxury apartments.
- 3425 Motor Avenue is a proposed 5-story mixed-use building, containing 115 apartment units (69 one bedrooms, 46 studio units) and 975 square feet of retail space.

Challenges and Opportunities

Challenges

- The I-10 Freeway bisects the community, creating a physical barrier within the market and generating air pollution concerns.
    - Given the location of the station along the freeway and the nature of the Palms station as a residential node, the freeway constrains the areas where residential intensification may be encouraged.
    - The freeway also creates barriers for retail located in the area.
- National/Exposition Boulevard needs infrastructure improvements to make the area more pedestrian friendly.
- The Palms Station area has an existing parking problem that residents are concerned will be exacerbated with the incoming station riders.

Opportunities

- Opportunity for dense residential developments to help support transit ridership.
- There is strong demand for retail within the Palms Station area. With the current population and anticipated household growth, demand for neighborhood-serving retail will grow.
- A parking structure in the Motor Avenue area could be an opportunity to help this area flourish as a retail destination.
- Opportunity to better connect the north and south portions of the half-mile station area and an opportunity to improve the infrastructure challenges through capturing of public benefits from new development.

Demand Analysis

The Palms Station area is primarily residential in nature and has a large area that is currently zoned as multi-family which lends itself well to additional residential development and neighborhood-serving retail uses.

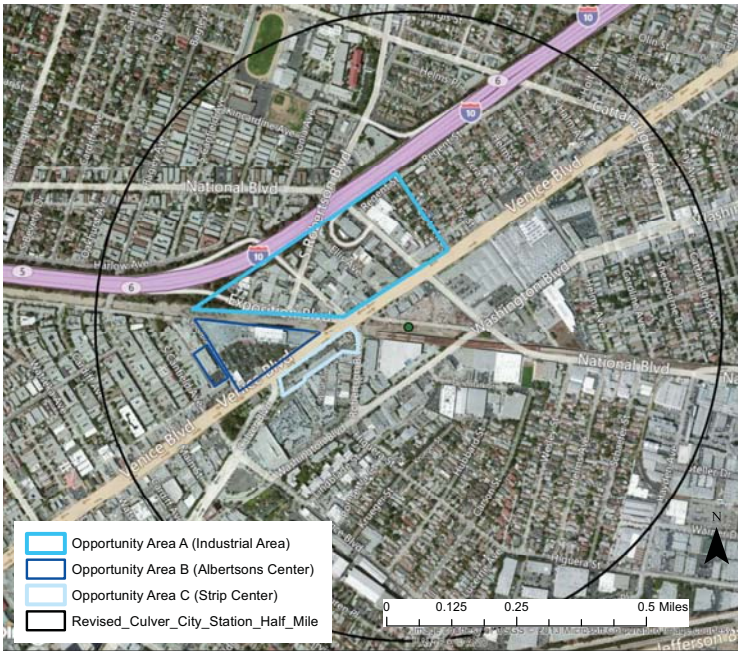
Palms Station	2012-2025	2025-2035	Total
Office	20,000 to 30,000 SF	30,000 to 40,000 SF	50,000 to 70,000 SF
Residential	670 Units to 1,000 Units (45 to 70 units annually)	600 to 900 Units (60 to 90 units annually)	1,300 to 2,000 Units
Retail*	60,000 SF to 90,000 SF	60,000 to 80,000 SF	120,000 to 170,000 SF
Additional Existing Retail Recapture	70,000 to 140,000 SF		70,000 to 140,000 SF

*New resident and employee supported.

Culver City Station

Approximately half of the Culver City Station area is located in the City of Los Angeles and the other half of the station area is located in Culver City.

Culver City retail, dining, and employment centers in close proximity to the station area include Downtown Culver City, the Hayden Tract creative office cluster, the Culver City Arts District and the Helms Bakery complex. In the Los Angeles portion of the station half-mile area there is a well-performing neighborhood retail center, anchored by an Albertson's, but the Los Angeles portion is otherwise limited in terms of employment or retail destinations. In addition to these key commercial elements, the station area also includes a number of single-family and multi-family residential neighborhoods.



Source: ESRI, Bing, City of Los Angeles, Pro Forma Advisors

The project team has identified the industrial parcels located north of Venice between Curts Avenue and Robertson Boulevard as a potential opportunity area for development. Additional redevelopment opportunities include the Albertson's Center at Venice Boulevard and Robertson and the strip center on the southwest corner of Venice Boulevard and Robertson Boulevard.

Existing Businesses

There are approximately 8,000 jobs in the Culver City Station half-mile area. 60 percent of this employment is located in Culver City.

When looking only at the businesses in the City of Los Angeles, Retail, Manufacturing, and then Educational Services are the largest employment industry categories. An estimated 450 employees work in Manufacturing in the Los Angeles portion of the half-mile area, including the AAA Banner sign manufacturer and the Culver City Meat Company. It is also worth noting that approximately 900 employees in the City of Los Angeles portion of the half-mile area are employed by industrial-using businesses, a third of the total employment.

Opportunity Area A includes 820 employees, the majority of which (580 employees) are employed by industrial-using businesses.

Planned and Proposed

- Lowe Enterprises has proposed a 500,000 square foot development on the northwest corner of National Boulevard and Washington Boulevard in Culver City, adjacent to the Culver City Station. The project is to include a mix of housing, office, retail, and restaurants.
- Located at the southeast corner of Washington Boulevard and National Boulevard in Culver City, Legado Crossing will include four floors of residential (115 units) above 31,000 square feet of ground floor retail.
- The Platform is a retail project located immediately south of the station, in Culver City, on the former auto dealership property. The project will include 40,000 square feet of retail across 5 buildings.

Challenges and Opportunities

Challenges

- Access to the Los Angeles portion of the half-mile area is hampered; crossing Venice at the corner of Exposition/Robertson and crossing Robertson along Venice are challenging for pedestrians.
- The Opportunity Area A is isolated from its surrounding communities by the I-10 Robertson Boulevard on ramps and off ramps, which does not make it attractive for more intense business uses.
- One of the key challenges of the redevelopment of the Opportunity Area A is the lack of parking within the area.
- In addition to the street and on/off ramp issues, the overall environment of the area north of Venice Avenue is challenging. Small sidewalks and lack of streetscape, as well as the shadow of the freeway, make the environment unpleasant.
- It should be noted that the Opportunity Area B, which includes the Albertsons Shopping Center and the public storage facility across the street, would be a good location for mixed-use residential development but the high performance of current land uses will inhibit redevelopment in the short to mid-term.

Opportunities

- The Culver City Station is located within walking distance to a number of Culver City destinations and there is the opportunity to extend and draw the energy in Culver City up to Venice Boulevard through new developments. With infrastructure improvements, there may be the potential to create employment and restaurant retail destinations north of Venice Boulevard. Also, the area amenities and proximity to major creative industry employers would make the station area an attractive location for creative office.
- With a reconfiguration of the I-10 Robertson on/off ramps, there is greater opportunity for a developer to aggregate parcels in a manner to be able to create sufficient onsite parking for a larger and more comprehensive development.

- Without the reconfiguration of the I-10 Roberson on/off ramps, there may be small scale redevelopment in Opportunity Area A in the long term, but redevelopment will still be dependent on the availability of public parking.
- There is strong demand for residential uses throughout the area, but residential uses are constrained by the presence of the I-10 freeway at Opportunity Site A.
- With the development of the planned Culver City developments and an improved Robertson and Venice Boulevard intersection, there may be interest for a mixed-use retail/office and residential development at Opportunity Site C.

Demand Analysis

There is strong demand for a variety of uses within the Culver City Station Area. Actual development is contingent on the availability of parcels and the financial feasibility of redevelopment.

Culver City Station	2012-2025	2025-2035	Total
Office	110,000 to 250,000 SF	160,000 to 360,000 SF	270,000 to 610,000 SF
Industrial	45,000 to 90,000 SF	45,000 to 90,000 SF	90,000 to 180,000 SF
Residential	400 Units to 600 Units (30 to 45 units annually)	400 to 500 Units (40 to 55 units annually)	800 to 1,200 Units
Retail *	70,000 to 100,000 SF	70,000 to 90,000 SF	140,000 to 190,000 SF
Additional Existing Retail Recapture	45,000 to 90,000 SF		45,000 to 90,000 SF

*New resident and employee supported.

Introduction

The City of Los Angeles Department of City Planning (DCP) is undertaking a two-year project focused on station area planning around ten future light rail stations along the Exposition Light Rail Transit Line and Crenshaw/LAX Light Rail Transit Line. The project is in part supported through a grant from Metro. DCP and Metro recognizes the importance of supporting pedestrian-friendly, vibrant neighborhoods around transit stations and aim to support a number of transit-oriented district policy goals, including:

- Incentivizing an appropriate mix of uses, scale, and intensity at each station area;
- Fostering economic development and job creation;
- Encouraging transit ridership and expanding mobility options;
- Improving urban design, walkability, and the quality of the built form; and
- Providing and/or maintaining housing for a wide range of income levels.

DCP has engaged the project consulting team, led by Terry A. Hayes Associates (TAHA), to provide environmental, transportation, economic, and other technical planning support in this endeavor. Pro Forma Advisors, a land use economics consulting firm, has been retained, as part of the project consultant team, to provide market and pro forma analyses support. Pro Forma Advisors' tasks include a baseline demographic and real estate market overview, station-specific market analyses, pro forma analysis, and recommendation of public benefits.

Organization of the Report

The Market Analysis evaluates the demographic context and real estate performance in both the Exposition Light Rail Transit and Crenshaw/LAX Light Rail Transit market areas and further evaluates the market support for new land uses in the Exposition Light Rail Transit area. The report consists of five key sections:

1. The Demographic and Socio-Economic Context reviews the current and projected resident and employee markets that will utilize proposed station area developments.
2. The Real Estate Market Overview reviews regional real estate trends.
3. The Industry Analysis reviews major industries in Los Angeles, focusing on media and creative industry employment growth and creative office real estate in the Exposition Light Rail Transit market area.
4. The Regional Demand Analysis provides the methodology for estimating demand and evaluates demand for office, industrial, retail, hotel, and multi-family residential land uses for the Exposition Light Rail Transit region.
5. The Station Specific Market Analyses focuses on the economic nature of each of the Exposition Light Rail Transit station areas and the appropriate future mix of uses. The station-specific market studies include an analysis of existing businesses within station areas, an assessment of key opportunities and challenges, and high-level demand and absorption estimates for the study station areas.

Project

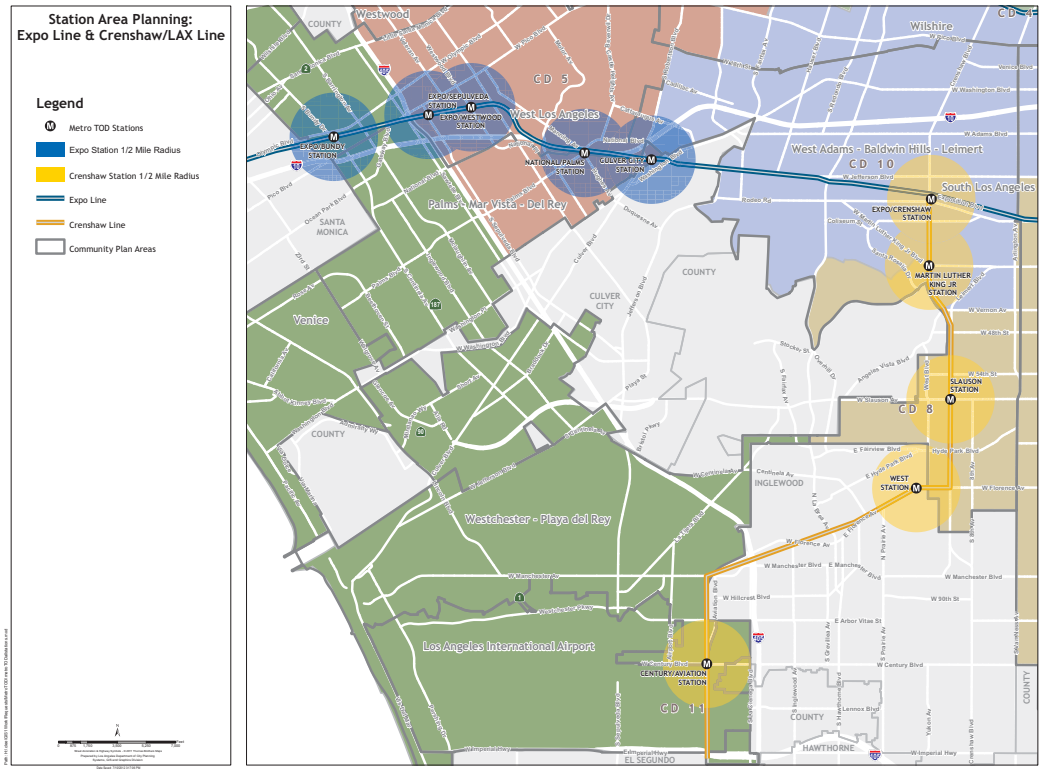
Figure 1 displays the future Crenshaw/LAX Light Rail Transit Line (Crenshaw LRT) and Exposition Light Rail Transit Line (Expo LRT) Phase II City of Los Angeles station areas.

The market analysis focuses on five study station areas:

1. Culver City Station – Exposition and Venice Boulevard (Expo LRT)
2. Palms Station – National Avenue and Palms Boulevard (Expo LRT)
3. Sepulveda Station – Exposition Boulevard and Sepulveda Boulevard (Expo LRT)
4. Bundy Station – Bundy and Exposition Boulevard (Expo LRT)
5. West Station- West Boulevard and Florence Avenue (Crenshaw LRT)

The Station Area is generally considered a half-mile radius of the light rail station, a 10-minute walking distance.

Figure 1: Expo LRT Line and Crenshaw LRT Line Station Area Planning Map



Source: City of Los Angeles Department of City Planning

Regional Demographic and Socio-Economic Context

The following section contains background information relating to the characteristics of the regional market areas for the Expo LRT and Crenshaw LRT station areas, including historical, current and projected demographic and socio-economic trends in the market. DCP has put together detailed demographic and socio-economic information for each of the station areas in a previous report. The information in this report, derived from various secondary sources, is intended to provide a larger regional context for assessing the station area markets.

Analysis Geographies

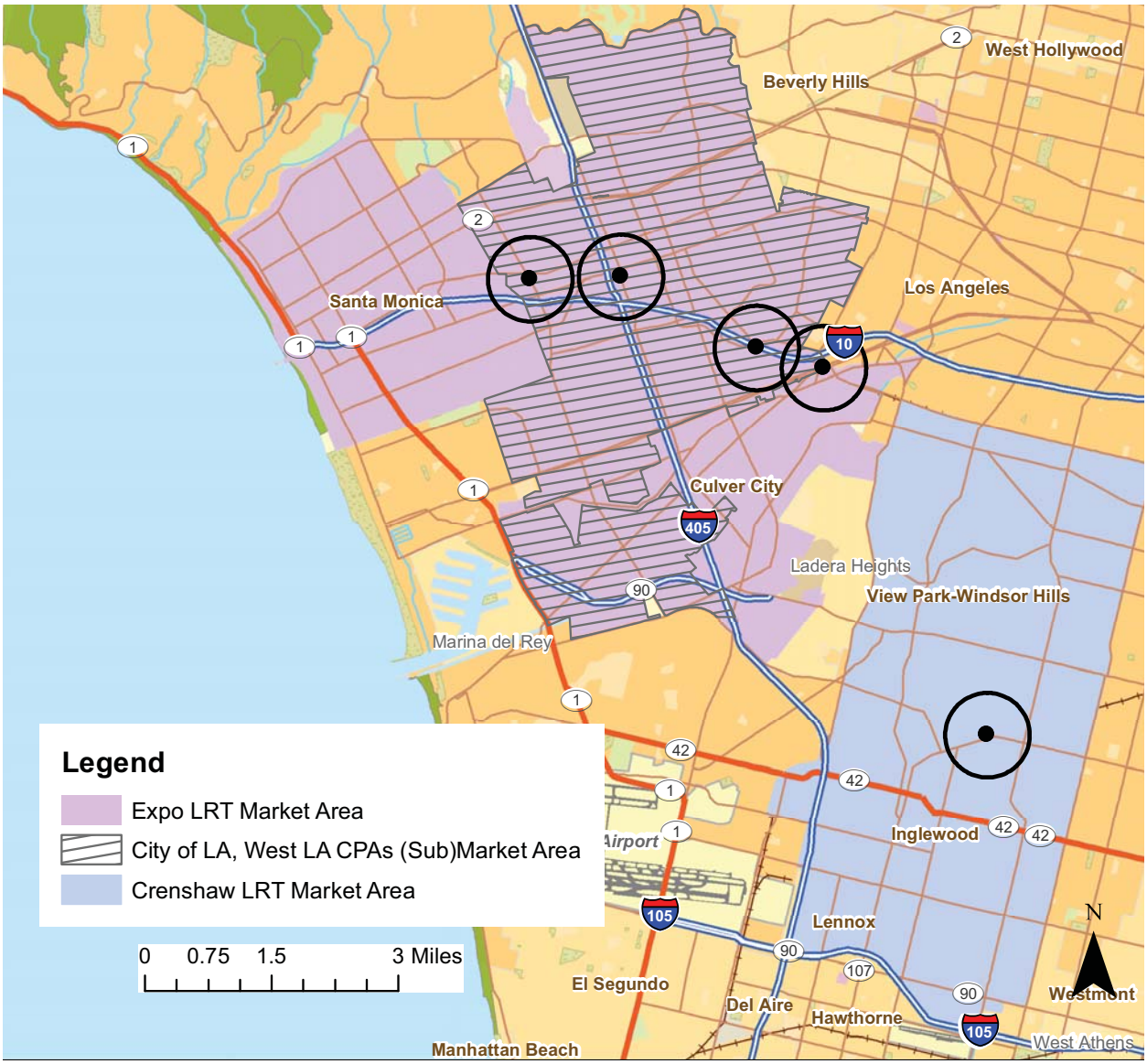
The relevant market area in which each station area will compete varies according to the specific land use. For the Expo LRT study stations, employment-based office, industrial, and other commercial uses will compete within the Expo LRT Market Area. Figure 2, on the next page, shows the areas defined as the Expo LRT Market Area for the purposes of this study. The Expo LRT Market Area includes the City of Los Angeles community plan areas (CPAs) of Westwood, West Los Angeles, Palms-Mar Vista-Del Rey, as well as the cities of Culver City and Santa Monica. Other uses, such as community and neighborhood retail, may compete within a localized area of each station. Demographics are presented selectively for the Expo LRT Market Area as well as for the portion of the market within the City of Los Angeles, the West LA CPAs. The West LA CPAs is an agglomeration of the Westwood, West Los Angeles, and Palms-Mar Vista-Del Rey community plan areas.

For the Crenshaw LRT study station, industrial and other employment-based uses will compete in the South Los Angeles/Inglewood region. Retail uses will likely compete within a localized area of the station. Demographics are presented for the Crenshaw LRT Market Area, which includes the areas south of Jefferson Boulevard, east of La Cienega, west of Arlington Avenue, and north of the 105 Freeway.

Station Areas

The project will evaluate the land use plans within a half-mile radius of five study Expo LRT and Crenshaw LRT stations. For demographic and socio-economic context, census tracts were used to approximate a half-mile station area. The census tract approximations, presented in the Appendix, extend beyond the half-mile radius. Census tract approximation data is utilized rather than the half-mile demographics to provide greater context for the true resident characteristics of the station areas.

Figure 2: Expo LRT and Crenshaw LRT Market Area Map



Source: ESRI, Pro Forma Advisors

Population and Households

Population and household data provides useful information about the current nature of the markets and station areas. In addition, population and household growth is a major market driver of residential and retail developments and plays an important role in the location of local office and industrial commercial uses, such as health care professionals and contractors. The following section provides historical, current, and projected population and household data.

Historic Regional Population and Households

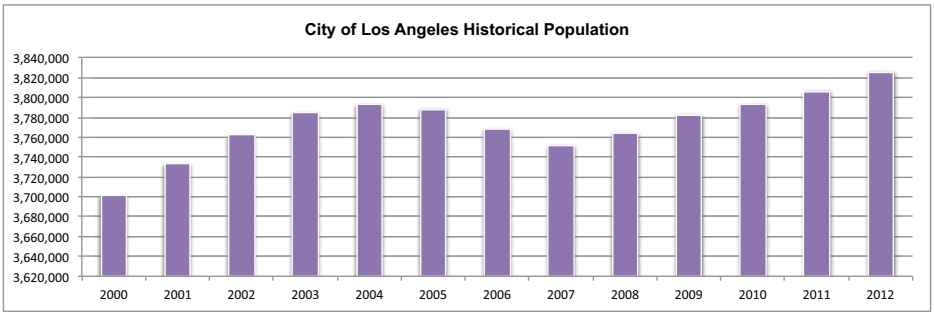
Historic demographic trends provide a good benchmark for future population trends. Figure 3 presents annual regional population growth between 2000 and 2012.

- The City of Los Angeles currently has a population of 3.83 million and makes up almost 40 percent of Los Angeles County. The westside cities of Culver City and Santa Monica make up a total of 1.3 percent of Los Angeles County. The City of Inglewood makes up 1.1 percent of Los Angeles County.
- Both the City and County had notable contractions in population, somewhat preempting the recession, beginning in 2005. Population growth began to rebound in 2007, coming fully in line with 2004 figures in 2010. Despite the recession, the City of LA added an average of 10,400 residents annually between 2000 and 2012.
- Santa Monica and Culver City had slightly higher population growth rates than the City of Los Angeles across the last 12 years. However, as small cities, this equates to a total addition of 6,000 new residents, or approximately 500 new residents a year between Santa Monica and Culver City.

Figure 3: Regional Historical Population

Population	2000	2002	2004	2006	2008	2010	2012	CAGR '00-'12
Los Angeles	3,701,062	3,762,432	3,792,650	3,767,960	3,763,566	3,792,621	3,825,297	0.28%
Culver City	38,856	39,309	39,434	38,980	38,743	38,883	39,004	0.03%
Santa Monica	84,319	86,405	87,788	87,901	88,470	89,736	90,223	0.57%
Inglewood	112,276	112,768	113,187	112,178	109,977	109,673	110,623	-0.12%
Los Angeles County	9,538,191	9,705,913	9,793,263	9,737,955	9,735,147	9,818,605	9,884,632	0.30%

CAGR= Compound Annual Growth Rate



Source: CA Dept. of Finance E-5, US Census Population Estimates, Pro Forma Advisors

Market Area Historic Population and Households

Figure 4 shows the Expo LRT and the Crenshaw LRT Market Areas' population and households relative to the City of Los Angeles population.

Expo LRT Market Area

- The Expo LRT Market Area, which includes the West LA Community Plan Areas (CPAs) and the cities of Santa Monica and Culver City, has a total population of 370,000 in 170,000 households. The population of the Expo LRT Market Area is approximately 10 percent of the City of Los Angeles' population.
    - Approximately 240,000 of the market area's population, 65 percent, are located within the City of Los Angeles.
    - The Expo LRT market area has 2.2 persons per household, approximately 25 percent lower than the City of Los Angeles' 2.9 persons per household average.
- Demonstrating the interest in the westside, annual population growth rates were approximately 50 percent higher in the Expo LRT Market Area relative to the City of Los Angeles across the last decade.
- 13,000 residents in 5,000 households were added across the Expo LRT Market Area between 2000 and 2010.

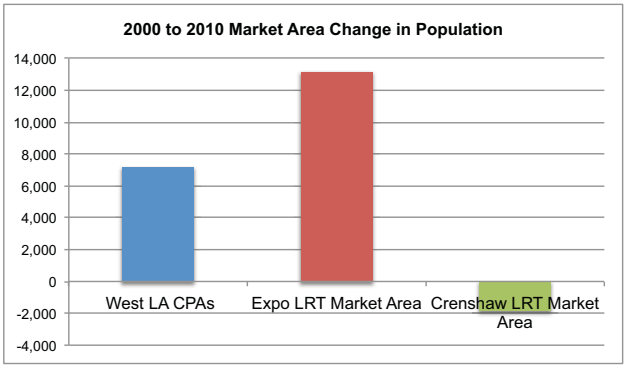
Crenshaw LRT Market Area

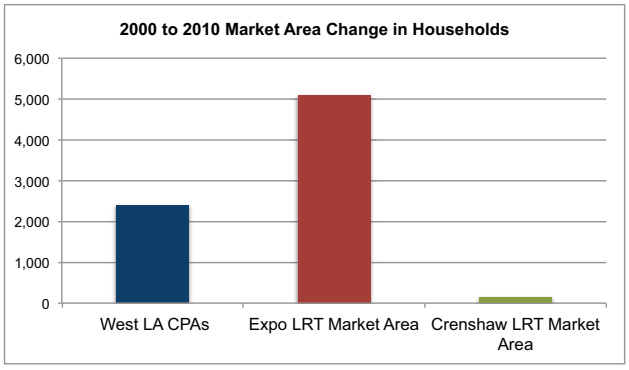
- The Crenshaw LRT Market Area includes 230,000 residents in approximately 80,000 households. The area, which includes the West Adams-Baldwin Hills-Leimert Park CPA, parts of unincorporated County of Los Angeles, and the City of Inglewood, has a population equivalent to approximately 6 percent of the City of Los Angeles population.
    - Household sizes are in line with the City of Los Angeles.
- The Crenshaw LRT Market Area had a slight decrease in population between 2000 and 2010, losing 1,900 residents.

Figure 4: Market Population and Households

	Expo LRT		Crenshaw LRT	City of LA	City of LA Comparison	
	Market Area	West LA CPA Subset	Market Area		Expo LRT Mkt as % of LA	Crenshaw LRT Mkt as % of LA
Population						
2000	352,594	229,924	232,261	3,701,062	9.5%	6.3%
2010	365,745	237,126	230,410	3,792,621	9.6%	6.1%
Population Growth						
CAGR - 2000 - 2010	0.37%	0.31%	-0.08%	0.24%	149.9%	-32.7%
Households						
2000	163,632	102,643	79,594	1,275,308	12.8%	6.2%
2010	168,745	105,049	79,740	1,318,168	12.8%	6.0%
Household Growth						
CAGR - 2000 - 2010	0.31%	0.23%	0.02%	0.33%	93.1%	5.5%
Persons per Household						
2000	2.2	2.2	2.9	2.9	74.2%	100.6%
2010	2.2	2.3	2.9	2.9	75.3%	100.4%

CAGR = Compound annual growth rate





Source: US Census, ESRI, Pro Forma Advisors

Station Areas

Population and households were reviewed within a half-mile radius of the station area, but, as mentioned earlier, the study focuses primarily on a larger station area approximated by census tracts because they provide a better context for the station land uses.

Population and household data for census tract approximations of each station area are presented in Figure 6. For comparative purposes, Figure 5 also represents the population and household data immediately within a half-mile radius of the station area.

Half-Mile Radius Population and Households

- With large single-family and multi-family neighborhoods surrounding the station, the Palms Station has by far the greatest population and number of households immediately within a half-mile of the station. There are 18,000 residents and 8,500 households within a half-mile of the Palms Station.
- With 9,800 and 9,400 residents, the Culver City Station and the West Station, respectively, have the next highest population and number of households within a half-mile radius of the station.
- The Sepulveda and Bundy Stations have limited populations directly within the half-mile area.

Figure 5: Population and Households within 1/2 Mile of the Stations

	Expo LRT				Crenshaw LRT
	Culver City	National/ Palms	Expo/ Sepulveda	Expo/ Bundy	West
2010 Population	9,797	17,458	5,644	4,576	9,431
2010 Households	4,131	8,531	2,509	1,954	2,853

Source: US Census, ESRI, Pro Forma Advisors

Station Area Population and Households

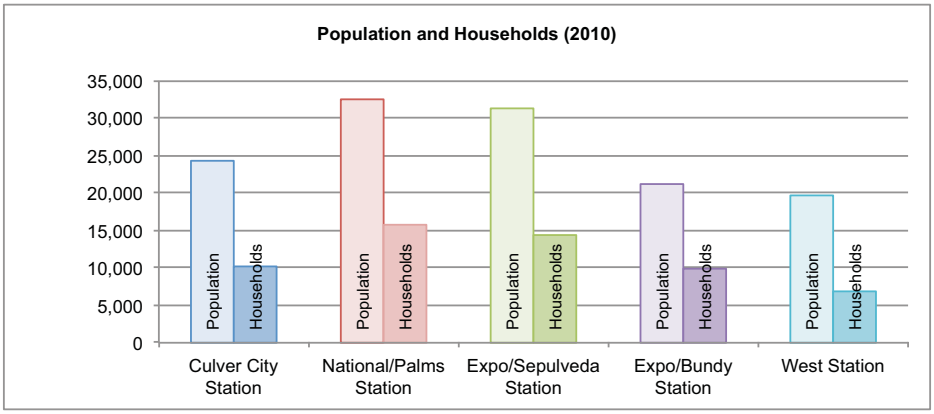
While some of the station areas have limited populations within the immediate ½ mile area, the populations in the census tract approximations of the station areas are more proportionate.

- The Palms Station Area has a population of 32,500 and 15,800 households. The Palms Station Area contains a large multi-family neighborhood zoned primarily R-3 and R-4 residential (medium and high density) south of the freeway and a large single-family neighborhood north of the freeway.
    - With 2.0 persons per household, the Palms Station Area has the smallest household size of all the station areas.

- The Sepulveda Station Area, which includes primarily single-family neighborhoods within the half-mile area, but also several multi-family neighborhoods beyond the half-mile area, has the next greatest population and number of households. The Sepulveda Station Area has a population of 31,300 and 14,400 households.
- Both the Bundy and Culver City Station Areas have 20,000-25,000 residents. The Bundy Station Area has approximately 40 percent commercial uses and 40 percent residential uses. The Culver City Station Area also has a large share of commercial uses.
    - With 2.4 persons per household, the Culver City Station Area has the largest household size of the Expo LRT study stations.
- The West Station has a population of 20,176 and 6,900 households. This station has the lowest population and household count and the largest household size of all the station areas.

Figure 6: Census Tract Approximated Station Area Population and Households

	Expo LRT				Crenshaw LRT
	Culver City	National/ Palms	Expo/ Sepulveda	Expo/ Bundy	West
Population					
2000	24,697	32,161	30,131	21,483	20,176
2010	24,300	32,507	31,298	21,192	19,675
Population Growth					
CAGR - 2000 - 2010	-0.16%	0.11%	0.38%	-0.14%	-0.25%
Households					
2000	10,194	15,761	14,271	10,021	6,691
2010	10,192	15,758	14,383	9,889	6,864
Household Growth					
CAGR - 2000 - 2010	0.00%	0.00%	0.08%	-0.13%	0.26%
Persons per Household					
2010	2.4	2.0	2.2	2.1	2.8



Source: US Census, ESRI, City of Los Angeles, Pro Forma Advisors

Projected Population and Household Growth

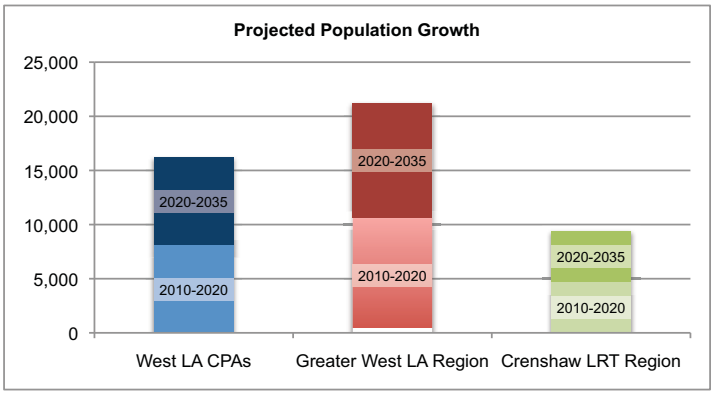
Market Area Projected Population and Household Growth

SCAG population and household projections (2012) were analyzed to understand the anticipated growth of population and households in the region. **The County of Los Angeles is expected to add 1.5 million new residents and 400,000 new households between 2010 and 2035.** The City of Los Angeles is expected to absorb approximately a third of that growth.

- **The Expo LRT Market Area is expected to add 29,000 new households (38,600 new residents) across a 25-year period**, an average of 1,100 new households annually. Approximately 83 percent of these new households will be located in the City of Los Angeles.
- **The Crenshaw LRT Market Area is expected to add 13,000 new households (27,000 new residents) across a 25-year period,** an average of 500 new households annually.

Figure 7: Market Area Projected Population and Household Growth

	Expo LRT		Crenshaw LRT		
	Market Area	West LA CPA Subset	Market Area	City of LA	County of LA
Population Projections					
*2010	365,745	237,126	230,410	3,792,621	9,818,605
2020	376,238	244,538	237,723	3,991,700	10,404,000
2035	404,360	269,660	257,347	4,320,600	11,353,000
Population Growth					
CAGR - 2010 - 2020	0.28%	0.31%	0.31%	0.51%	0.58%
CAGR - 2020 - 2035	0.48%	0.65%	0.53%	0.53%	0.58%
Households					
*2010	168,745	105,049	79,740	1,318,168	3,445,076
2020	179,348	113,148	84,426	1,455,700	3,513,000
2035	197,755	129,055	92,395	1,626,600	3,852,000
Household Growth					
CAGR - 2000 - 2010	0.61%	0.75%	0.57%	1.00%	0.20%
CAGR - 2020 - 2035	0.65%	0.88%	0.60%	0.74%	0.62%



Source: SCAG, US Census, Pro Forma Advisors

Projected Population and Household Growth in the Station Areas

SCAG population and household estimates were used to analyze expected population and household growth in station areas[5]. It should be noted that SCAG projections are established using the input of SCAG cities who consider current planned and proposed developments and build out capacity according to current planning documents in the evaluation of projected growth.

The projected growth by station area gives a benchmark understanding for proposed growth under the planning status quo. Transit access has been proven as a means to increase the density and development around station areas. With the development of the light rail lines, household and employment growth in the station areas may intensify.

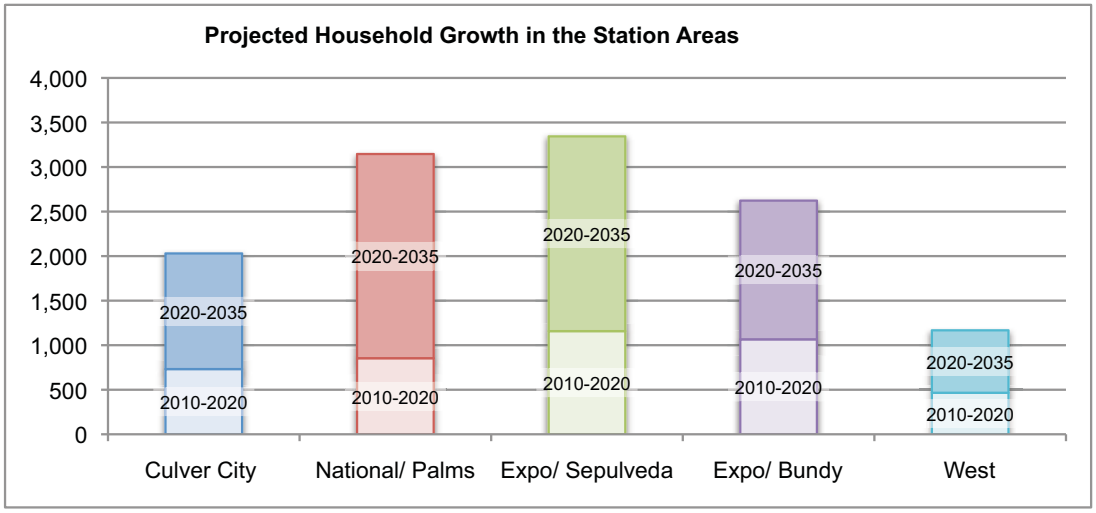
- The Sepulveda Station Area has the greatest expected growth based on current plans. The station area is expected to add 3,300 new households and 4,500 new residents between 2010 and 2035, a little over 130 new households a year.
- The Palms Station, surrounded by large single family and multi-family neighborhoods, has the second greatest expected growth. Between 2010 and 2035, the Palms Station Area is expected to add 3,100 new households and 4,200 new residents, approximately 125 new households a year.
- The Bundy Station and the Culver City Stations have the greatest share of commercial uses of the study Expo LRT stations and the lowest anticipated resident growth. The Bundy Station Area is expected to add 2,600 new households and 3,300 new residents between 2010 and 2035. The Culver City Station Area is expected to add 2,000 new households and 2,500 new residents. Each station's household growth still equates to between 80 and 110 new households a year.
- The West Station Area is projected to add 3,100 new residents in 1,200 households between 2010 and 2035. With larger household sizes, more in line with the City of Los Angeles average, this equates to only 47 new households a year.

[5] Tier 2 transportation analysis zone (TAZ) shapes were used to approximate a half-mile area surrounding the stations. Boundaries are not exact.

Figure 8: Station Area Projected Population and Households

	Expo LRT				Crenshaw LRT
	Culver City	National/ Palms	Expo/ Sepulveda	Expo/ Bundy	West
Population Projections					
*2010	24,300	32,507	31,298	21,192	19,675
2020	24,600	33,301	32,350	22,133	21,341
2035	26,832	36,716	35,812	24,531	22,768
Population Growth					
CAGR - 2010 - 2020	0.12%	0.24%	0.33%	0.44%	0.82%
CAGR - 2020 - 2035	0.58%	0.65%	0.68%	0.69%	0.43%
Households					
*2010	10,192	15,758	14,383	9,889	6,864
2020	10,924	16,612	15,541	10,955	7,330
2035	12,222	18,904	17,727	12,512	8,031
Household Growth					
CAGR - 2000 - 2010	0.70%	0.53%	0.78%	1.03%	0.66%
CAGR - 2020 - 2035	0.75%	0.87%	0.88%	0.89%	0.61%

2010* = US Census Data



Source: SCAG, US Census, Pro Forma Advisors

Household Income

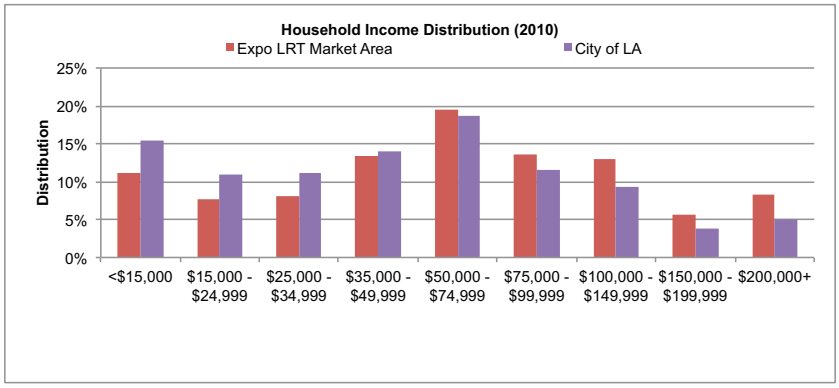
Regional Household Incomes

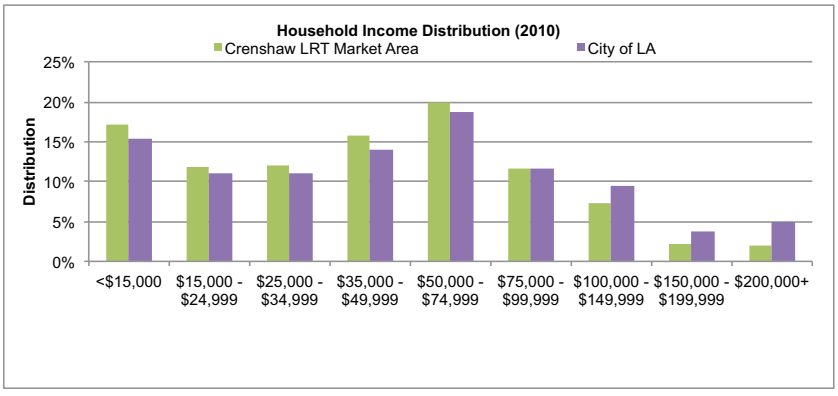
The City of Los Angeles' median household income is $48,000 and average household income is $71,000. Figure 9 presents 2010 household income information for the areas surrounding the Expo LRT and the Crenshaw LRT area.

- The Expo LRT Market Area has a median income of $62,000 and an average income of $90,000 per household. Both the median and average income are approximately 30 percent higher than the City of Los Angeles' median income.
    - The Expo LRT Market Area has a similar proportion of middle-income households making between $35,000 to $100,000, relative to the City of Los Angeles (approximately 46 percent of the population) but in the Expo LRT Market Area 27 percent of households made above $100,000 annually, relative to only 18 percent throughout the City.
- The Crenshaw LRT Market Area has median household income of $43,000 and an average household income of $56,000. The median income is approximately 90 percent of the City of Los Angeles' while the average income is 80 percent of the City of Los Angeles' income, almost $14,000 lower.
    - Approximately 47 percent of households in the Crenshaw LRT Market Area are middle income households making between $35,000 to $100,000 annually, slightly higher than the City of Los Angeles total households, but, in the Crenshaw LRT Market Area, a greater share make less than $35,000 relative to the City of Los Angeles, bringing down the area's median and average incomes.

Figure 9: 2010 Market Area Household Incomes

Household Income (2010)	Expo LRT Market Area	Expo LRT West LA CPA Subset	Crenshaw LRT Market Area	City of LA	City of LA Comparison: Greater Westside as %	City of LA Comparison: Crenshaw LRT Region as %
Median Income	$ 61,545	$ 59,803	$ 43,273	$ 48,331	127%	90%
Average Income	$ 90,423	$ 89,134	$ 55,868	$ 70,655	128%	79%
Households by Income						
<$15,000	11.1%	10.3%	17.2%	15.4%	72%	112%
$15,000 - $24,999	7.7%	9.4%	11.8%	11.0%	70%	107%
$25,000 - $34,999	8.1%	8.9%	12.0%	11.1%	73%	108%
$35,000 - $49,999	13.3%	12.5%	15.7%	14.0%	95%	112%
$50,000 - $74,999	19.6%	21.3%	19.9%	18.7%	105%	106%
$75,000 - $99,999	13.5%	13.6%	11.6%	11.6%	116%	100%
$100,000 - $149,999	12.9%	12.4%	7.4%	9.4%	137%	79%
$150,000 - $199,999	5.7%	6.3%	2.2%	3.8%	150%	58%
$200,000+	8.2%	5.2%	2.0%	5.0%	164%	40%





Source: US Census, ESRI, Pro Forma Advisors

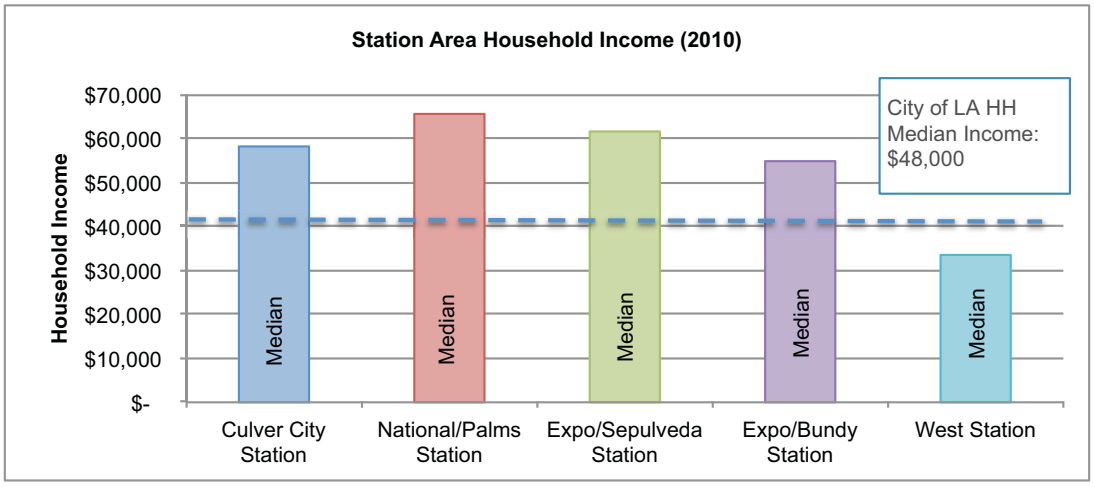
Station Areas' Household Incomes

Figure 10 represents household income data for the station areas.

- The Expo LRT station areas have median household incomes 20 to 40 percent higher than the City of Los Angeles' median household income.
    - Within the immediate half-mile of the Expo LRT station areas, existing household incomes are lower relative to the Expo LRT Market Area, but when comparing the larger station areas, household incomes are more inline with the Expo LRT Market Area's.
    - With a median income of $66,000, the Palms Station Area, which includes census tracts encompassing Cheviot Hills, has the highest median income of the five study station areas.
    - The Sepulveda Station Area, which includes single family and multi-family neighborhoods of Westwood, has the next highest median income at $61,000, followed by the Culver City Station Area, which has a household median income of $58,000, and the Bundy Station Area, which has a household median income of $55,000.
- The West Station Area has a median income of $34,000. The station area's median income is lower than the median income for the Crenshaw LRT Market Area's median income and is approximately 30 percent lower than the City of Los Angeles' median income.
    - More than 50 percent of households within the station area make below $35,000, relative to only 30 percent within the greater Crenshaw LRT Market Area.

Figure 10: Station Area Household Income

HH Income	Expo LRT				Crenshaw LRT
	Culver City Station	National/Palms Station	Expo/Sepulveda Station	Expo/Bundy Station	West Station
Median Income	$ 58,206	$ 65,600	$ 61,612	$ 54,852	$ 33,523
HH Income Distribution					
<$15,000	9.8%	11.1%	10.5%	11.0%	22.7%
$15,000 - $24,999	8.4%	8.2%	7.0%	8.4%	17.1%
$25,000 - $34,999	10.8%	9.1%	8.8%	9.8%	12.8%
$35,000 - $49,999	13.9%	14.4%	13.1%	16.2%	17.0%
$50,000 - $74,999	21.5%	19.9%	20.8%	21.7%	14.5%
$75,000 - $99,999	13.2%	12.2%	15.1%	14.6%	5.9%
$100,000 - $149,999	11.3%	10.7%	13.2%	10.5%	6.5%
$150,000 - $199,999	4.0%	6.1%	5.9%	4.4%	2.3%
$200,000+	7.1%	8.3%	5.7%	3.4%	1.2%



Source: US Census, ACS 2006-2010 Survey, City of Los Angeles, Pro Forma Advisors

Age

Age distribution provides useful information on the make up of the population. Areas with more population between the ages of 18 and 34, such as the Expo LRT area, may be more interested in rental multi-family residential, while a greater share of children may represent more interest in larger residential units.

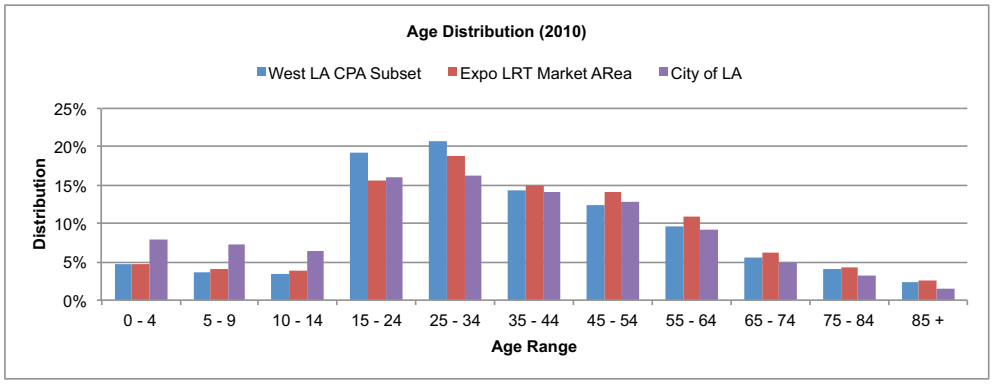
Market Area Age Profile

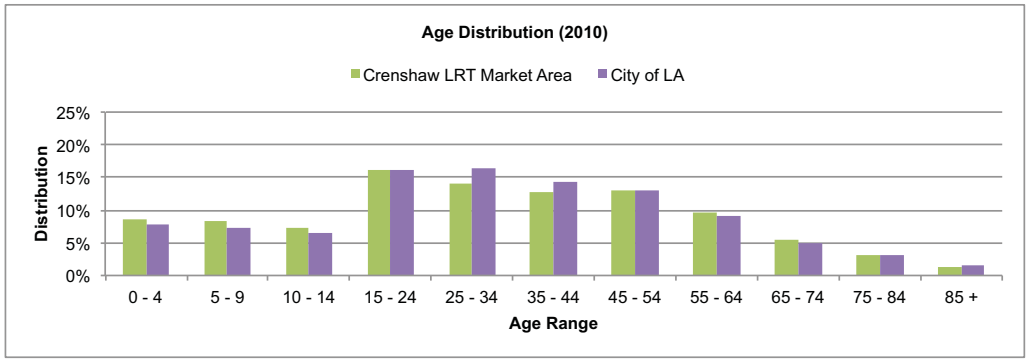
The City of Los Angeles has a median age of 32.4. 26 percent of the population is under 18 years of age and approximately 10 percent of the population is over the age of 65. Approximately 64 percent of the population is 18 to 65 years old.

- In the Expo LRT Market Area the average age is 36.9, 14 percent higher than the City of Los Angeles' average age.
    - With more single urban professionals, the Expo LRT Market Area has almost half the share of population under the age of 18 relative to the City of Los Angeles. Only 12.7 percent of the population is under the age of 15, relative to 21.6 percent in the City of Los Angeles.
    - Focusing in on the West LA CPA subset there is a substantially larger share of residents aged 15 to 34, likely due to the proximity to UCLA. Those aged 15 to 34 make up almost 40 percent of the population.
- The Crenshaw LRT Market Area has a median age of 31.6, slightly younger than the City of Los Angeles' median age. The area has a higher share of population under the age of 25 relative to the City of Los Angeles, but the distribution of population ages is otherwise similar.

Figure 11: Market Age

Age (2010)	Expo LRT Market Area	Expo LRT West LA CPA Subset	Crenshaw LRT Market Area	City of LA
Median Age	36.9	34.5	31.6	32.4
Age Distribution				
0 - 4	4.7%	4.6%	8.6%	7.9%
5 - 9	4.1%	3.7%	8.3%	7.3%
10 - 14	3.9%	3.4%	7.2%	6.4%
15 - 24	15.5%	19.3%	16.2%	16.1%
25 - 34	18.9%	20.7%	14.1%	16.3%
35 - 44	15.0%	14.4%	12.8%	14.2%
45 - 54	14.1%	12.4%	13.0%	12.9%
55 - 64	10.9%	9.6%	9.7%	9.2%
65 - 74	6.1%	5.5%	5.5%	5.0%
75 - 84	4.3%	4.0%	3.2%	3.2%
85 +	2.5%	2.4%	1.3%	1.5%
18 +	85.0%	86.3%	70.9%	74.1%





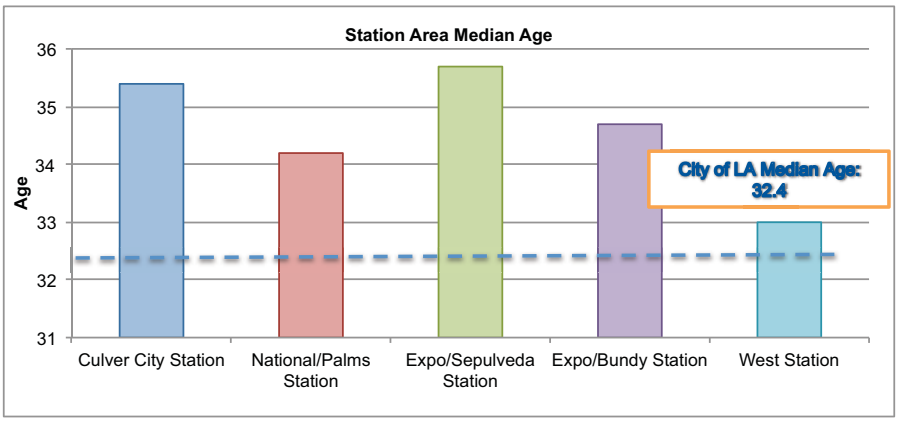
Source: US Census, ESRI, Pro Forma Advisors

Station Area Age Profile

- The Expo LRT stations areas have older populations than the City of Los Angeles, but a slightly younger population, on average, relative to the Expo LRT Market Area.
    - The Expo LRT station areas have approximately 30 percent less population under the age of 15, relative to the City of Los Angeles, and have a greater share of population between 15 and 64 years of age. The Sepulveda Station Area has the greatest median age of all of the Expo LRT stations at 35.7.
- The West Station's median age, 33.0, and age distribution is inline with the City of Los Angeles' age distribution.

Figure 12: Station Area Age

Age	Expo LRT				Crenshaw LRT
	Culver City Station	National/Palms Station	Expo/Sepulveda Station	Expo/Bundy Station	West Station
Population Count	24,300	32,507	31,298	21,192	19,675
Median Age	35.4	34.2	35.7	34.7	33.0
Age Distribution					
0 - 4	5.8%	4.8%	5.7%	4.9%	7.4%
5 - 9	5.5%	4.0%	4.3%	3.1%	7.3%
10 - 14	5.1%	3.8%	3.7%	3.0%	7.7%
15 - 24	11.7%	12.2%	11.5%	13.5%	15.8%
25 - 34	21.2%	27.2%	22.7%	26.5%	13.7%
35 - 44	16.7%	16.2%	16.6%	17.3%	13.7%
45 - 54	13.5%	12.2%	12.4%	11.4%	14.0%
55 - 64	11.0%	10.0%	10.7%	9.6%	10.9%
65 - 74	5.3%	5.0%	6.2%	5.2%	6.1%
75 - 84	2.7%	2.7%	4.2%	3.7%	2.6%
85 +	1.5%	1.8%	2.0%	1.9%	1.0%
18 +	80.5%	83.5%	82.7%	85.1%	69.1%



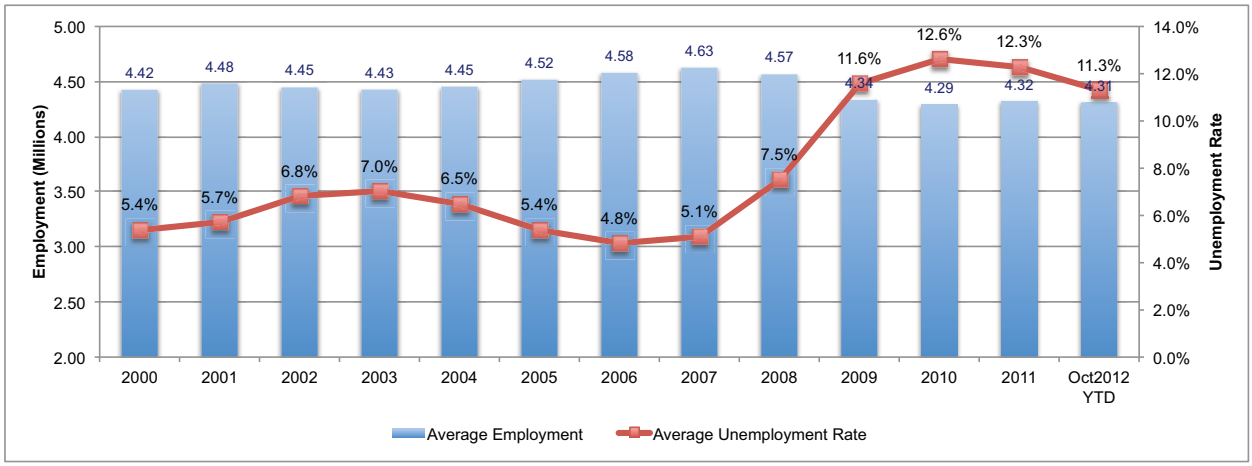
Source: US Census, City of Los Angeles, Pro Forma Advisors

Los Angeles County Employment

Figure 13 presents California Employment Development Department Los Angeles County historical civilian employment and unemployment rates (not seasonally adjusted).

- Similar to trends across the country, the Los Angeles County unemployment rate increased in the beginning of the last decade due to the dot.com bust. Unemployment moved up from a low 5.4 percent in 2000 to 7.0 percent in 2003.
- With a substantial boom in residential construction and record consumer spending levels due to the easy availability of home equity loans, the Southern California, as well as the nation's, economy was expanding. In Los Angeles County unemployment fell from 7 percent in 2003 to 4.8 percent in 2006.
- The recession, which officially began in December of 2007, was triggered by a slowdown in housing sales and prices through 2006 and 2007 and the subsequent financial crisis. Between 2006 and 2009, unemployment moved from 4.8 percent to 11.6 percent.
- While US economic activity has improved and the recession officially ended in June of 2009, economic improvements are only translating into employment gains this year in Southern California. Between 2008 and 2010, Los Angeles County lost 330,000 jobs and the unemployment rate continued to rise. In October 2012, employment was 4,339,200; only 50,000 jobs have been regained.

Figure 13: Los Angeles County Employment and Unemployment Rates



Source: California Employment Development Department, RAND, Pro Forma Advisors

Real Estate Overview

Businesses' real estate decisions are often based on a number of factors, including location, cost, and space characteristics. Typically users will consider a number of spaces within a competitive market area. To estimate the potential for future development within the Expo LRT and Crenshaw LRT station areas, it is important to understand both the regional real estate trends as well as the real estate that currently exists within the station area.

The Real Estate Overview section reviews the current and historical market performance of the Los Angeles office, industrial, retail, and residential markets and the relevant Expo LRT and Crenshaw LRT station area submarkets.

CoStar data is used to evaluate the performance of office, industrial and retail real estate. CoStar maintains one of the largest and most comprehensive databases of commercial properties. It should be noted that CoStar's data corresponds to buildings and properties rather than zoning or business user data. While CoStar's data is more comprehensive than other real estate sources it is based on surveys and may be less reliable for smaller geographies, such as the station half mile area. In addition, data is often limited in areas where there are fewer real estate transactions (sales or leases). This is, likely, not a considerable issue for the Expo LRT market area where there is an active real estate market, but should be considered when evaluating the West Station[6].

Beyond the amount of existing leasable space, key metrics explored in this analysis include vacancy and absorption. The vacancy rate is an estimate of the share of rentable space that is vacant. Vacancy rates differ across markets and across land uses, but 10 percent and above is often used as a broad benchmark for a high vacancy rate. Generally a higher vacancy rate means that less space is occupied and there is less demand for this type of space. However, it should be noted that all performance metrics should be considered together. A higher vacancy rate can be the result of a large new project added to the market that takes a few months to be absorbed.

Absorption is a measure of how much space is being leased in the market. Total net absorption accounts for businesses vacating existing space and businesses that are occupying new space. When net absorption is positive more businesses are occupying additional space then giving up space. Negative net absorption means more businesses are vacating space than leasing space. Negative net absorption generally means less demand for the space. However, there are cases when negative absorption may not be an indication of less demand such as in the case that businesses are forced to vacate a space for renovation or if the building is being sold for another land use.

Office

The following section analyzes general office market property trends. The section begins with a brief review of the greater Los Angeles County office market then focuses on the office property trends within three key Expo LRT submarkets: West LA CPAs (West Los Angeles), Culver City, Santa Monica, and the Crenshaw LRT area.

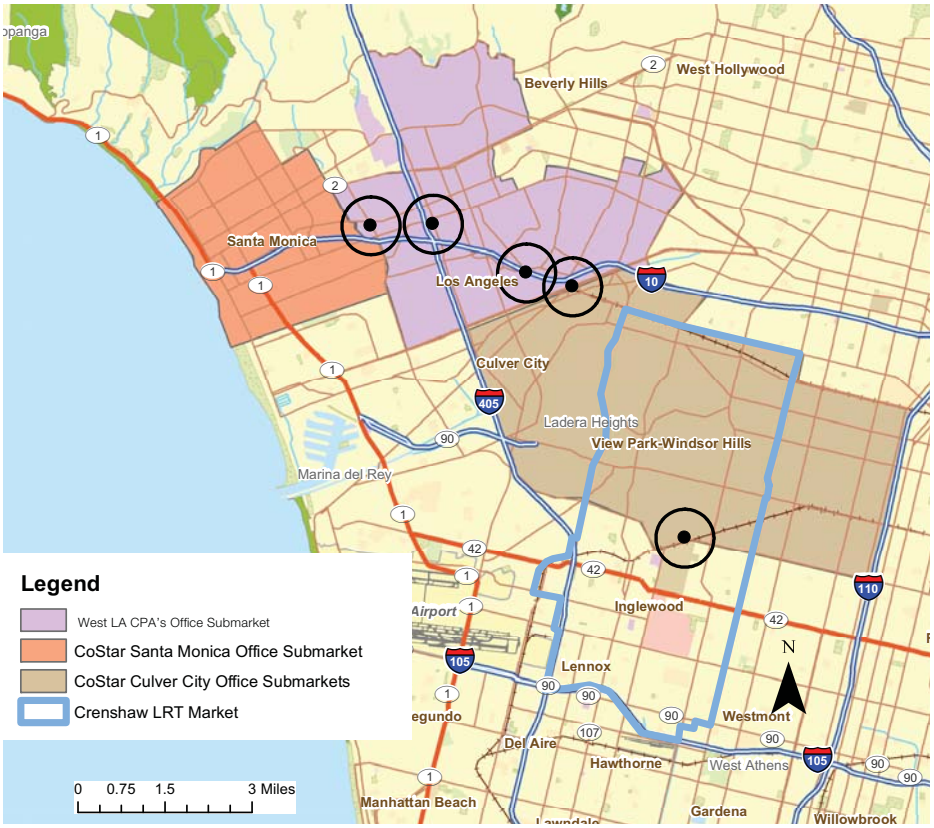
---

[6] CoStar may be underreporting certain categories of real estate, such as the office and industrial properties, in the West Station Area.

Office Geographies

Submarkets are defined to represent an area that is competitive for office product, i.e. businesses are likely to equally consider locating in the market. The West LA CPAs office submarket is made up of geographies defined by CoStar[7]. The Culver City and Santa Monica submarkets are geographies defined by Costar. The Crenshaw LRT area is an area defined for this project analysis[8]. The Crenshaw LRT area and the Culver City area overlap.

Figure 14: Office Submarket Areas



Source: CoStar and Pro Forma Advisors

[7] The West LA CPAs submarket used for the office analysis is an agglomeration of the CoStar defined Westwood, West Los Angeles, and Olympic Corridor submarkets. It should be noted that it does not cover all of the Palms-Mar Vista-Del Rey CPA.

[8] The PFA-defined Crenshaw LRT Office Submarket is bounded by Jefferson Avenue to the North, La Cienega Boulevard to the West, Arlington Avenue to the East, and the 105 Freeway to the south.

Los Angeles Office Market

The Los Angeles office market includes approximately 17,400 buildings, comprising over 420 million square feet of rentable building area (RBA). Overbuilt in the 1980's, the Los Angeles office market has had only fair fundamentals relative to other land use types. The Los Angeles office market tightened as a result of the booming economy in the first half of the last decade and, subsequently, was severely impacted as the housing bust and financial crisis initiated the recession that began in 2007. Unemployment jumped from 5.1 percent to 11.6 percent from 2007 to 2009 in Los Angeles County and companies looked to cut costs on all levels, including offloading high-cost office space. While the recession officially ended in the fourth quarter of 2009, unemployment remains high and office metrics are improving, but remain weak.

- In most markets an average office vacancy rate is approximately 7 to 10 percent. Los Angeles market vacancy rates were fairly high at the start of the last decade, averaging approximately 11 percent between 2000 and 2004. When the economy was in high gear from the housing boom, office vacancy lowered to the 7 to 8 percent range. With the housing bust and financial crisis, vacancy rates moved upward again and are currently at a 15-year high of 12.6 percent.

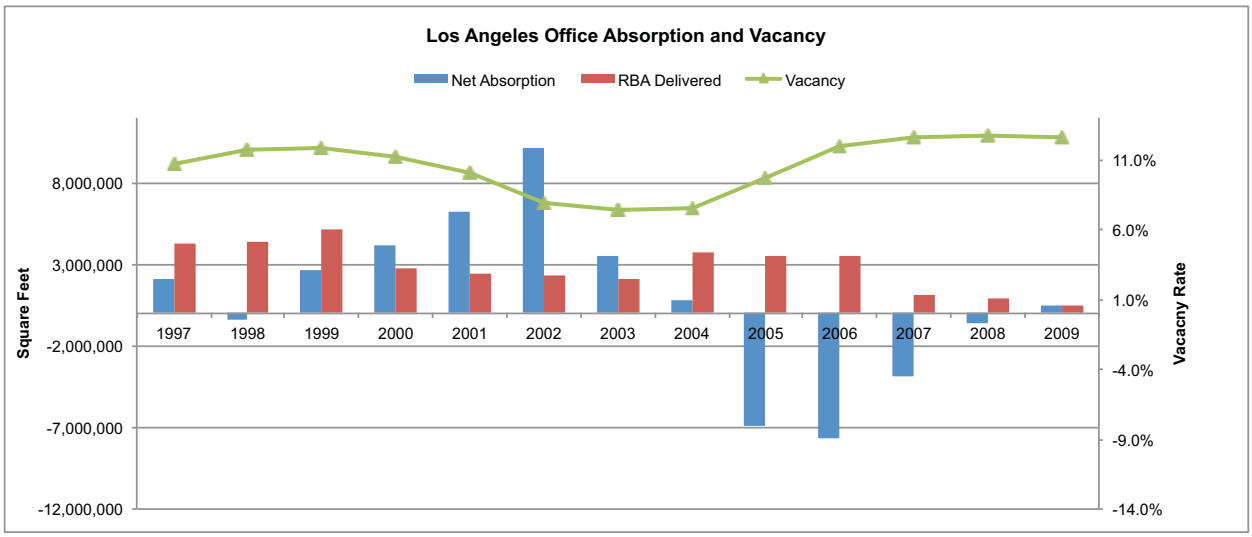
- Net absorption has also decreased significantly. Between 2000 and 2004, 14.5 million square feet of space was absorbed in the market. Between 2005 and 2012, net absorption has been a negative 4.3 million square feet.

- Both the number of buildings and the total rentable building area have increased by less than half a percent a year, while the average rental rate has tracked inflation, increasing at just over 2 percent a year for the last 15 years. The average annual rental rate for office product in Los Angeles, across all types and classes, is $27.00 to $28.00 a square foot per year.

- As to be expected with the contraction in the office market, construction of office product has come down significantly from the 5 to 6 million square feet under construction during 2007 and 2008 to closer to 2 million square feet, annually, for the past three years.

Figure 15: Los Angeles Office Trends

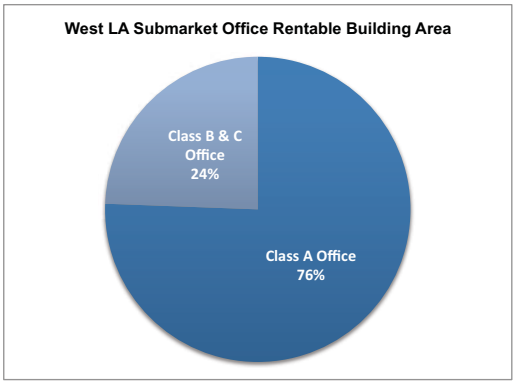
Period	# Bldgs	Total RBA	Total Vacant %	Total Net Absorption	RBA Delivered	RBA Under Const	Total Average Rate
2000	16,786	406,629,660	10.7%	2,120,724	4,305,647	6,853,994	$22.78
2001	16,859	410,434,678	11.7%	-394,658	4,363,615	6,173,806	$25.03
2002	16,945	414,279,536	11.8%	2,648,941	5,101,928	3,815,102	$24.67
2003	17,014	416,111,955	11.2%	4,223,933	2,795,298	2,497,099	$24.17
2004	17,067	417,769,313	10.1%	6,279,836	2,432,544	3,285,745	$23.95
2005	17,130	419,219,072	8.0%	10,106,673	2,299,257	3,098,144	$24.94
2006	17,185	420,240,522	7.3%	3,511,281	2,135,196	4,647,995	$26.60
2007	17,256	422,042,726	7.6%	786,580	3,724,971	5,755,750	$29.67
2008	17,416	424,320,788	9.7%	-6,945,984	3,557,166	4,621,429	$31.25
2009	17,490	426,367,788	11.9%	-7,665,863	3,492,563	2,160,700	$29.38
2010	17,457	425,489,181	12.7%	-3,905,862	1,137,273	1,552,484	$27.69
2011	17,436	425,003,389	12.7%	-598,135	925,049	2,385,942	$27.15
3Q2012 YTD	17,424	424,884,386	12.6%	471,334	540,710	2,091,437	$27.51



Source: CoStar, Pro Forma Advisors

West LA CPAs Office Submarket

The West LA CPAs Office submarket includes West LA, Westwood, and Palms as well as parts of the Mid-City Wilshire communities. As shown in the map below, office product in the West LA CPAs submarket is concentrated in Century City, West Los Angeles near Bundy and Olympic, Westwood along Wilshire, as well as along major corridors, such as Olympic Boulevard, Venice Boulevard, Robertson Boulevard and La Brea Avenue.

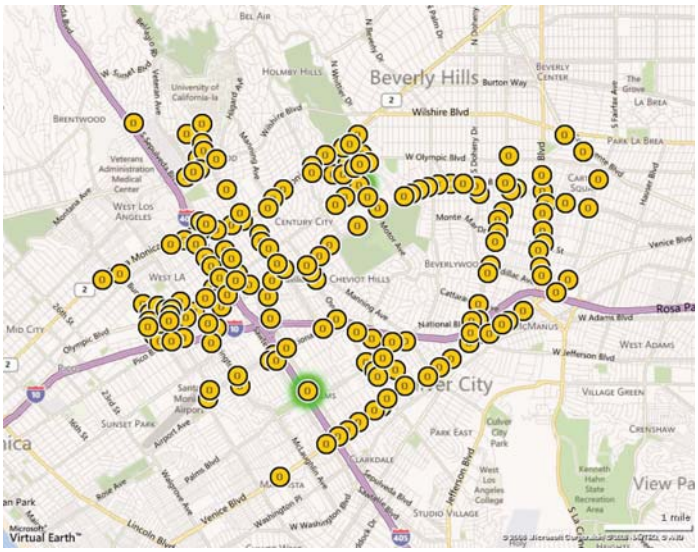


There is a total of 26.5 million square feet of office space within the West LA CPAs submarket, approximately 6 percent of the total Los Angeles market. The submarket is primarily a Class A market. Class A space is typically mid to high rise buildings occupied by mid to large companies, such as buildings found along Avenue of the Stars in Century City.

- There is 20.1 million square feet of Class A product in the West LA CPAs submarket, approximately 10 percent of total Los Angeles Class A product.

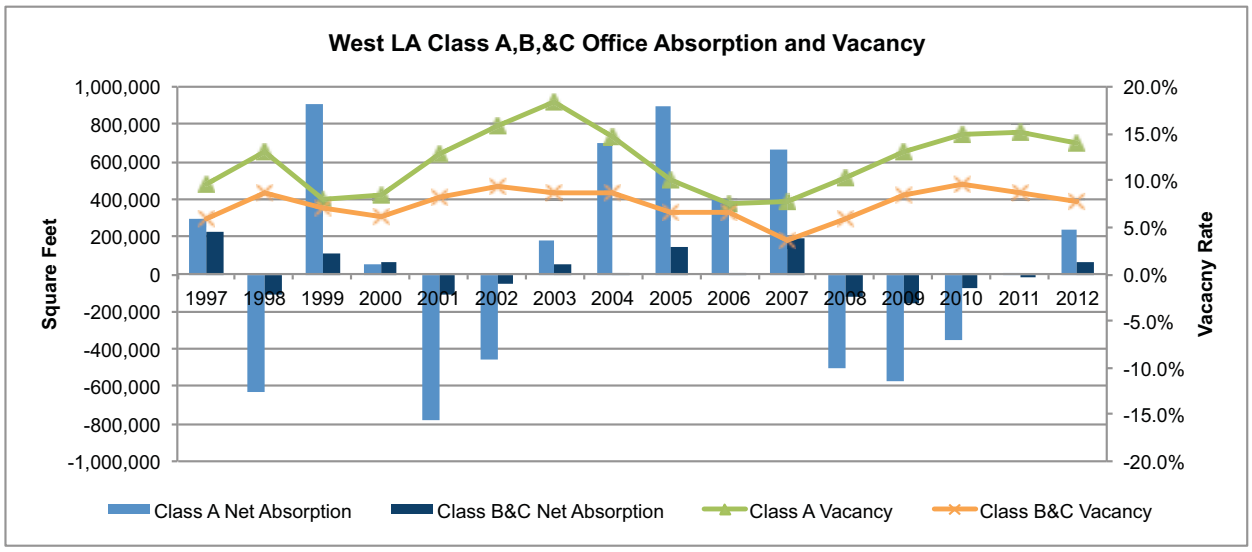
- Both vacancy rates and average rents for Class A product have been higher than that of Class B and C product. Class A vacancy rates averaged 14.1 percent between 2000 and 2004. Vacancies fell to their lowest point in 2006, at 7.5 percent, but climbed back up during the recession. Current Class A vacancy is 13.9 percent.

Figure 16: Map of West LA CPAs Office



Source: CoStar, Pro Forma Advisors

- Class A office had strong absorption between 2000 and 2005, with positive net absorption of almost 600,000 square feet. However, with tenant losses during the recession, net absorption was a negative 120,000 square feet.
- The rental rate premium for Class A over Class B and C product has historically ranged between 30 to 40 percent. In recent years this premium has increased to nearly 50 percent which reflects higher demand for Class A over Class B product. The area has a current average lease rate of $42.00 per square foot.
- There are 2.9 million square feet of Class B and C office product in West LA CPAs. Class B and C buildings are much smaller than Class A buildings. The larger, institutional Class A buildings have an average RBA of 270,000 square feet while, Class B and C buildings have an average rentable building area of 12,000 square feet.
- Class B and C product have an average lease rate of $29.00.
- Much more affordable than Class A space, Class B and C spaces have an overall lower vacancy rate than Class A space. Vacancy rates averaged 8.4 percent between 2000 and 2004. As the economy heated up, vacancies fell to their lower point of 3.6 percent in 2007. Vacancy rates increased with the recession, but still remained below 10 percent. The current Class B and C property vacancy rate is 7.7 percent.
- Almost 200,000 square feet of new Class B and C office buildings have been added to the market since 2006.



Source: CoStar, Pro Forma Advisors

Figure 17: West LA CPAs Office Trends by Class

Period	# Bldgs	Total RBA	Total Vacant %	Total Net Absorption	RBA Delivered	RBA Under Const	Total Average Rate
Class A							
2000	72	18,408,106	8.5%	47,117	150,302	0	$36.03
2001	72	18,408,106	12.8%	-782,869	0	943,758	$36.29
2002	73	18,558,273	15.9%	-451,159	150,167	793,591	$34.15
2003	74	19,351,864	18.4%	182,570	793,591	0	$32.49
2004	74	19,351,864	14.8%	701,434	0	787,323	$31.79
2005	74	19,351,864	10.2%	894,528	0	787,323	$33.58
2006	73	19,224,643	7.5%	398,833	0	787,323	$36.36
2007	74	20,011,966	7.8%	664,012	787,323	0	$45.47
2008	74	20,011,966	10.3%	-503,560	0	0	$49.63
2009	74	20,011,966	13.2%	-568,251	0	0	$43.61
2010	74	20,011,966	14.9%	-347,481	0	47,415	$41.48
2011	75	20,059,381	15.1%	1,855	47,415	0	$40.85
3Q2012 YTD	75	20,059,381	13.9%	233,975	0	0	$42.24
Class B&C							
2000	522	6,423,250	6.2%	63,653	4,650	28,464	$26.13
2001	524	6,442,914	8.2%	-112,244	19,664	34,605	$27.53
2002	527	6,470,681	9.4%	-54,194	27,767	6,838	$25.59
2003	527	6,470,681	8.7%	50,253	0	6,838	$25.35
2004	527	6,471,519	8.6%	2,862	6,838	11,423	$25.66
2005	528	6,482,942	6.5%	145,626	11,423	22,236	$26.58
2006	529	6,499,177	6.7%	6,266	22,236	43,066	$29.24
2007	529	6,490,043	3.6%	191,268	43,066	34,857	$33.03
2008	532	6,517,668	5.9%	-123,308	44,857	59,982	$37.19
2009	532	6,529,429	8.4%	-151,418	24,761	46,221	$32.63
2010	532	6,529,464	9.5%	-70,697	11,000	53,453	$29.85
2011	533	6,477,917	8.8%	-734	53,453	0	$28.24
3Q2012 YTD	533	6,477,917	7.7%	68,335	0	0	$28.87

Source: CoStar, Pro Forma Advisors

Culver City Office Submarket

The Culver City submarket, defined by CoStar, extends from Culver City east to the 110 Freeway. Major clusters of office product are located in the Hayden Avenue area, in the Fox Hills area, along Crenshaw Boulevard between Vernon Avenue and 54th Street, Florence Boulevard and the La Brea area as well as along the length of major corridors, such as Venice Boulevard and Jefferson Boulevard.

There is a total of 8.1 million square feet of office space within the Culver City submarket. While there is almost 3 million square feet of Class A office space, it makes up only 36 percent of the market.

- The average rental premium for Class A product above Class B and C product was approximately 16 percent since 2006, but it has narrowed in recent years and currently the premium is almost negligible. Class A office rental rates had grown during the last decade, but in the last two years has fallen below the 2000 reported lease rate level. Rental rates for Class B AND C space, on the other hand, have increased almost 30 percent since 2000.

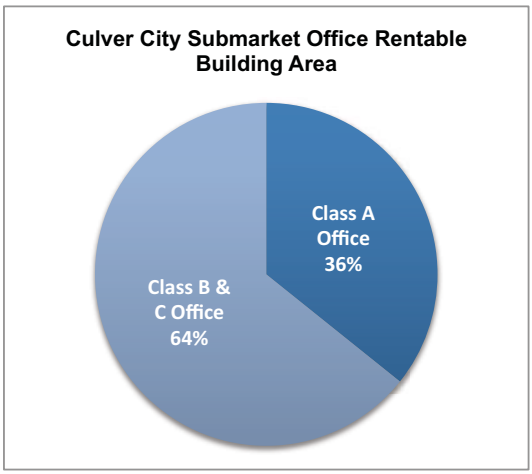
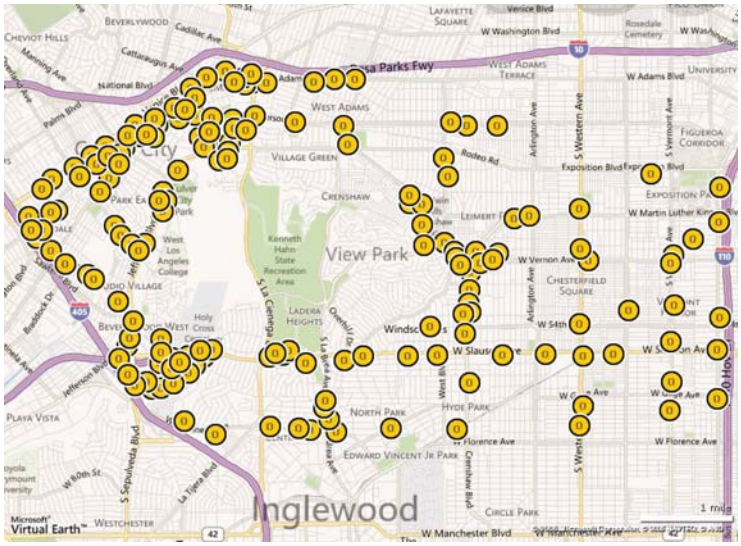


Figure 18: Culver City Office Map



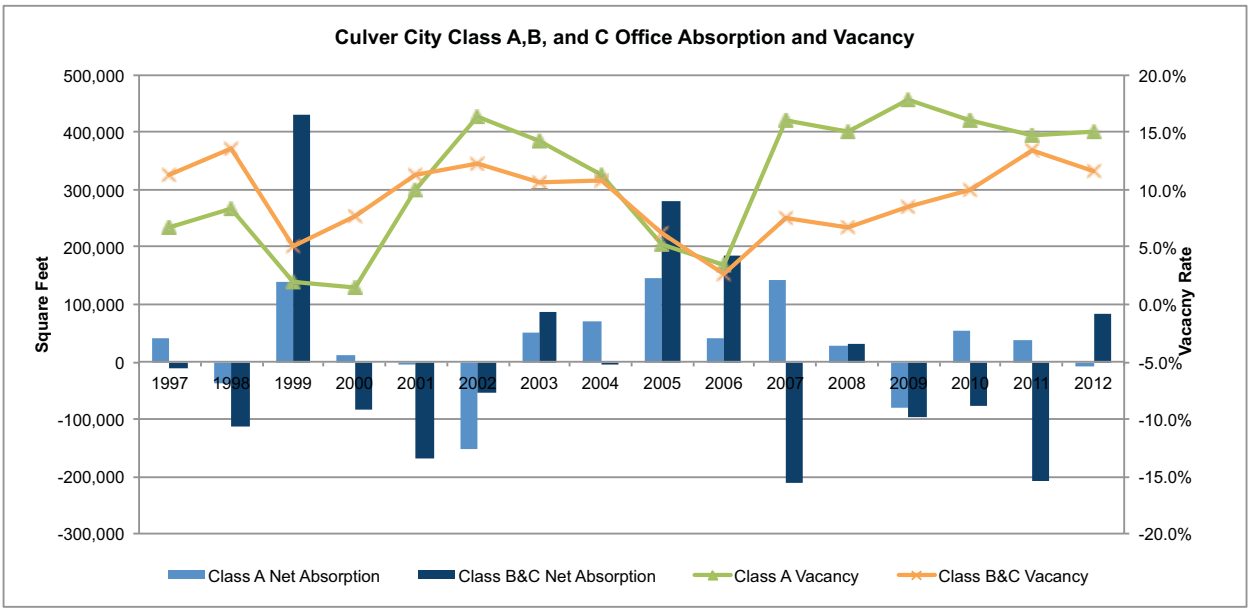
Source: CoStar, Pro Forma Advisors

- This increase in Class B and C office rental rates may be due to the redevelopment and addition of creative office space in the market. Creative office space is typically located in Class B and C buildings.

- There were three Class A buildings, containing 730,000 square feet of space, added to the market since 2000. These deliveries created spikes in the vacancy rate. The last two buildings delivered in 2007 have yet to be fully absorbed. With additional vacancies due to the economy, vacancies moved up to 18 percent in 2009. Current Class A vacancy rate is a high 15 percent. This high vacancy rate reflects lower demand for Class A product type in the area.

- A smaller amount of new Class B and C office product has been delivered to the market since 2000. Net absorption has not fared well in this market; between 2000 and 2005 net absorption was only a positive 60,000 square feet. Since 2005, net absorption has been a negative 300,000 square feet.

- Vacancy rates for Class B and C product moved from lows of 6 and 7 percent during the years immediately following the financial crisis, to rates north of 11 percent in the last two years.



Source: CoStar, Pro Forma Advisors

Figure 19: Culver City Office Submarket Trends by Class

Period	# Bldgs	Total RBA	Total Vacant SF	Total Vacant %	Total Net Absorption	RBA Delivered	RBA Under Const	Total Average Rate
Class A								
2000	10	2,168,324	31,518	1.5%	10,677	0	201,230	$29.06
2001	11	2,369,554	238,374	10.1%	-5,626	201,230	0	$29.65
2002	11	2,369,554	389,944	16.5%	-151,570	0	0	$25.78
2003	11	2,369,554	338,893	14.3%	51,051	0	0	$24.33
2004	11	2,369,554	268,125	11.3%	70,768	0	0	$22.95
2005	11	2,369,554	122,386	5.2%	145,739	0	0	$24.97
2006	11	2,369,554	80,911	3.4%	41,475	0	527,231	$28.08
2007	13	2,896,785	465,406	16.1%	142,736	527,231	0	$35.55
2008	13	2,896,785	438,441	15.1%	26,965	0	0	$36.50
2009	13	2,896,785	519,170	17.9%	-80,729	0	0	$32.73
2010	13	2,896,785	465,453	16.1%	53,717	0	0	$30.39
2011	13	2,896,785	427,868	14.8%	37,585	0	0	$30.12
Class B&C								
2000	444	5,145,257	396,057	7.7%	-84,349	66,629	20,480	$22.31
2001	445	5,165,737	584,410	11.3%	-167,873	20,480	0	$21.49
2002	444	5,164,197	637,398	12.3%	-54,528	0	1,687	$20.65
2003	445	5,165,884	552,926	10.7%	86,159	1,687	0	$21.30
2004	445	5,165,884	556,049	10.8%	-3,123	0	45,999	$21.53
2005	447	5,211,883	320,378	6.1%	281,670	45,999	0	$22.96
2006	448	5,214,883	138,536	2.7%	184,842	3,000	49,500	$25.61
2007	449	5,264,383	398,136	7.6%	-210,100	49,500	0	$29.35
2008	448	5,252,331	354,453	6.7%	31,631	0	18,426	$30.53
2009	448	5,246,939	445,417	8.5%	-96,356	5,396	18,426	$28.13
2010	447	5,247,050	522,628	10.0%	-77,100	18,426	0	$26.78
2011	445	5,216,445	701,496	13.4%	-209,473	0	0	$26.87
3Q2012 YTD	443	5,206,335	606,420	11.6%	84,966	0	0	$28.52

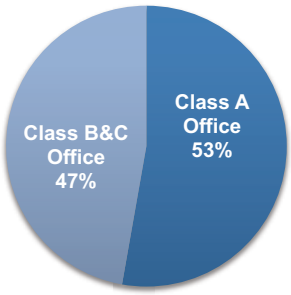
Source: CoStar, Pro Forma Advisors

Santa Monica Office Submarket

Office product in Santa Monica is almost uniformly distributed north of the I-10 Freeway within the Santa Monica, with the exception of a cluster of office buildings proximate to the Santa Monica Airport.

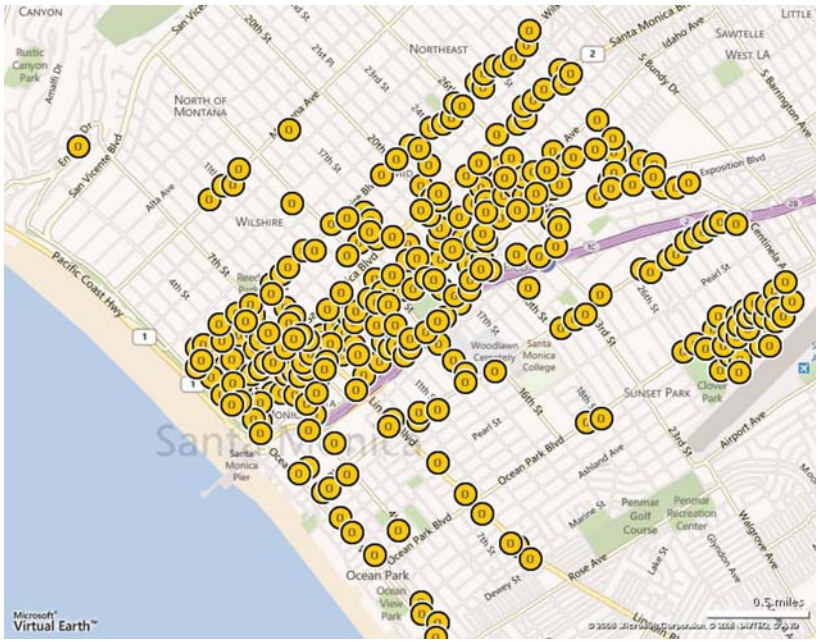
There is a total of 15 million square feet of office space within the Santa Monica Submarket, approximately 4 percent of the City of Los Angeles office space. There is approximately 8.0 million square feet of Class A office space and 7.1 million square feet of Class B AND C office.

Santa Monica Submarket Rentable Building Area by Class



- The Santa Monica office market includes a substantial amount of technology, as well as media entertainment companies. Both Class A and Class B AND C office vacancy rates peaked during the dot.com bust in the beginning of the last decade. Vacancies fell dramatically during the height of the market in 2005 and grew to a second peak between 2009. Class A product has a current vacancy rate of 11.4 percent. Class B AND C office product have low current vacancy rate of 5.9 percent.

Figure 20: Santa Monica Office Map

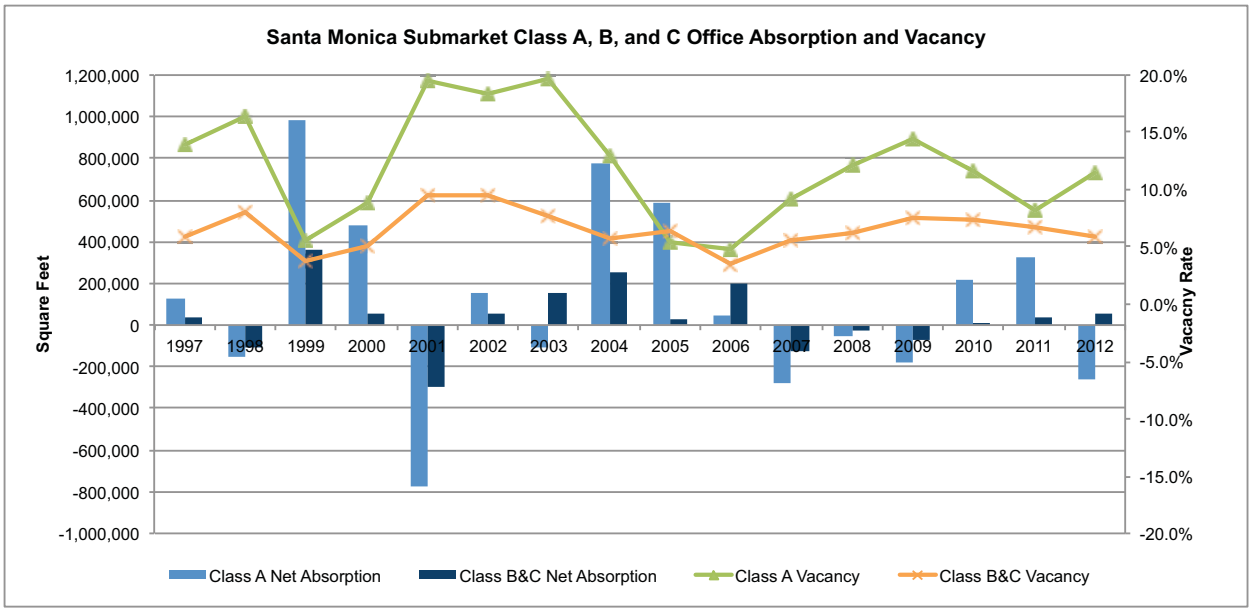


Source: CoStar, Pro Forma Advisors

- Both vacancy rates and rental rates are higher for Class A product in Santa Monica, compared to Class B and C product. Aside from a convergence during the boom years of 2005 to 2007, vacancy rates for Class A product have nearly always been double that for Class B and C product in Santa Monica.
- Class A office space has an average lease rate of $47.00 per square foot. Class A rent premiums are nearly 20 percent above Class B AND C product, and have ranged between 10 and 30 percent during the last 15 years.
- Class B AND C office space has an average lease rate of $39.00 per square foot.
- Across the last decade, 1.4 million square feet of Class A office space has been constructed and delivered and the submarket has had net absorption of approximately 920,000 square feet. This strong absorption figure reflects expansion and high demand in the Santa Monica office submarket.
- 580,000 square feet of Class B AND C office space has been added to the market since 2000. Net absorption was 330,000 during that same period.

As reflected by the relatively lower vacancy rates and strong absorption, Santa Monica has a strong Class A and Class B AND C office market.

.



Source: CoStar, Pro Forma Advisors

Figure 21: Santa Monica Submarket Office by Class

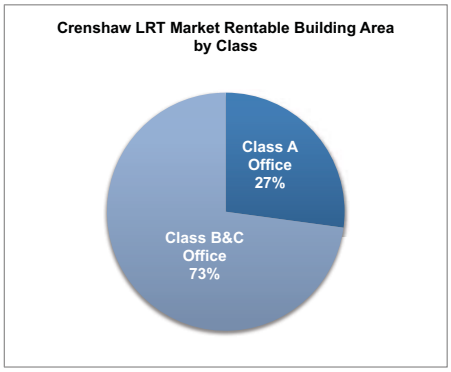
Period	# Bldgs	Total RBA	Total Vacant %	Total Net Absorption	RBA Delivered	RBA Under Const	Total Average Rate
Class A							
2000	59	7,264,073	8.8%	477,292	753,119	76,044	$40.15
2001	59	7,264,073	19.5%	-774,164	0	76,044	$38.55
2002	60	7,340,117	18.3%	150,732	76,044	321,111	$36.08
2003	60	7,340,117	19.7%	-103,291	0	321,111	$34.99
2004	61	7,661,228	13.0%	771,984	321,111	0	$34.36
2005	61	7,661,228	5.4%	583,290	0	0	$37.38
2006	61	7,661,228	4.8%	42,605	0	133,455	$42.54
2007	62	7,727,784	9.2%	-279,554	66,556	198,999	$55.42
2008	64	7,926,783	12.2%	-50,538	198,999	0	$58.00
2009	64	7,926,783	14.4%	-177,387	0	0	$48.01
2010	64	7,926,783	11.7%	212,813	0	50,000	$42.59
2011	65	7,976,783	8.2%	326,783	50,000	0	$42.89
3Q2012 YTD	65	7,976,783	11.4%	-257,104	0	0	$46.98
Class B&C							
2000	468	6,783,870	5.1%	51,190	143,790	46,375	$33.48
2001	468	6,783,870	9.5%	-299,422	0	90,880	$34.18
2002	472	6,839,824	9.4%	52,668	55,954	77,760	$31.57
2003	474	6,871,521	7.7%	152,009	51,333	234,720	$30.87
2004	476	7,007,774	5.8%	256,289	142,253	108,601	$30.90
2005	481	7,089,948	6.5%	29,670	82,174	29,427	$33.53
2006	481	7,079,128	3.5%	197,959	13,700	26,427	$37.07
2007	482	7,105,555	5.6%	-121,368	26,427	44,207	$42.75
2008	481	7,132,655	6.3%	-24,410	44,207	10,000	$44.41
2009	482	7,142,655	7.5%	-74,926	10,000	0	$39.63
2010	482	7,142,655	7.3%	11,368	0	0	$36.92
2011	482	7,142,655	6.7%	40,657	0	8,467	$36.90
3Q2012 YTD	482	7,136,122	5.9%	53,551	8,467	0	$38.53

Source: CoStar, Pro Forma Advisors

Crenshaw LRT Office Submarket

The Crenshaw LRT office submarket includes major clusters of office product on La Brea Avenue and Manchester Avenue in the City of Inglewood and, in the City of Los Angeles, on Crenshaw Avenue between Martin Luther King Boulevard and Vernon Avenue, the Leimert Park area.

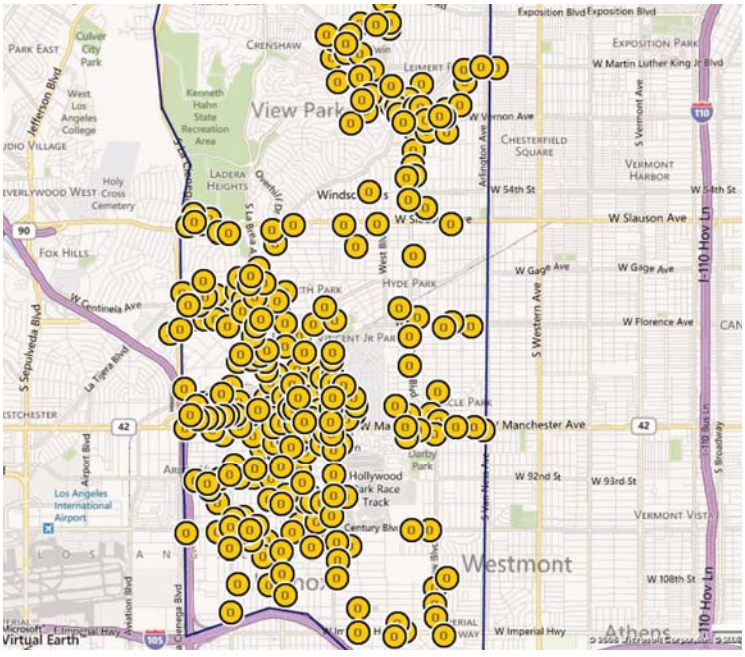
The submarket includes a total of 3.4 million square feet of office. Not a major employment-based office market, the area includes less than a million square feet of Class A space and 2.5 million square feet of Class B and C space.



- The performance of Class A office is lagging. A 200,000 square foot building was delivered to the market in 2001, but across the decade only 60,000 square feet of additional space was leased. In result, the area has an extremely high Class A vacancy rate of 28 percent and a lease rate below Class B and C product.

Figure 22: Crenshaw LRT Office Submarket Map

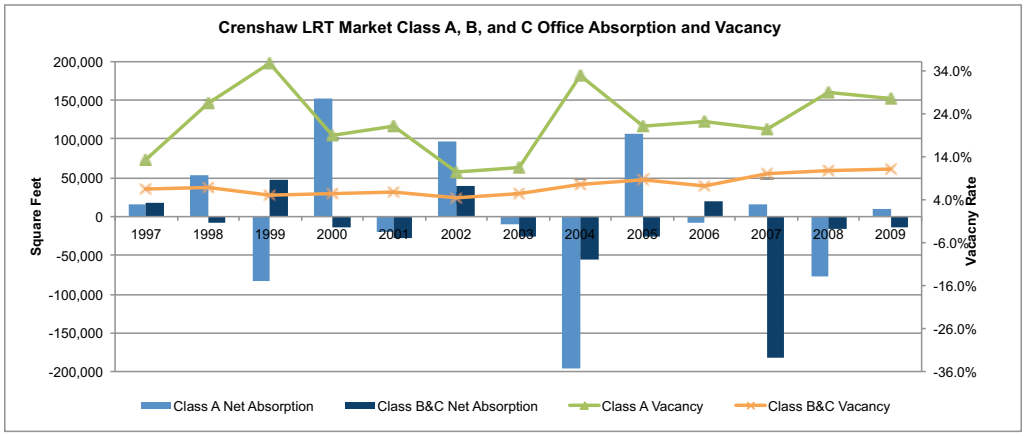
- Class B and C space has also had a challenging decade. Between 2007 and 3Q2012, businesses had vacated more than 250,000 square feet of space. However, overall the office market is in a better state than Class A space and has a vacancy rate below the Los Angeles average, at 11 percent.



These metrics suggest that there is sufficient Class A space available in the market to meet any new demand, but that there may be limited demand for Class B and C office space in the future.

Figure 23: Crenshaw LRT Office Submarket Trends

Period	# Bldgs	Total RBA	Total Vacant %	Total Net Absorption	RBA Delivered	RBA Under Const	Total Average Rate
Class A							
2000	7	716,687	13.3%	15,797	0	201,230	$24.47
2001	8	917,917	26.4%	54,192	201,230	0	$25.56
2002	8	917,917	35.6%	-84,096	0	0	$23.11
2003	8	917,917	18.9%	152,957	0	0	$21.80
2004	8	917,917	21.0%	-18,986	0	0	$20.21
2005	8	917,917	10.4%	97,293	0	0	$20.15
2006	8	917,917	11.5%	-10,302	0	0	$21.61
2007	8	917,917	32.8%	-195,484	0	0	$25.44
2008	8	917,917	21.1%	106,980	0	0	$25.78
2009	8	917,917	22.1%	-8,850	0	0	$22.33
2010	8	917,917	20.3%	16,507	0	0	$20.72
2011	8	917,917	28.8%	-77,756	0	0	$21.14
3Q2012 YTD	8	917,917	27.6%	10,648	0	0	$20.57
Class B&C							
2000	284	2,616,218	6.4%	17,906	0	0	$19.52
2001	284	2,616,218	6.7%	-7,504	0	0	$19.28
2002	284	2,616,218	4.8%	48,344	0	0	$20.33
2003	284	2,616,218	5.3%	-13,262	0	0	$19.24
2004	283	2,597,570	5.7%	-28,011	0	4,258	$18.88
2005	284	2,601,828	4.4%	39,554	4,258	2,640	$20.50
2006	285	2,604,468	5.4%	-25,132	2,640	0	$20.92
2007	285	2,604,468	7.6%	-56,312	0	7,574	$24.62
2008	285	2,599,990	8.4%	-25,953	7,574	0	$24.46
2009	284	2,589,202	7.3%	20,668	0	0	$23.44
2010	282	2,464,522	9.9%	-181,151	0	0	$22.14
2011	282	2,464,522	10.5%	-15,481	0	0	$21.14
3Q2012 YTD	282	2,464,522	11.1%	-13,015	0	0	$20.34



Source: CoStar and Pro Forma Advisors

Station Area Overview

Figure 24 presents a summary of office properties within a half-mile of each of the study station areas. The Culver City, Sepulveda, and Bundy Stations are the three study Expo LRT stations located in general commercial zones. The Palms Station Area is primarily residential and this is reflected in the low amount of office space within a half-mile of the station. The West Station Area is located within a commercial zone that is ringed by residential uses. However, as reflected below, little of the existing commercial is being used as office space.

- The Bundy Station Area has the strongest performing, and greatest amount of, office product within a half mile. There is currently 2.3 million square feet of rentable building area (RBA) around the Bundy Station with an average annual lease rate of $35.00 per square foot and a lower than market average vacancy of 6.7 percent.

- With 870,000 square feet of RBA, the Culver City Station Area has the second highest amount of office space. The Culver City spaces are much smaller, on average, than Bundy and Sepulveda Station office space. Culver City properties average 11,400 square feet of RBA, relative to 28,000 square feet for Sepulveda office space and almost 40,000 square feet for Bundy office properties. Culver City office properties have an average rental rate of $29.00.

- The Sepulveda Station Area has 776,000 square feet of office space within a half mile. This area has the highest vacancy rate of 11.3 percent.

- Only 4 office properties, consisting of almost 20,000 square feet, are reported in a half-mile radius of Crenshaw LRT West Station. These properties are reported to not have any vacancy and do not reflect a lease rate for the spaces.

Figure 24: Station Area Office Property Summary

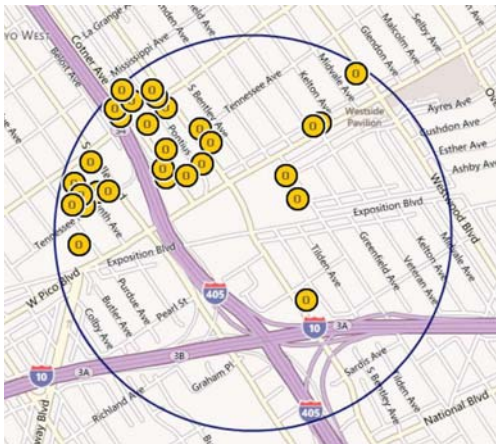
Submarket	# Bldgs	Total RBA	Total Vacant %	Total Average Rate
Culver City	76	867,695	10.7%	$28.66
Palms	30	194,993	9.0%	$20.87
Sepulveda	29	775,806	11.3%	$27.38
Bundy	59	2,331,627	6.7%	$34.97
West	4	19,684	0.0%	NA

Source: CoStar, Pro Forma Advisors

Figure 25: Bundy Station Office Properties

Source: CoStar and Pro Forma Advisors

Figure 26: Sepulveda Station Office Properties



Source: CoStar and Pro Forma Advisors

Figure 27: Culver City Station Office Properties

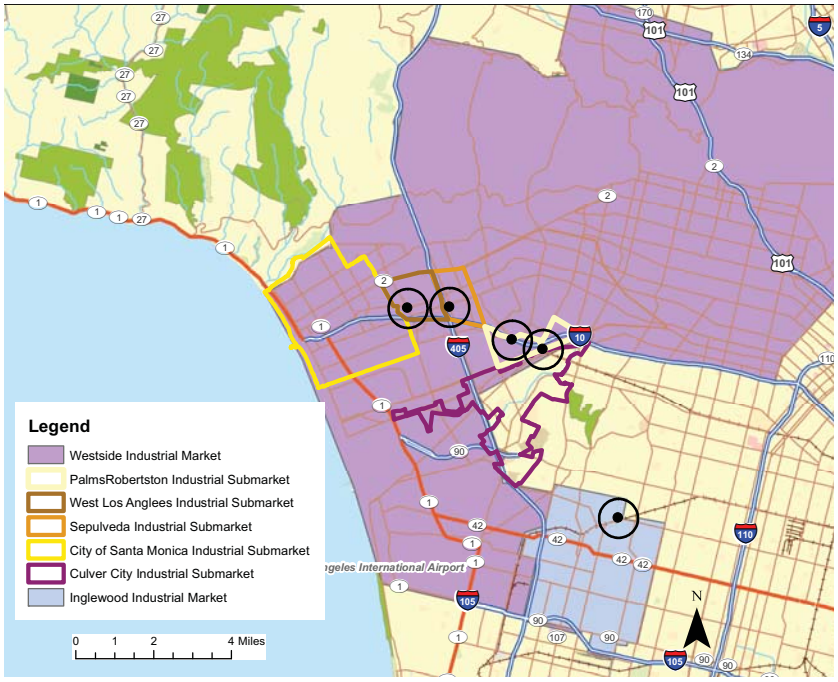
Source: CoStar and Pro Forma Advisors

Industrial

The following section evaluates the existing industrial markets in the Expo LRT and Crenshaw LRT area. Industrial uses are often built as "inexpensively"[9] constructed basic warehouse-type buildings to be used for warehouse and distribution, manufacturing, and storage. However, it should be noted that, as manufacturing and other heavy industrial uses declined as a share of economic activity, industrial buildings, particularly in West Los Angeles, are increasingly used for a variety of other activities, such as furniture showrooms, office space, gallery spaces and other uses that require substantial amounts of affordable space.

The section begins with a brief overview of the performance of all industrial in the Los Angeles County market and Westside market[10], then looks more closely at the industrial property performance in Culver City, Santa Monica, Inglewood and three City of Los Angeles PFA-defined submarkets—West Los Angeles, Sepulveda, and Palms/Robertson.

Figure 28: Industrial Market and Submarket Areas



Source: Pro Forma Advisors and CoStar

[9] Relative to retail and office uses.

[10] A map of the Westside Industrial Costar Submarket is shown in the Appendix.

Los Angeles Industrial Market

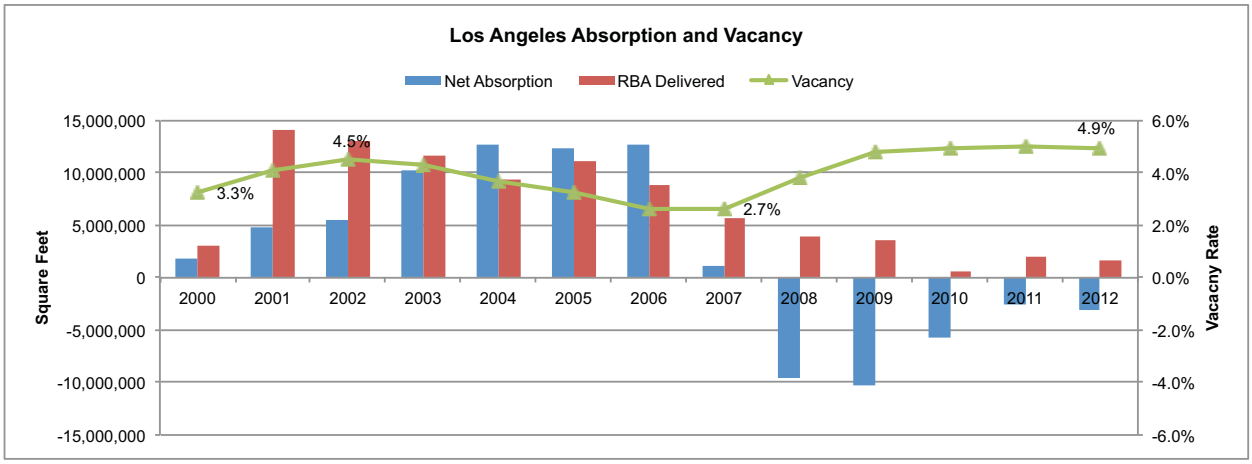
The Los Angeles and Long Beach Ports are key distribution points for imports and exports between the Asia Pacific Rim and the US. Due to this link, Los Angeles has a relatively strong industrial market. The performance of the Los Angeles industrial market is linked to the success of the ports and the level of foreign trade. Major concentrations of warehouse distribution industrial are centered on the Alameda Corridor, in the areas of Carson, Central Los Angeles, Commerce, and Vernon areas.

The comprehensive Los Angeles industrial market includes almost 1.0 billion square feet of rentable space in over 35,000 buildings.

- Vacancies have been remarkably low in the aggregate market. Vacancy rates were as low as 3.3 percent in 2001, but moved to 4.5 percent as 30 million square feet of new space was added. Between 2002 and 2007 almost 50 million square feet of space was added to the market while vacancy rates dropped to 2.7 percent.

- With the recession in 2007, there were major losses in absorption. While losses are improving, absorption has been negative for the past four years and vacancy rates have moved up to 4.9 percent.

Figure 29: Los Angeles Absorption and Vacancy



Source: CoStar, Pro Forma Advisors

Westside Industrial Market

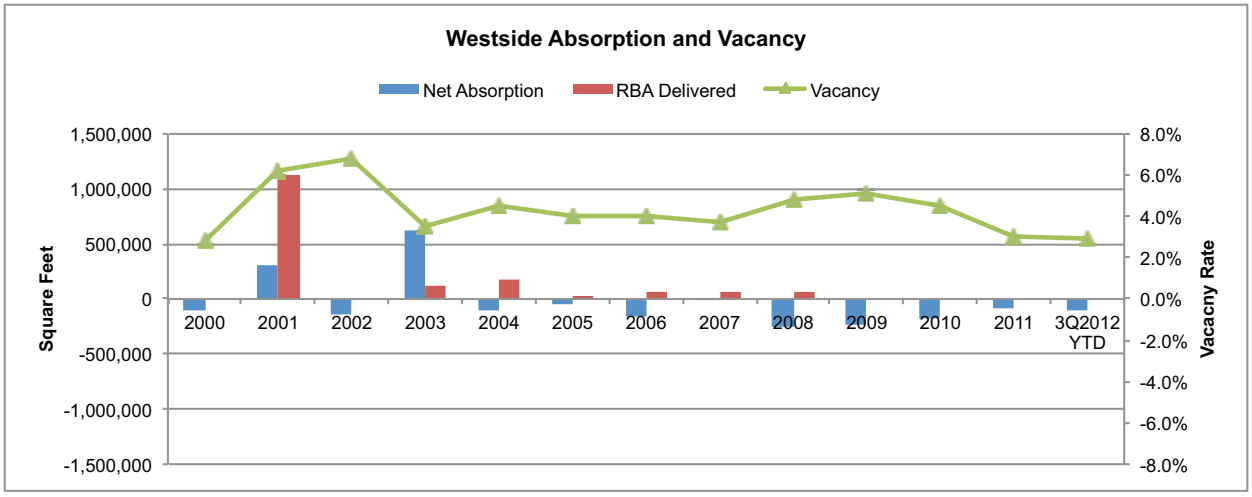
The Westside Industrial market contains 21 million square feet of industrial space, less than 2 percent of Los Angeles' industrial stock. The Westside Industrial market is not well located relative to the Alameda Corridor or other centers of manufacturing in Los Angeles. The industrial product on the westside is less likely to be used as industrial distribution.

- The lease rates for industrial product in the Westside Industrial market have performed better than the aggregate Los Angeles market, with rental rates nearly double the Los Angeles average. These high lease rates are likely due to the limited supply of available industrial space within the market, but also may be due to non-industrial users, such as office and retail, within industrial spaces.

- **Absorption of industrial space has been poor in the Westside Industrial market, even pre-dating the recession.** According to Costar, there has not been a positive year of industrial space absorption since 2003. On a net basis, industrial users have vacated almost 1.1 million square feet of space.

- **Despite these absorption trends, vacancy rates are also outperforming that of the aggregate Los Angeles market**, with current rates close to 3 percent, levels that are historically low.

- **Low vacancy rates and negative absorption are occurring due to the removal of industrial buildings from the market.** In 2000, 924 industrial buildings containing 20.9 million square feet of rentable building area were reported. In 2010, only 884 buildings containing 20.6 million square feet of rentable building area were reported.



Source: CoStar, Pro Forma Advisors

Figure 30: Westside Industrial Trends

Period	# Bldgs	Total RBA	Total Vacant SF	Total Vacant %	Total Net Absorption	RBA Delivered	RBA Under Const	Total Average Rate
2000	924	20,949,498	595,892	2.8%	-112,296	0	1,039,712	$11.42
2001	930	22,036,233	1,372,021	6.2%	310,606	1,120,735	0	$12.99
2002	928	22,023,124	1,503,490	6.8%	-144,578	0	127,845	$13.87
2003	927	21,908,269	765,503	3.5%	623,132	127,845	162,600	$11.95
2004	927	22,021,056	990,020	4.5%	-111,730	168,487	28,027	$12.89
2005	922	21,863,572	875,328	4.0%	-42,792	28,027	63,626	$12.78
2006	920	21,690,183	868,235	4.0%	-166,296	63,626	65,877	$13.32
2007	915	21,623,544	803,816	3.7%	-2,220	65,877	59,029	$15.59
2008	912	21,607,594	1,044,282	4.8%	-256,416	59,029	0	$17.40
2009	906	21,413,028	1,087,161	5.1%	-237,445	0	0	$15.15
2010	893	21,099,345	949,799	4.5%	-176,321	0	0	$13.64
2011	888	20,679,280	618,635	3.0%	-88,901	0	0	$13.45
3Q2012 YTD	884	20,555,245	602,198	2.9%	-107,598	0	0	$13.07

Source: CoStar, Pro Forma Advisors

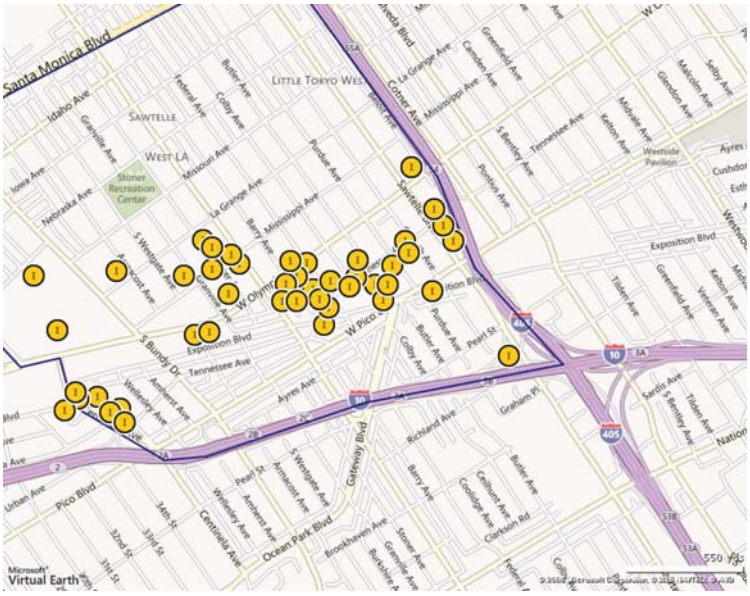
West Los Angeles Submarkets

West LA Submarket

The West LA submarket comprises 1.1 million square feet of industrial space in 44 buildings. Of the Los Angeles submarkets, the West LA Submarket contains the greatest amount of industrial space.

- The majority of existing industrial product in the West LA submarket is located south of Olympic and north of Pico Boulevard, between Barrington Avenue and Sepulveda Boulevard. Other industrial properties are located along Centinela Avenue south of Exposition Boulevard and clustered around Granville Avenue and Mississippi Avenue.
- Current vacancies are very low in the West LA submarket; vacancy rates have remained below 2 percent since 2005, with the exception of 2009. In 2009, a building appears to have been vacated and was removed from the industrial inventory in 2010.
- While annual net absorption figures have not been positive, the low vacancy rates reflect the high demand for real estate in the area. The current trends may reflect demand for non-industrial uses.
- Across the last two years the West LA submarket has achieved rents between $18.00 and $19.00, approximately 40 percent above the Westside market average.

Figure 31: West LA Industrial Submarket Map

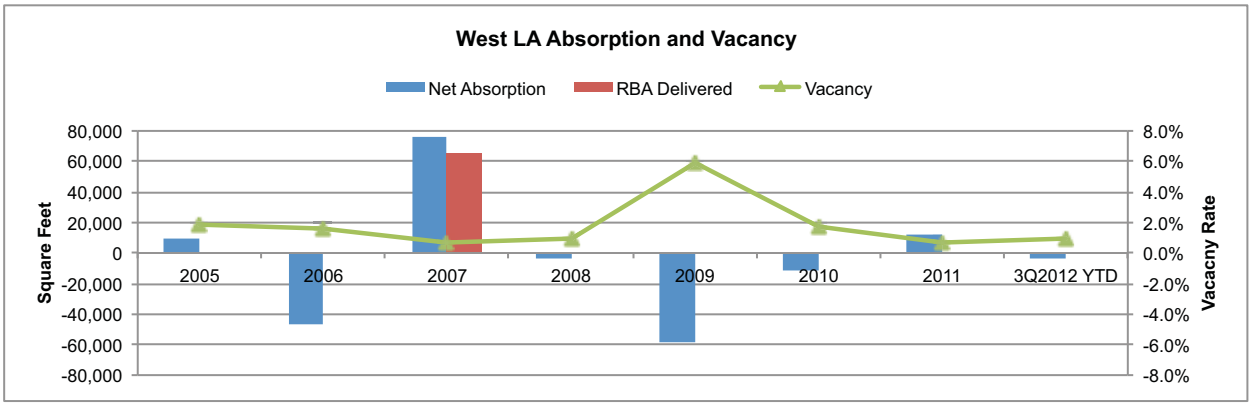


Source: Costar and Pro Forma Advisors

Figure 32: West LA Industrial Submarket Trends

Period	# Bldgs	Total RBA	Total Vacant SF	Total Vacant %	Total Net Absorption	RBA Delivered	RBA Under Const	Total Average Rate
2005	45	1,156,019	21,360	1.8%	9,140	0	0	NA
2006	44	1,106,019	18,000	1.6%	-46,640	0	65,877	$27.00
2007	45	1,171,896	7,600	0.6%	76,277	65,877	0	$23.55
2008	45	1,171,896	10,975	0.9%	-3,375	0	0	$20.12
2009	45	1,171,896	69,073	5.9%	-58,098	0	0	$18.16
2010	44	1,110,323	19,480	1.8%	-11,980	0	0	$18.85
2011	44	1,110,323	7,480	0.7%	12,000	0	0	$18.70
3Q2012 YTD	44	1,110,323	11,009	1.0%	-3,529	0	0	$18.09

NA= Not Available



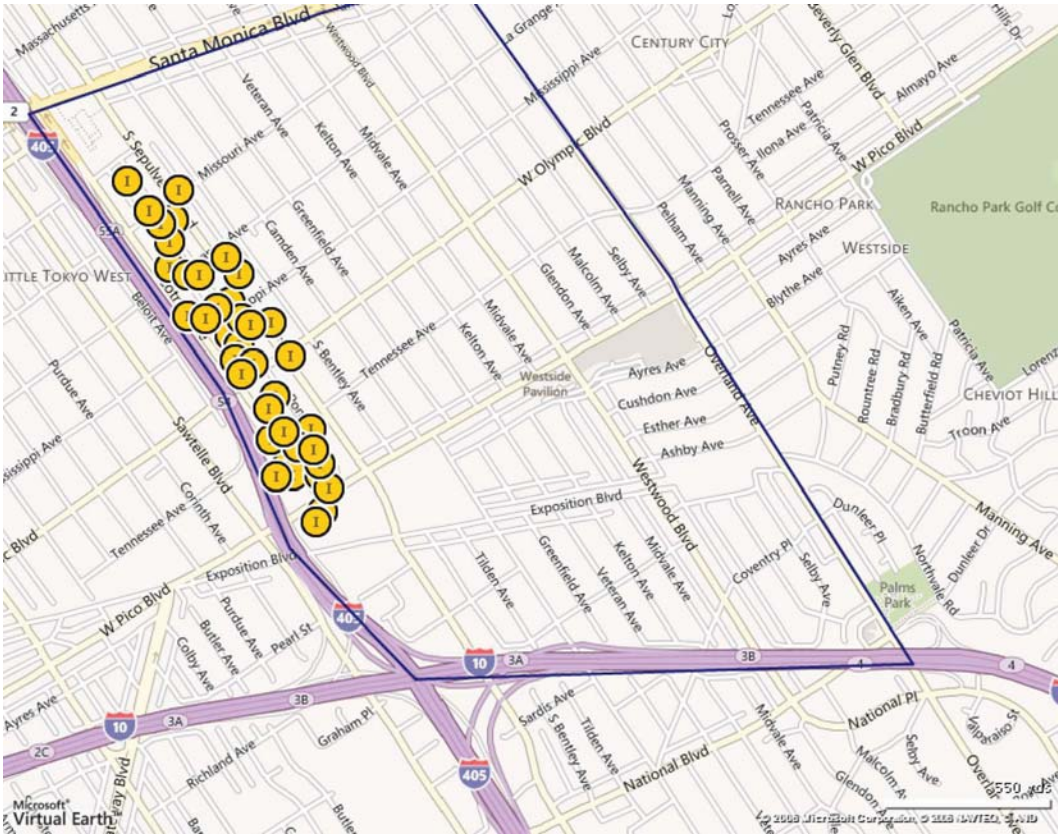
Source: CoStar, Pro Forma Advisors

Sepulveda Submarket

Figure 33 presents a map of the Sepulveda Industrial submarket. Industrial properties in the Sepulveda submarket are clustered between Sepulveda Boulevard and the I-405 Freeway, south of Santa Monica Boulevard and north of Pico Boulevard. The Sepulveda submarket contains 400,000 square feet of rentable building area, in 40 buildings.

- Between 2000 and 2005, vacancy rates were approximately 4 percent. With the onset of the recession, rates climbed only in 2007 and then fell back further than pre-recession levels. At the end of the third quarter, vacancy rates were at 6.0 percent.
- Absorption has been fairly neutral across the last five years.
- Rental rates have ranged between $18.00 and $20.00 per square foot in the last two years, approximately 40 to 50 percent above the overall Westside market average.

Figure 33: Sepulveda Industrial Submarket Map

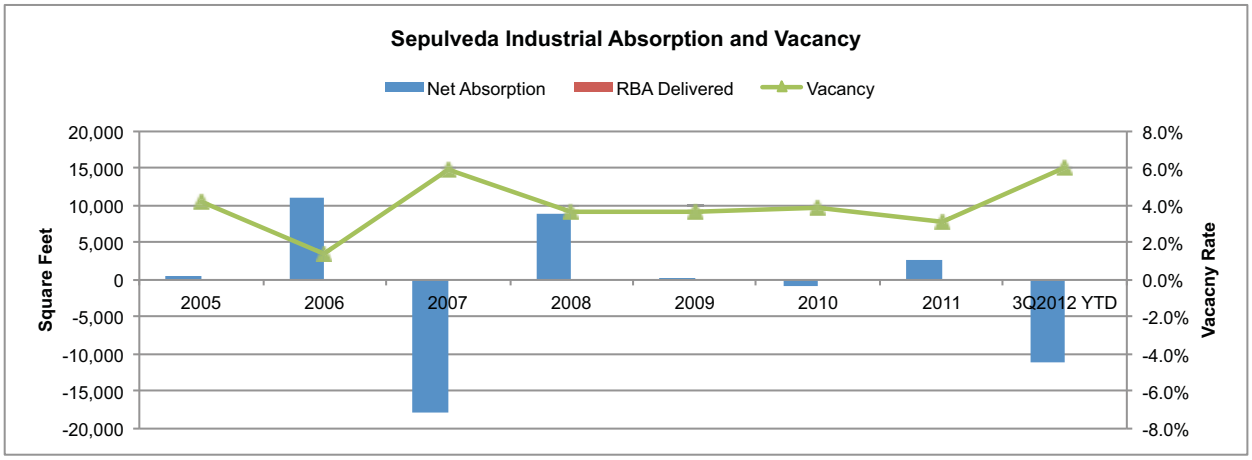


Source: CoStar, Pro Forma Advisors

Figure 34: Sepulveda Industrial Submarket Map

Period	# Bldgs	Total RBA	Total Vacant SF	Total Vacant %	Total Net Absorption	RBA Delivered	RBA Under Const	Total Average Rate
2005	40	390,019	16,500	4.2%	500	0	0	$39.00
2006	40	390,019	5,500	1.4%	11,000	0	0	$48.00
2007	40	390,019	23,300	6.0%	-17,800	0	0	$36.00
2008	40	390,019	14,400	3.7%	8,900	0	0	$27.90
2009	40	390,019	14,300	3.7%	100	0	0	$23.40
2010	40	390,019	15,110	3.9%	-810	0	0	NA
2011	40	390,019	12,300	3.2%	2,810	0	0	$18.06
3Q2012 YTD	40	390,019	23,510	6.0%	-11,210	0	0	$19.80

NA= Not Available



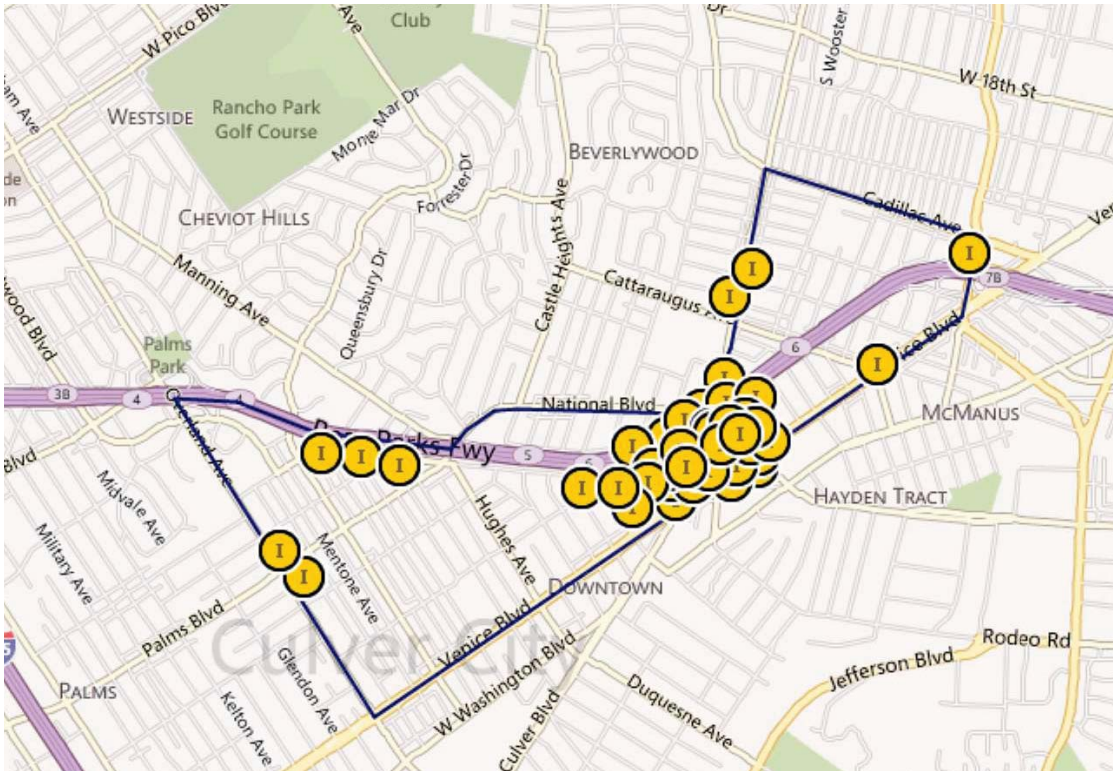
Source: CoStar, Pro Forma Advisors

Palms/Robertson Submarket

In the Palms/Robertson submarket, industrial properties are primarily concentrated between Curts Avenue and Exposition Boulevard just south of the I-10 freeway, and north of Venice Boulevard. There are 46 properties with 540,000 square feet of rentable building area in the Palms/Robertson area, the smallest of the study submarkets.

- Vacancy rates in this submarket are also quite low, at around 1 percent. Vacancy has ranged between 1 and 2 percent in the post-financial crisis period, after reaching a historical low of 0.3 percent in 2008.
- Average rent rates have decreased only slightly from 2009 levels of $21.00 per square foot, to $19.00 per square foot during the third quarter of 2012, a 46 percent premium above the Westside average.
- An 81,000 square foot building was delivered to market in 2001 and a 160,000 square foot building was delivered to market in 2004. Nothing has been constructed or delivered since 2004.

Figure 35: Palms/Robertson Industrial Submarket Map

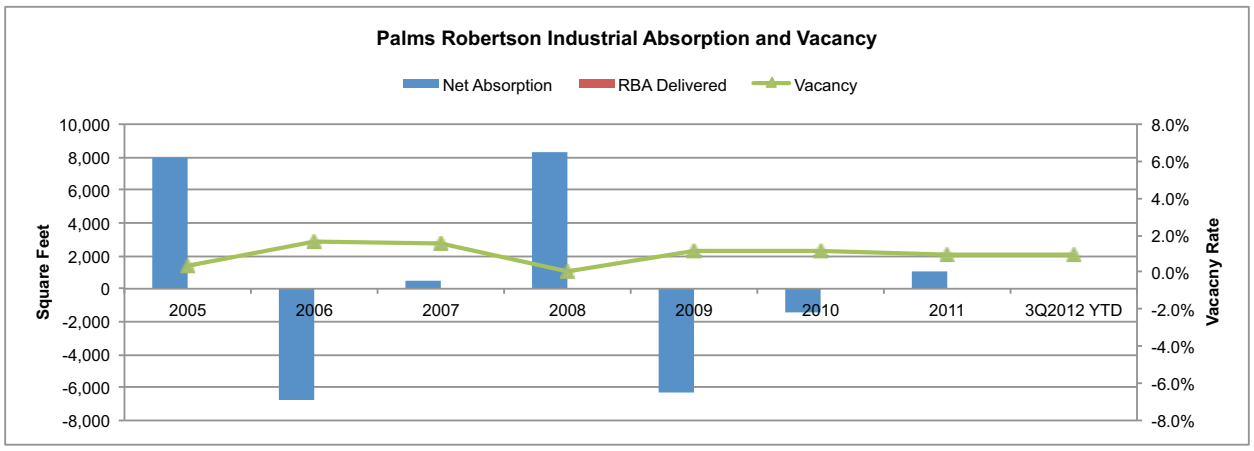


Source: CoStar, Pro Forma Advisors

Figure 36: Palms/Robertson Industrial Submarket Trends

Period	# Bldgs	Total RBA	Total Vacant SF	Total Vacant %	Total Net Absorption	RBA Delivered	RBA Under Const	Total Average Rate
2005	47	543,619	2,000	0.4%	8,000	0	0	NA
2006	47	543,619	8,800	1.6%	-6,800	0	0	$16.43
2007	47	543,619	8,300	1.5%	500	0	0	$16.20
2008	47	543,619	0	0.0%	8,300	0	0	$16.20
2009	47	543,619	6,300	1.2%	-6,300	0	0	$21.28
2010	46	542,147	6,210	1.1%	-1,382	0	0	$20.80
2011	46	542,147	5,200	1.0%	1,010	0	0	$20.93
3Q2012 YTD	46	542,147	5,200	1.0%	0	0	0	$19.81

NA= Not Available



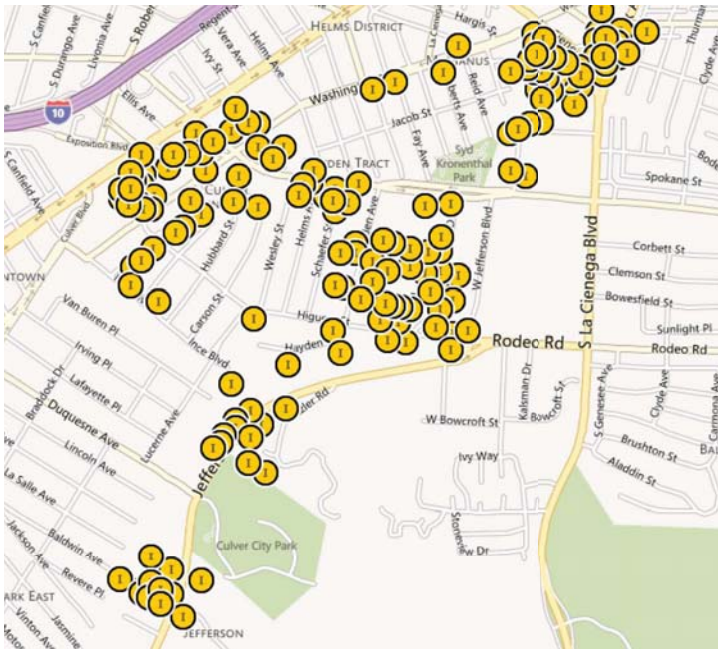
Source: CoStar, Pro Forma Advisors

Culver City

The Culver City submarket has 2.4 million square feet of industrial space, almost 12 percent of the space in the Westside Industrial market. One cluster of industrial is located along Slauson Avenue and the 90 Freeway, but the majority of industrial space is located in the northeast area of the city. There are major industrial clusters in the Hayden Avenue area, and La Cienega Boulevard area with smaller clusters along Washington Boulevard between Higuera Street and Robertson Boulevard, and along Jefferson Boulevard

- Vacancies are currently at the Los Angeles market average of 5 percent; much higher than the 1 percent level the market broached in 2007.
- Absorption has been negative in recent years. Since 2005, tenants have vacated a net of 360,000 square feet of industrial space.
- Similar to the trend throughout the Westside, the rentable building space has contracted from 2.7 million square feet in 2005 to 2.4 million square feet in 2012. A growing bastion of creative office. Industrial properties in the area are being transformed into creative office.

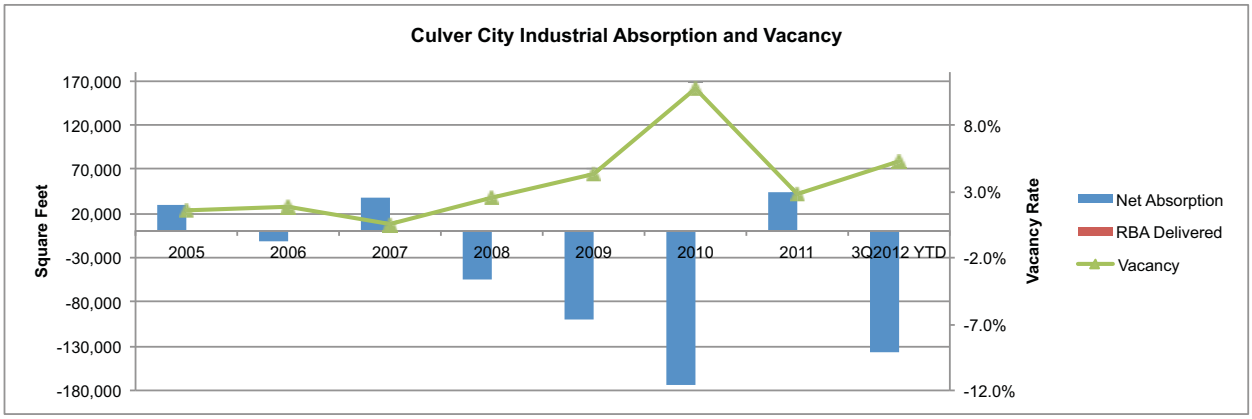
Figure 37: Culver City Industrial Submarket



Source: CoStar, Pro Forma Advisors

Figure 38: Culver City Industrial Submarket Trends

Period	# Bldgs	Total RBA	Total Vacant SF	Total Vacant %	Total Net Absorption	RBA Delivered	RBA Under Const	Total Average Rate
2005	210	2,728,477	41,333	1.5%	30,242	0	0	$15.74
2006	210	2,728,477	51,936	1.9%	-10,603	0	0	$14.95
2007	210	2,728,477	14,875	0.5%	37,061	0	0	$16.58
2008	210	2,728,477	68,447	2.5%	-53,572	0	0	$17.36
2009	207	2,675,617	114,822	4.3%	-99,235	0	0	$15.66
2010	207	2,675,617	288,718	10.8%	-173,896	0	0	$13.80
2011	203	2,501,947	71,159	2.8%	43,889	0	0	$13.34
3Q2012 YTD	201	2,422,947	129,312	5.3%	-137,153	0	0	$14.54



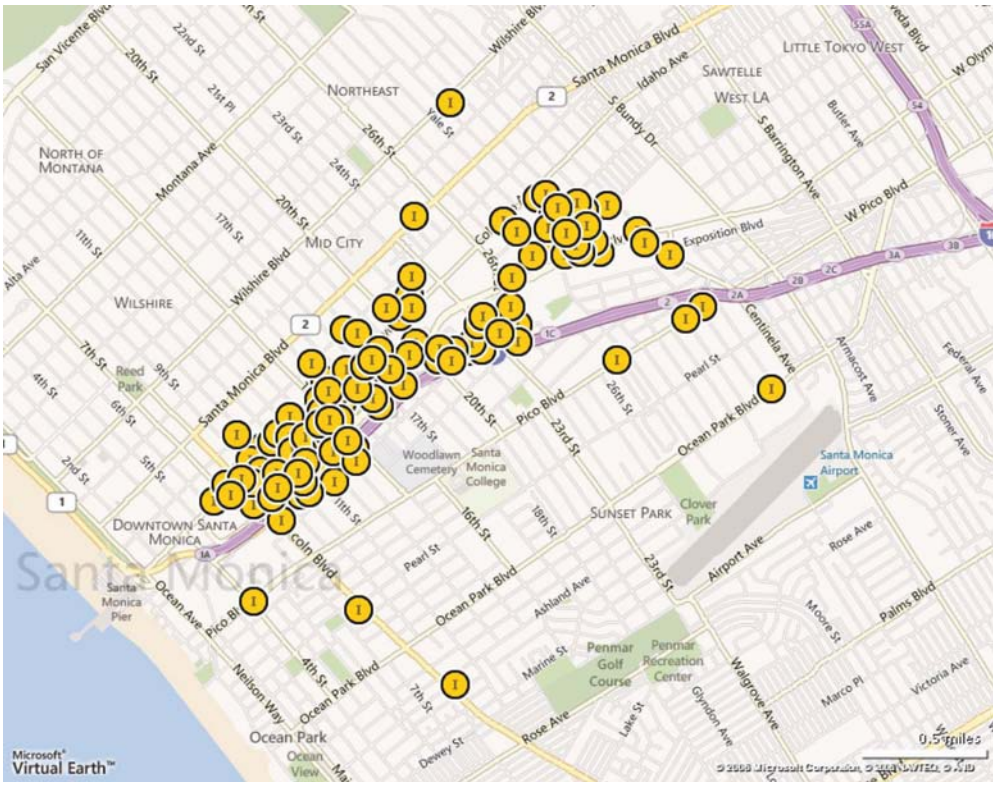
Source: CoStar, Pro Forma Advisors

Santa Monica

Figure 39 presents a map of Santa Monica industrial properties. Industrial product in the Santa Monica submarket is clustered heavily north of the I-10 Freeway, and south of Santa Monica Boulevard between Centinela Avenue and Lincoln Boulevard. The Santa Monica submarket includes approximately 2 million square feet of available space, and space is at a premium.

- Vacancy rates were high, at 7.7 percent in 2005, but have actually declined since 2007, to the current rate of 1.4 percent.
- The submarket has had positive absorption of 160,000 square feet of industrial space since 2005.
- Rental rates have also held steady during the past five years, at levels between $19.00 and $20.00 per square foot.

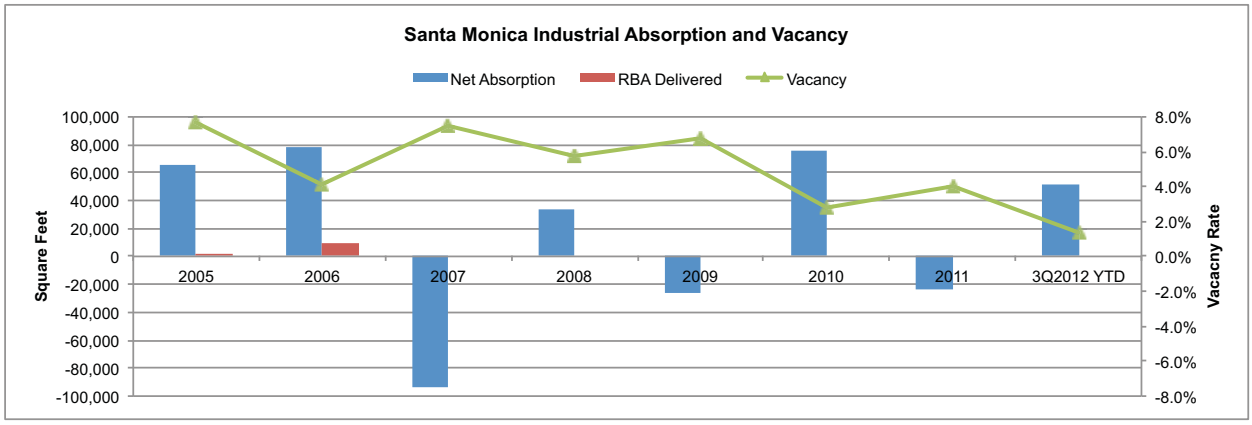
Figure 39: Santa Monica Industrial Submarket Map



Source: CoStar, Pro Forma Advisors

Figure 40: Santa Monica Industrial Submarket Trends

Period	# Bldgs	Total RBA	Total Vacant SF	Total Vacant %	Total Net Absorption	RBA Delivered	RBA Under Const	Total Average Rate
2005	116	1,977,689	152,263	7.7%	65,580	527	9,000	$18.07
2006	117	1,986,689	82,600	4.2%	78,663	9,000	0	$20.78
2007	116	1,957,689	146,842	7.5%	-93,242	0	0	$15.34
2008	116	1,957,689	112,964	5.8%	33,878	0	0	$21.01
2009	115	1,951,689	132,648	6.8%	-25,684	0	0	$19.71
2010	114	1,949,314	54,981	2.8%	75,292	0	0	$21.24
2011	114	1,949,314	77,968	4.0%	-22,987	0	0	$22.44
3Q2012 YTD	114	1,949,314	26,394	1.4%	51,574	0	0	$19.43



Source: CoStar, Pro Forma Advisors

Inglewood Industrial Market

The West Station lies on the northeast edge of the Inglewood Industrial Market. The majority of industrial in the market is clustered around the Exposition rail line along Florence Avenue between Centinela Avenue and Aviation Boulevard. Industrial properties, particularly near Aviation Boulevard and the I-405, likely serve airport-related uses.

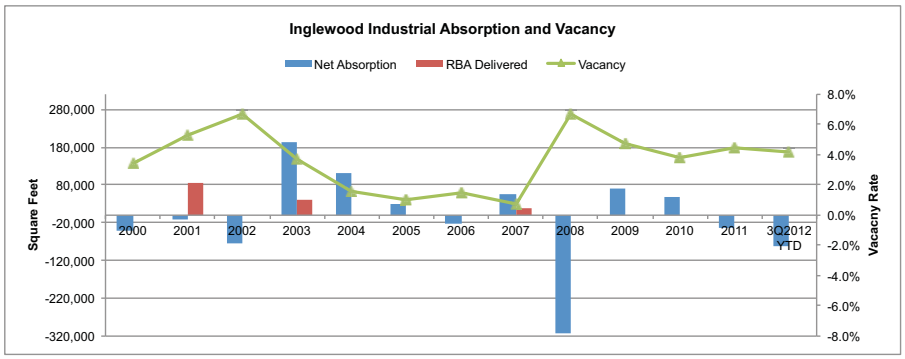
There are 307 industrial properties in the Inglewood market, containing 5.1 million square feet of rentable building area.

- Vacancies in the market had dropped significantly during the years up to the recession, but rose quickly in 2008 with major negative absorption of 311,000 square feet. The market has reabsorbed some of this space, but has not reached pre-recession occupancy levels.

- Rental rates also declined since the recession, but at a current average annual rent of $9.80 per square foot, industrial rents are well above the Los Angeles average.

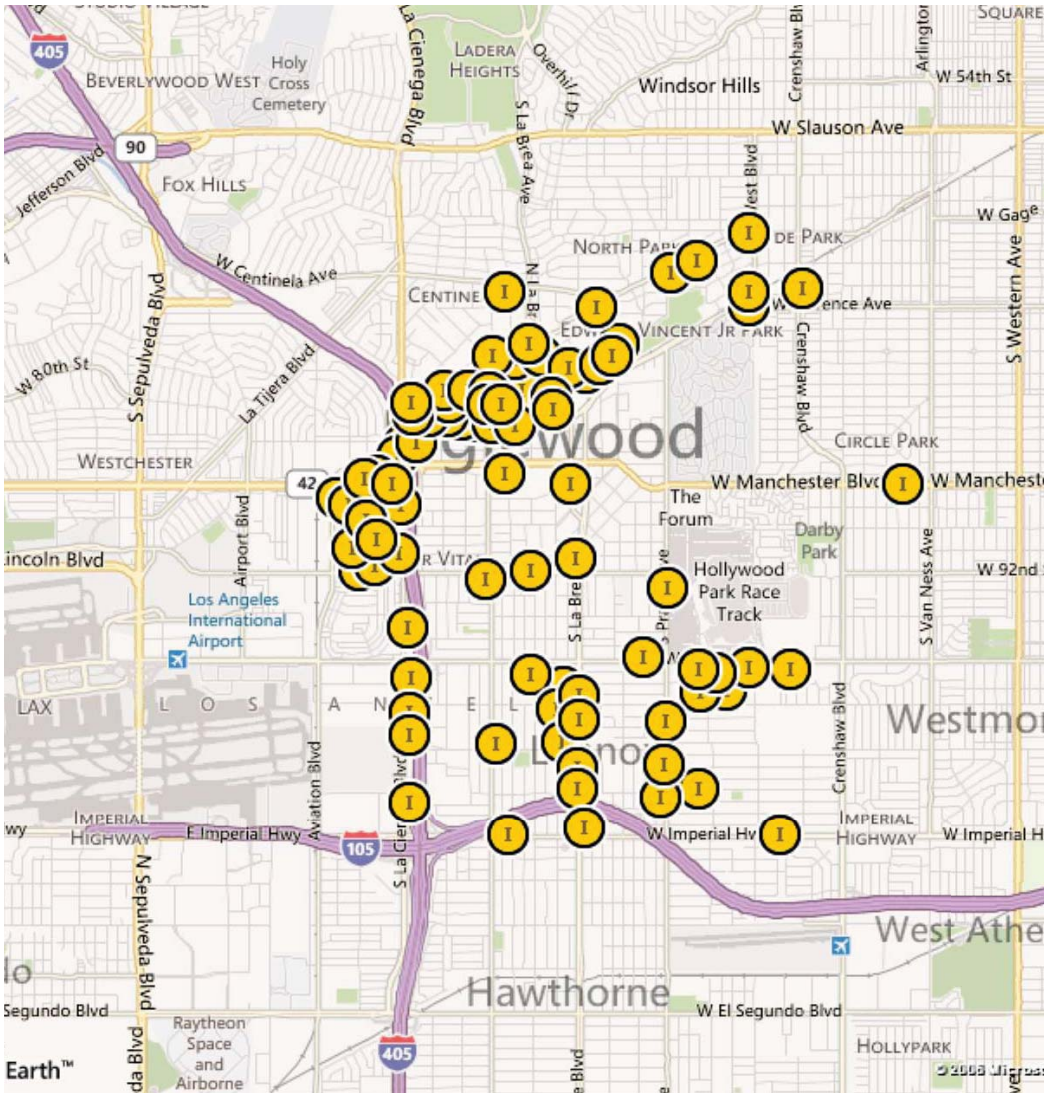
Figure 41: Inglewood Industrial Market Trends

Period	# Bldgs	Total RBA	Total Vacant SF	Total Vacant %	Total Net Absorption	RBA Delivered	RBA Under Const	Total Average Rate
2000	305	5,116,593	177,290	3.5%	-39,399	0	84,374	$8.93
2001	306	5,200,967	274,096	5.3%	-12,432	84,374	0	$8.59
2002	306	5,200,967	348,831	6.7%	-74,735	0	39,525	$8.71
2003	308	5,240,492	194,059	3.7%	194,297	39,525	0	$8.86
2004	308	5,240,492	83,675	1.6%	110,384	0	0	$10.43
2005	308	5,240,492	53,557	1.0%	30,118	0	0	$10.65
2006	308	5,240,492	76,111	1.5%	-22,554	0	19,179	$10.72
2007	309	5,259,671	38,453	0.7%	56,837	19,179	0	$12.57
2008	309	5,259,671	350,223	6.7%	-311,770	0	0	$12.97
2009	307	5,229,610	248,178	4.7%	71,984	0	0	$10.72
2010	307	5,229,610	198,976	3.8%	49,202	0	0	$11.13
2011	307	5,229,610	231,189	4.4%	-32,213	0	0	$10.31
3Q2012 YTD	306	5,130,129	214,696	4.2%	-82,988	0	3,525	$9.79



Source: CoStar, Pro Forma Advisors

Figure 42: Inglewood Industrial Market Map



Source: CoStar and Pro Forma Advisors

Station Area Overview

The following table presents a summary of properties within a half-mile of the station areas. It should be noted that, given the small number of properties included, the average rental rates might not be accurate. However, average rental rates are shown to present a benchmark between station areas.

- The Culver City Station Area has 93 industrial properties, containing 790,000 square feet of space. The station area has the most rentable building area, but has the second highest vacancy rate of all the station areas. The station area has the highest reported rental rates of $17.87
- The Palms Station Area has the least amount of rentable building area at 200,000 square feet, but has a reported zero vacancy.
- The Sepulveda Station Area has approximately 34 industrial buildings, containing 620,000 square feet of space. Vacancy and absorption have remained fairly stable in this market. The area has a very low current vacancy rate of 0.1 percent.
- The Bundy Station Area has the second largest amount of industrial property within a half-mile area. Properties have an average rentable area of 23,000 square feet. The Bundy Station Area's vacancy rates seem driven by the presence of either one or several very large spaces, which occasionally become vacant and intermittently drive rates to high levels. The area has a current low vacancy rate of 1.1 percent and comparable rental rate relative to other stations.
- The West Station Area has 28 industrial properties within a half-mile of the station, containing 400,000 square feet of industrial space. This station area has a high vacancy rate of 9.3 percent. Rents are almost half the amount of those in the Expo LRT station areas.

Figure 43: Summary of Industrial within Station 1/2 Mile Areas

Station	Bldgs	RBA	Vacancy	Average Rental Rate
Culver City	93	792,383	4.2%	$17.87
Palms	4	207,101	0.0%	NA
Sepulveda	34	616,247	0.1%	$16.80*
Bundy	34	782,319	1.1%	$16.08
West	28	396,932	9.3%	$9.00

*2011 Figure

Source: CoStar, Pro Forma Advisors

Retail

The following section reviews the shopping center and non-shopping center retail markets in the Expo LRT and Crenshaw LRT areas.

There are a number of successful retail areas within the West Los Angeles market, these include super-regional shopping centers such as Santa Monica Place, Century City Mall, Westfield Culver City, and the Westside Pavilion, however there are also a number of retail destinations that include a critical mass of storefront retailers, such as the Santa Monica Promenade, Westwood Village, Westwood Boulevard, and Pico Boulevard.

Given the development opportunity areas in the station areas, proposed retail in the study areas is likely to be community and neighborhood-serving in nature. Future retail in the study areas is likely to be developed at a scale and with a retail mix that competes with existing community or neighborhood -serving retail centers or, if limited in scale, will be developed to compliment and expand existing general retail destinations. The retail analysis looks at all types of shopping centers and general retail, but focuses on properties that are neighborhood and community-serving in nature.

For the Expo LRT Line, the analysis reviews aggregate shopping center trends in the CoStar defined West Los Angeles retail market[11] and then focuses in on community-serving, neighborhood-serving, and strip shopping centers and general retail within the relevant Los Angeles community plan areas, and Santa Monica and Culver City submarkets.

To understand the retail around the Crenshaw LRT West Station, the analysis explores the existing supply of retail within the Crenshaw LRT area east of La Cienega Boulevard, south of Jefferson Boulevard, west of Arlington Avenue, and north of the 105 freeway.

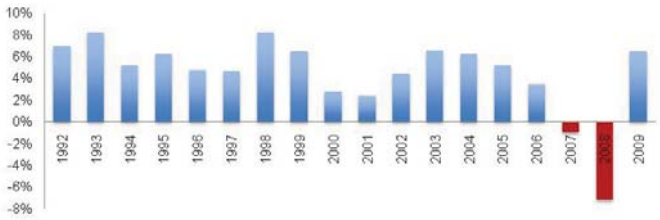
[11] The CoStar West Los Angeles market includes the Los Angeles community plan areas, Santa Monica, Culver City, as well as the Olympic Corriodr, Beverly Hills, Marina Del Rey/Venice, Brentwood, Pacific Palisades/Malibu.

Los Angeles Retail Market

With a growing population base and limited vacant land for retail development, the Los Angeles region had a fairly strong retail market at the beginning of the decade. As shown in Figure 45, vacancy rates for all shopping centers were below 3 percent in 2006 and below 2 percent in the case of malls, power centers and shopping center. However, the recent recession has left a lasting impact on retail market metrics. Shopping center vacancy rates, while still below 10 percent, more than doubled during the recession.

- Between 2006 and 2009, unemployment jumped from 4.8 percent in 2006 to approximately 12 percent in the Los Angeles market and though there have been some improvements in employment, the unemployment rate is still above 10 percent and many remain under-employed.

Figure 44: Retail and Food Sales Trends

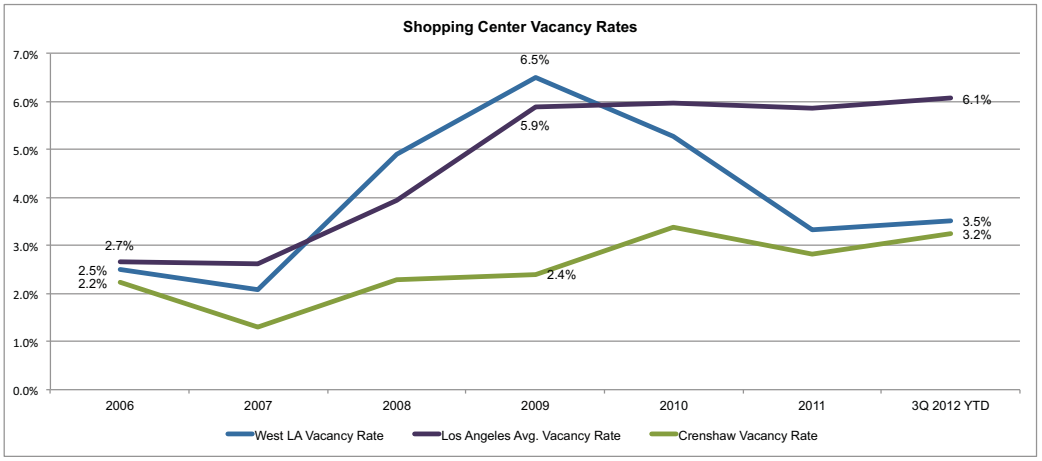


Source: US Census Monthly Retail Sales Estimates

- As shown in Figure 44, households severely restricted their spending during the recession and many believe that this change in consumer behavior will not return to the pre-recession levels in the near term.

Since 2009, the overall economy has improved, but there have yet to be major improvements in the retail market.

Figure 45: Market Area Shopping Center Vacancy Rates



Source: CoStar, Pro Forma Advisors

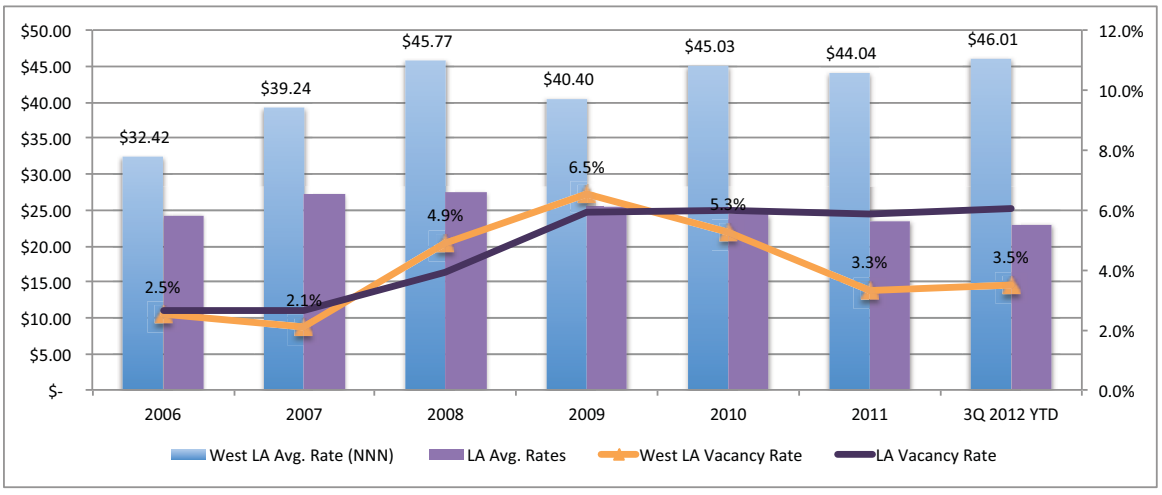
West Los Angeles Retail Submarket

West Los Angeles shopping center gross leasable area (GLA) makes up approximately 6 percent of the overall Los Angeles retail shopping center market. Though the West Los Angeles submarket has faced its fair share of business closures, West Los Angeles is a premium shopping center market and the market's retail performance has generally fared better than the overall Los Angeles Market.

- Shopping center lease rates in West Los Angeles are double the amount of Los Angeles market average rates.
- In the West Los Angeles submarket, vacancies hit their peak in 2009 and much has been absorbed back by the market. However, even in West Los Angeles, vacancy rates remain higher than their pre-recession levels.

Figure 46: West Los Angeles Shopping Center Trends

Period	Bldgs	RBA	Avg. Vacancy	Total Net Absorption	# Delivered	RBA Delivered	# Under Construction	RBA Under Construction	Avg. Rate (NNN)
2006	436	13,573,951	2.5%	(8,205)	4	101,566	3	18,022	$ 32.42
2007	437	13,580,233	2.1%	50,523	1	6,282	2	11,740	$ 39.24
2008	443	13,636,519	4.9%	(471,913)	6	56,286	3	30,125	$ 45.77
2009	446	13,666,644	6.5%	(99,442)	3	30,125	0	0	$ 40.40
2010	446	13,666,644	5.3%	366,540	0	0	0	0	$ 45.03
2011	446	13,666,644	3.3%	99,326	0	0	2	48,000	$ 44.04
3Q 2012 YTD	447	13,684,644	3.5%	(58,053)	1	18,000	1	30,000	$ 46.01



Source: CoStar, Pro Forma Advisors

Super Regional and Regional Shopping Centers

Figure 47 presents the super regional and regional shopping centers within the West Los Angeles submarket. There are six super regional and regional shopping center properties in 38 buildings, containing 4.5 million square feet of retail space. Vacancy peaked at 11 percent in 2009 primarily due to the vacating of the Santa Monica Place Mall during renovation. Super regional and regional shopping centers have a low current vacancy rate of 2 percent.

- The West Los Angeles area has several high-performing malls that attract local shoppers within the standard 5 to 20-mile reach of a super-regional center, such as the Westside Pavilion and West Culver City Mall. In addition, centers, such as Santa Monica Place Mall, capture tourist visitors and (more than typical) resident visitors from beyond a 20-mile radius.

- The Westfield Century City mall, as well as the Santa Monica Place Mall and Westside Pavilion Mall, caters to the strong concentration of households with above average annual household incomes living in the greater West Los Angeles region.

- Major renovations have recently been completed on several of the shopping centers on the westside, including Santa Monica Place in 2010, Westfield Culver City in 2009, Westfield Century City in 2004- 2007. The Baldwin Hills Crenshaw Plaza is also currently under renovation.

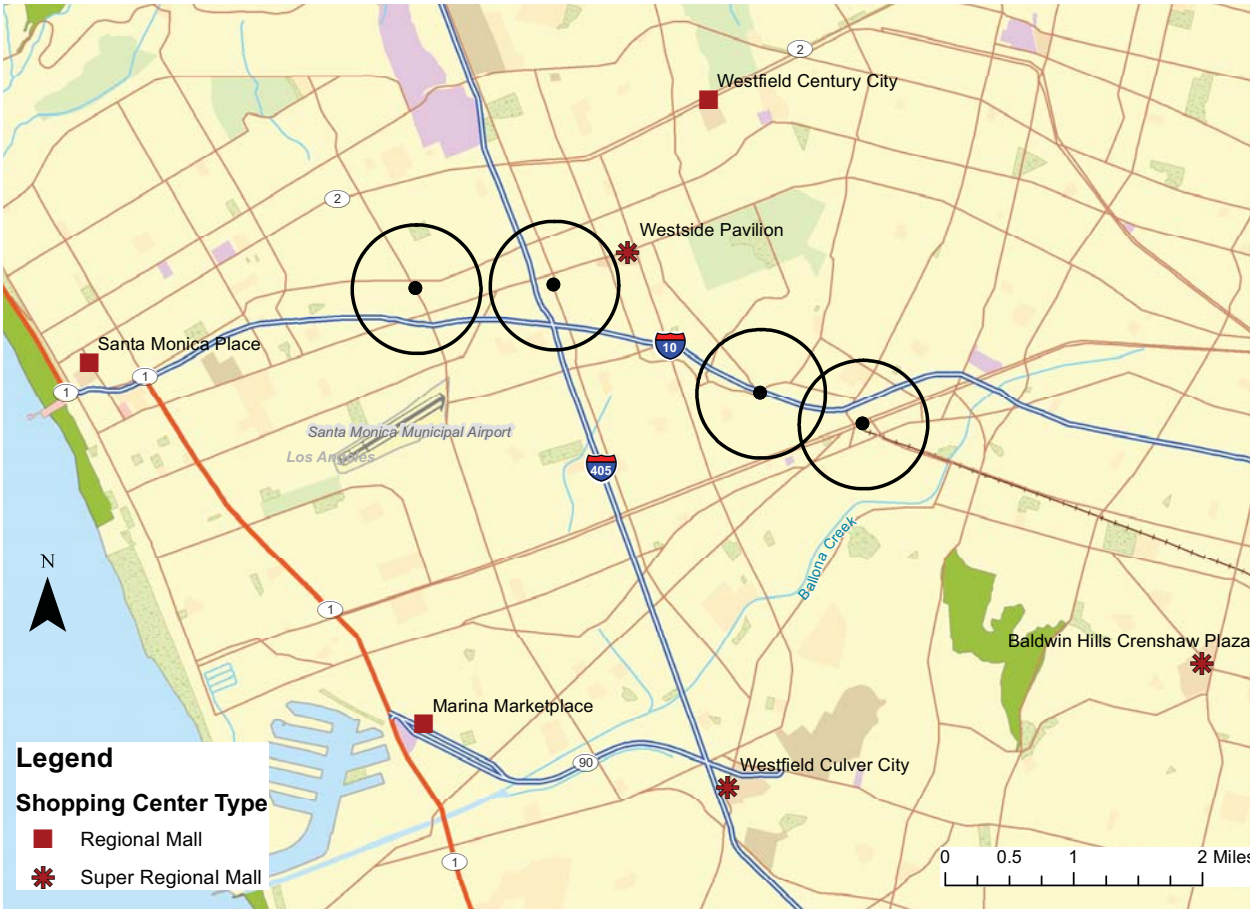
The Westside Pavilion is partially located in the Sepulveda Station half-mile area. The Westfield Century City Mall is located in the City of Los Angeles portion of the market area, but is not in a half-mile radius of any of the stations.

Figure 47: West Los Angeles Market Super Regional and Regional Shopping Center List

Center Name	Center RBA/GLA	Anchor Tenants	Center City	Year Built/ Last Renovated	# of Stores
Super Regional and Regional					
Westside Pavilion	740,237	Macy's,Nordstrom,Landmark Theatres	Los Angeles	1985/2007	140
Westfield Culver City	873,114	JCPenney,Macy's,Target,Best Buy	Culver City	1975/2009	148
Baldwin Hills Crenshaw Plaza	1,243,571	Macy's,Walmart,Sears,T.J. Maxx	Los Angeles	1947/2012	100
Westfield Century City	522,659	Bloomingdale's,Macy's,AMC Theatres,Gelson's Market,Tiffany & Co.	Los Angeles	1964/2007	148
Santa Monica Place	684,171	Nordstrom, Bloomingdales	Santa Monica	1980/2010	116
Marina Marketplace	444,250	Sport Chalet,Gelson's Market,Pavilions,CVS Pharmacy	Marina Del Rey	1973/1993	86

Source: Costar, Pro Forma Advisors

Figure 48: Super Regional and Regional Shopping Center Map



Source: ESRI, CoStar, and Pro Forma Advisors

Community and Neighborhood Shopping Center

This section reviews community shopping centers, neighborhood shopping centers and power centers. All of these types of shopping centers are usually frequented by local residents.

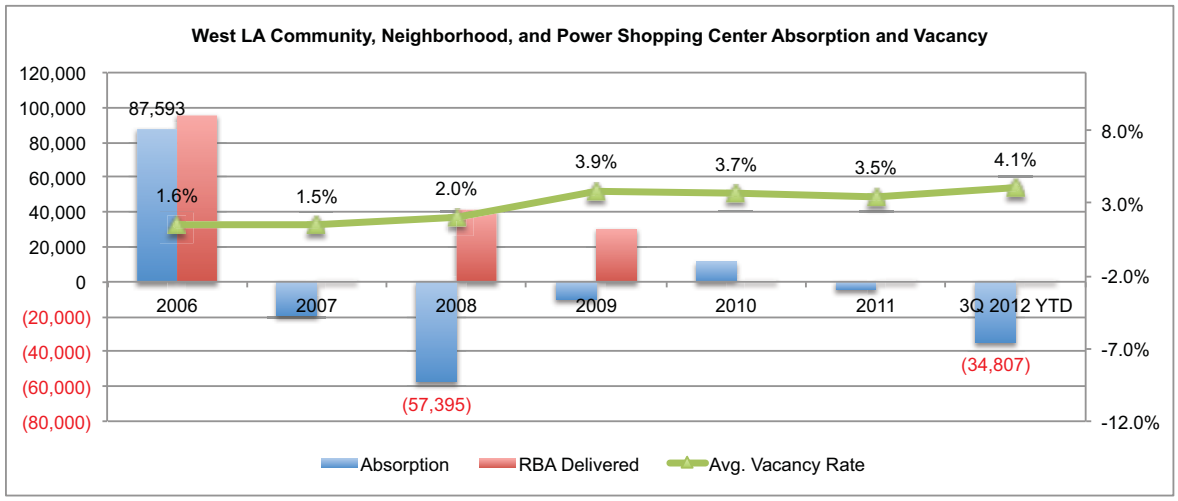
Community Shopping Centers include stores such as Michael's, Marshall's, and Ross and draw from 3 to 6-mile resident market. Power Centers include several big box retailers such as Home Depot, Costco, Walmart, and they draw from a slightly larger 5 to 10-mile resident market. Neighborhood Shopping Centers include grocery stores and other convenience retail and draw from a smaller 1 to 3-mile resident market. Theme/festival centers are a variant of Community Centers/Regional Centers and typically draw from a resident base between 3 to 10-miles.

There is approximately 5.9 million square feet of community, power, neighborhood and theme shopping center space in the greater West Los Angeles area. Figure 49 presents the performance trends of community, power, neighborhood, and theme shopping centers.

- 3Q2012 year-to-date, the market had an average vacancy rate of 4.1 percent. While this is a fairly low vacancy rate, the area had an extremely tight market with 98 percent to 99 percent space occupied until the recession. In 2007 and 2009, business closures, such as the departure of Linen N' Things in One Westside Place Shopping Center, near Olympic Boulevard and Sawtelle Boulevard, doubled and almost tripled vacancy rates in the area.
- As shown, absorption has been fairly negative for the last six years. Vacancy rates leveled off in 2009, but have increased slightly in the past year.
- Community shopping centers have a current vacancy of less than 1 percent. The Linen' N Things space still remains vacant in One Westside Place, resulting in a vacancy of approximately 16 percent for power centers. The Promenade at Howard Hughes, the sole theme center, has a reported 12.8 percent vacancy rate. Neighborhood centers have a vacancy rate of almost 3.6 percent.
- Despite the increase in vacancy, rental rates are reported to have increased from an average of $31.00 per square foot (PSF) a year, triple net, in 2006 to $40.00 PSF a year, triplet net, in 2012.

Figure 49: West Los Angeles Community, Neighborhood, Power, and Theme/Festival Center Trends

Period	Bldgs	RBA	Avg. Vacancy	Total Net Absorption	# Delivered	RBA Delivered	# Under Construction	RBA Under Construction	Avg. Rate (NNN)
2006	125	5,809,746	1.6%	87,593	3	95,417	0	0	$30.62/nnn
2007	125	5,809,746	1.5%	(19,467)	0	0	0	0	$35.46/nnn
2008	128	5,851,092	2.0%	(57,395)	3	41,346	3	30,125	$46.76/nnn
2009	131	5,881,217	3.9%	(10,189)	3	30,125	0	0	$40.46/nnn
2010	131	5,881,217	3.7%	11,440	0	0	0	0	$41.07/nnn
2011	131	5,881,217	3.5%	(4,556)	0	0	1	30,000	$41.06/nnn
3Q 2012 YTD	131	5,881,217	4.1%	(34,807)	0	0	1	30,000	$40.00/nnn



Source: CoStar, Pro Forma Advisors

Submarket and Station Area Community, Power, Neighborhood and Theme Shopping Centers

Figure 50 presents a listing of community, power, and theme shopping centers in the greater West Los Angeles retail submarket. Figure 51 presents a listing of neighborhood centers located specifically within the West LA CPAs[12], Culver City, and Santa Monica.

Approximately 30 percent of the West Los Angeles community, power, and neighborhood shopping center space is located in the West LA CPAs, almost 40 percent is located in the Culver City market, and 3 percent in Santa Monica.

- There is approximately 1.9 million square feet of community, power, and neighborhood shopping center retail located within the West LA CPAs.
    - There are two community centers located in the West LA CPAs: Venice Crossroads in Palms, and the Weybourne Market place, in Westwood near UCLA. The Venice Crossroads community shopping center is located within the Culver City Station half-mile area.
    - The West LA CPA contains one power center, One Westside Place, located on Sawtelle. The One Westside Place power center is within the Sepulveda Station half-mile area.
    - There are 17 neighborhood centers located within the West Los Angeles CPAs and 7 located specifically within Expo LRT station areas.
        - The Palms Station half-mile area includes the Vons Cheviot Hills Shopping Center on National Avenue and a strip/neighborhood center, the Cheviot Plaza, on Motor Avenue.
        - The Sepulveda Station has four neighborhood centers within a half-mile. The area has two neighborhood serving centers, Sawtelle Place and the Olympic Collection, across the street from One Westside Place, at the corner of Sawtelle Boulevard and Olympic Boulevard. The Westside Center is located at the corner of Westwood and Pico Boulevard and the La Mancha strip/neighborhood center is located at the corner of Olympic Boulevard and Sepulveda.
        - The Bundy Station includes one neighborhood center with a Ralphs grocery within the half-mile area.

[12] The West LA CPAs include the Westwood, West Los Angeles, and the Palms-Mar Vista-Del Rey Community Plan Areas.

Figure 50: West Los Angeles Community, Power, and Theme Centers

	Center Name	Center RBA/GLA	Anchor Tenants	Station Area	Submarket	Year Built/ Renovated	# of Stores
Community Shopping Centers							
1	Venice Crossroads	155,719	Ross Dress for Less,Albertsons, LLC,CVS Pharmacy,OfficeMax	Culver City	West Los Angeles CPA	1975	9
2	Plaza La Cienega	236,457	Toys"R"Us,Ross Dress for Less,Smart & Final,Staples,Babies "R" Us,CVS Pharmacy		West Los Angeles CPA	1970/2003	45
3	Weyburn Marketplace	337,578	Target,Ralphs		West Los Angeles CPA	1950/2001	
4	Baldwin Hills Center Shopping Center	126,949			Culver City	1962/2000	4
5	Crenshaw Plaza Center	135,206	Ralphs,Rite Aid,Anna's Linens		Culver City	1969/1994	26
6	Vermont-Slauson Shopping Center	169,752	Kmart,Superior Grocers,CVS Pharmacy		Culver City	1979	18
7	Grand Ladera	184,684	Ralphs,Ross Dress for Less,CVS Pharmacy,Avenue		Culver City	1964/1985	34
8	Studio Village	204,263	Toys"R"Us,Pavilions,T.J. Maxx,PetSmart,Rite Aid,Pier 1 Imports		Culver City	1963/1990	40
9	Chesterfield Square	215,755	Home Depot,Food 4 Less,Walgreens		Culver City	2001	
10	Culver City Commercial Centre	225,663	Target,Bed Bath & Beyond,Ross Dress for Less,Staples		Culver City	1962	
11	Culver Center	247,070	Ralphs,Tuesday Morning		Culver City	1949/2006	50
12	NA	117,549	Albertsons, LLC,CVS Pharmacy		Marina Del Rey/Venice	1977	
13	Waterside, Marina del Rey	190,929	Ralphs		Marina Del Rey/Venice	1967/1990	40
14	Costco Community Center	227,218	Costco,Albertsons, LLC		Marina Del Rey/Venice	1999	
15	NA	41,625	Ralphs,Pharmaca,Do it Best		Pacific Palisades/Malibu	1948/2007	
Power Centers							
1	One Westside Place	293,742	Marshalls		West Los Angeles CPA		10
Theme Centers							
1	Promenade at Howard Hughes Center	250,000	Nordstrum Rack, Rave Movie Theatres		Marina Del Rey/Venice		

Source: CoStar, Pro Forma Advisors

Figure 51: West LA CPAs, Culver City, and Santa Monica Neighborhood Centers

	Center Name	Center RBA/GLA	Anchor Tenants	Station Area	Submarket	Year Built/ Renovated	# of Stores
Neighborhood Centers							
1	Westwood Marketplace	16,936	Whole Foods		WLA CPA	1999	4
2	George Town Plaza	31,301			WLA CPA	1986	
3	The Westside Center	34,207		Sepulveda	WLA CPA	1991/1996	
4	Ross Building	35,314			WLA CPA	1962	
5	Barrington Square Shopping Center	36,373	Vons		WLA CPA	1964	
6	La Cienega Square	45,000			WLA CPA	1936	
7	11727 W Olympic	47,080	Ralphs	Bundy	WLA CPA	1995	
8	NA	47,634	CVS Pharmacy		WLA CPA	1974	
9	Cheviot Plaza	48,799	Barbi	Palms	WLA CPA	1977	
10	The Olympic Collection	52,638		Sepulveda	WLA CPA	1990	
11	Sawtelle Place	54,854		Sepulveda	WLA CPA	1985	26
12	Westwood Village Square	58,075	Rite Aid		WLA CPA	1976	24
13	Cheviot Hills Shopping Center	58,740	Vons,Rite Aid,Dynasty Custom Quality Cleaner	Palms	WLA CPA	1967	
14	Palazzo Westwood	59,745	Trader Joe's		WLA CPA	1935/2008	
15	La Mancha Shopping Center	60,656		Sepulveda	WLA CPA	1986	35
16	The Balcony at Beverwil	71,228	Ralphs,Longs Drugs,CVS Pharmacy		WLA CPA	1996	3
17	National & Sepulveda Shopping Cente	76,459	Vons,CVS Pharmacy		WLA CPA	1973	16
18	King & Western Shopping Center	36,008			Culver City	1963	
19	NA	39,085	Big Lots		Culver City	1952	
20	NA	40,525	Dollar Tree		Culver City	1957	
21	Crown Crenshaw Plaza	47,550	Pepboys,CVS Pharmacy		Culver City	1998/2003	
22	NA	50,000	Albertsons, LLC		Culver City	1954	
23	Exposition Marketplace	51,520			Culver City	1965/2003	
24	Coliseum Center	57,899	Goodwill,Walgreens,Big 5 Sporting Goods		Culver City	2005	7
25	Fox Hills Plaza	60,610	Marshalls,CVS Pharmacy		Culver City	1973	17
26	Baldwin Hills Shopping Center	87,084	Ralphs		Culver City	1987	
27	Raintree Plaza	94,700	Ralphs		Culver City	1974	28
28	Home Depot Center	120,410	Home Depot		Culver City	1970/2002	9
29	NA	29,964	CVS Pharmacy		Santa Monica	1976	
30	Edgemar	35,039			Santa Monica	1908/1998	
31	Brentwood Country Mart	35,350			Santa Monica	1948/2004	34
32	Lincoln Center	51,381	Albertsons, LLC		Santa Monica	1956	11

Source: CoStar, Pro Forma Advisors

- West LA CPAs shopping center retail has fairly expensive lease rates, averaging $40.00 in 3Q2012, and a fairly high vacancy rate of 7.3 percent.
- The Culver City retail market has 2.2 million square feet of community and neighborhood shopping centers.
    - Culver City's retail is performing well and has a low vacancy rate of 1.8 percent and average annual triple net rents of $33.00 PSF.
    - Culver City has 8 community centers and 11 neighborhood centers.
- The Santa Monica market has only four neighborhood centers, containing 150,000 square feet of gross leasable area. Santa Monica does not have any centers categorized as community centers or power centers.
    - This space is fairly expensive, at an average annual triple net rent of almost $50.00, and also has a low vacancy of 1.7 percent.

Figure 52: 3Q2012 Community, Neighborhood, Power, & Theme Center Submarket Summary

Submarket	Bldgs	RBA	Avg. Vacancy
West LA CPAs	30	1,858,535	7.3%
Santa Monica	6	151,734	1.7%
Culver City	48	2,194,733	1.8%

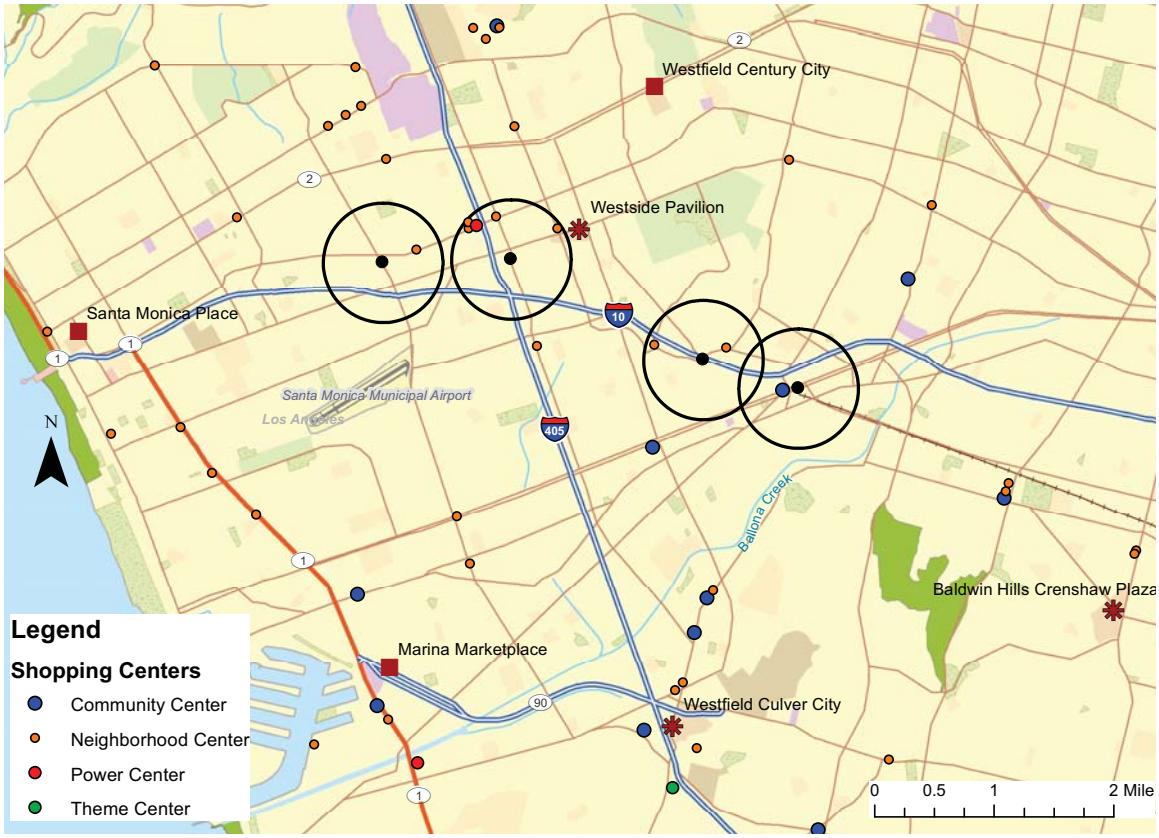
Source: CoStar, Pro Forma Advisors

Figure 53: Total Community, Neighborhood, Power, & Theme Center Absorption 2006 to 3Q 2012

Submarket	Total Net Absorption
West LA CPAs	(72,717)
Santa Monica	(3,981)
Culver City	78,059

Source: CoStar, Pro Forma Advisors

Figure 54: Map of West Los Angeles Submarket Community, Neighborhood, Power, and Theme Centers



Source: CoStar, ESRI, Pro Forma Advisors

Strip Retail

There is approximately 2.3 million square feet of strip retail throughout the West Los Angeles submarket. Strip retail is fairly evenly spread throughout the market. It is often found on major thoroughfares, such as Santa Monica, Olympic, Sepulveda, and Venice Boulevards, as well as Overland Avenue, in the Los Angeles portion of the study area.

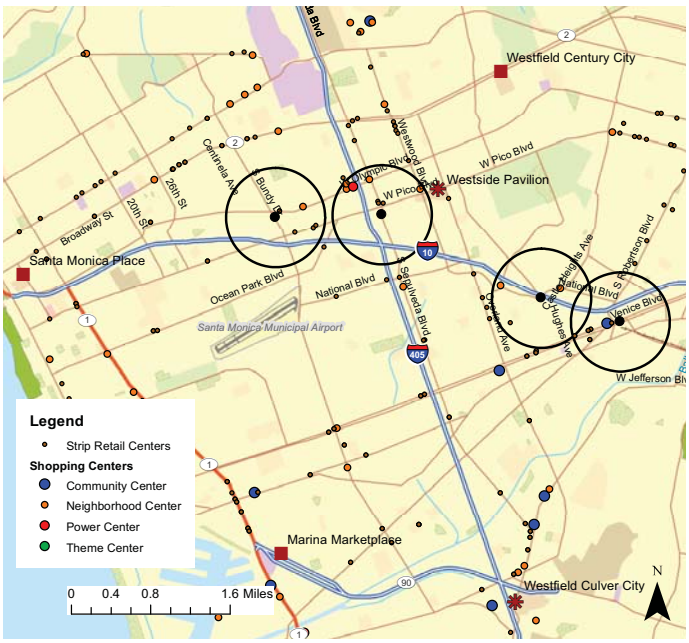
- Like other types of shopping centers, strip retail vacancy rates were low in 2006, but began to rise after the recession. Current strip retail vacancy rates are at 5.0 percent.
- Lease rates are 14 percent lower for strip retail than community and neighborhood retail.

Figure 55: West Los Angeles Market Strip Retail Trends

Period	Bldgs	RBA	Avg. Vacancy	Total Net Absorption	# Delivered	RBA Delivered	Avg. Rate (NNN)
2006	227	2,334,634	2.9%	(12,172)	1	6,149	$ 32.75
2007	228	2,340,916	2.6%	9,894	1	6,282	$ 39.57
2008	231	2,355,856	4.1%	(37,375)	3	14,940	$ 40.41
2009	231	2,355,856	5.5%	(13,485)	0	0	$ 37.05
2010	231	2,355,856	5.2%	7,276	0	0	$ 34.79
2011	231	2,355,856	5.0%	10,326	0	0	$ 32.94
3Q 2012	231	2,355,856	5.0%	(14,334)	0	0	$ 34.48

Source: CoStar, Pro Forma Advisors

Figure 56: Strip Retail Map



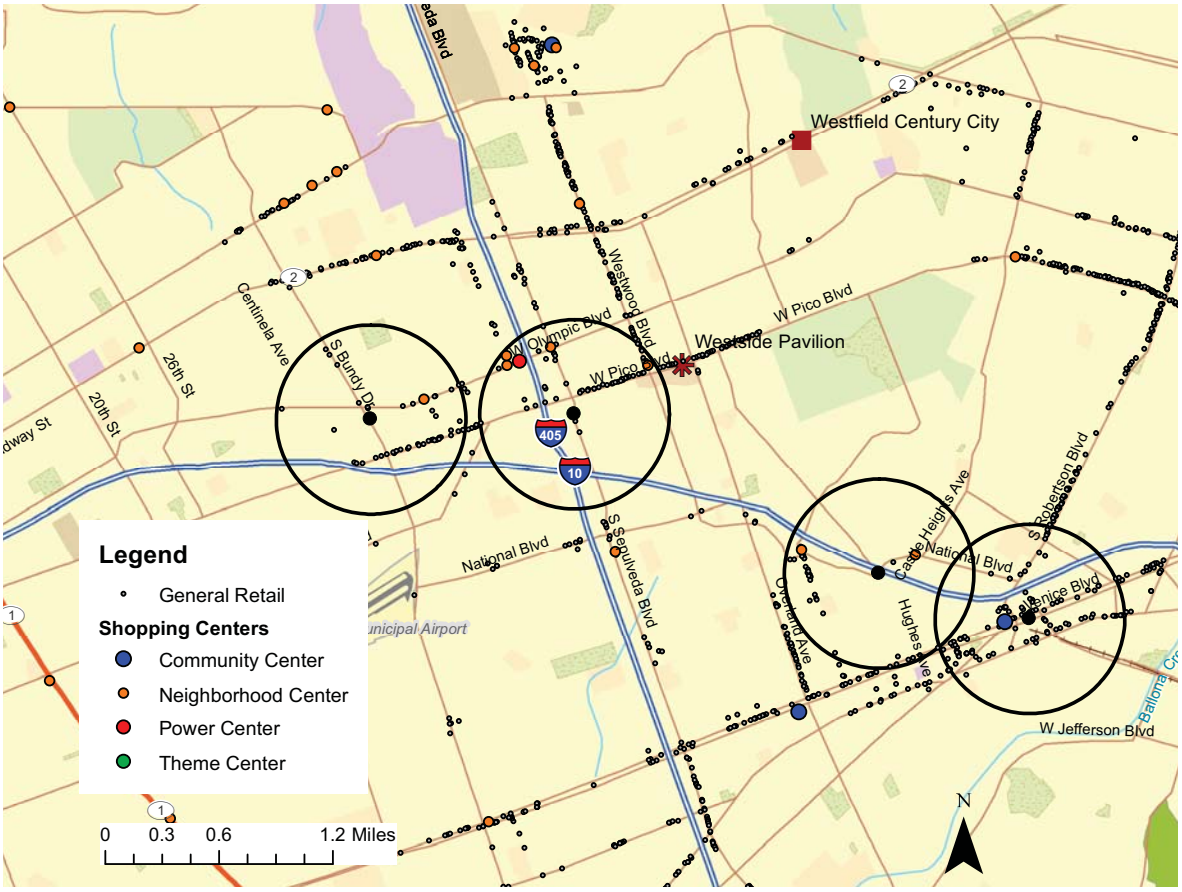
Source: CoStar, Pro Forma Advisors

General Retail

Unlike most suburban locations, the amount of shopping center retail is exceeded by non-shopping center retail in West Los Angeles. Non-shopping center retail makes up two-thirds of all retail space within West Los Angeles.

Non-shopping center retail in the City of Los Angeles portion of the Expo LRT Market Area retail is shown in Figure 57. Major general retail areas in the City of Los Angeles include Westwood Village, Downtown Culver City, Westwood Boulevard from Wilshire Boulevard to the Westside Pavilion Mall, the length of Pico Boulevard through the study area, Venice Boulevard, Sawtelle Boulevard between Santa Monica Boulevard and Pico Boulevard, and Santa Monica Boulevard. More limited retail exists along sections of Wilshire Boulevard and Overland Boulevard. However, as reflected in the map, general retail exists throughout the study area.

Figure 57: West Los Angeles CPAs General Retail Map



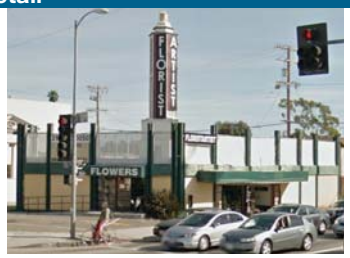
Source: CoStar, ESRI, and Pro Forma Advisors

There are almost 3,500 general retail properties in the Expo LRT Market. General retail includes all retail not in a shopping center and includes a wide variety of retail property types. General retail includes more traditional storefront retail and freestanding big box retail, but also includes auto service properties and retail/office-type properties. The type of general retail is not reported for all properties in the CoStar database, so there is limited capacity to document the exact share of each type. The figure below presents some examples of general retail properties within the Bundy Station. The general retail can include quality freestanding and storefront properties, but this category also includes subpar retail spaces, particularly in areas that are not retail destinations, and spaces that may not be used for traditional consumer retail.

Figure 58: Examples of General, Non-Shopping Center Retail

Freestanding Retail

12121 W. Pico Boulevard



12036 W. Pico Blvd.

Storefront Retail

11616 Exposition Boulevard

10911 – 10925 W. Pico Boulevard

Other General Retail

2340 Sawtelle (Auto Repair)

3300 Olympic Boulevard (Uncategorized Retail)

Source: Pro Forma Advisors, CoStar, and Google Maps

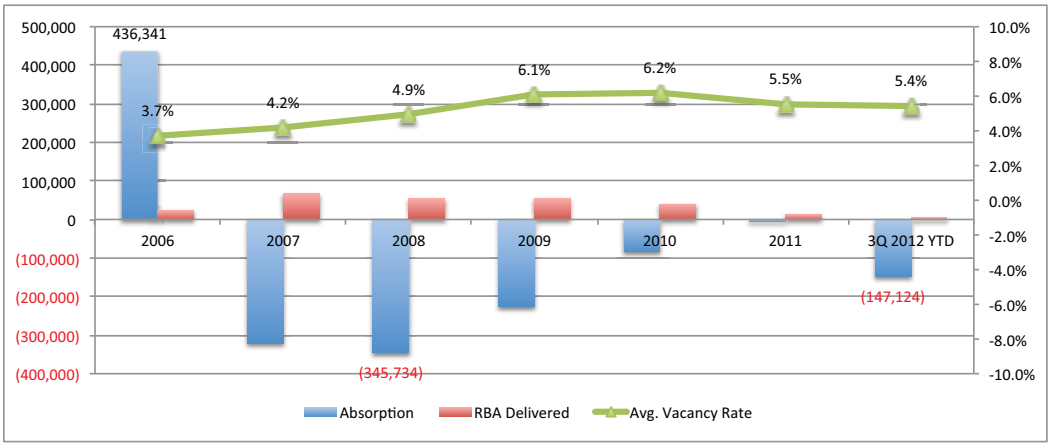
Figure 59 shows the performance of general retail in the West Los Angeles submarket area.

- Absorption of general retail has been negative since the start of the recession in 2007. Tenant losses have decreased since the end of the recession in 2009, but absorption is still negative. Since 2007, there has been a negative net absorption of almost 700,000 square feet.
- Vacancy has increased from 3.7 percent to 5.6 percent, peaking at 6.3 percent in 2010. General retail has consistently had a vacancy rate approximately double that of the shopping centers. This is likely due to the subpar quality of some of these spaces.
- Current annual triplet net lease rates are approximately $40.00 PSF. Lease rates have fallen across the last 6 years and are approximately 8 percent lower than in 2006.

General retail was impacted more in the recession than shopping center retail. Start up retailers and small businesses are more likely to locate in general retail properties. These businesses often have lower financial reserves than national chain retailers and are often more likely to vacate space in tough economic climates.

Figure 59: West Los Angeles Non-Shopping Center Retail

Period	Bldgs	RBA	Avg. Vacancy	Total Net Absorption	# Delivered	RBA Delivered	# Under Construction	RBA Under Construction	Avg. Rate (NNN)
2006	3,500	25,295,640	3.7%	436,341	10	24,147	9	54,154	$ 43.29
2007	3,504	25,303,017	4.2%	(320,606)	10	66,121	4	37,021	$ 48.64
2008	3,498	25,249,007	4.9%	(345,734)	7	53,154	1	6,750	$ 49.19
2009	3,494	25,243,329	6.1%	(225,335)	5	54,140	5	34,958	$ 42.56
2010	3,487	25,189,470	6.2%	(83,375)	7	39,458	1	3,450	$ 38.88
2011	3,462	24,891,243	5.5%	(4,733)	3	13,223	2	15,156	$ 39.52
3Q 2012	3,462	24,853,319	5.4%	(147,124)	3	5,184	5	70,240	$ 40.19



Source: CoStar, Pro Forma Advisors

Crenshaw LRT Retail Submarket

The Crenshaw LRT submarket area contains 4.2 million square feet of shopping center retail. Figure 60 presents a list of super regional, community, power and neighborhood shopping centers. There are 21 of these shopping centers within the study area.

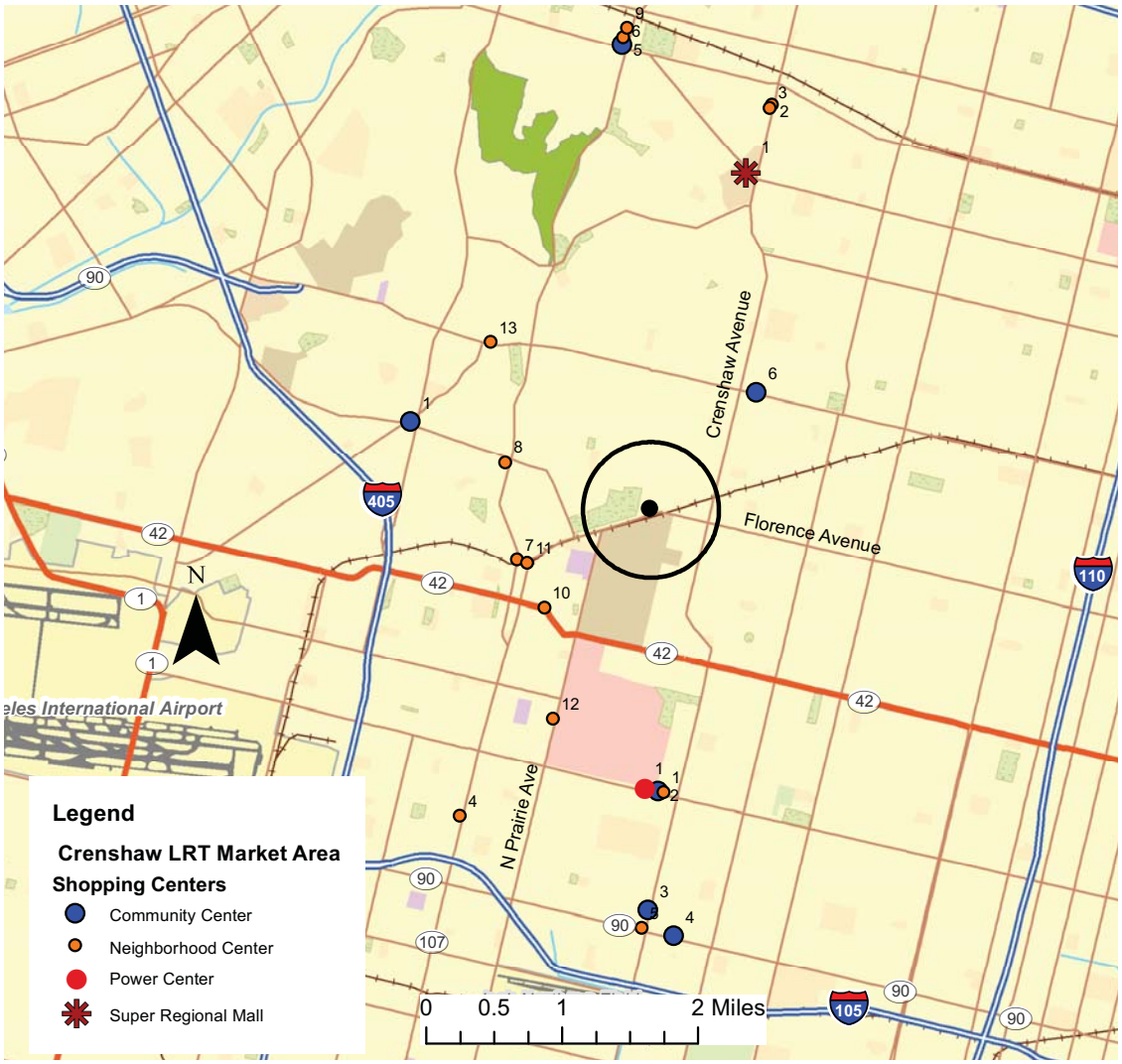
- The Crenshaw LRT area includes one super regional center, the Baldwin Hills Crenshaw Plaza. The center is currently under renovation.
- There are six community centers within the Crenshaw LRT area, half in Inglewood, half in the City of Los Angeles.
- Power centers include the 380,000 square foot Marketplace at Hollywood Park in Inglewood.
- 13 neighborhood centers are located in the market area. Of these, five are located in the City of Los Angeles.
- There are no shopping centers within the Crenshaw LRT West Station half-mile area.

Figure 60: Crenshaw LRT Submarket Area Shopping Centers

	Center Name	Center RBA/GLA	Anchor Tenants	Center City	Year Built/ Renovated	# of Stores
Super Regional Mall						
1	Baldwin Hills Crenshaw Plaza	1,243,571	Macy's,Walmart,Sears,T.J. Maxx	Los Angeles	1947/ 2012	100
Community Center						
1	Grand Ladera	184,684	Ralphs,Ross Dress for Less,CVS	Los Angeles	1964/1985	34
2	Village at Century	203,066	Marshalls,Ross,BB&B,Office Depot,Michaels	Inglewood	1964	
3	Crenshaw/Imperial Shopping Center	162,514	Aaron's,Superior Grocers,Rite Aid,Anna's Linens	Inglewood	1956/1988	25
4	Crenshaw-Imperial Plaza	244,510	Rent A Center,CVS Pharmacy	Inglewood	1960/2005	30
5	Baldwin Hills Center Shopping Center	126,949		Los Angeles	1962/2000	4
6	Crenshaw Plaza Center	135,206	Ralphs,Rite Aid,Anna's Linens	Los Angeles	1969/1994	26
Power Center						
1	The Marketplace at Hollywood Park	381,440	Target,Home Depot,Bally Total Fitness	Inglewood	2001	17
Neighborhood Center						
1	Food 4 Less	114,285	Food 4 Less,99 Cents Only Store	Inglewood	1969	7
2	Coliseum Center	57,899	Goodwill,Walgreens,Big 5 Sporting Goods	Los Angeles	2005	7
3	Crown Crenshaw Plaza	47,550	PEPBOYS,CVS Pharmacy	Los Angeles	1998/2003	
4	NA	43,124		Inglewood	1966	
5	Inglewood Plaza	101,329	Burlington Coat Factory,CVS	Inglewood	2008	
6	Baldwin Hills Shopping Center	87,084	Ralphs	Los Angeles	1987	
7	NA	35,490	Buy Low Market,Walgreens	Inglewood	1966/2002	
8	La Brea Plaza	50,184		Inglewood	1986	
9	NA	50,000	Albertsons, LLC	Los Angeles	1954	
10	NA	76,654		Inglewood	1994	
11	Inglewood Plaza	72,851		Inglewood	1965/1993	23
12	NA	31,648		Inglewood	1973	
13	Home Depot Center	120,410	Home Depot	Los Angeles	1970/2002	9

Source: CoStar, Pro Forma Advisors

Figure 61: Crenshaw LRT Submarket Area Shopping Center Map



Source: CoStar, ESRI, Pro Forma Advisors

Shopping Center Retail Trends

Figure 62 presents the performance trends of retail within shopping centers in the Crenshaw LRT submarket area.

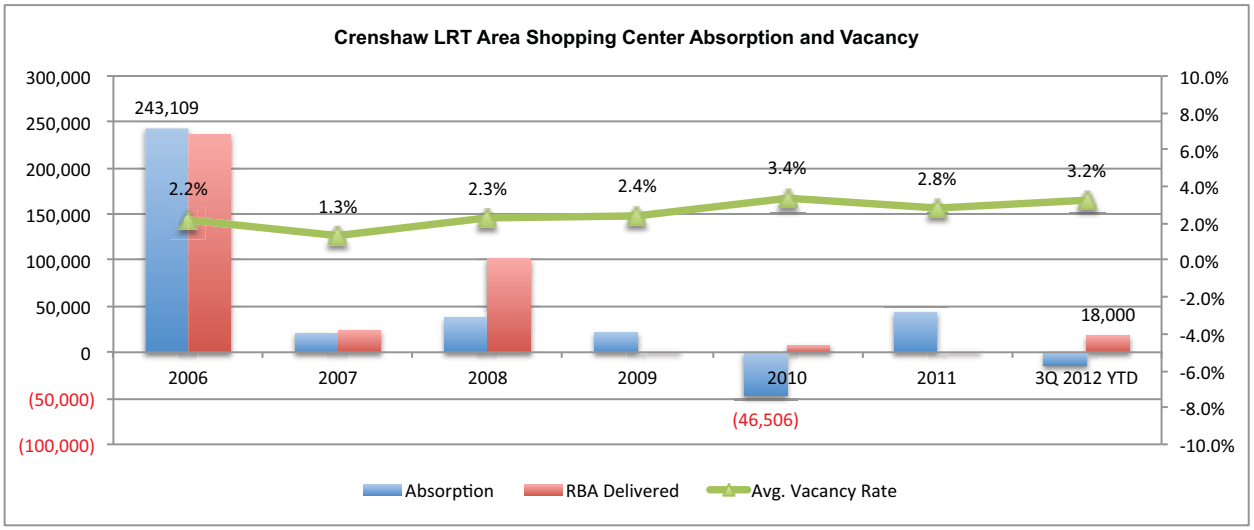
- The Crenshaw area has average shopping center lease rates of $22.00, inline with the Los Angeles' average shopping center lease rate of $23.00.

- Shopping center vacancies have inched up slowly across the last six years, but the market has performed better than the Los Angeles average. The area did not have a major peak in vacancies during the recession, but rates have grown from 2.2 percent in 2006 to 3.2 percent at the end of third quarter 2012. Rates remain fairly low, perhaps due to the limited nature of the retail available.

- Absorption has been a positive 300,000 square feet across the last six years.

Figure 62: Crenshaw LRT Submarket Area Shopping Center Trends

Period	Bldgs	RBA	Avg. Vacancy	Total Net Absorption	# Delivered	RBA Delivered	# Under Construction	RBA Under Construction	Avg. Rate (NNN)
2006	159	4,090,131	2.2%	243,109	6	237,012	3	23,609	$ 23.22
2007	162	4,113,740	1.3%	20,640	3	23,609	4	101,329	$ 20.88
2008	166	4,215,069	2.3%	37,426	4	101,329	0	0	$ 23.00
2009	166	4,215,069	2.4%	21,527	0	0	1	7,500	$ 24.31
2010	167	4,222,569	3.4%	(46,506)	1	7,500	0	0	$ 22.82
2011	167	4,222,569	2.8%	43,717	0	0	1	18,000	$ 22.74
3Q 2012 YTD	168	4,240,569	3.2%	(14,020)	1	18,000	0	0	$ 22.35



Source: CoStar, Pro Forma Advisors

Non-Shopping Center

The South LA area is underserved by national chain general merchandisers. Instead, residents in the area rely on a network of small-scale freestanding and storefront retailers. Non-shopping center retail makes up approximately 52 percent of all retail in the Crenshaw LRT area. There is 4.6 million square feet of existing general retail space.

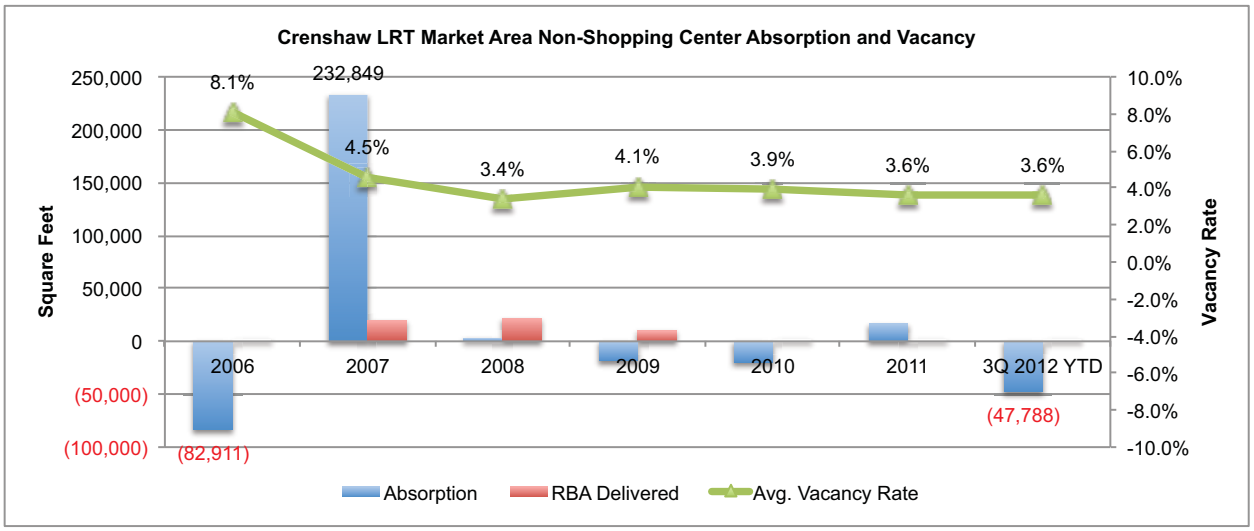
Similar to the Expo LRT area, storefront and freestanding retail can be desirable, particularly in key shopping destinations, such as Leimert Park, Downtown Inglewood, and portions of Crenshaw Boulevard, but this category also includes subpar retail spaces as well.

General Retail has performed well in the area, even through the recession. Vacancy rates for Crenshaw LRT area general retail are slightly higher than shopping center retail, with rates currently at 3.6 percent. The market has absorbed approximately 80,000 square feet of additional space since 2006 and this is one category of retail in which vacancy rates have trended downward since 2006.

However, positive absorption has been supported by lower retail lease rates. General retail lease rates are 30 percent lower than shopping center retail.

Figure 63: Crenshaw LRT Submarket Area Non-Shopping Center Retail Trends

Period	Bldgs	RBA	Avg. Vacancy	Total Net Absorption	# Delivered	RBA Delivered	# Under Construction	RBA Under Construction	Avg. Rate (NNN)
2006	844	4,589,226	8.1%	(82,911)	0	0	4	21,655	
2007	845	4,600,972	4.5%	232,849	4	19,834	3	23,880	$ 31.09
2008	847	4,619,750	3.4%	3,067	3	21,838	1	9,772	$ 27.70
2009	848	4,629,522	4.1%	(18,425)	1	9,772	0	0	$ 21.68
2010	847	4,624,078	3.9%	(19,576)	0	0	0	0	$ 19.22
2011	842	4,576,872	3.6%	16,792	0	0	0	0	$ 15.54
3Q 2012	841	4,575,547	3.6%	(47,788)	0	0	0	0	$ 15.43



Source: CoStar, Pro Forma Advisors

Residential Market

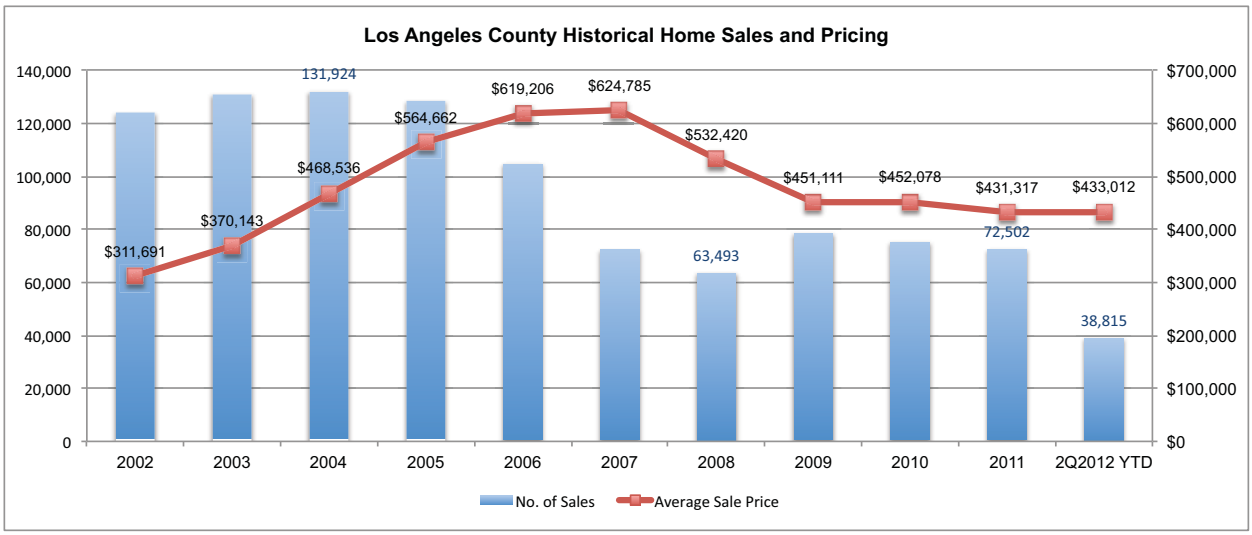
This section reviews the Expo LRT and Crenshaw LRT for-sale and rental residential markets.

For Sale Residential Market

The first half of the last decade saw tremendous expansion in the Los Angeles County housing market. Housing prices doubled across the County between 2002 and 2006. The housing boom was in part fueled by easy access to financing and, indicative of the crisis to come, rising housing prices. When housing sales and rising prices began to slow in 2006, it tipped the start of the financial crisis and the following recession in 2007.

Sales peaked in Los Angeles' County in 2004, while prices continued to rise until 2007. Between 2007 and 2009, prices fell by approximately 30 percent. With lingering high unemployment and interested homebuyers having difficulty qualifying for loans since mortgage lenders created more stringent loan requirements, home prices have continued to fall. However, the housing market seems to have stabilized somewhat in 2012. 2012 home sales have increased 10 percent over the same period in 2011.

Figure 64: Los Angeles County Historical Home Sales and Pricing



Source: Dataquick, Pro Forma Advisors

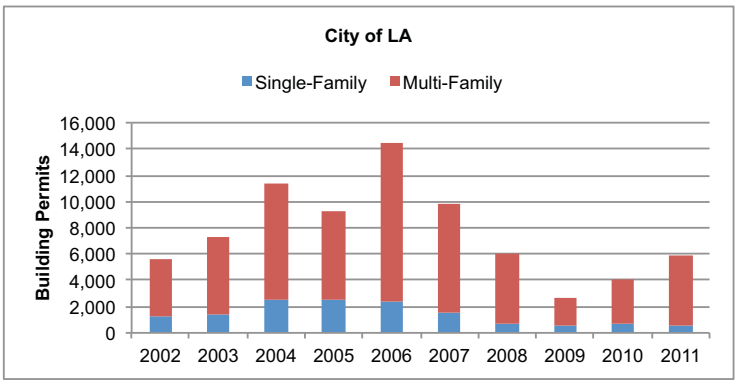
Building Permits

At the height of the housing boom, 2004 – 2006, there were building permits for 24,000 units a year authorized throughout the County of Los Angeles. With the housing bust, financial crisis, and subsequent recession, countywide building permits fell to a low of 5,000 in 2009. In the last year the housing market has started to recover somewhat and countywide building permit levels are inching back up.

- In the City of Los Angeles, annual building permits peaked at 14,000 units in 2006 and fell to a low of 2,600 annually in 2009. Permitted units are currently at 6,000 units a year. With limited available land for development, 82 percent of building permits in the City of Los Angeles are for multi-family units.
- A smaller city, Santa Monica, has authorized 2,700 new residential units across the last decade. While there was some drop in the annual building permits authorized with the recession, Santa Monica recovered quickly to pre-recession building permit levels. Approximately 87 percent of building permits in Santa Monica are for multi-family units.
- Culver City has authorized very limited development across the last decade. The City has only authorized a total of 90 new units across the last decade, 35 percent of them multi-family units.
- The City of Inglewood has authorized building permits for 700 units across the last decade, the majority issued before 2007. Only a third of the building permits were issued 2007 or after. Approximately 30 percent of the building permits issued across the last decade were for multi-family residential units.

Figure 65: Regional Building Permits

	City of LA		City of Santa Monica		Culver City		Inglewood		LA County	
Year	Single-Family	Multi-Family	Single-Family	Multi-Family	Single-Family	Multi-Family	Single-Family	Multi-Family	Single-Family	Multi-Family
2002	1,215	4,458	46	115	9	0	22	0	7,815	7,720
2003	1,432	5,929	50	222	8	0	8	12	10,326	10,577
2004	2,501	8,881	49	347	11	2	29	4	12,217	13,100
2005	2,482	6,723	70	367	11	0	366	17	11,819	10,062
2006	2,421	12,027	34	200	6	0	20	11	9,548	14,478
2007	1,551	8,211	46	587	5	n/a	35	14	6,773	11,566
2008	712	5,368	42	129	9	4	11	6	3,091	8,289
2009	518	2,089	30	74	1	0	11	0	2,185	2,794
2010	636	3,473	22	280	3	0	5	158	2,255	4,811
2011	525	5,422	27	368	0	28	4	0	2,114	7,519

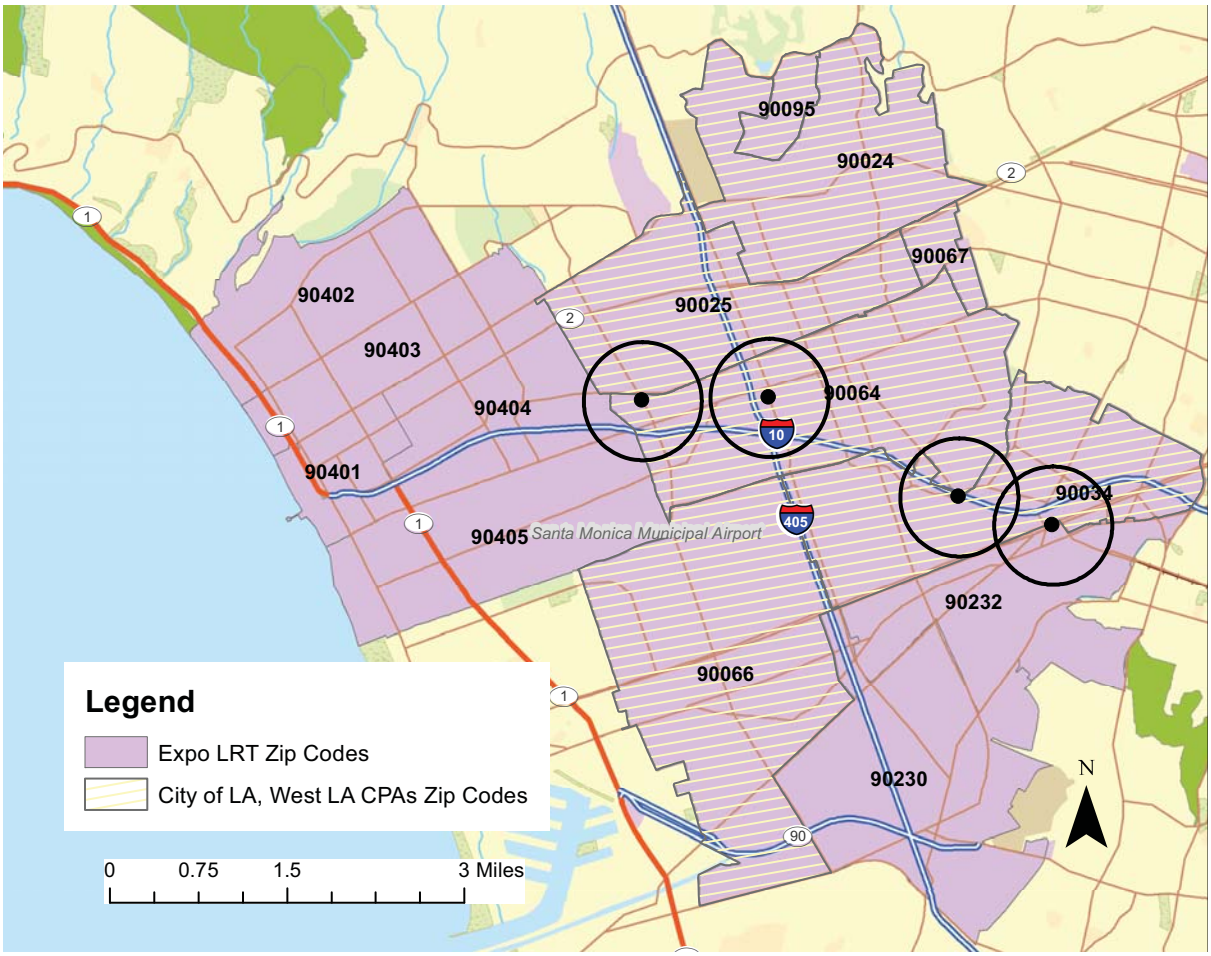


Source: US Census, Pro Forma Advisors

Expo LRT Market Area For-Sale Housing Market

Dataquick home sale and pricing data by zip code was used to analyze the Expo LRT residential market, which includes the West LA CPAs[13], Culver City and the City of Santa Monica. This market makes up approximately 4 percent of Los Angeles County home sales across the last 10 years.

Figure 66: Expo LRT Residential Market Area Zip Codes



Source: ESRI, Pro Forma Advisors

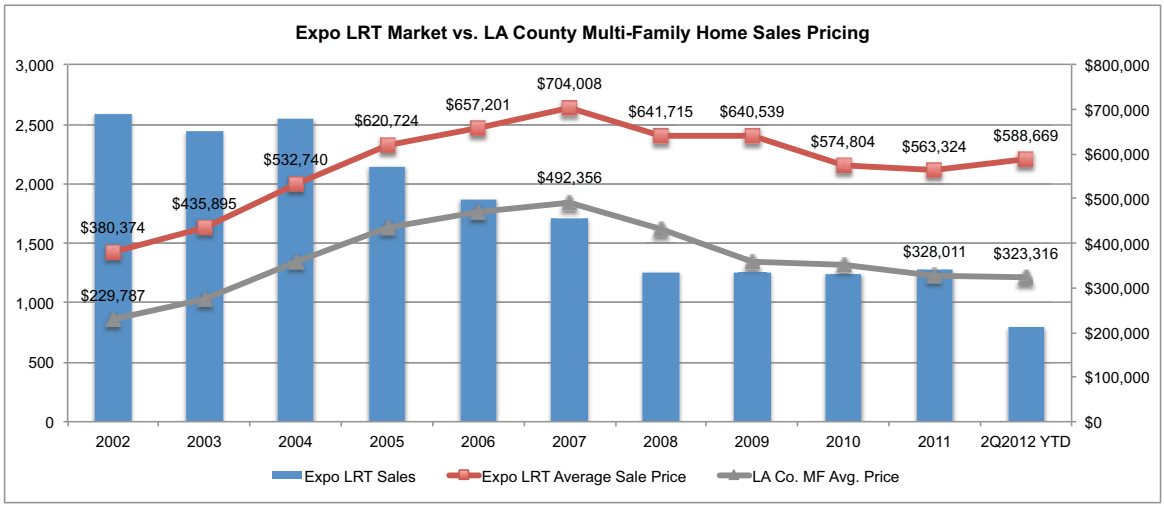
[13] West LA CPAs include the Westwood, West Los Angeles, and Palms-Mar Vista-Del Rey community plan areas.

The Expo LRT Residential Market Area is a premium residential market. Home sale prices, across all types, are more than 50 percent higher than the Los Angeles County average. The market has experienced similar trends relative to the rest of the Southern California market. However, the number of home sales actually peaked in the Expo LRT market at the beginning of the last decade and have been declining since 2004. Also, there was somewhat less variation in pricing in the Expo LRT market. Home prices did not quite double between 2002 and 2006 and pricing was reduced by less than 20 percent between the peak in 2007 and the recent 2011 trough, rather than the Los Angeles county average of 30 percent.

Figure 67 and Figure 68 presents single family and multi-family data for the Expo LRT market. Figure 69 presents a summary of multi-family residential within the City of Los Angeles West LA CPAs, Culver City, and the City of Santa Monica.

- Multi-family sales have been approximately 50 percent of all sales across the last 10 years.
- The average size of multi-family units in the Expo LRT Market is approximately 1,400 square feet, but the size of units is larger within the City of Los Angeles.
- The City of Santa Monica has the highest average price of approximately $800,000 per unit. Within the City of Los Angeles, the average unit price was $560,000 3Q2012 year-to-date.
- Prices per square foot are 50 percent higher in the City of Santa Monica over the average price per square foot of units sold in the City of Los Angeles.

Figure 67: Expo LRT Market vs. LA County Home Sale Pricing Chart



Source: Dataquick, Pro Forma Advisors

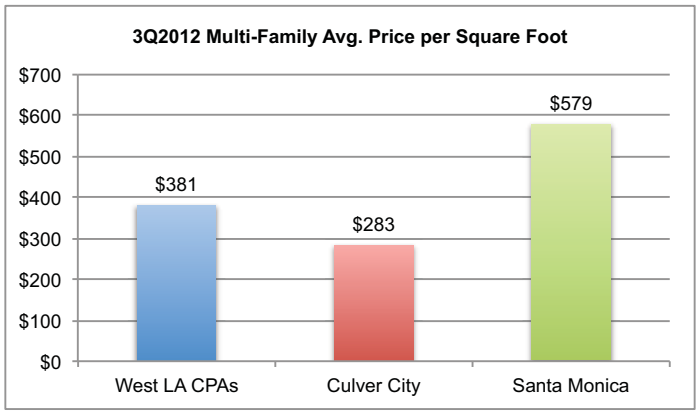
Figure 68: Expo LRT Market Area Single Family and Multi Family Home Sale Data

	Single Family				Multi-Family			
Period	No. of Sales	Avg. Sales Price	Avg. SF	Avg Price PSF	No. of Sales	Avg. Sales Price	Avg. SF	Avg Price PSF
2002	2,090	$603,197	1,635	$372	2,584	$380,374	1,320	$297
2003	2,201	$688,143	1,619	$437	2,437	$435,895	1,335	$345
2004	2,025	$863,493	1,607	$549	2,543	$532,740	1,280	$437
2005	1,855	$1,015,209	1,563	$648	2,145	$620,724	1,296	$505
2006	1,570	$1,046,644	1,527	$696	1,868	$657,201	1,341	$535
2007	1,392	$1,197,658	1,644	$696	1,705	$704,008	1,356	$554
2008	1,029	$1,140,287	1,610	$679	1,260	$641,715	1,422	$494
2009	1,145	$981,731	1,615	$588	1,255	$640,539	1,360	$470
2010	1,158	$989,182	1,684	$588	1,246	$574,804	1,344	$440
2011	1,179	$985,706	1,737	$555	1,277	$563,324	1,390	$416
2Q2012 YTD	641	$1,075,707	1,716	$568	797	$588,669	1,392	$419

Source: Dataquick, Pro Forma Advisors

Figure 69: 3Q2012 YTD Expo LRT Submarket MF Home Sales

	Multi-Family			
Greater West LA Region	No. of Sales	Avg. Sales Price	Avg. SF	Avg PSF
West LA CPAs	479	$560,969	1,464	$381
Culver City	111	$312,125	1,160	$283
Santa Monica	207	$801,060	1,350	$579

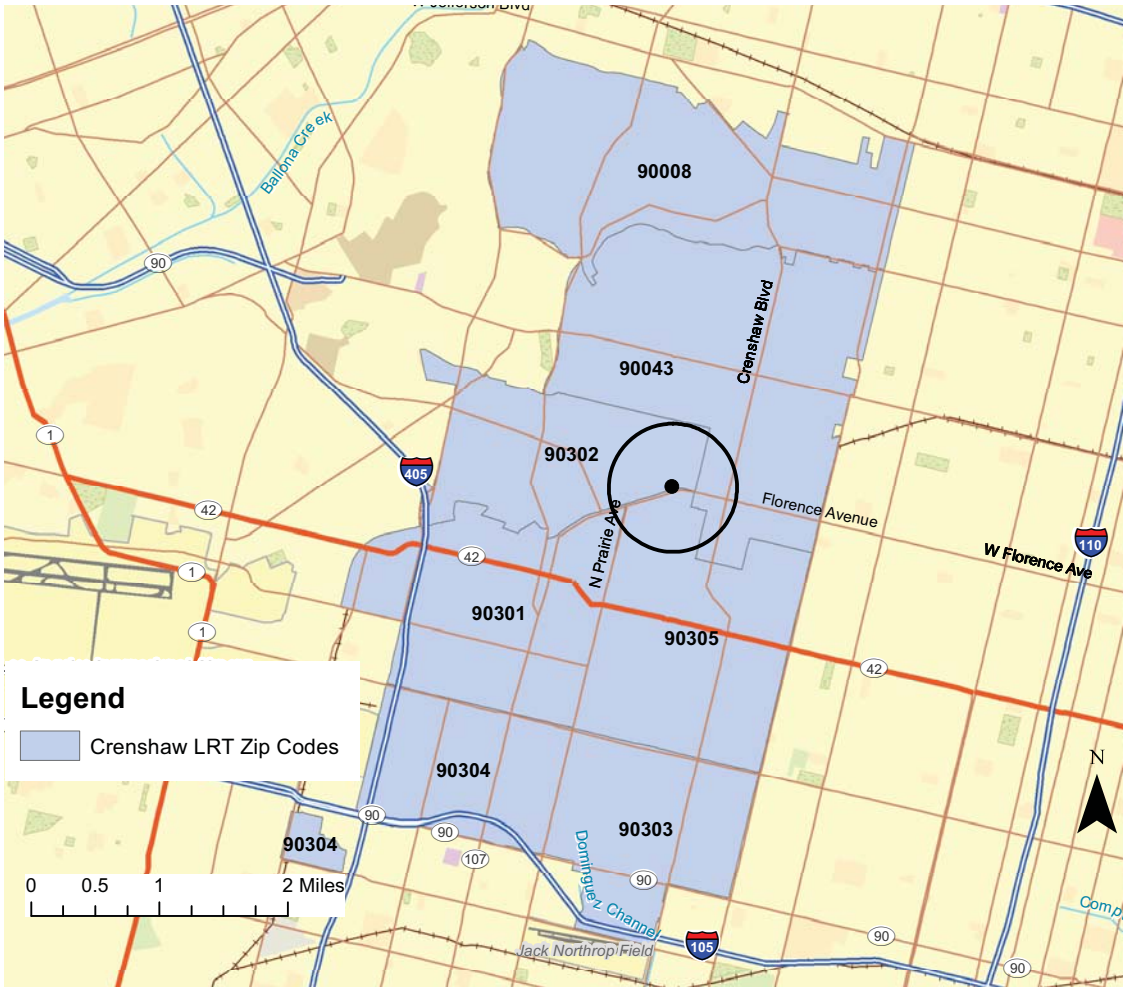


Source: CoStar, Pro Forma Advisors

Crenshaw LRT Area Residential Market

Dataquick home sales and pricing data by zip code was used to analyze the residential market within the south Crenshaw LRT area[14].

Figure 70: Crenshaw LRT Residential Market Zip Codes

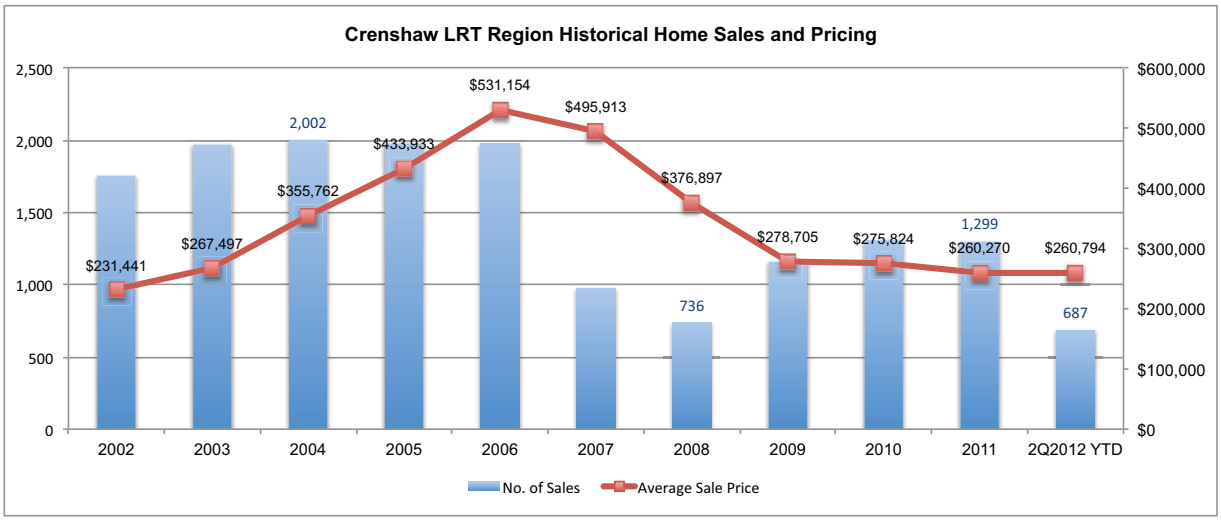


Source: ESRI, Pro Forma Advisors

[14] Crenshaw LRT zipcodes include 90008, 90043,90056,90301,90302,90303,90304,90305.

Figure 71 presents the number of homes sold and average pricing of homes across both single-family and multi-family units in the Crenshaw LRT area.

Figure 71: Crenshaw LRT Area Historical Home Data - SF and MF



Source: Dataquick, Pro Forma Advisors

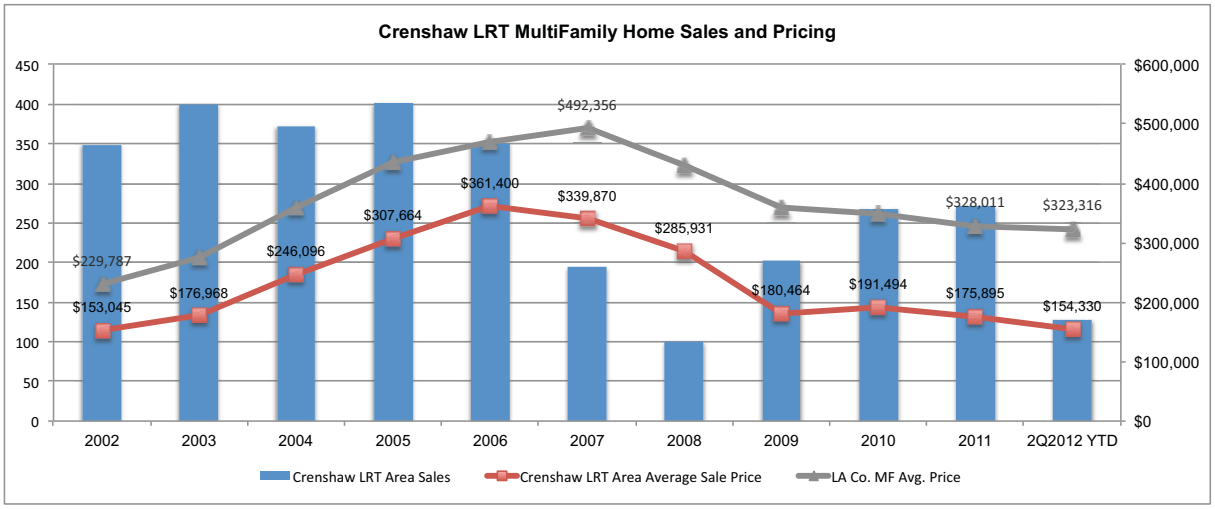
The Crenshaw LRT Region's residential market also followed the general Southern California housing trends. At the beginning of the last decade approximately 2,000 units were being sold in the area annually. Sales peaked in 2005 and fell significantly in 2007, reaching a low of 740 homes sold in 2008. Between 2002 and the peak in 2006, home sale prices grew by 230 percent. Across the recession, prices fell more than 50 percent, bringing home pricing inline with 2003 figures.

Figure 72 presents single family and multi-family data for the Crenshaw LRT market.

- Multi-family units make up only 20 percent of all homes sold across the last 10 years.
- Multi-family units reached peak pricing of $360,000 in 2006. Average pricing fell 40 percent to current the current level low of $154,000. Current multi-family pricing is 48 percent of the Los Angeles Average.
- While current data paints the picture of a challenging residential market in the greater Crenshaw LRT area, it is worth noting that there has not been much new or renovated residential product within the market across the last 20 to 30 years.
    - Newer product may command higher prices. The one new product in the area recently, Bedford Parc, achieved pricing of between $230,000 to $450,000 (though the developer had some difficulty selling the units post-2007).

Figure 72: Crenshaw LRT Area Single Family and Multi Family Sales Data

	Single Family				Multi-Family			
Period	No. of Sales	Avg. Sales Price	Avg. SF	Avg PSF	No. of Sales	Avg. Sales Price	Avg. SF	Avg PSF
2002	1,403	$255,742	1,439	$178	349	$153,045	1,122	$136
2003	1,570	$295,184	1,428	$213	399	$176,968	1,101	$161
2004	1,629	$391,951	1,427	$277	372	$246,096	1,167	$210
2005	1,542	$477,516	1,395	$347	401	$307,664	1,172	$270
2006	1,588	$570,129	1,484	$390	351	$361,400	1,147	$319
2007	776	$549,573	1,468	$384	194	$339,870	1,115	$310
2008	636	$392,874	1,429	$280	100	$285,931	1,210	$234
2009	952	$298,740	1,416	$212	202	$180,464	1,108	$162
2010	1,040	$302,564	1,414	$207	268	$191,494	1,119	$171
2011	1,027	$290,992	1,413	$197	271	$175,895	1,149	$148
2Q2012 YTD	558	$283,959	1,407	$197	128	$154,330	1,174	$130



Source: Dataquick, Pro Forma Advisors

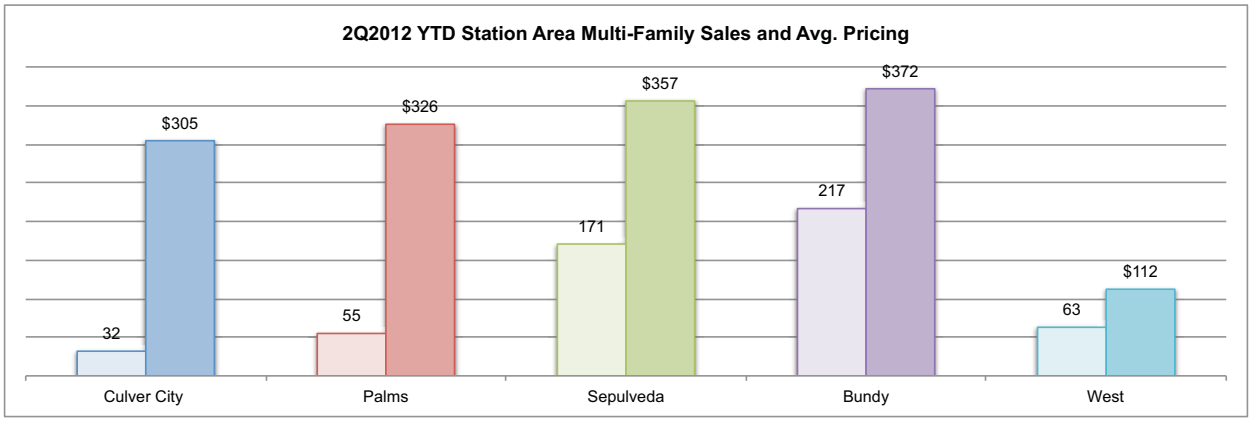
Station Area Residential Market

Dataquick home pricing and sales data by zip code was used to estimate the residential market within the immediate station areas. It should be noted that zip codes overlap for many of the Expo LRT stations[15].

- The zip codes around the Bundy Station have the highest amount of multi-family units sold and the highest average price per square foot.
- At a multi-family home sale price of approximately $520,000, the Sepulveda and Bundy Stations have the two highest total average sales price.

Figure 73: 2Q2012 YTD Station Area Multi-Family Residential Data

	Single Family				Multi-Family			
Period	No. of Sales	Avg. Sales Price	Avg. SF	Avg Price PSF	No. of Sales	Avg. Sales Price	Avg. SF	Avg Price PSF
Culver City	95	$687,258	1,470	$475	32	$342,192	1,101	$305
Palms	171	$880,294	1,661	$503	55	$394,508	1,208	$326
Sepulveda	137	$971,031	1,697	$531	171	$520,042	1,473	$357
Bundy	147	$945,519	1,657	$535	217	$519,044	1,427	$372
West	351	$259,797	1,325	$191	63	$127,124	1,112	$112



Source: Dataquick, Pro Forma Advisors

[15] Culver City Station Zip Codes: 90034, 90232. Palms Station Zip Codes: 90034, 90064. Sepulveda Station Zip Codes: 90025, 90064. Bundy Station Zip Codes: 90025, 90064, 90404. West Station Zip Codes: 90302, 90043, 90305.

Active Projects

Figure 74 presents recent and active new home developments within the Expo LRT and Crenshaw LRT market areas.

- There are approximately 23 active projects in the Expo LRT area. The figure also includes developments in Marina Del Rey, Playa Vista, Venice, and Westchester.
- The majority of projects are condominiums, though active projects also include luxury condos along the Wilshire Corridor in Westwood and Century City and one townhouse project in Westchester.
- Condo projects, specifically in the Expo LRT market area, are priced from $545,000 to $815,000.
- There is only one current project listed within the Crenshaw LRT area. The existing condo project in the Crenshaw LRT area is priced between $250,000 and $450,000.

Figure 74: Active New Multi Family Projects

Vicinity	Housing Type	Project Name	Price Range	Sq. Ft. Range	Closed Out
Expo LRT Area					
West LA	Condo	1414-1420 S BUNDY DR	$585,000-$754,000	1589-1900	
West LA	Condo	1530 CENTINELA AVE/VENIZIA VILLAS	$610,000-$620,000	1300-1925	
West LA	Condo	ST JOHNS WOOD	$399,000-$557,000	900-1250	8/31/12
West LA	Condo	FEDERAL VILLA	$589,000-$589,000	1600-1600	
Century City	Condo	AVENIDA PROSSER	$545,000-$660,000	930-1084	
Culver City	Condo	CULVER CENTRALE	$745,000-$815,000	1440-1811	9/30/12
Palms	Condo	10930 NATIONAL BLVD	$470,000-$570,000	1368-1840	9/30/12
Venice	Condo	BEACH COLLECTION AT LATITUDE 33	$949,899-$960,900	1835-1901	
Venice	Condo	DOGTOWN STATION	$819,000-$1,000,000	1383-1634	
Marina Del Rey	Condo	4211 REDWOOD	$465,000-$639,000	1192-1848	
Marina Del Rey	Condo	AZZURRA	$550,000-$1,900,000	1400-3000	
Marina Del Rey	Condo	GALLERY LOFTS MARINA DEL REY	$554,000-$619,000	1322-1340	
Marina Del Rey	Condo	LATITUDE 33 BOARDWALK COLLECTION	$835,000-$839,000	1682-1995	11/30/12
Marina Del Rey	Condo	LATITUDE 33 SKY COLLECTION	$625,000-$1,777,950	1293-2950	
Playa Vista	Condo	PRIMERA TERRA AT PLAYA VISTA	$493,990-$672,490	965-1504	
Westchester	Townhouse	VILLA ALLEGRA	$0-$799,000	1668-2659	9/30/12
Westchester	Condo	TREMONT CONDOMINIUMS	$425,000-$425,000	1150-1150	
Robertson	Condo	1135 SHENANDOAH	$579,000-$579,000	1570-1570	8/31/12
Mid-City La Cienaga	Condo	855 CROFT	$699,000-$1,390,000	1449-1885	
Wlshire Corridor/Westwood	Luxury Condo	BEVERLY WEST CONDOS	$1,600,000-$7,767,100	4158-8000	
Wilshire Corridor/Westwood	Luxury Condo	CARLYLE ON WILSHIRE	$2,099,000-$5,290,000	2772-5519	
Wilshire Corridor/Westwood	Luxury Condo	SOLAIR/ST RESIDENTIAL	$520,000-$2,300,000	1352-2442	
Century City	Luxury Condo	CENTURY (THE)	$0-$8,200,000	2482-8500	
Crenshaw LRT Area					
Crenshaw	Condo	BEDFORD PARC	$286,000-$453,000	1100-1580	

Source: Hanley Wood Market Intelligence, Pro Forma Advisors

Rental Residential Market

The multi-family rental market has been one of the most successful land uses since the recession. The market has seen high demand based on demographic changes, as Generation Y, the second largest US age cohort, moves from college or living with friends or family to their own units. The housing crisis has also increased the demand for rental units. Some households have been forced to move from owner-occupied to rental units, and other households, despite low interest rates, have not been able to qualify for homes based on strict loan underwriting criteria that tightened after the housing bust.

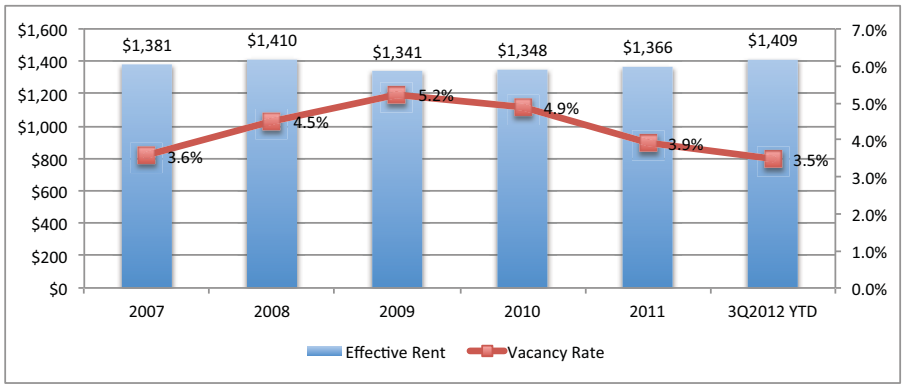
The following section uses data from REIS, a collection firm that specializes in residential property, to evaluate the Los Angeles rental residential market. REIS apartment data includes information on apartment buildings with more than four units. Our analysis includes a review of the Los Angeles Metro areas as well as the submarkets encompassing the Expo LRT Line – Palms/Mar Vista/Culver City, West LA/Westwood, and Santa Monica submarkets—and the Crenshaw LRT Line—Inglewood/Crenshaw submarket.

Los Angeles Rental Market

Across the Los Angeles Metro area there are over 750,000 rental units in 5+ unit apartment buildings.

- 17,000 units have been added since 2006.
- Vacancies are currently 3.6 percent and have remained fairly low and stable across the last 5 years.
- Effective rents[16] grew slightly, from an average of $1,380, to $1,410.

Figure 75: Los Angeles Metro Rents and Vacancy Rates



Source: REIS, Pro Forma Advisors

[16] Effective rent has been reduced to account for rent concessions.

Expo LRT Submarkets

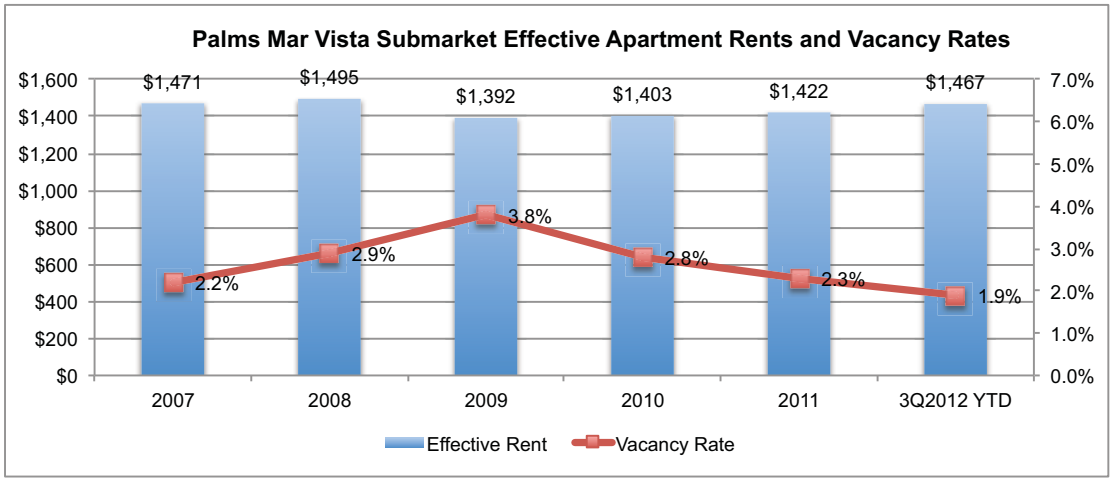
Palms/Mar Vista/Culver City

The Culver City and Palms Stations fall within the Palms/Mar Vista/Culver City apartment submarket. The Palms/Mar Vista/ Culver City market has 27,700 rental units. The area has an older building stock and low vacancy rates.

- Rents are approximately $1,470, 4 percent above the LA Metro average. Rental rates fell by approximately 7 percent during the recession, but have recovered. Newer units, built after 2000, have asking rents of $2,200 to $2,600 a month.
- Vacancy rates grew during the recession and peaked in 2009 at 3.8 percent, returning to the low 2 percent range by 2011.
- Approximately 70 percent of the stock was built before 1980. A limited amount of new rental units have been added since 2006.
- Approximately 60 percent of the market are one-bedroom or studio units.

Figure 76: Palms/Mar Vista/Culver City Submarket Apartment Trends

Period	Inventory	Completions	Vacant Stock	Vacancy Rate	Net Absorption	Asking Rent	Effective Rent
2007	27,668	0	609	2.2%	21	$1,503	$1,471
2008	27,668	0	802	2.9%	-193	$1,535	$1,495
2009	27,668	0	1,051	3.8%	-249	$1,443	$1,392
2010	27,668	0	775	2.8%	276	$1,441	$1,403
2011	27,696	28	637	2.3%	166	$1,456	$1,422
3Q2012 YTD	27,696	0	526	1.9%	28	$1,492	$1,467



Source: REIS, Pro Forma Advisors

Figure 77: Palms Mar Vista Submarket Average Rent by Bedroom

	Rent	Avg. SF	Avg Rent PSF
Studio	$1,118	522	$2.14
One Bedroom	$1,368	741	$1.85
Two Bedroom	$1,782	1,066	$1.67
Three Bedroo	$2,182	1,244	$1.75

Source: REIS, Pro Forma Advisors

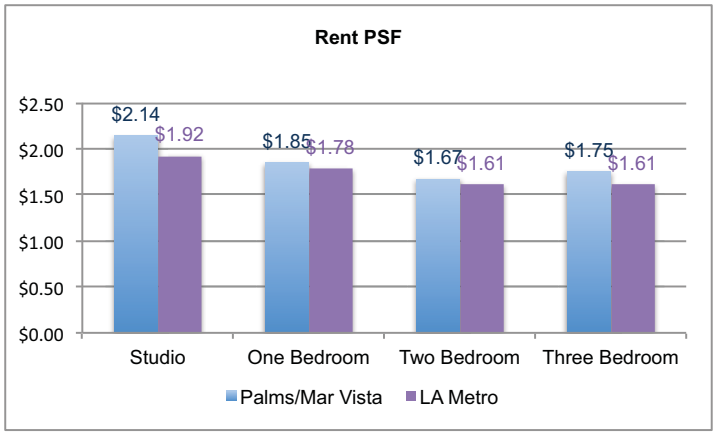
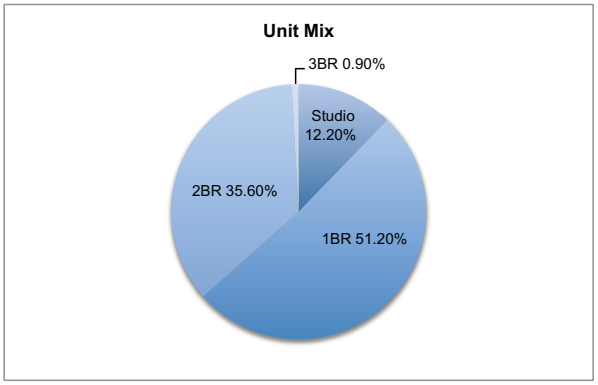


Figure 78: Palms Mar Vista Avg. Rent by Year Built

Year Built	Rent	Age Category Rent to Avg. Rent
Before 1970	$1,444	97%
1970-1979	$1,392	93%
1980-1989	$1,471	99%
1990-1999	$1,868	125%
2000-2009	$2,238	150%
After 2009	$2,611	175%
All	$1,492	100%

Source: REIS, Pro Forma Advisors

Figure 79: Palms Mar Vista Apartments by Bedroom



Source: REIS, Pro Forma Advisors

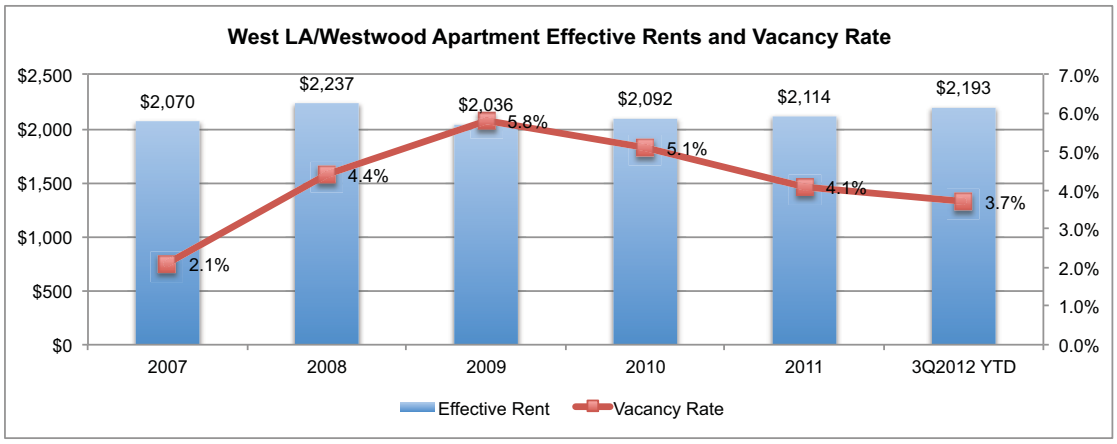
West Los Angeles/Westwood Submarket

The Sepulveda Station and Bundy Stations are located in the West Los Angeles/Westwood Apartment Submarket. The submarket has 36,100 units and has a number of buildings with premium rents.

- Rents in West LA/Westwood Submarket are $2,200, 55 percent above the LA Metro average. Newer units, built after 2000, rent on average for $3,300 - $3,600 a month.
    - Rental rates have decreased somewhat from their peak in 2008.
    - The area has a vacancy rate inline, but slightly higher, than the LA Metro average. The current vacancy rate is 3.7 percent.

Figure 80: West Los Angeles/Westwood Submarket Apartment Trends

Period	Inventory	Completions	Vacant Stock	Vacancy Rate	Net Absorption	Asking Rent	Effective Rent
2007	35,090	94	737	2.1%	-13	$2,120	$2,070
2008	35,640	550	1,568	4.4%	-281	$2,333	$2,237
2009	35,792	152	2,076	5.8%	-356	$2,134	$2,036
2010	35,912	120	1,832	5.1%	364	$2,178	$2,092
2011	36,038	126	1,478	4.1%	480	$2,199	$2,114
3Q2012 YTD	36,097	59	1,336	3.7%	201	$2,268	$2,193



Source: REIS, Pro Forma Advisors

Figure 81: West LA/Westwood Submarket Average Rent by Bedroom

	Rent	Avg. SF	Avg Rent PSF
Studio	$1,413	573	$2.47
One Bedroom	$1,908	818	$2.33
Two Bedroom	$2,706	1,233	$2.19
Three Bedroom	$4,222	1,799	$2.35

Source: REIS, Pro Forma Advisors

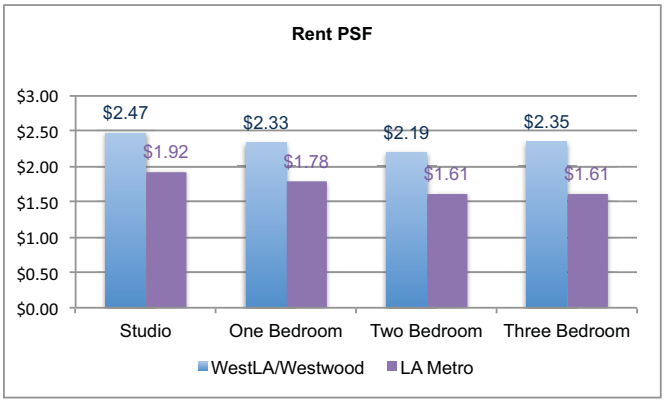
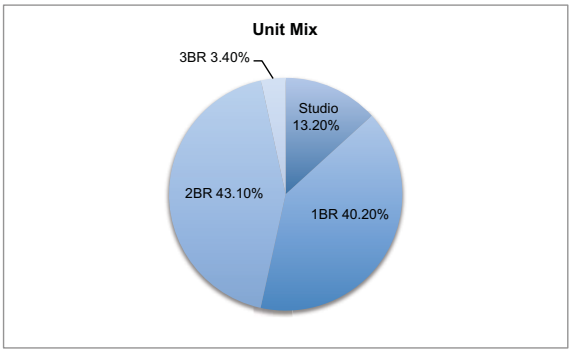


Figure 82: West LA/Westwood Submarket Average Apartment Rent by Year Built

Year Built	Rent	Age Category Rent to Avg. Rent
Before 1970	$1,899	84%
1970-1979	$1,948	86%
1980-1989	$2,204	97%
1990-1999	$2,204	97%
2000-2009	$3,273	144%
After 2009	$3,615	159%
All	$2,268	100%

Source: REIS, Pro Forma Advisors

Figure 83: West LA/Westwood Apartments by Bedroom



Source: REIS, Pro Forma Advisors

Crenshaw LRT Submarket

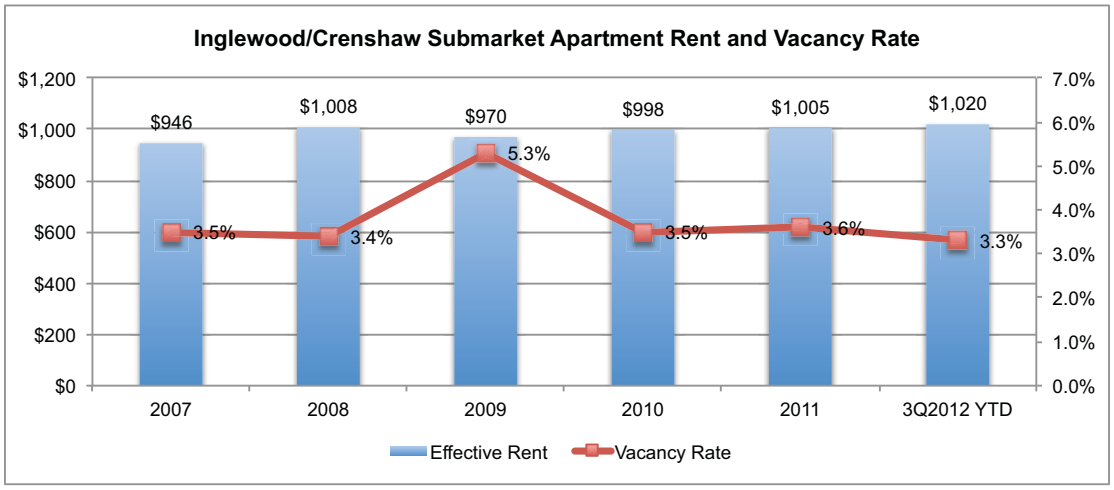
Inglewood/Crenshaw Submarket

The West Station is located within the Inglewood/Crenshaw Apartment Submarket. The submarket includes 20,000 rental units, primarily in older buildings.

- Over 70 percent of the units in the submarket are in buildings that were built before 1970's. 8 percent of buildings were built after 2000.
- There was a significant jump in the vacancy rate of rental units between 2008 and 2009, likely due to the recession. However, vacancy has since improved and is currently at 3.3 percent.
- Average rents have increased by 8 percent since 2006, moving from $950 to $1,020 in third quarter 2012.
    - Similar to the West LA submarkets, prices are substantially higher for newer units. Units built after 2000 have average asking rents above $1,700 a month.

Figure 84: Inglewood/Crenshaw Submarket Apartment Trends

Period	Inventory	Completions	Vacant Stock	Vacancy Rate	Net Absorption	Asking Rent	Effective Rent
2007	20,058		702	3.5%	180	$965	$946
2008	20,488	430	697	3.4%	435	$1,043	$1,008
2009	20,488		1,086	5.3%	-389	$996	$970
2010	20,488		717	3.5%	369	$1,017	$998
2011	20,488		738	3.6%	-21	$1,025	$1,005
3Q2012 YTD	20,488		676	3.3%	62	$1,029	$1,020



Source: REIS, Pro Forma Advisors

Figure 85: Inglewood/Crenshaw Submarket Average Rent by Bedroom

	Rent	Avg. SF	Avg Rent PSF
Studio	$776	496	$1.56
One Bedroom	$932	786	$1.19
Two Bedroom	$1,174	984	$1.19
Three Bedroom	$1,345	1,160	$1.16

Source: REIS, Pro Forma Advisors

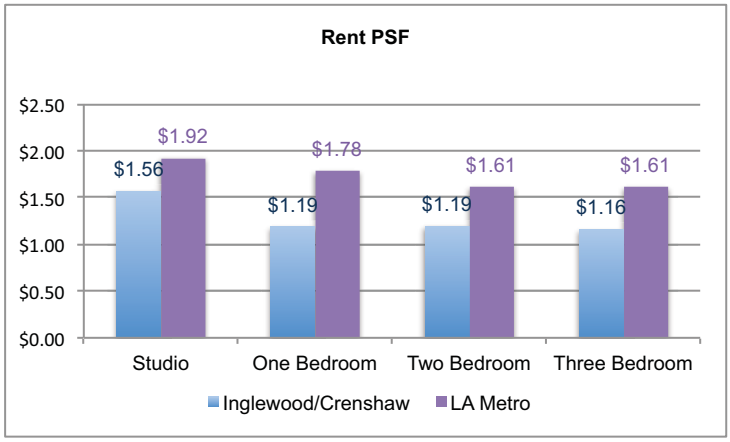
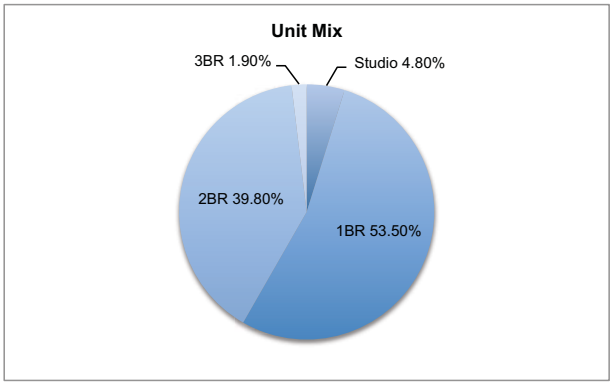


Figure 86: Inglewood/Crenshaw Submarket Apartment Rent by Year Built

Year Built	Rent	Age Category Rent to Avg. Rent
Before 1970	$953	93%
1970-1979	$970	94%
1980-1989	$1,426	139%
1990-1999	$1,542	150%
2000-2009	$1,734	169%
After 2009	n/a	n/a
All	$1,029	100%

Source: REIS, Pro Forma Advisors

Figure 87: Inglewood/Crenshaw Apartments by Bedroom



Source: REIS, Pro Forma Advisors

Industry and Creative Office Analysis

Introduction

The creative and media industries are a substantial and growing employment sector within Los Angeles, particularly on the westside. Associated with entertainment as well as digital technology in West Los Angeles, the creative and media industries span a number of industry clusters and categories and have spawned their own genre of commercial space, deemed "creative office space". The Industry Analysis section of the report explores the regional industry trends in Los Angeles and focuses on the role played by the entertainment and digital media industries in the Expo LRT Market Area.

The following section (1) reviews Southern California regional industry clusters and their connections to West Los Angeles (2) reviews the creative and media businesses most prevalent in the Expo LRT Market Area; and (3) provides a real estate profile of creative office space in the Expo LRT Market Area and evaluates the location considerations for creative office space users.

Regional Industry Clusters

As presented in the Employment Section of the report, there are approximately 4.3 million workers across Los Angeles County. Employment data is typically reported using business SIC or NAIC industrial classification codes. These classification codes provide detailed information about the primary function of each business, but often provide limited information on how businesses relate to various sectors of the economy. Cluster analysis[17] can be used to understand the key market sectors within a region.

Cluster analysis considers clusters of industries that are related within a region and share the same product or service. Industries within the same cluster may have similar infrastructure needs, demand for specialized labor and supplier industries. By improving the environment for key clusters, i.e. the regions' strengths, the economy will grow more effectively and efficiently than broad based efforts to improve the general business climate.

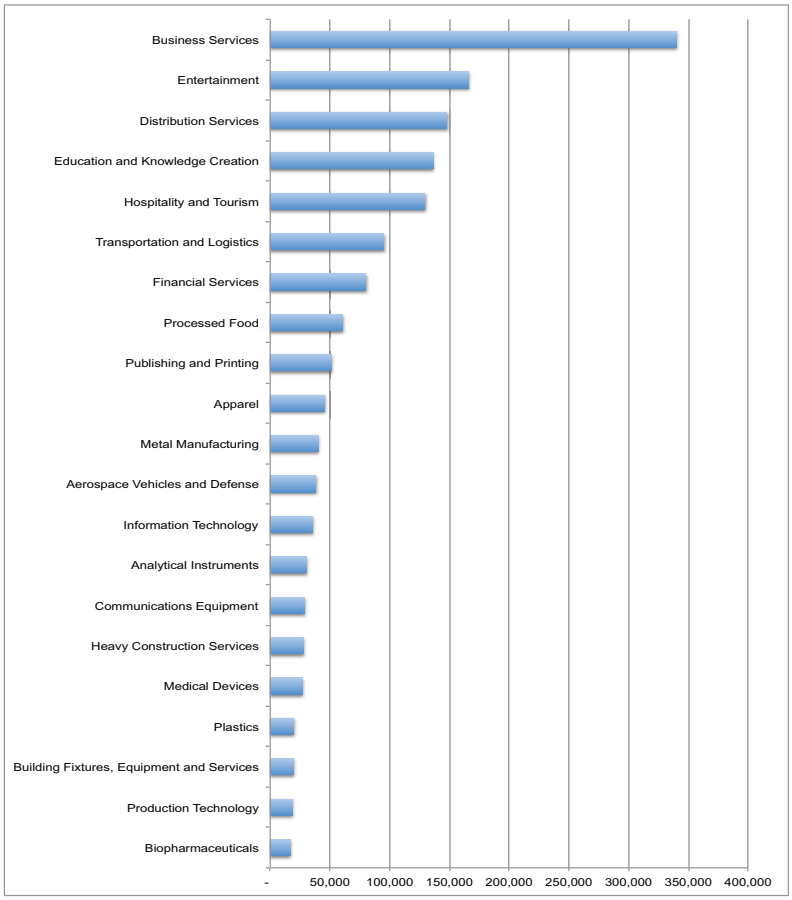
Clusters are further delineated into traded clusters and local clusters. Traded clusters are those clusters that generate products and services that are sold in different regions, while local clusters are generally commensurate in size with the region's population, i.e. in a traded cluster, such as entertainment a product, such as a film, gets distributed across the nation and globe, while a local cluster, such as food service, typically only serves the local region.

Figure 88 shows the top 21 traded clusters by employment in Los Angeles and Orange County. As presented, Business Services (e.g. management consultants, professional services, marketing, computer services, etc.) is the largest cluster by far in Los Angeles and Orange County, followed by Entertainment and Distribution Services (e.g. transportation, wholesaling and warehousing).

---

[17] Cluster analysis is an economic analysis approach refined by Harvard Professor Michael E. Porter, as a tool to help increase the competitiveness of a region.

Figure 88: Top 21 Traded Clusters in the Los Angeles and Orange County Regions

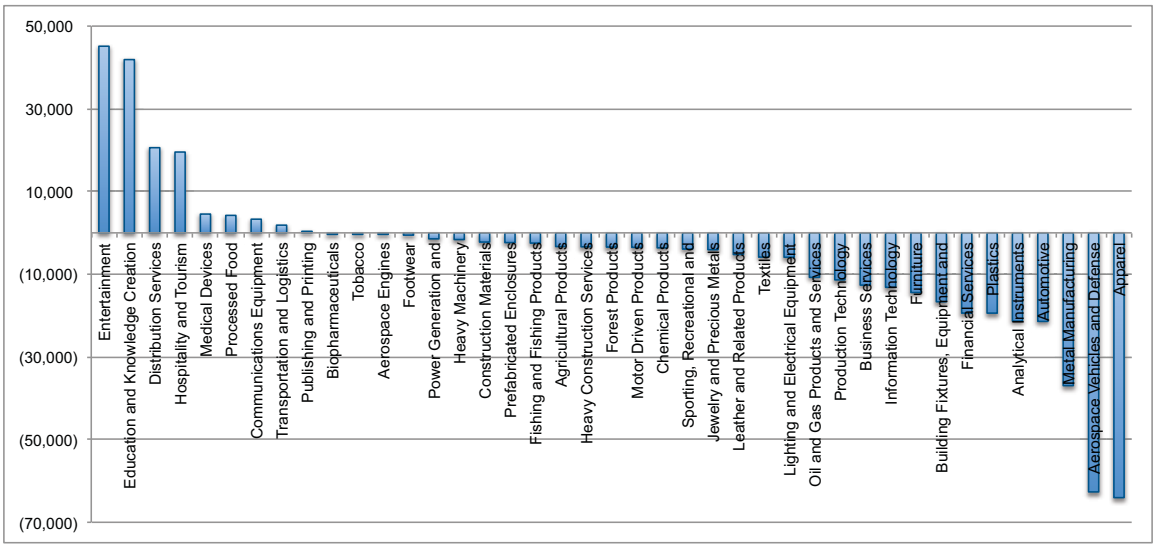


Source: Prof. Michael E. Porter, Cluster Mapping Project, Institute for Strategy and Competitiveness, Harvard Business School; Richard Bryden, Project Director.

Figure 89 shows the job creation between 1998 and 2010 across all traded clusters in Los Angeles and Orange County. Only nine of the 41 traded clusters created jobs in the Los Angeles-Long Beach-Santa Ana Metropolitan between 1998 and 2010. It should be noted that the impacts of the Great Recession are still being felt and that some of these categories may have otherwise performed better, but overall, the figure provides a benchmark of the relative strength of each of the clusters in the metropolitan area.

As shown across these two figures, the Business Services cluster has the greatest number of employees, but the Entertainment industry cluster and Education and Knowledge Creation cluster had the greatest strength during the period.

Figure 89: 1998 - 2010 Traded Cluster Change in Jobs



Source: Prof. Michael E. Porter, Cluster Mapping Project, Institute for Strategy and Competitiveness, Harvard Business School; Richard Bryden, Project Director.

Key Industry Sectors in Expo LRT Market Area

Inline with regional cluster analysis, the Expo LRT Market Area's major employment industries fall under the Education and Knowledge Creation cluster, the Business Services cluster and the Entertainment cluster.

Detailed employment data at smaller geographies than the county level is not publicly available. However, to get a better understanding of the cluster in the Expo LRT Market Area the major 2-digit NAICS industry categories that include significant numbers of workers in each of the clusters can be analyzed. Figure 90 presents historical employment in the Expo LRT Market Area[18]. The Education and Knowledge Creation cluster is approximated by the Educational Services industry. The Business Services cluster is approximated by the Professional, Scientific, and Technical Services, Administration & Support, Finance and Insurance, and Real Estate and Rental and Leasing industries. The Entertainment cluster is approximated by the Information industry. Health Care is a local cluster and is approximated by the Health Care and Social Assistance industry. The top industry categories are highlighted in Figure 90.

[18] This includes employment in the West Los Angeles CPAs (West Los Angeles, Westwood, Marina Del-Rey-Mar Vista, Palms Community Plan Areas) and the City of Santa Monica and Culver City.

Figure 90: Expo LRT Area Employment

Greater West Los Angeles Jobs by NAICS Industry Sector	2002	2004	2006	2008	2010	*2002-2010 Nominal Growth*
Agriculture, Forestry, Fishing and Hunting	93	82	67	103	99	*6*
Mining, Quarrying, and Oil and Gas Extraction	654	649	545	899	1,045	*391*
Utilities	336	373	361	230	406	*70*
Construction	5,029	5,594	6,086	5,943	4,268	*-761*
Manufacturing	6,490	5,733	5,333	5,470	4,741	*-1,749*
Wholesale Trade	7,359	7,251	7,653	8,225	7,862	*503*
Retail Trade	27,875	27,331	29,450	30,719	26,814	*-1,061*
Transportation and Warehousing	3,186	2,776	2,551	2,615	2,154	*-1,032*
Information	29,887	29,831	33,297	35,235	35,784	*5,897*
Finance and Insurance	13,431	13,100	13,961	14,150	12,547	*-884*
Real Estate and Rental and Leasing	7,806	8,112	8,411	8,160	8,199	*393*
Professional, Scientific, and Technical Services	36,563	37,663	40,527	41,785	36,824	*261*
Management of Companies and Enterprises	3,900	3,368	3,662	3,405	2,616	*-1,284*
Administration & Support, Waste Management and Remediation	14,080	13,517	14,861	14,729	14,342	*262*
Educational Services	25,779	29,010	32,221	34,878	37,008	*11,229*
Health Care and Social Assistance	24,372	25,564	25,187	27,018	26,567	*2,195*
Arts, Entertainment, and Recreation	5,015	5,379	5,181	5,213	5,549	*534*
Accommodation and Food Services	19,268	19,066	19,774	21,809	22,015	*2,747*
Other Services (excluding Public Administration)	16,231	16,856	16,915	14,019	14,228	*-2,003*
Public Administration	1,153	1,193	1,316	1,628	4,344	*3,191*

Source: US Census LEHD On the Map Data

Educational Services is the top employing industry in the area with 37,000 employees. It also added the most employees between 2002 and 2010. The prominence of education employment is likely due to the number of higher education institutions in the area. UCLA employs approximately 30,000 people alone, and additional employees work at other area institutions such as Santa Monica College and West Los Angeles College.

Distribution is a major industry cluster throughout most of Los Angeles, but is very limited in the Expo LRT Market Area. West Los Angeles is not well situated relative to important logistics transportation nodes and corridors, such as the Port of Los Angeles and Long Beach, and the Alameda Corridor. High land values and West Los Angeles traffic have created an economic environment that is unattractive for typical Southern California industrial uses. Transportation and Warehousing is one of the lowest employing industry categories in Expo LRT Market Area.

Business Services and the Entertainment cluster industries, on the other hand, are attracted to the Expo LRT Market Area for the professional and specialized labor force living in the area and amenities, such as close proximity to the beach, restaurants and retail.

With approximately 37,000 employees, the Professional, Scientific, and Technical industry almost employs as many as Educational Services. Information is the third largest category and also employs almost as many as Professional Scientific and Technical Industry and Educational Services. Information, which includes motion picture production and distribution as well as some of the digital media categories, employed 36,000 in Expo LRT Market Area in 2010. While information was the third largest category it had the second largest amount of growth between 2002 and 2010, adding 6,000 new jobs.

Given the relative importance of the creative industries, such as entertainment, digital media and others, in West Los Angeles, we have prepared a comprehensive analysis of the creative and media industries and their real estate requirements in the next section.

Creative and Media Industries

The Los Angeles Economic Development Corporation (LAEDC) estimates that the creative industries directly employ 304,000 in Los Angeles County and that if it were one industry cluster (rather than an aggregation of industries across a number of industry clusters) that it would rank 4th of all Los Angeles County industry clusters[19]. The "creative economy" is a broad moniker that typically includes a number of creative, arts, and design -related industries.

The creative economy is defined as "the market impact of businesses and individuals involved in producing cultural, artistic, and design goods and services.[20]" The creative economy includes industries from the traditional arts to fashion and toy manufacturing to architecture and movie production.

While the creative economy includes this wide variety of industries, our analysis focuses on those industries that are most prevalent in Expo LRT Market Area. Based on review of existing industries in West Los Angeles, the following key industry categories were identified as the most relevant industries:

- Entertainment
- Digital Media
- Communication Arts

Other creative industries that are prevalent in Expo LRT Market Area include Architecture and Interior Design and Product and Industrial Design.

Otis College of Arts commissions an annual report on the current state of creative economy across Los Angeles County[21]. This section includes some of the most relevant information on the industry sectors, but further expands on this information to understand the relevant industry sectors in the Expo LRT study area.

Entertainment

Entertainment is one of Southern California's key sectors. The sector not only generates direct economic benefits in the region in terms of the movie and TV production industries and their suppliers (food service, security, lawyers, agents, and other creative businesses), but entertainment is also one of the main visitor attractions for the Southern California tourism

---

[19] Los Angeles Economic Development Corporation. 2012 Otis Report on the Creative Economy of the Los Angeles Region.

[20] Los Angeles Economic Development Corporation. 2012 Otis Report on the Creative Economy of the Los Angeles Region.

[21] Prepared by the Los Angeles Economic Development Corporation.

and hospitality industry. Hollywood is the historical home of entertainment, but with Sony Pictures Studios and Culver City Studios in Culver City, MTV, Fox, Lionsgate, and many others, the greater West Los Angeles area has become a major center of entertainment.

Entertainment includes a broad range of activities. For this report we include the motion picture and video industry, broadcast and cable television industry, and sound recording, as well as independent artists, writers and performers industry, agents and managers of artists.

Figure 91 below shows 2010 jobs by entertainment industry in Los Angeles County. Motion picture production and distribution and post production makes up the 85 percent of the reported entertainment cluster employment in Los Angeles County. It should be noted that official records of employees often undercount entertainment workers who often work on a contract basis in editing and filming. Figure 92 presents examples of entertainment cluster industries and businesses in the Expo LRT study station area.

Figure 91: Los Angeles County Entertainment Employment

Entertainment Cluster	2010 Employment
Motion Picture and Video Production	100,856
Motion Picture and Video Distribution	2,250
Postproduction Services and Other Motion Picture and Vi	8,904
Record Production	146
Integrated Record Production/Distribution	887
Music Publishers	543
Sound Recording Studios	1,222
Other Sound Recording Industries	196
Radio Broadcasting	3,103
Television Broadcasting	10,185
Cable and Other Subscription Programming	4,254
Total Entertainment Industries	**132,546**

Source: CA EDD QCEW, Pro Forma Advisors

Figure 92: Station Area Entertainment Cluster Representative Industries and Businesses

Represented Industries	Station Area Businesses	Select Businesses Located in City of Los Angeles
Motion Picture and Video Production	50	- Duck Soup Studios, MJZ, Trio Films
Postproduction Services	16	- L A Digital Post, Orbit Digital LLC
Music Publishers	1	- Rondor Music Intl Inc
Sound Recording Studios	8	- AIX Media Group Inc, Complex Studios
Other Sound Recording Industries	4	- Horipro Entertainment
Radio Broadcasting	9	- Fox Broadcasting Co Inc, Networks Productions
Television Broadcasting	7	- Fox News Channel, UPN

Source: Info USA, Pro Forma Advisors

Digital Media

The digital media industry is difficult to define. Broadly, digital media can include activities in other industries such as the development of special effects in the motion picture industry as well as the development of a the website for a station within the TV industry.

For purposes of this study we use digital media as a term to describe economic activities that include the transmission of information and content through the Internet. To account for digital media as an industry we include businesses that have the transmission of information and content through the Internet as their primary business. This would include social media businesses such as Facebook and Yelp, as well as information and content media business such as Google and Hulu.

As described above, it is difficult to account for digital media with existing industry NAICs codes. For purposes of this report, we consider software publishing and Internet publishing and broadcasting and web search portals industries under digital media. It should be noted that Figure 93 likely undercounts actual digital media employees because of the issues of categorization of the field.

Figure 93: Los Angeles County Digital Media Employment

Digital Media Cluster	2010 Employment
Software Publishers	5,251
Data Processing, Hosting, and Related Services	4,300
Telecommunications Resellers	6,480
Internet Publishing and Broadcasting and Web Search Portals	6,482
All Other Telecommunications	598
Total Digital Media Industries	**23,111**

Source: CA EDD QCEW, Pro Forma Advisors

Figure 94: Station Area Digital Media Cluster Representative Industries and Businesses

Represented Industries	Station Area Businesses	Select Businesses Located in City of Los Angeles
Telecommunications Resellers	2	- Hulu
Data Processing, Hosting, and Related Serv	9	- Showfax, Split Reel Productions LLC, Hosteltimes.com
Internet Publishing & Broadcasting and Web Search Portals	2	- Thought Convergence
All Other Telecommunications	4	- Mobile Bits Holdings Corp,

Source: InfoUSA and Pro Forma Advisors

Communication Arts

For purposes of this analysis, the communication arts include the industries of graphic design services and advertising, as well as public relations agencies, media buying agencies and media representatives. According to the Otis Report, graphic designers "create 'visual solutions to communications problems' using both digital and print media", while advertising firms employ creative staff to design the content and visual elements of client ad campaigns.[22]" Public relations firms and media buying and media representations are not as directly involved with the "creation" side as with the graphic designers and advertising agencies, but in West Los Angeles, these firms are likely to be heavily involved with the entertainment industries and the communication activities of the entertainment players.

Advertising agencies are the greatest employer within this group in Los Angeles County, as shown in Figure 95. Figure 96 presents examples of entertainment cluster industries and businesses in the Expo LRT study station area.

Figure 95: Los Angeles County Communication Arts Cluster Employment

Communications Cluster	2010 Employment
Graphic Design Services	4,056
Advertising Agencies	11,310
Public Relations Agencies	2,437
Media Buying Agencies	797
Media Representatives	1,980
Total Communications Industries	**20,580**

Source: CA EDD QCEW, Pro Forma Advisors

Figure 96: Station Area Communication Arts Cluster Representative Industries and Businesses

Represented Industries	Station Area Businesses	Select Businesses Located in City of Los Angeles
Graphic Design Services	23	ARC, Insyght Interactive Inc, Artisan Creative
Advertising Agencies	11	M Ocean, Deadline Advertising, Acento Advertising, Pitch Inc, Arterie, Muse Communications Inc
Public Relations Agencies	13	RLPR, Dakota Communications, Wonacott Comunications
Media Representatives	4	Borden Media Consulting, Cabletimes

Source: InfoUSA and Pro Forma Advisors

[22] Los Angeles Economic Development Corporation. 2012 Otis Report on the Creative Economy of the Los Angeles Region.

Future Trends

The quick rise of digital media and Internet technologies is both a challenge and opportunity to the Southern California economy. Digital media and the Internet made a broad array of communication platforms available to individuals that did not exist just 15 years ago. Individuals are no longer tethered to traditional forms of media, such as physical newspaper publications or the "prime time" television slots, to obtain the news and entertainment they are seeking. For example, the Pew Center reports that in 2008, for the first time ever, more people obtained their news online vs. a newspaper[23] and with the advent of DVR and integration of television broadcasting with the internet, a person can watch the season premier of Game of Thrones on their iPad through HBO Go at their leisure.

As described in the LAEDC's report on the entertainment and media sectors, improvements in technology and the rise of digital media are causing two major problems for traditional media industries. Traditional media industries have to compete with free online content for viewers. Internet technology is changing how content is received and traditional media industries such as TV and motion pictures are in a race to remain relevant as a media platform. Secondly, traditional media must compete with these numerous new media platforms for limited advertising dollars. Commercial advertising is the main revenue source for broadcast and cable television. With the recent recession, traditional media was severely impacted by the reduced advertising dollars from their typical advertisers-- consumer products and the auto industry, but also are dealing with a structural issue of less dollars being funneled toward television and greater dollars being captured by online advertising.

With these challenges, the Los Angeles Economic Development Corporation (LAEDC) expects to see a contraction in traditional advertising industries across the next five years in Los Angeles County, such as:

- Broadcast Television
- Radio

However, the challenge to one industry is opportunity to another. According to LAEDC, the growing integration of the digital media and entertainment is expected to generate growth in other non-traditional formats, such as:

- Internet Media
- Direct Marketing
- Event Marketing
- Word-of-Mouth Marketing
- Subscription Television
- Mobile Advertising and Content
- Video Games
- Business to Business eMedia[24]

---

[23] LAEDC Keyser Center for Economic Research. Entertainment & the Media in Los Angeles, 2010.

[24] LAEDC Keyser Center for Economic Research. Entertainment & the Media in Los Angeles, 2010.

Based on the current issues in the sector, the structure of the entertainment sector is changing, but is still expected to be strong in West Los Angeles. Digital media growth should also continue to grow in West Los Angeles as entertainment and digital media continue to evolve together.

Expo LRT Market Area Future Trends

In the Expo LRT Market Area, employment data is only available on the 2-digit NAICS level. Both the entertainment and digital media categories are included within the Information 2-digit NAIC industry category. As mentioned above this industry is the third largest employment sector in the Expo LRT Market Area and the second highest growing industry category, just below educational services, between 2002 and 2010.

The Information industry grew by 20 percent across the last eight years, an average compound annual average growth rate of 2.28 percent. It should be noted that this industry category also includes telecommunications and the publishing industries[25] If it was possible to isolate the entertainment and digital industries in the Expo LRT Market Area from publishing, the growth of the entertainment and digital industry categories would likely be higher. Pro Forma Advisors anticipates strong growth in the motion picture production and distribution industries and digital industries.

The digital media industries are closely connected with entertainment. With social media, such as You Tube distributing user-made content, technology companies such as Apple distributing music, movie and TV content through iTunes, and up-and-coming internet media providers such as Hulu distributing broadcast television, as well as the continued advances in interactive multimedia technology, the lines between the entertainment industry and digital technology have already blurred. The growth in digital media in Santa Monica and Venice, the "Silicon Beach" is a direct result of this evolution in entertainment and digital media. As the connections continue to grow stronger, we will see continued expansion of digital media firms and supporting firms in West Los Angeles.

Based on the historical growth in the Expo LRT Market Area and Los Angeles County CA Employment Development Division (EDD) projections, the Information industry category, which includes many entertainment and digital media industries, is projected to grow by 2 percent annually across the next twenty-five years. Communication arts, as well as architecture and interior design and product and industrial design, fall primarily under the Professional, Scientific, and Technical Services 2-digit NAICS category. Between 2002 and 2010 this category grew by a total of 1 percent. We estimate that this sector will have annual growth of 1 percent.

As mentioned above, many of the businesses in the Expo LRT Market Area are connected to the entertainment and digital media industries directly or indirectly, for example lawyers and public relations firms that service studios and actors. The expansion of entertainment and digital medial will fuel continued growth in other industry categories in West Los Angeles.

---

[25] The publishing industries, which includes newspapers, magazines, and other publishing industries, had severe contractions across Los Angeles County over the last decade and are expected to continue to contract, such as newspapers and other traditional publishing industries.

Creative Office Space

Creative industries, particularly digital media, technology, and entertainment firms have pioneered a new form of office space in Southern California, the creative office.

Creative office space has been growing in Santa Monica and West Los Angeles since the early 1990's with the first wave of pre-dot.com technology firms. With the dot.com bust in 2002, the office and creative office market slumped before revving up again in middle of the last decade.

The following section describes the characteristics of creative office space, creative office space users, and the real estate performance of current creative office space clusters. A matrix provides additional detail on the requirements and characteristics of creative office.

What is Creative Office?

Creative office space is characterized by design and features that break from the neutrally colored, cubicle/perimeter-office design of traditional mid-rise or high-rise corporate office space.

Creative office takes many forms. It is often considered to have an open lay out and/or other design features that are conducive to collaboration and co-working. In Santa Monica and Culver City, older industrial and commercial buildings have been renovated to create architecturally interesting creative office spaces. There is also new construction creative office.

"Creative space is generally characterized by an adaptive reuse of existing commercial or industrial buildings predating 1970, a use of environmentally-conscious building materials and systems, and the use of design features that foster collaboration, free-flowing discussions, and sharing of ideas."

-HQ Development

Source: http://hqdevelopment.net

The ability to promote creative activities is the key element of creative office. Technically innovative ideas and their implementation are described as the essence of the creative economy. Creative office spaces are designed to allow for the free flow of conversations and sharing of ideas.

Creative offices are designed as interesting and attractive spaces that provide a level of both work and play for its users. Creative office space is often integrated with the environment, Michael Geller, an active Culver City creative office space broker, describes a creative office space with roll up doors (often a vestige of the previous industrial space) that allows the indoor space to be integrated with an outdoor garden and fire pit. He describes other spaces with over-sized kitchens and outdoor conference rooms and, even, company provided catering. With such internal amenities, employers will often work longer hours and employers often achieve greater productivity in creative office spaces relative to general office space.

Overall, creative office spaces help companies maintain a culture of creativity. TrueCar.com exec describes how 'One of the things that defines a successful tech company is the company culture.' He believes that creative workers 'feel constrained' in standard offices[26]. Entertainment and digital media firms require employees to be creative thinkers who think "outside of the box" and they desire a space that reflects who they are.

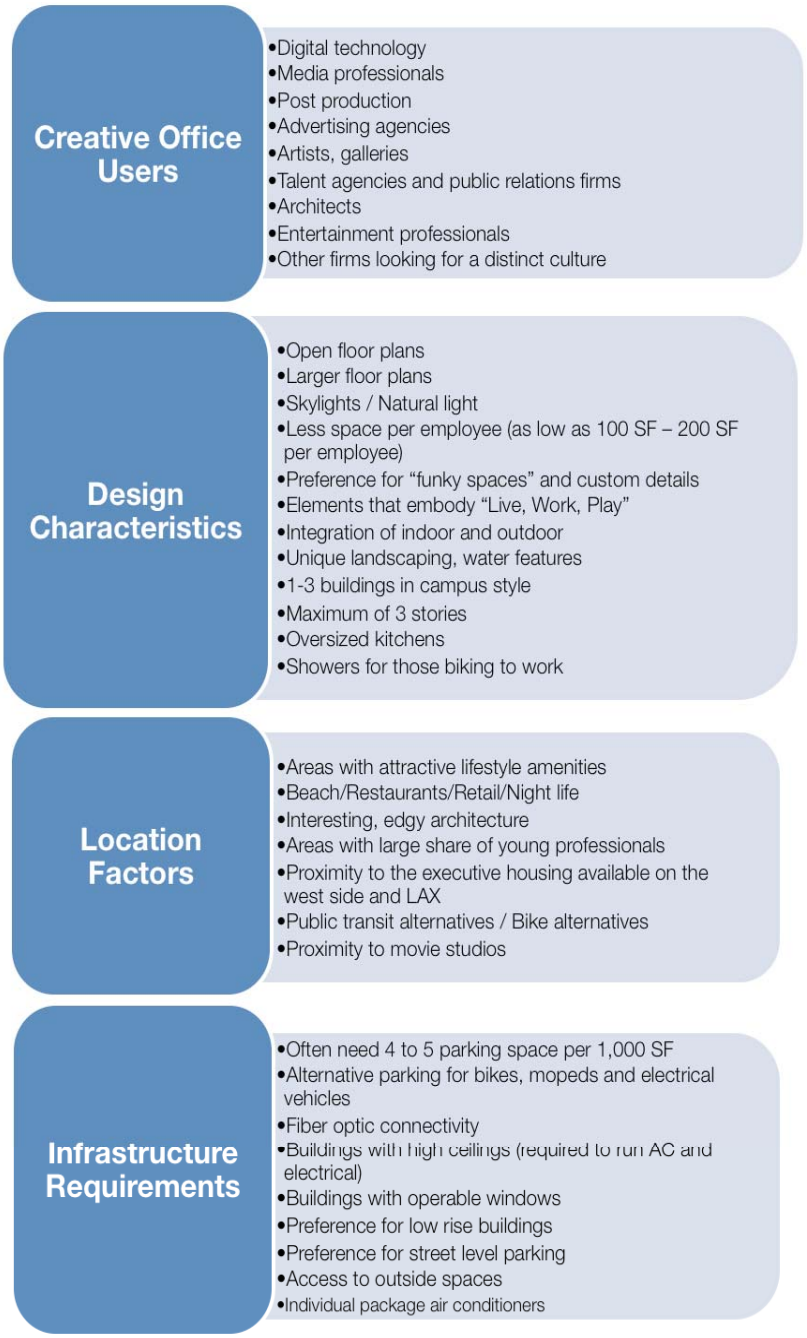
Creative Office Users

While entertainment and digital-related businesses are often described as the main creative office space users, creative office space attracts a wide variety of creative industry firms. In addition to digital technology and entertainment, creative office space users in West Los Angeles include photographers, talent agencies, public relations firms, artists and galleries, fashion and make up professionals, in addition to many others.

Additionally, as the benefits of creative office, the compelling design and increased productivity, are becoming clear to more traditional office users, Geller describes seeing increased interest in creative office space from other types of users as well, such as lawyers and other non-creative professionals.

[26] Vincent, Roger. "Five Santa Monica Office Buildings Sell for $90 Million." New York Times,13 December 2011.

Figure 97: Creative Office Matrix

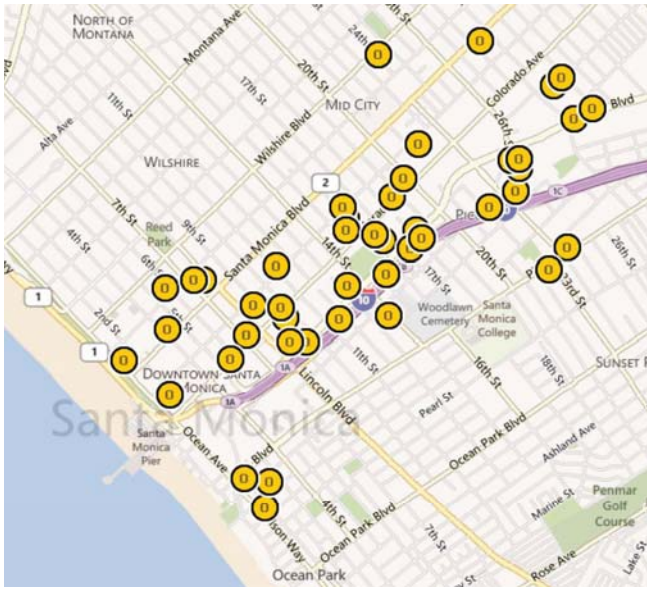


Creative Office Real Estate

On the westside, many of the creative firms described above have clustered in Santa Monica, Culver City, Playa Del Rey/Venice. Creative office space has not been well documented by traditional real estate data providers, such as CoStar. Rent information and location information for CoStar reported properties is reviewed in this analysis, but the reader must note that it should be considered as a sample of existing creative office space, rather than comprehensive data. In addition, we rely on reports from industry brokers and review comparables to better understand the market.

Santa Monica

Figure 98: CoStar Santa Monica Creative Office Space



Source: Costar and Pro Forma Advisors

Many report that Santa Monica is the first choice for many creative firms. Industry Partners, one of the leading creative office brokerage firms, reports that there is almost 18 million square feet of creative office space in West Los Angeles and almost half of this creative office space is located in Santa Monica. They also report a vacancy rate of 6.8 percent for this space, which is inline with Costar data on Class B and C office properties in the market[27]. Available creative office listings reported in Costar Santa Monica reflect an average full service lease rates of $3.30 per square foot. A brief survey of rents reflect asking rents from $3.00 to $4.25 per square foot. Other sources report rents of up to $5.50 and $6.00 per square foot in premium Santa Monica locations.

Creative office developer Lawry Meister, from Steaven Jones Development and Management Company, describes how firms are attracted to Santa Monica and Venice because the number of amenities such as restaurants and retail, but also due to its proximity to executive level housing available in Santa Monica, Pacific Palisades, Malibu, and in the South Bay. Technology firms want to cluster for recruiting and networking purposes. Clustering puts them closer to their key labor pools and, often, clients as well. Both Santa Monica and Venice highly appeal to technology companies and the areas have earned the nickname "Silicon Beach".[28]

---

[27] Rent TV.com. "2011 Sees Greatest Net Absorption of Creative Office Space on the Westside in Five Years". March 6, 2012.

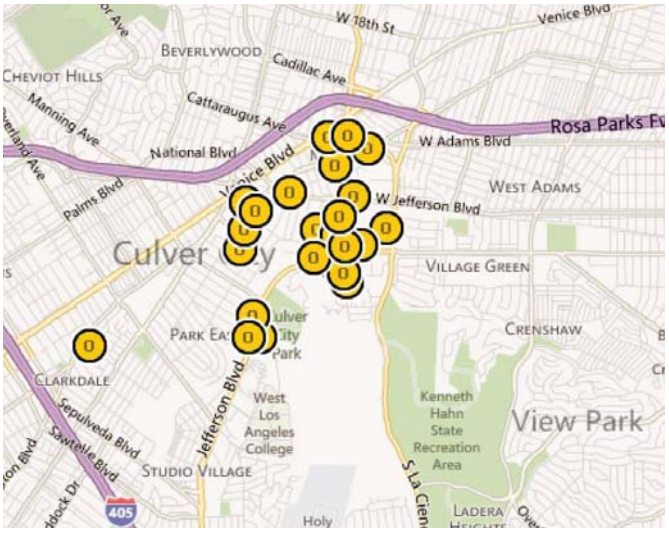
[28] Vincent, Roger. "Five Santa Monica Office Buildings Sell for $90 Million." New York Times,13 December 2011.

The Santa Monica and Venice creative office market has performed well above the Los Angeles County market and it is now difficult for interested companies to find creative office spaces larger than 10,000 square feet in the area. Growth has spilled over to Culver City, Playa Vista and West Los Angeles.

Culver City Creative Office

Culver City, in the past, has been a spillover markets for Santa Monica creative office. However, broker Michael Geller mentions how some businesses are no longer looking in Santa Monica first, but will look in Culver City because its more cost effective and a more central location, relative to Downtown, Hollywood, and Miracle Mile. Culver City creative office is centered around the Hayden Avenue Tract, an area approximately a half-mile from the Culver City Station, as well as along Jefferson Avenue and Rodeo Road. CoStar reported creative office spaces have an average full service lease rate of $2.70 per square foot, $0.50 less than Santa Monica. Surveyed current listings' rents range from $2.30 to $2.90 per square foot.

Figure 99: Culver City Creative Office



Source: CoStar and Pro Forma Advisors

Playa Vista/Marina Del Rey Creative Office

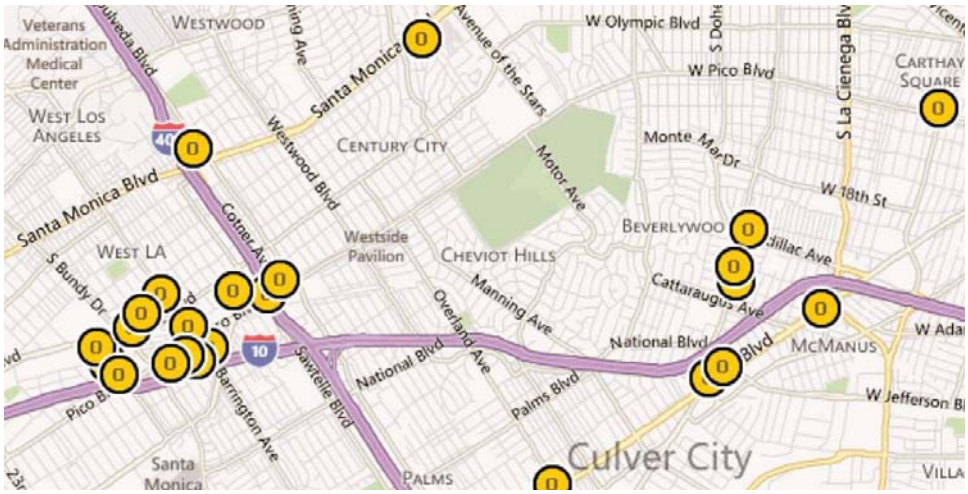
There are a growing number of large campus developments in the Playa Vista and Marina Del Rey area. The area is being touted by Industry Partners for its ability to offer companies 100,000 square feet or more of creative office space

and at rates $2.00 less than Santa Monica[29]. Large new projects recently built or proposed in the area include the 28-acre, 540,000 square foot Hercules Campus, which includes the historic hangar building built by Howard Hughes to house the Spruce Goose, the 2-building 250,000 square foot Waters Edge built in 2002, and "The Reserve" that will convert a former US Postal Building into a 380,000 square foot creative office space.

West Los Angeles CPAs Creative Office

West Los Angeles, specifically west of the I-405, has benefited from its proximity to the Santa Monica market and the spill over of technology and media firms looking for space close to Santa Monica. CoStar reported creative office in this area has an average full service lease rate of $2.60 per square foot. The majority of listed creative office space reported by CoStar is located adjacent to Santa Monica near the Bundy Station area.

Figure 100: West LA CPAs Creative Office



Source: Costar and Pro Forma Advisors

[29] Ryan, Jacqueline. "Playa Times: Silicon Beach Tech Waving Rolling South." Los Angeles Business Journal. October 29 – November 4, 2012: 50 -51.

Comparables

The Lantana Center - 3000 Olympic Blvd., Santa Monica

Description: The Lantana Campus, composed of four individual buildings, is one of the premier addresses in the entertainment-media industry.

Site Acres: 12

Building Square Feet (SF): 540,000

Recent Monthly Asking Rate: $4.25/SF

Source: Loopnet

1548 9th Street, Santa Monica

Features: Modern construction with efficient design and custom details throughout; High ceilings and floor-to-ceiling operable windows; Combination of open spaces with built-in work stations, large executive office, and conference room; Balcony & patio area; Kitchenette & Individual bathrooms; Private on-site parking lot with available street parking

Building Square Feet (SF): 5,400

Recent Monthly Asking Rate: $3.00/SF

Parking: $150 per month per space

The Samitaur Building - 5780 W. Jefferson Blvd, Culver City

Description: World class architecture Built by Samitaur Constructs (Frederick and Laurie Smith) Designed by Eric Owen Moss

Building Square Feet (SF): 21,582

Recent Monthly Asking Rate: $2.50/SF

Parking: 3 per 1000/$100 per month per space

bLAckwelder - 3101 La Cienega Blvd., Culver City

Description: This project contains 23 individual creative buildings in an authentic adaptive reuse campus setting on approximately 8.5 acres. Current tenants include ADK Advertising, Bandito Brothers, Hungry Man, jumP Editorial, Kordansky Gallery, Mihai Nicodim Gallery, The Mill, Mossimo/Modern Amusement, OnBoard Entertainment, Playing for Change, Soap Creative, Thomas Wylde, and soon to be announced Restaurant.

Site Area: 8.5 Acres

Building Square Feet (SF)*: 160,600

Recent Monthly Asking Rate*: $2.85/SF

*Reflects property currently for rent (not full campus)

Parking: 3 per 1000/$75 to $125 per month per space

Regional Demand Analysis

The Regional Demand Analysis uses projected employment and resident growth along with appropriate market factors to understand potential support for major land uses in the Expo LRT market area. The following section evaluates regional demand for commercial office industrial, retail, and hotel real estate, as well as multi-family residential real estate.

Demand is first explored on a larger geographical level that reflects the competitive real estate market area for each land use and, secondly, the capture of regional demand is explored for each Expo LRT study station area. The station area capture of regional demand is presented in the Station Specific Market Analysis section for each land use except for residential. Residential demand is explored by combined station areas; this section evaluates demand at the combined station level and within the half-mile station area.

Commercial Office and Industrial Real Estate Demand

Both demand for commercial office and industrial space is evaluated based on anticipated employment growth within the Expo LRT Area. This area includes the West Los Angeles, Westwood, Palms-Mar Vista-Del Rey Community Plan Areas, Culver City and the City of Santa Monica. Future office and industrial employees will create demand for new office and industrial space within the market.

Methodology

US Census LEHD On the Map employment information, only available at the 2-digit NAICS level, is used to explore employment within the Expo LRT Area.

Employment growth is based on California Employment Development Department (CA EDD) Los Angeles County 2010-2020 Employment Forecasts with adjustments made based on historical performance of industries in the Expo LRT area. Employment growth rates were applied to 2010 Expo LRT Area employment to estimate total 2012 to 2035 employment. Additional information on the determination of the employment growth rates and total anticipated employment growth in the Expo LRT Area are included within the Appendix.

To estimate the demand for office and industrial space from employment growth, the share of employees that are office-using vs. industrial-using are estimated. Figure 101 presents the share of employees that are office and industrial -using. These estimates are based on finer distribution data of employees at the County level as well as within the Expo LRT region. For instance, 80 percent of employment in the Administration and Support, Waste Management and Remediation is categorized as office-using because the majority of employment in the area is in Administration and Support, rather than Waste Management and Remediation. Information is another key industry. Conservatively, only 60 percent of this industry's employment was categorized as office-using because there are still many subindustries in this category, such as Publishing and Telecommunications, that may require more industrial-type space.

Figure 101: Expo LRT Share Office-Using vs. Industrial-Using Employment

	Comm'l Office-Using Employment	Industrial-Using Employment
Agriculture, Forestry, Fishing and Hunting	5%	40%
Mining, Quarrying, and Oil and Gas Extraction	5%	25%
Utilities	10%	40%
Construction	15%	60%
Manufacturing	10%	90%
Wholesale Trade	10%	90%
Retail Trade	5%	10%
Transportation and Warehousing	10%	80%
Information	60%	20%
Finance and Insurance	100%	0%
Real Estate and Rental and Leasing	90%	10%
Professional, Scientific, and Technical Services	95%	5%
Management of Companies and Enterprises	100%	0%
Administration & Support, Waste Management and Remediation	80%	20%
Educational Services	5%	0%
Health Care and Social Assistance	35%	5%
Arts, Entertainment, and Recreation	5%	5%
Accommodation and Food Services	1%	5%
Other Services (excluding Public Administration)	10%	5%
Public Administration	10%	1%

Source: Pro Forma Advisors

The office-using and employment-using shares are applied to the respective industry categories to estimate projected new office and industrial employment.

An average square foot-per-employee figure is then applied to the incremental new employment to estimate demand for office and industrial space. In the case of office, an office space-per-employee figure of 375 was used. The current ratio of office-using employment to existing occupied office space is approximately 410. However the office space figure accounts for some areas beyond the Expo LRT Area. The model estimates of space-per-employee were adjusted downward to account for the office space outside of the Expo LRT boundaries and to account for the downsizing trend in the West Los Angeles market. For industrial, an average of industrial space-per-employee figure of 400 was applied. This figure is much lower than typical 500 to 800 square feet per employee standards for industrial, but reflects the ratio of estimated industrial employees to industrial space in the Expo LRT area.

Figure 102: Estimated Office Space Per Employee

2010 Est. Expo LRT Office Employees	107,527
2010 Office Space (A, B, & C)	
West Los Angeles Submarket	24,831,356
Santa Monica Submarket	13,620,591
City of Culver City	5,632,750
Total	44,084,696
Office Space per Employee	410
West LA Share of Office Space	56%

Source: CoStar and Pro Forma Advisors

The demand for office space is next adjusted to account for existing vacant office space that is available to be filled. The model only accounts for the absorption of space above a 5 percent vacancy based on the assumption that there is a structural vacancy of approximately 5 percent of office space that may remain vacant due to the quality of the space and mismatch in tenants. The industrial demand model does not include an adjustment for vacancy because the Westside industrial market is already at a low vacancy, of 2.9 percent, below a typical structural vacancy rate.

Office Demand

Figure 103 presents the office demand estimates using the methodology above. As shown in the table, Information, which includes most of the entertainment cluster categories and a portion of digital media categories, is anticipated to produce the greatest amount of office-using employment between 2012 and 2035. Professional, Scientific, and Technical Services industry category is supposed to add the next greatest amount of office employment, followed by Administrative Management and Support and Health Care and Social Services.

In total, the West Los Angeles area is expected to add to almost 50,000 new office jobs across the next 25 years. At 375 square feet per employee this translates into demand for 16.7 million square feet of office space in the Expo LRT Area. Accounting for existing vacant space, there is demand for approximately 13.7 million square feet of new office space in the Expo LRT Area.

The West Los Angeles CPAs office market accounts for 56 percent of the office market, relative to the City of Santa Monica and Culver City. To benchmark the capacity of the West Los Angeles CPAs (which include the Westwood, West Los Angeles, Palms-Mar Vista-Del Rey community plan areas) to capture new office demand, we have used a low estimate of 50 percent. Understanding that the Santa Monica is built out and very expensive, we anticipate that there will be more businesses looking to locate in the West Los Angeles area. The West Los Angeles CPAs have the capacity to obtain up to 75 percent of the new development within the Expo LRT on the high end of the range.

Demand for office space in the West Los Angles CPAs area is projected to be between 6.9 million and 10.3 million square feet of new space across the next 25 years. Approximately 30 percent of that space will be for creative industries such as entertainment and digital media, approximately 15 percent will be for health care and social service businesses, and the bulk of the space will be for more standard professional, technical, and scientific businesses and administrative support businesses.

Figure 103: West LA CPAs Office Demand

Office Employment		2012	2015	2020	2025	2030	2035	Change '10 - '35
Agriculture, Forestry, Fishing and Hunting		5	5	5	5	5	5	0
Mining, Quarrying, and Oil and Gas Extraction		53	55	57	60	63	66	14
Utilities		42	43	46	49	52	55	15
Construction		653	673	707	743	781	821	181
Manufacturing		455	427	385	346	312	281	-193
Wholesale Trade		802	826	868	913	959	1,008	222
Retail Trade		1,368	1,409	1,481	1,557	1,636	1,719	379
Transportation and Warehousing		209	199	183	169	156	144	-71
Information		22,338	23,705	26,172	28,896	31,904	35,224	13,754
Finance and Insurance		12,799	13,187	13,860	14,567	15,310	16,091	3,544
Real Estate and Rental and Leasing		7,524	7,746	8,130	8,534	8,958	9,403	2,024
Professional, Scientific, and Technical Services		35,686	36,767	38,643	40,614	42,686	44,863	9,880
Management of Companies and Enterprises		2,654	2,713	2,813	2,917	3,024	3,136	520
Administration & Support, Waste Mngmt and Rem.		11,988	12,804	14,288	15,944	17,793	19,856	8,382
Educational Services		1,956	2,126	2,443	2,808	3,226	3,707	1,857
Health Care and Social Assistance		9,722	10,393	11,616	12,983	14,510	16,218	6,920
Arts, Entertainment, and Recreation		286	300	325	352	381	413	135
Accommodation and Food Services		229	243	268	296	327	361	141
Other Services (excluding Public Administration)		1,414	1,402	1,381	1,360	1,340	1,320	-103
Public Administration		438	444	454	465	475	486	52
Total Employment		**110,621**	**115,466**	**124,126**	**133,578**	**143,899**	**155,178**	**47,651**
			2012-2015	**2015-2020**	**2020-2025**	**2025-2030**	**2030-2035**	**Total**
Change in Office Employment			4,846	8,660	9,451	10,321	11,279	44,557
Office Square Feet per Employee		375	375	375	375	375	375	
Estimated Office Demand per Period			1,817,223	3,247,479	3,544,236	3,870,510	4,229,543	16,708,990
Less Vacant Current Vacant Office Space (Above Structural Vacancy of 5%)			1,079,857	1,929,765				
Demand for New Office Space per Period			737,366	1,317,714	3,544,236	3,870,510	4,229,543	13,699,369
West Los Angeles CPAs market capture								
Low	50%		368,683	658,857	1,772,118	1,935,255	2,114,772	6,849,684
High	75%		553,024	988,286	2,658,177	2,902,883	3,172,157	10,274,527

Source: Pro Forma Advisors

Industrial Demand

Figure 104 presents the industrial demand analysis. As described in the industry analysis, employment in many of the industry categories that would have significant demand for industrial-using spaces, such as manufacturing, transportation and warehousing, are expected to contract across the next 20 years. The greatest growth in industrial-using employment is expected in the Administration & Support, Waste Management and Remediation category, primarily allocated to the Waste Management and Remediation industries, Information, and Wholesale Trade. Much of the industrial-using office demand in the West Los Angeles area is expected as a byproduct of growth in industries that are not primarily industrial using, such as the Information industry category. Some portion of entertainment industries may utilize industrial space for their operations, in addition to telecommunication and other industries such as periodical printing, which may use industrial space.

The Expo LRT is expected to add a net total of 7,500 industrial jobs between 2012 and 2035. At an estimated 400 square feet per employee, there will be demand for approximately 3 million square feet of industrial space in the Expo LRT area. Given that the existing industrial market is very tight, there is limited vacant space to fill, so vacant space is not subtracted from the demand estimates.

Relative to the Santa Monica and Culver City markets, the West Los Angeles industrial submarkets currently make up approximately 32 percent of the industrial space in the Expo LRT area. To understand the industrial space that will be demanded in the West Los Angeles CPAs (Westwood, West Los Angeles, Palms-Mar Vista-Del Rey community plan areas), we use a low high to range between 30 and 50 percent to represent the capture of industrial demand within the West Los Angeles CPAs.

Between 2012 and 2035, there will be demand for approximately 900,000 to 1.5 million square feet of industrial space in the West Los Angeles CPA area.

Figure 104: West LA CPAs Industrial Demand

Industrial Employment	2012	2013	2014	2015	2020	2025	2030	2035	Change '10 - '35
Agriculture, Forestry, Fishing and Hunting	40	40	40	40	40	40	40	40	**1**
Mining, Quarrying, and Oil and Gas Extraction	266	269	271	274	287	300	315	330	**68**
Utilities	166	169	171	173	184	196	208	222	**59**
Construction	2,612	2,638	2,665	2,691	2,829	2,973	3,125	3,284	**723**
Manufacturing	4,092	4,007	3,924	3,843	3,462	3,118	2,808	2,529	**-1,737**
Wholesale Trade	7,218	7,290	7,363	7,437	7,816	8,215	8,634	9,074	**1,998**
Retail Trade	2,735	2,763	2,790	2,818	2,962	3,113	3,272	3,439	**757**
Transportation and Warehousing	1,668	1,642	1,616	1,590	1,467	1,353	1,248	1,151	**-572**
Information	7,302	7,375	7,450	7,525	7,912	8,319	8,746	9,196	**2,039**
Finance and Insurance	0	0	0	0	0	0	0	0	**0**
Real Estate and Rental and Leasing	836	844	852	861	903	948	995	1,045	**225**
Professional, Scientific, and Technical Services	1,878	1,897	1,916	1,935	2,034	2,138	2,247	2,361	**520**
Management of Companies and Enterprises	0	0	0	0	0	0	0	0	**0**
Administration & Support, Waste Management and Remediation	2,997	3,064	3,131	3,201	3,572	3,986	4,448	4,964	**2,096**
Educational Services	0	0	0	0	0	0	0	0	**0**
Health Care and Social Assistance	1,389	1,420	1,452	1,485	1,659	1,855	2,073	2,317	**989**
Arts, Entertainment, and Recreation	286	291	296	300	325	352	381	413	**135**
Accommodation and Food Services	1,145	1,168	1,191	1,215	1,342	1,481	1,636	1,806	**705**
Other Services (excluding Public Administration)	707	705	703	701	690	680	670	660	**-51**
Public Administration	44	44	44	44	45	46	48	49	**5**
Total Industrial Employment	**35,383**	**35,626**	**35,875**	**36,133**	**37,528**	**39,113**	**40,893**	**42,879**	**7,960**
Source: US Census LEHD Data, CA EDD Forecasts, Pro Forma Advisors									
Estimated Industrial Employment	35,383	35,626	35,875	36,133	37,528	39,113	40,893	42,879	
				2012-2015	**2015-2020**	**2020-2025**	**2025-2030**	**2030-2035**	**Total**
Change in Industrial Employment				750	1,396	1,584	1,780	1,986	7,496
Industrial Square Feet per Employee	400			400	400	400	400	400	
Estimated Industrial Demand per Period				299,862	558,356	633,749	712,189	794,324	2,998,480
City of Los Angeles West LA CPA capture									
Low	30%			89,958	167,507	190,125	213,657	238,297	899,544
High	50%			149,931	279,178	316,874	356,095	397,162	1,499,240

Source: Pro Forma Advisors

Retail Demand

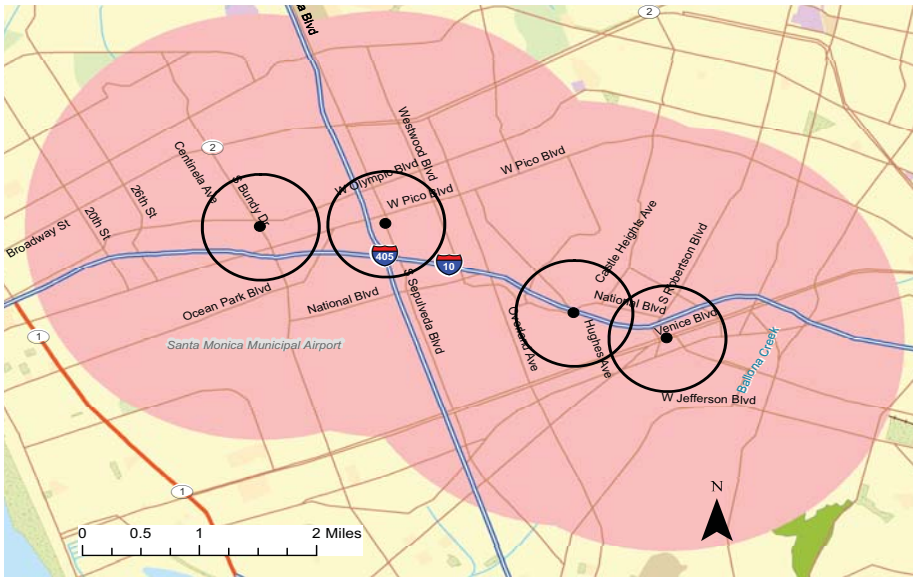
Retail demand is generated by household consumer spending and employee retail spending. The main retail projections represent retail demand from anticipated new residents within the Expo LRT Corridor. A second metric evaluates additional retail demand from existing households that are not currently spending their available retail dollars within the City of Los Angeles. The final metric estimates retail spending by employees working in the area.

Methodology

Retail Demand Model for New Residents

New residents within the station areas are expected to generate demand for new retailers. To estimate new resident demand we must project the market area and the household growth in that area and also estimate the per household spending.

Based on the opportunity sites and resident interest, the retail being considered within most station areas is primarily neighborhood-serving and community-serving. Given the overlap between station areas, the report evaluates a combined corridor market area that includes households within 2 miles of each station area (the general market area for neighborhood and community-serving retail in West Los Angeles[3031]). SCAG projections were used to estimate the incremental household growth between 2012 and 2035 within the 2-mile market corridor. An average of each station area's existing population



[30] In most locations a typical market area for a neighborhood service retail center is approximately 3 miles and the market area for a community center would be 3 – 6 miles. However, the density (as well as congestion) of West Los Angeles makes the market area of neighborhood and community retail closer to 2 miles.

[3031] It should be noted that there may be additional household support for regional retail. A regional retail market has a larger market area and would include additional households and their spending.

and household growth was used to determine the share of the 2-mile corridor attributed to each station. Figure 105 presents the 2-mile corridor households and the station area household shares.

Figure 105: Two-Mile Market Area Demographics and Station Area Distributions

Two-Mile Market Corridor	2010	2012	2015	2020	2025	2030	2035
Households	128,130	129,726	132,121	136,112	141,557	147,003	152,449

Station Areas	2010 Households (HH)	Distribution of Station Areas Relative to Corridor	2010 - 2035 HH Growth	HH Growth Distribution Among Station Areas	Average of Existing HH and New HH Distr.
Culver City	10,192	20%	3,146	28%	24%
National/ Palms	15,758	31%	2,030	18%	25%
Expo/ Sepulveda	14,383	29%	3,344	30%	29%
Expo/ Bundy	9,889	20%	2,623	24%	22%
Station Area HH	50,222	100%	11,143	100%	100%

Source: SCAG 2012 Projections and Pro Forma Advisors

Per household spending is estimated based on average household spending in Los Angeles County. Taxable sales, reported by the State of California Board of Equalizations, is used to determine average household spending. On an a per household basis, the City of Los Angeles has the lowest taxable sales of all the cities within the Expo Phase II and Crenshaw LRT lines. Smaller cities like Santa Monica and Culver City have substantially greater per household sales. This is likely due to the capture of spending of regional residents beyond their borders such as Los Angeles residents. With the availability of good quality retail options, the station areas may capture a greater share of sales per household. Assuming that the Los Angeles County, as larger region, is more inline with average regional spending, the County average spending per household is used to estimate per household spending in the model.

Total household sales are estimated from per household County taxable sales in Figure 106. These estimates are further adjusted by spending category to account for the variation in income between West Los Angeles CDP area and the County. Certain retail spending that does not occur in retail stores, such as gasoline sales, and the share of sales for vehicle purchases, and the category “All Other Outlets” have been removed from the model.

Figure 106: Per Household Spending Estimates

	LA County			West LA CPAs
2010 Income	$74,879			$89,134
Per HH Spending by Type of Business	**Taxable Sales per HH**	**Taxable Share**	**Est.Total HH Sales**	**Income Adj. Est. Total HH Sales**
Retail and Food Services				
Auto. Parts, Accessories and Tire Stores	$374	100%	$374	$440
Home Furnishings and Appliance Stores	$1,629	100%	$1,629	$1,667
Bldg. Matrl. And Garden Equip. and Supplies	$1,779	100%	$1,779	$1,820
Food and Beverage Stores	$1,569	40%	$3,922	$4,123
Clothing and Clothing Accessories Stores	$2,208	100%	$2,208	$2,469
General Merchandise Stores	$3,010	95%	$3,168	$3,293
Food Services and Drinking Places	$4,148	80%	$5,185	$5,678
Other Retail Group	$3,037	100%	$3,037	$3,211
Total Retail and Food Services	**$17,755**		**$21,304**	**$22,700**

Source: Source: CA Board of Equalization, BLS Consumer Expenditure Data, Pro Forma Advisors

The adjusted per household spending figure is applied to the incremental growth each period to estimate projected retail sales. Using average sales per square foot estimates, sales are translated into the retail space supported within the area.

Not all of the new retail spending is likely to be captured within the station areas, particularly since we are assuming that the station areas include primarily neighborhood-serving and community-serving retail, but our station areas do include a number of the key commercial areas within West Los Angeles. Assuming that good quality retail is developed within the station areas, we estimate that the station areas could capture 40 to 60 percent of the new spending.

Station area captures are presented in the station specific market analyses. The retail capture rates are based on the distribution of households within the two-mile corridor area.

Additional Residential Retail Support Model

Typically a retail leakage analysis would be performed to understand residents' retail demand that was not being captured within the City boundaries. A broad-level leakage analysis[32] that compared total estimated resident spending to total retail space in the West Los Angeles CPAs areas found that there is sufficient overall retail space to service demand, i.e. that when comparing total household spending (as calculated above) for existing residents to retail space for all categories (regional, neighborhood, community, strip, and general), there was more retail space than demand. However, it did reflect that approximately 60 percent of demand is being met by strip and general retail.

[32] The necessary taxable sales information for the West Los Angeles geography is not available to do a detailed analysis of retail leakage by store/industry.

Strip and general retail may include standalone retail stores, such as the Best Buy on Sepulveda Boulevard, popular boutiques and restaurants such as Giant Robot on Sepulveda Boulevard and Natalie Thai on Venice Boulevard, but likely also includes a number of stores that are older and limited in selection, such as liquor stores, that may meet specialty needs, but not the full spectrum of needs of the residents. While total retail square feet exceeds retail spending; it is very likely that residents are shopping outside of the City for many needs and these specialty stores are catering to a larger regional clientele. Thus, this analysis also includes a recapture of these existing strip and general retail stores.

To measure this recapture, the total retail square feet demand for existing residents in the West Los Angeles CDP area (Westwood, West Los Angeles, & Palms-Mar Vista- Del Rey CDPs) is calculated in a similar fashion to the new resident demand. Existing super regional, regional, community, neighborhood, power and festival shopping center space is subtracted from the existing West Los Angeles CDP residents' retail demand, resulting in the demand that is supposedly captured by strip and general retail. Based on the current distribution of households, the station area demand serviced by general and strip retail is estimated. Finally, a recapture range of 10 to 20 percent provides a benchmark for the amount of retail that can be supported by in the place of undesirable general and strip retail.

Employees Spending Retail Demand Model

Employee spending during the workday also will support additional retail in the study station areas. All employees tend to spend money for food and retail during their workday, but, for purposes of this study, we only include retail supported by office workers (who tend to spend more than other non-office employees and are the majority of workers) for the Expo LRT area. The 2012 ICSC Employee Worker Survey reports that nationally, urban office workers spend a weekly average of $26.00 on food service (both full service restaurants and fast food) and almost $90.00 on retail. Figure 107 estimates the average retail square feet supported based on this assumption, assuming 52 workweeks with 2 weeks holiday.

Figure 107: Employee Supported Retail Factor

Office Worker Expenditure	Weekly Spending	Annual Spending	Sales per SF	SF Supported
Full-Service Restaurants and Fast Food	$26.29	$1,314.50	$450	2.92
Goods and Services	$89.31	$4,465.50	$375	11.91
Total	$115.60	$5,780.00		**14.83**

Source: ICSC 2012 Employee-Worker Survey and Pro Forma Advisors

Using the projected office data developed in the office demand section, the per employee retail square feet are applied to estimated employees to determine the employee demand for retail. This section first looks at the office square feet projections for office square feet in the City of Los Angeles portion of the Expo LRT Market Area (the West LA CPAs) and then translates the estimates back into employees. The employee retail square feet support factor is applied to average employees for an average local estimate of employees spending.

Station specific captures of employee retail spending are shown in the station specific market analysis sections. The average of the estimated low and high projected office square feet is translated into employees based on an average 375

square feet per employee. The per employee retail square foot factor is then applied to estimate the average square feet supported in each station area.

Retail Demand from New Residents

Figure 108 shows estimated incremental household growth in the two-mile market corridor and the projected revenues and per square feet they will support. New households in the two-mile market area are expected to generate $515 million in annual retail sales that will support a total of 1.16 million square feet in retail space.

Figure 108: New Resident Sales and Retail SF Support

	Estimated Total HH Sales	2012-2015	2015-2020	2020-2025	2025-2030	2030-2035	Total
Household Growth		2,395	3,991	5,446	5,446	5,446	
Retail and Food Services							
Auto. Parts, Accessories and Tire Stores	$440	$1,054,256	$1,757,093	$2,397,630	$2,397,630	$2,397,630	$10,004,239
Home Furnishings and Appliance Stores	$1,667	$3,991,547	$6,652,578	$9,077,733	$9,077,733	$9,077,733	$37,877,325
Bldg. Matrl. And Garden Equip. and Supplies	$1,820	$4,359,101	$7,265,169	$9,913,641	$9,913,641	$9,913,641	$41,365,192
Food and Beverage Stores	$4,123	$9,872,308	$16,453,847	$22,451,994	$22,451,994	$22,451,994	$93,682,139
Clothing and Clothing Accessories Stores	$2,469	$5,911,134	$9,851,889	$13,443,334	$13,443,334	$13,443,334	$56,093,024
General Merchandise Stores	$3,293	$7,884,172	$13,140,287	$17,930,497	$17,930,497	$17,930,497	$74,815,951
Food Services and Drinking Places	$5,678	$13,595,080	$22,658,466	$30,918,469	$30,918,469	$30,918,469	$129,008,952
Other Retail Group	$3,211	$7,688,317	$12,813,862	$17,485,075	$17,485,075	$17,485,075	$72,957,405
Total Retail and Food Services	**$22,700**	**$54,355,915**	**$90,593,192**	**$123,618,373**	**$123,618,373**	**$123,618,373**	**$515,804,227**

Demand Square Feet	Est. Sales Per SF	2012-2015	2015-2020	2020-2025	2025-2030	2030-2035	Total
Retail and Food Services							
Auto. Parts, Accessories and Tire Stores	$350	3,012	5,020	6,850	6,850	6,850	28,584
Home Furnishings and Appliance Stores	$600	6,653	11,088	15,130	15,130	15,130	63,129
Bldg. Matrl. And Garden Equip. and Supplies	$375	11,624	19,374	26,436	26,436	26,436	110,307
Food and Beverage Stores	$450	21,938	36,564	49,893	49,893	49,893	208,183
Clothing and Clothing Accessories Stores	$400	14,778	24,630	33,608	33,608	33,608	140,233
General Merchandise Stores	$450	17,520	29,201	39,846	39,846	39,846	166,258
Food Services and Drinking Places	$475	28,621	47,702	65,092	65,092	65,092	271,598
Other Retail Group	$425	18,090	30,150	41,141	41,141	41,141	171,664
Total Retail and Food Services Square Feet Support		**122,237**	**203,728**	**277,996**	**277,996**	**277,996**	**1,159,955**

Source: Source: CA Board of Equalization, SCAG, Pro Forma Advisors

With a low capture of 40 percent, the station areas will support up to 460,000 square feet of new retail space. A high capture rate of 60 percent will support up to 700,000 square feet of new retail space across all the station areas.

Figure 109: Station Area New Resident Support Capture

		2012-2015	2015-2020	2020-2025	2025-2030	2030-2035	Total
Total Retail and Food Services Square Feet Support		122,237	203,728	277,996	277,996	277,996	1,159,955
Capture Within All Station Areas - Low	40%	48,895	81,491	111,199	111,199	111,199	463,982
Capture Within All Station Areas - High	60%	73,342	122,237	166,798	166,798	166,798	695,973

Source: Pro Forma Advisors

Additional Retail Support

Using the same methodology used for new resident spending, Figure 110 presents the estimate of retail demand generated within the West Los Angeles CPAs area (Westwood CPA, West Los Angeles CPA, and Palms-Mar Vista-Del Rey CPA). This area supports approximately $2.4 billion in retail spending, which translates into approximately 5.4 million square feet of retail space.

Figure 110: West Los Angeles CPAs Existing Demand

	Estimated Total HH Sales	West Los Angeles CPAs
Existing Households		105,049
Est. Average Spending		
Retail and Food Services		
Auto. Parts, Accessories and Tire Stores	$440	$46,251,203
Home Furnishings and Appliance Stores	$1,667	$175,112,961
Bldg. Matrl. And Garden Equip. and Supplies	$1,820	$191,237,935
Food and Beverage Stores	$4,123	$433,107,591
Clothing and Clothing Accessories Stores	$2,469	$259,327,070
General Merchandise Stores	$3,293	$345,886,169
Food Services and Drinking Places	$5,678	$596,429,126
Other Retail Group	$3,211	$337,293,814
Total Retail and Food Services	$22,700	$2,384,645,868

Estimated Square Feet Supported	Est. Sales Per SF	West LA CPAs
Retail and Food Services		
Auto. Parts, Accessories and Tire Stores	$350	132,146
Home Furnishings and Appliance Stores	$600	291,855
Bldg. Matrl. And Garden Equip. and Supplies	$375	509,968
Food and Beverage Stores	$450	962,461
Clothing and Clothing Accessories Stores	$400	648,318
General Merchandise Stores	$450	768,636
Food Services and Drinking Places	$475	1,255,640
Other Retail Group	$425	793,633
Total Retail and Food Service Demand SF		**5,362,657**

Source: CA BOE, SCAG, Pro Forma Advisors

Figure 111 compares the West Los Angeles CPAs demand estimate to the existing retail supply of non-strip shopping centers. From this comparison, we estimate that approximately 2.2 million square feet of demand is being met through strip retail centers and other general retail. Next, the station distribution of this space is calculated based on the number of households in each station area.

Finally, the amount of existing demand that can be captured is estimated at 10 percent to 25 percent of the existing strip and general retail serviced demand. For all of the West LA CPA areas this sums to 220,000 to 450,000 square feet.

Figure 111: Capture of Strip and General Retail Serviced Demand

Existing Demand Recapture		Square Feet
Total West LA CPAs Retail Demand		5,362,657
Less Existing West LA CPAs Non-Strip and Non-General Retail		(3,121,431)
Demand Serviced by Strip and General Retail - West LA CPA		**2,241,226**
Station Distribution		
Culver City	20%	454,832
Palms	31%	703,222
Sepulveda	29%	641,861
Bundy	20%	441,310
10% Capture of Strip and General Retail Serviced Demand		
Culver City		45,483
Palms		70,322
Sepulveda		64,186
Bundy		44,131
25% Capture of Strip and General Retail Serviced Demand		
Culver City		113,708
Palms		175,806
Sepulveda		160,465
Bundy		110,328

Source: Pro Forma Advisors

Employee Spending Retail Demand

The office demand section projects that the West LA CPAs, which includes the community plan areas of Westwood, West Los Angeles, and Palms-Mar Vista-Del Rey, may capture between 7 to 10 million square feet of office between 2012 and 2035. At an assumed office square foot per employee factor of 375, this equates to between 18,000 and 27,000 employees. Using the average employee estimate for each period, the West LA CPAs area employees are estimated to support a total of 340,000 square feet of additional retail space.

Figure 112: Regional Employee Retail Demand

	2012-2015	2015-2020	2020-2025	2025-2030	2030-2035	Total
West Los Angeles CPAs Market Capture						
Low Office SF	368,683	658,857	1,772,118	1,935,255	2,114,772	6,849,684
High Office SF	553,024	988,286	2,658,177	2,902,883	3,172,157	10,274,527
Office Square Feet Per Employee	375	375	375	375	375	
West Los Angeles CPAs Projected Employees						
Low	983	1,757	4,726	5,161	5,639	18,266
High	1,475	2,635	7,088	7,741	8,459	27,399
Average	1,229	2,196	5,907	6,451	7,049	22,832
Estimated Retail SF Supported	18,224	32,568	87,596	95,660	104,534	338,582

Source: Pro Forma Advisors

Multi-Family Residential Demand

Residential demand projections were generated based on the comparison of two demand metrics, anticipated household growth and an estimate of households who desire move up units in the area. The projections represent demand for both for-sale and rental multi-family residential units.

Methodology

SCAG household projections were used as a base to understand the expected new households in the area. Due to the overlap in the markets and based on the assumption that the target demographic for homes would similarly be willing to locate in either area, projections were reviewed for the Culver City and Palms Stations combined and the Sepulveda and Bundy Stations combined.

For each of the two areas the proportion of households living in multi-family vs. single-family units were compared. Within the Culver City and Palms Stations and Sepulveda and Bundy Station areas the share of residents living in multi-family units is relatively high, at 70 percent and 82 percent, respectively.

To estimate demand from new households, households in the combined area willing to locate in multi-family housing are distributed to each station based on the existing share of households within the two station areas. Finally, a capture rate is applied for the number of households willing to locate within the half-mile area. This is based on the existing share of households within the half-mile radius of the station relative to total station area households[33], but is adjusted based on

[33] As described in the demographic section, census tracts are used to approximate the station areas. The census tract areas extend beyond the half-mile radius of the station.

the assumption that more households will be interested in living closer to the station. Household counts and distributions for individual stations and the combined areas are shown in Figure 113.

Figure 113: Station Area Household Distributions

Station Areas	Census Tract Approximation Households	Station Share of Combined Area	1/2 Mile Radius Households	1/2 Mile HH Share of Census Tracts HH
Combined Culver City and Palms Station Area				
Culver City	10,192	39%	4,131	41%
Palms	15,758	61%	8,531	54%
Combined Sepulveda and Bundy Station Area				
Expo/ Sepulveda	14,383	59%	2,509	17%
Expo/ Bundy	9,889	41%	1,954	20%
Crenshaw LRT				
West	6,864		2,853	42%

Source: ESRI and Pro Forma Advisors

As mentioned in the Demographic section, the SCAG projected new residents is based on current plans. The inclusion of the light rail transit systems is likely to attract additional new residents and employees. The move-up market demand represents the greater demand for units in the area. Thus, the first metric of new resident demand will be our low range estimate of demand and the move-up market will be the high range estimate of multi-family demand.

To estimate move-up demand, a ratio that represents current residents wanting to move up within the community is applied to 2012 households within each of the combined station areas. The move up ratio, shown in Figure 114, was determined starting with the average share of residents who reported they moved within the last year in the City of Los Angeles, as reported by the US Census 2011 American Community Survey. This figure is adjusted to account for those within the area who are interested in living multi-family housing based on the existing distribution between multi-family units and single-family units. This share is then adjusted by the proportion of households who are income-qualified to purchase new homes[34]. Lastly, an estimate that one in 10 income-qualified residents are interested in staying within the combined station area is applied.

[34] The income qualification table is shown in the Appendix. This broad benchmark reflects households earning that can afford new home prices, roughly a monthly rent of $1,600 and above or home price of $341,000 or above in the Expo LRT area and $1,000 monthly rent or $230,000 home price in the Crenshaw LRT area.

Figure 114: Move Up Ratio Calculation

Move Up Ratio Calculation		
Culver City and Palms Station Area		
Annual Share of Households who Move		14.4%
Movers who are interested in Multifamily Units @	70%	10.1%
Income-Qualified Movers@	26%	2.6%
Share Who Move Within Combined Area @	10%	**0.3%**
Combined Sepulveda and Bundy Station Area		
Annual Share of Households who Move		14.4%
Movers who are interested in Multifamily Units @	70%	10.1%
Income-Qualified Movers@	39%	3.9%
Share Who Move Within Combined Area @	10%	**0.4%**

Source: US Census 2011 American Community Survey, ESRI, Pro Forma Advisors

Culver City and Palms Station Area Demand

Figure 115 presents the projections for the Culver City and Palms Station areas. As described in the methodology section, two metrics are considered, demand from new residents and demand from the move-up market.

Households are expected to grow by 4,100 between 2012 and 2035 in the combined area. Distributed based on the existing share of households in each station area and accounting for multi-family demand, the Culver City Station Area is expected to add 1,100 households while the Palms Station Area is expected to add 1,700 household. Much of this growth is expected to be captured within a half-mile of the station. The Culver City station half-mile area is projected to capture 800 new units and the Palms station area is anticipated to capture almost 1,300 units from new resident demand.

Using the move-up ratio calculated for the combined area, 5,000 households are income-qualified new move-up units in the area. Within the station areas, the Culver City Station Area is projected to capture up to 1,700 move up households and the Palms Station Area is expected to capture up to 2,600 move-up households. Within an immediate half-mile radius of the station, the Culver City station projected to capture demand for up to 1,200 move-up households, while the Palms Station area is projected to capture demand for up to 1,900 move-up units.

In all, multi-family demand within the Culver City half-mile area is expected to range from 800 to 1,200 units between 2012 and 2035. Multi-family demand in the Palms Station half-mile area is expected to range from 1,300 to 1,900 units. However, it should be noted that most households would be equally willing to locate in either the Palms Station or Culver City station areas. Between the two areas there is demand for 2,100 to 3,100 units between 2012 and 2035.

Figure 115: Culver City and Palms Station Multi-Family Demand

Culver City and Palms Station Area						
		2015	**2020**	**2025**	**2030**	**2035**
SCAG Projected HH Growth		22,549	23,251	24,247	25,244	26,240
Anticipated Household Growth		**2012-2015**	**2015-2020**	**2020-2025**	**2025-2030**	**2030-2035**
Household Growth		422	703	996	996	996
Multi-family (MF) Demand	70%	295	492	697	697	697
Station Distribution						
Culver City Station	39%	116	193	274	274	274
Palms Station	61%	179	299	424	424	424
1/2 Mile Capture						
Culver City Station	70%	81	135	192	192	192
Palms Station	75%	134	224	318	318	318
Move Up Market		**2012-2015**	**2015-2020**	**2020-2025**	**2025-2030**	**2030-2035**
Move up Market	0.3%	174	290	290	290	290
Total Demand for Move-Up MF Units		469	782	987	987	987
Station Distribution						
Culver City Station	39%	184	307	388	388	388
Palms Station	61%	285	475	600	600	600
1/2 Mile Capture						
Culver City Station	70%	129	215	271	271	271
Palms Station	75%	214	356	450	450	450

Source: Pro Forma Advisors

Sepulveda and Bundy Station Area Demand

Figure 116, on the next page, presents the multi-family residential demand for the Sepulveda and Bundy Station areas. The analysis looks at demand from projected new households and estimates of residents who want to move to better housing, the move-up market.

The combined Sepulveda and Bundy Station area is expected to add 4,000 households between 2012 and 2035. Distributed based on the existing share of households in each station area and accounting for multi-family demand, the Sepulveda Station area is expected to add 2,400 households while the Bundy Station area is expected to add 1,700 household. Assuming that this growth will be focused within a half-mile of the station, the Sepulveda station half-mile area is projected to capture almost 900 new units and the Bundy station area is anticipated to capture almost 800 units from new resident demand.

Using the move-up ratio calculated for the combined area, an estimated 8,000 households are income-qualified for new move-up units in the area. Within the station areas, households will create demand for 4,800 move up units in the

Sepulveda Station Area and 3,300 move-up units in the Bundy Station Area. Within an immediate half-mile radius of the station, the Sepulveda station is projected to capture demand for 1,700 move-up households, while the Bundy Station area is projected to capture demand for 1,500 move-up units.

In all, multi-family residential demand is projected to range from 900 to 1,700 units within a half-mile of the Sepulveda station between 2012 and 2035. Multi-family residential demand is projected to range from 800 to 1,500 within a half-mile of the Bundy station between 2012 and 2035.

Figure 116: Sepulveda and Bundy Station Area Multi-Family Residential Demand

Sepulveda and Bundy Station Area						
		2015	**2020**	**2025**	**2030**	**2035**
SCAG Projected HH Growth		44,793	45,431	47,055	48,680	50,304
		2012-2015	**2015-2020**	**2020-2025**	**2025-2030**	**2030-2035**
Household Growth		383	638	1,624	1,624	1,624
MF Demand	70%	268	447	1,137	1,137	1,137
Station Distribution						
Sepulveda Station	59%	159	265	674	674	674
Bundy Station	41%	109	182	463	463	463
1/2 Mile Capture						
Sepulveda Station	40%	64	106	270	270	270
Bundy Station	45%	49	82	208	208	208
Move Up Market		**2012-2015**	**2015-2020**	**2020-2025**	**2025-2030**	**2030-2035**
Move up Market	0.8%	1,047	1,746	1,746	1,746	1,746
Total Demand Move Up MF Units		1,316	2,193	2,883	2,883	2,883
Station Distribution						
Sepulveda Station	59%	780	1,299	1,708	1,708	1,708
Bundy Station	41%	536	893	1,175	1,175	1,175
1/2 Mile Capture						
Sepulveda Station	40%	312	520	683	683	683
Bundy Station	45%	241	402	529	529	529

Source: Pro Forma Advisors

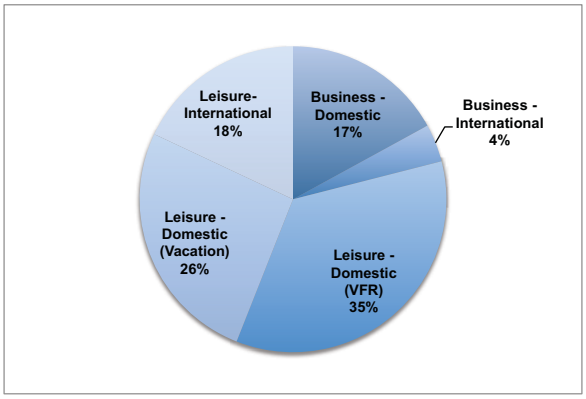
Hotel Demand

Hotel demand is generated from two major sources, leisure tourism and business, but also can be generated by local residents (typically from visiting friends and relatives). Considering a hotel, specifically, at the Sepulveda Station, hotel rooms are anticipated to be generated by both business and local residents. An additional layer of demand (that has not been included for this analysis) is demand from UCLA. Graduations, conferences, and other university activities are likely to generate additional hotel room demand in the area.

Methodology

To project demand generated from business and local residents, tourism data was used to estimate the room nights supported by employees and residents. In 2011, the Los Angeles Tourism and Convention Board reported there were approximately 25,578,000 room nights sold throughout the Los Angeles County hotel market[35]. As shown in Figure 117, 21 percent of all LA visitors are for business and 79 percent of visitors are leisure. Approximately 44 percent of leisure visitors are visiting family and relatives.

Figure 117: LA County Overnight Visitor Distribution



Source: Los Angeles Convention and Visitors Bureau

Survey data of California travel behavior prepared by TNS TravelsAmerica, was used to estimate the weighted share of room nights used by each visitor category in Figure 118. Business visitors are estimated to account for 31 percent of room nights. As shown in Figure 117, domestic leisure visitors account for approximately 40 percent of room nights. Approximately 57 percent of all domestic leisure visitors are visiting friends and relative, so they proportionally would account for 23 percent of room nights, but assuming that less of those visiting family and relatives are staying in a hotel we estimate that 20 percent of room nights are generated by residents' visiting friends and family.

[35] Smith Travel Research data reported in the LA Tourism & Convention Board's Los Angeles Tourism Statistics 2011

Figure 118: Calculation of Share of Room Nights

	Overnight Visitor Distribution X	Est. Staying in hotel X	Est. Avg Nights (in hotel) =	Weights	Est. Share of Room Nights
Business	21.00%	87%	3.9	0.71	**31%**
Domestic Leisure	61.00%	40%	3.8	0.93	**40%**
International Leisure	18.00%	77%	5	0.69	**30%**
Total	100.00%			2.33	**100%**

Source: Los Angeles Tourism and Convention Board, TNS TravelsAmerica, 2011

In Figure 119, these shares are applied to total room nights and divided by residents or employees to estimate the pro rata resident and employee factors. For business, the analysis assumes hotel rooms are primarily used by office employees and the total business room night is divided by a Los Angeles County office-using employee estimate[36]. Resident supported rooms are estimated based on a population factor.

Figure 119: Room Night Demand Factors

Room Night per Employee and Resident Estimates				
Estimated Business Room Nights	**Share of Room Nights**	**Est. Room Nights**	**Office Using Employees**	**Room Nights per Employee**
Business	31%	7,812,774.02	1,512,000	5.2
Estimated Resident Supported Room Nights	**Share of Room Nights**	**Est. Room Nights**	**LA County Population**	**Room Nights per Resident**
Visiting Friends and Relatives (VFR)	20%	5,115,600	9,884,000	0.52

Source: Pro Forma Advisors

[36] Based on findings in the office demand section, office-using employees were estimated at 35 percent of all employees.

Hotel Demand

As shown in Figure 120, employees anticipated in the Los Angeles portion of the Expo LRT Market Area (the West LA CPA) are applied to the room nights per employee to estimate total room nights supported by business. Between 2012 and 2035, businesses are projected to support demand for approximately 520 hotel rooms.

Incremental new residents are projected to support an additional 60 new hotel rooms.

Figure 120: Hotel Demand

		2012	2015	2020	2025	2030	2035	Change '12 - '35
Office Using Employment - West LA CPAs		**65,272**	**68,063**	**73,042**	**78,468**	**84,383**	**90,837**	25,565
			2012-2015	**2015-2020**	**2020-2025**	**2025-2030**	**2030-2035**	**Total**
Cumulative New Office Employees			2,791	7,770	13,196	19,111	25,565	25,565
Room nights per Employee	5.2							
Cum. Employee Room Night Demand			14,511	40,405	68,617	99,377	132,939	132,939
Cum. New Emp. Room Demand @70% Occupancy			57	158	269	389	520	520

		2012	2015	2020	2025	2030	2035	Change '12 - '35
West LA CPAs Population		238,608	240,832	244,538	252,912	261,286	269,660	
			2012-2015	**2015-2020**	**2020-2025**	**2025-2030**	**2030-2035**	**Total**
Cumulative Residents			2,224	5,930	14,304	22,678	31,052	31,052
Est. Room Nights per Resident	0.52							
Cumulative Resident Room Night Demand			1,151	3,069	7,403	11,737	16,071	16,071
Cum. Residential Room Demand @ 70% Occupancy			5	12	29	46	63	63

Source: Pro Forma Advisors

Station-Specific Market Analysis

The Station-Specific Market Analysis provides a comprehensive overview of the key market aspects of the Expo LRT station areas and presents projected demand for major land uses at each of the Expo LRT study station areas. The Station-Specific Market Analysis currently includes five elements:

- **Station Overview.** Each section begins with a station overview that highlights the physical and market context of the half-mile area surrounding the study stations and highlights the areas identified as possible "opportunity sites". Opportunity sites were broadly identified as areas with the potential for redevelopment in the short to mid-term (approximately the next 5 – 15 years). It should be noted that owners of some of the identified opportunities areas, particularly in the Sepulveda Station area and Bundy Station area, are already considering redevelopment of these properties. While these planned and proposed projects are noted in the section, the analysis has not been constrained to current plans.

- **Existing Businesses.** For commercial-oriented station areas, such as the Bundy, Sepulveda, and Culver City Stations, an analysis of existing businesses in the half-mile area is presented. The City of Los Angeles has a policy to protect industrial-zoned land in certain areas with the intent to retain and expand existing jobs. This analysis provides useful information on the business activities taking place within the half-mile area and specific sub areas. By understanding the location of industrial-users and other non-industrial employers, the City can better understand what types of industries are located in the area and better support future job growth.

- **Planned and Proposed or Recent Comparable Projects**. For many of the stations, the market analysis presents major planned and proposed projects in the area and/or recent comparable projects.

- **Challenges and Opportunities.** This section broadly describes the key market challenges and opportunities within the half-mile area and opportunity sites.

- **Demand Analysis.** Using the regional demand estimates for the City of Los Angeles portion of the Expo LRT Market Area, this section drills down to the demand for each land use that may be generally supported within the half-mile station area. For commercial-oriented station areas, such as Bundy, Sepulveda, and Culver City, we project the amount of office, industrial, and retail, as well as residential that can be supported in the half-mile area. In addition, the Sepulveda Station was identified as a potential location for hotel uses. Hotel demand is explored for this station. For the more residential-oriented Palms Station, demand is evaluated for residential, retail, and neighborhood-serving office.

Bundy Station Area

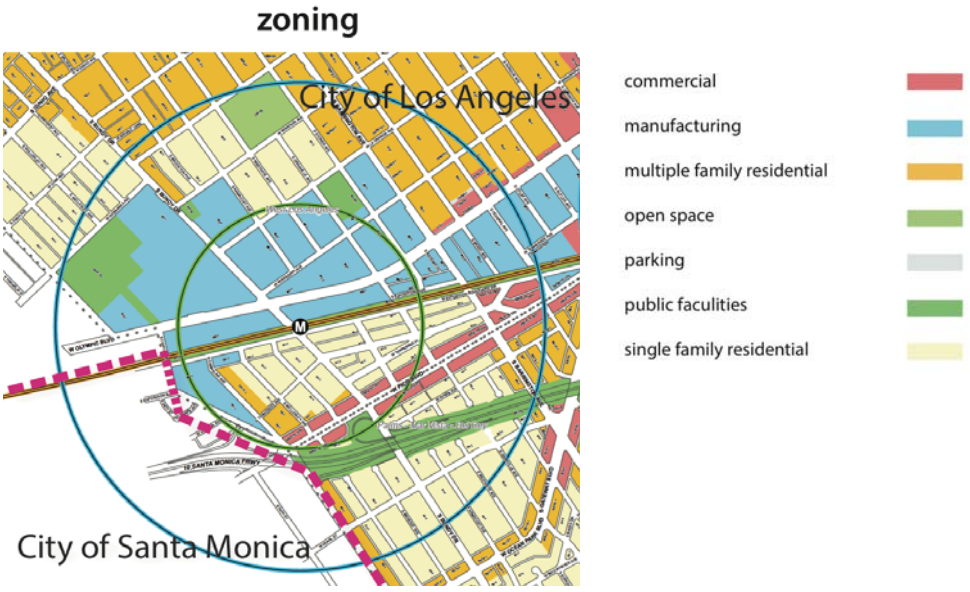
Located adjacent to a strong and growing cluster of creative businesses, the Bundy Station has strong near term opportunities for commercial, as well as residential development.

Station Overview

The Bundy Station area sits on the edge of a major entertainment and creative industry-related employment corridor that is centered within Santa Monica and extends down Olympic Boulevard. The Water Gardens complex, Yahoo, MGM Plaza, Revolution Studios, Interscope Music, Lionsgate, HBO, MTV, Universal Music, Sony Music and Geffen Records are all located within a mile of the Bundy Station. Office properties in Santa Monica have some of the highest office rents in the Los Angeles region. With this major cluster of entertainment businesses and increasing demand, properties along Olympic Boulevard that were historically industrial have redeveloped into office and creative office, such as the 12-acre Lantana. Within the station area, approximately a third of the half-mile area is zoned for manufacturing industrial uses, but the majority of this space, particularly within a quarter mile of the station, is being used for office-type commercial uses.

In addition to commercial uses, the half-mile area also includes a significant share of residential uses. The areas north of Nebraska Avenue to the west of Bundy Drive and north of La Grange Avenue on the east of Bundy Drive include single-family and multi-family residential neighborhoods. These areas connect to larger West Los Angeles and Santa Monica residential neighborhoods. Immediately to the south of Exposition Boulevard there are two single-family neighborhoods. These neighborhoods are somewhat isolated by the I-10 Freeway.

Figure 121: Bundy Station Zoning Map



Source: City of Los Angeles

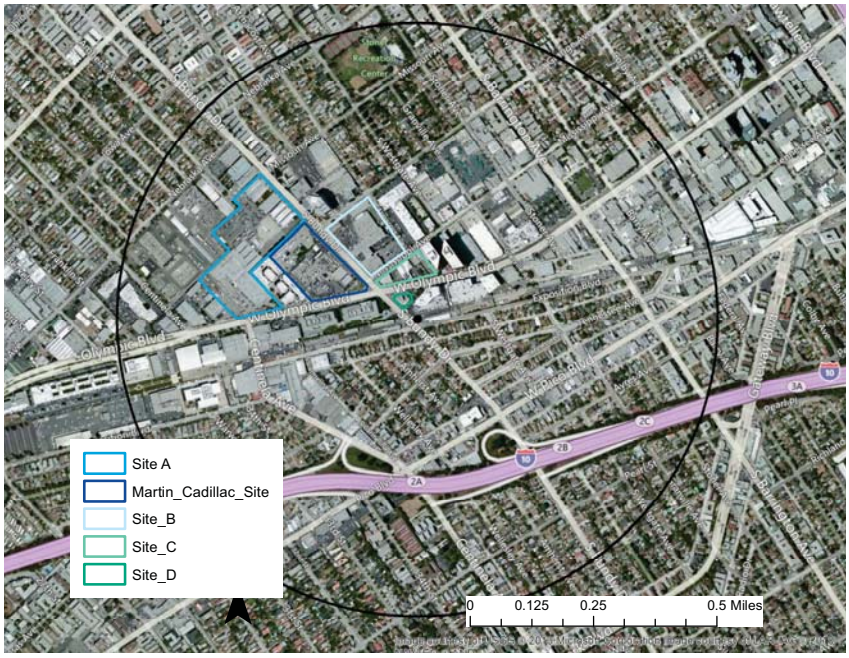
Figure 122: Bundy Station Existing Land Use Map

Source: City of Los Angeles

Opportunity Areas

The main opportunity area, Site A, is approximately 12 acres and is one of the largest areas available for redevelopment in the Expo LRT Market Area west of the I-405. The acreage is on par with the 17-acre Water Garden. This site was previously planned with the Bundy Village, but that plan was scrapped by the new owners who plan to use the existing buildings for creative office (See the Planned and Proposed section).

The Martin Cadillac site is currently under development for a mixed-use retail and residential building (See



Source: DCP and Pro Forma Advisors

more in the Planned and Proposed section).

Site B currently holds an Orchard Supply Hardware (OSH), a Lamps Plus, a Staples and other larger format retail. Site C includes a Chevron gas station and a small strip mall with a Coffee Bean. Site D includes a Shell Station.

Existing Businesses

There are approximately 10,000 jobs within the Bundy Station half-mile area. As shown in Figure 123, the leading industries in the Bundy half-mile station area are Professional, Scientific and Technical, Retail, Other Services, and Information. While there are a number of standard professional fields such as attorneys offices, accountants and engineers, many of the industries in the area are directly connected to and servicing the entertainment and digital fields.

- Professional, Scientific and Technical– 2,000 jobs, 1 out of 5 jobs, are within the Professional, Scientific and Technical industry category. Within this category, marketing firms, both traditional marketing consultant and research firms as well as online firms such as online shopping sites such as Shopzilla (300 employees), make up a third of the employment in this category, other major employers include Attorneys, Architects, and Accountants.
- Retail is the second largest employer in the area. With the Martin Cadillac dealership as well as smaller Saab, Ferrari, and Jaguar-Land Rover dealerships in the area, New Vehicle Dealers are the largest retail employer (500 employees) and one of the largest employers in the station area, Supermarkets and Grocery Stores (200 employees) are the next major retail employers, then Pet and Pet Supplies (160 employees).
- Other Services is the third largest industry in this station area. This category includes a variety of businesses. The firm Beach Bodies, which makes the P90X workout videos, is the single largest employer in the Bundy Station area and makes up more than half of the employment in this category. Other major employers in this category or automotive repair and other personal services.
- Information, which includes motion picture broadcasting and other entertainment industries, is the fourth largest category. Radio and Television Broadcasting and the Motion Picture and Video Industries make up the bulk of employment in this category, employing 660 in the Bundy Station area. As described in the Industry Analysis this is a major area of growth as well.

Figure 123: Bundy Half-Mile Area Employees

2-Digit NAICS Industry Category	No. of Businesses	Employees
23 - Construction	39	208
31 -33 Manufacturing	45	368
42 - Wholesale Trade	34	259
44 - 45 Retail Trade	122	1,727
48 - 49 Transportation and Warehousing	15	57
51 - Information	76	878
52 - Finance and Insurance	58	424
53 - Real Estate, Rental, and Leasing	55	556
54 - Profesionally, Scientific, and Technical	237	2,058
56 - Admin. Support and Waste Management and Remediation Srvcs	37	743
61 - Educational Services	25	297
62 - Health Care and Social Assistance	74	307
71 - Arts, Recreation and Entertainment	39	364
72 - Accomodations and Food Service	49	550
81 - Other Services (except Public Administration)	151	1,215
Grand Total	**1,056**	**10,011**

Source: InfoUSA, Pro Forma Advisors

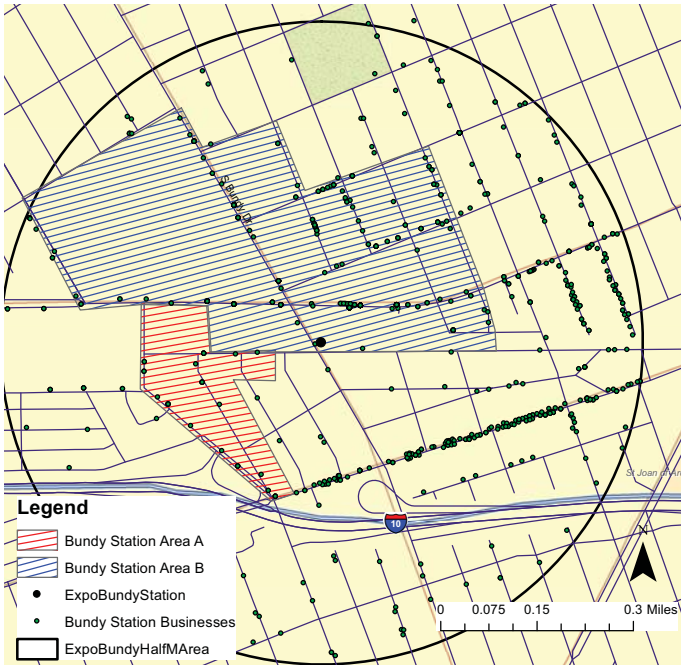
Business listings are evaluated for two subareas shown in Figure 124. It should be noted that while the figure maps business listings it does not well reflect the density of businesses because many businesses are located at the same address and are only represented with one dot.

Area A - South of Expo Area

Area A was analyzed to better understand the make up of businesses in an area zoned for manufacturing. Approximately 34 businesses in the area employ approximately 230 persons. It is worth noting that no traditional manufacturing exists in the area. However, 60 percent of employment is in businesses that generally require industrial land. These industrial users include two construction firms, one auto wholesaler, self-storage firms, equipment and vehicle leasing businesses, and several auto repair and vehicle towing shops. Non-industrial users include retail firms, wine storage, art galleries, photography and video editing firms.

Currently the industrial users generate more employment within the area than non-industrial users. The two automotive repair and five equipment rental firms generate almost half of the areas employees.

Figure 124: Bundy Business Listing Sub Area Map



Source: InfoUSA, ESRI, Pro Forma Advisors

Area B – North of Expo Area

The study also looked closely at the quarter mile area from the station North of Exposition/Olympic to get a better sense of the business located here. There are approximately 5,800 employees in 470 businesses in Area B. According to InfoUSA data, area employment includes primarily Professional, Scientific and Technical Services, Information, and Retail Trade. Other key industries include, Real Estate Rental and Leasing, Administrative Support, and Finance and Insurance, as well as Arts, Recreation and Entertainment. While a number of professional industry businesses are located in the area, many appear to be oriented towards the entertainment and media market. There are the headquarters for a number of growing companies, VCA Antech (animal hospitals), Hulu, Fandango.com, Shopzilla.com and office and facilities for a number of media companies, such as Fox, Duck Soup Studios, LA Arena Football.

Approximately 400 employees work in industrial-user business, less than 10 percent. The majority of these employees are in the wholesale retail trade and building and equipment material retail stores.

Figure 125: Bundy Sub Area Business Listing Table

	South of Expo (Area A)		North of Expo (Area B)	
2 - Digit NAICS Category	No. Businesses	Employees	No. Businesses	Employees
23 - Construction	2	8	11	78
31-33 - Manufacturing			11	80
42 - Wholesale Trade	1	3	15	107
44 - 45 - Retail Trade	4	11	42	1,139
48 - 49 - Transportation and Warehousing	3	17	2	4
51 - Information	3	26	45	666
52 - Finance and Insurance			43	355
53 - Real Estate, Rental, and Leasing	7	75	27	421
54 - Profesionally, Scientific, and Technical	6	17	146	1,501
56 - Admin. Support & Waste Mngmnt and Rem. Srvcs	1	2	16	531
61 - Educational Services			8	120
62 - Health Care and Social Assistance			19	101
71 - Arts, Recreation and Entertainment	1	3	24	313
72 - Accomodations and Food Service	1	6	17	147
81 - Other Services (except Public Administration)	5	61	46	234
Grand Total	**34**	**229**	**472**	**5,797**

Source: Info USA, Pro Forma Advisors

Planned and Proposed Development

The Santa Monica and West Los Angeles markets have some of the highest performing real estate in the Los Angeles region and development is very active. With the construction of the Expo LRT there is strong interest in redevelopment of underutilized parcels. Several developments have recently been proposed on the northwest corner of Olympic and Bundy Boulevard. Additionally, we highlight major developments in the Bergamot Station area, which is approximately one mile from the Bundy Station, as these developments may impact the scale of future development.

Bundy Village/Olympic Media Campus

Proposed developments include the now shelved Bundy Village and Medical Park, which included 500,000 square feet of commercial space and 385 residential units, on the properties just behind the Martin Cadillac site that is at the immediate corner. Residents were concerned that the Bundy Village and Medical Park project would compound existing traffic impacts on Bundy Drive and were interested in more residential, rather than commercial, to help better balance the live-jobs imbalance that brings the rush hour traffic impacts to the area.

Hudson Pacific Properties purchased this site in September of 2012 for $89 million and has current plans for a creative office media center campus. Hudson Pacific plans to keep the existing 4 buildings, totaling 230,000 square feet, renovating the buildings into best-in class creative office space and providing internal open space/recreation space for tenants.

Martin Cadillac Site

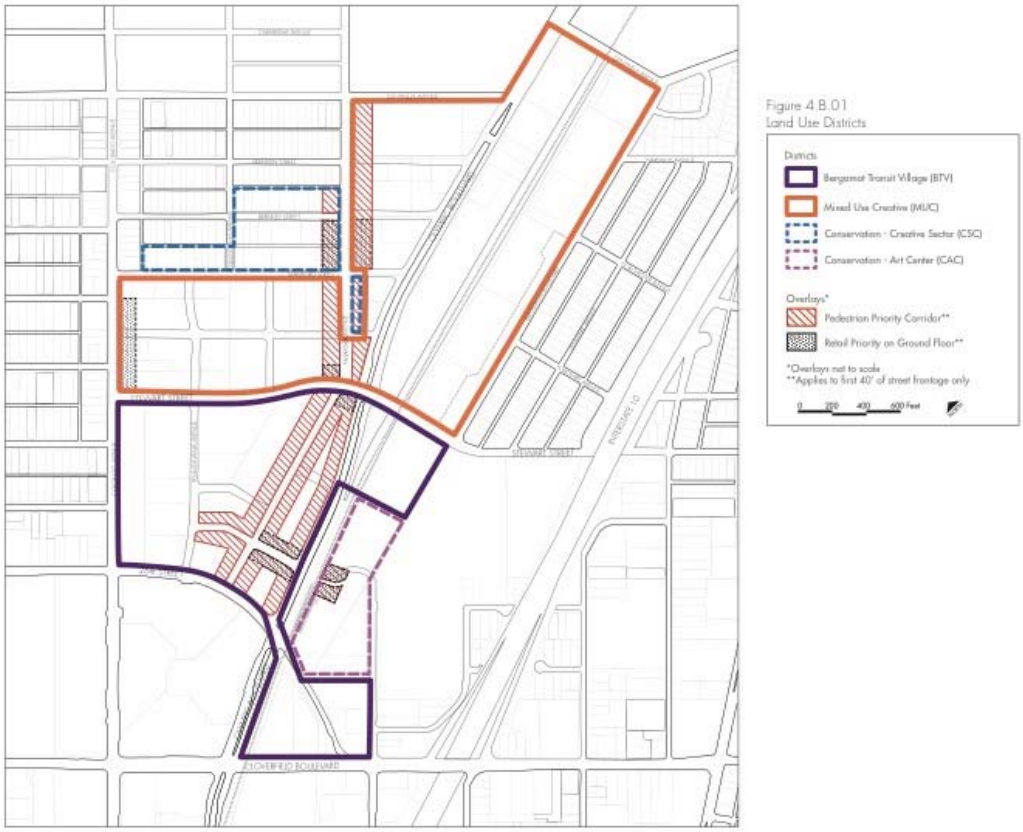
Owners of the Martin Cadillac site are currently working on plans to redevelop the site. The property is located on the northwest corner of Bundy Drive and Olympic Boulevard and contains the Martin Cadillac dealership and service center. Current proposals include a mixed-use project that would maintain the current car dealership in a new configuration and add housing.

Bergamot Transit Village

Hines Development has been pursuing the Bergamot Transit Village, located on the old Papermate industrial site on Olympic Boulevard between Stewart and 26th Street. Based on input from the Santa Monica city council, the scale of the project was reduced from initial plans of almost 1 millions square feet of development to approximately 750,000 square feet. The current project includes approximately 500,000 square feet of creative office, 47,000 square feet of retail, and 200,000 square feet of residential. However, current plan may change, as there is pressure to add more housing and reduce the office space within the project.

Bergamot Area Plan

The City of Santa Monica is currently preparing a plan for the larger Bergamot Station area. The area will include Hines Developments' Bergamot Village Project, the Bergamot Arts Center, and a mixed-use creative district.



Source: City of Santa Monica

Other Projects

With the advent of the train station, other projects are gearing up. Developer ADC Realty Group is planning a 95 unit building near Pico Boulevard and Centinela within the station area with a proposed 95 units.

Challenges and Opportunities

Challenges

1) Traffic along Bundy. There are major traffic problems on Bundy Drive from the I-10 north to Wilshire Avenue. Traffic issues impact access to properties and make the area less attractive for residents and businesses. Traffic arises due to the large number of employees who live outside of the area coming to the cluster of employment-based uses in the area. The new Expo LRT will help to alleviate some of these issues.

2) Residents are concerned with higher density and the addition of new employment-based uses. It should be noted that most of these concerns are related to the traffic impacts of increased density and new office uses.

3) Current Parking Challenges. There is a shortage of parking in the area and current commercial properties have difficulty parking all the tenant employees in their buildings. Limited land availability and the high cost of that land also make developing additional parking expensive.

4) Future Parking Challenges. With the coming of the new Expo LRT there is an interest to reduce parking requirements, but with the limits of the existing Los Angeles transit system it is difficult to build successful developments with less parking. However, as the Los Angeles transit system expands across the next 5 to 20 years, parking built today's standards will be underutilized. How do we balance today's needs while promoting the best development in the future?

Opportunities

1) Santa Monica is Los Angeles County's top office market (in terms of rent) and is the first choice of the growing digital media and entertainment industries in Southern California. Proximity to Santa Monica's main core of

office development provides the Bundy Station area with a major advantage over other City of Los Angeles office areas to draw a cluster of the region's creative and technology industries within the City of Los Angeles. It is very important that the City capture a share of this Class A office market in the Bundy Station Area.

a. ILUP says to maintain industrial lands, but, as shown in the Existing Business Section, there is little to no manufacturing within the quarter mile of the station area and few businesses that are industrial users. DCP should focus on maintaining employment-based uses in the area, but allow for more density within a quarter mile of the station area.

b. One outstanding question will be the scale of the development within the area. Creative office is the most recent office development trend, but typically creative office is developed in low to mid-rise formats. Given the interest in pursuing density around the transit station, mid to high-rise office formats may also be a consideration.

2) Balancing the mix of uses in the Bundy Station area could help to improve the current traffic problems. With the scale of employment-based uses in the area, there is strong demand for housing units in the area. It is possible that areas south of Exposition Boulevard could be up-zoned for higher multi-family uses and there is also potential for residential uses within the opportunity sites. PFA notes that multi-family uses could be in the Los Angeles standard mid-rise buildings, but given the demographics and income of households in the area, the opportunity site may also be able to support a high-rise luxury building, such as those found on the Wilshire Corridor.

3) It is worth noting given that the Bundy Station area is a prime real estate market, there is strong demand in the area for all uses and the station area will be able to support a strong level of public benefits. As this station area is planned, the City should consider how to best capture and allocate public benefits.

4) As part of the public benefits conversation, DCP should and is considering what parking solutions can be implemented within the area. As will be shown in the Demand Analysis, the Bundy station has strong demand for all land uses. Feasibility of project will be the major factor in the capacity of the City to capture public benefits from the projects and at this point a certain level of parking is required for a development to attract tenants, but reduced parking, otherwise, can help the project bottom line. This is an opportunity to consider a number of parking solutions, such as:

a. Shared Parking - Private. Parking policies that encourage shared parking, between different properties. One developer mentions that other cities allow developers to identify and make agreements with other property owners to use stalls and have these stalls count towards parking requirements.

b. Stacked Parking. Another developer mentioned that robotic stacked parking stalls should be considered. This is new technology that uses hydraulics systems to allow a large number of cars to be stacked and stored in compact space.

c. Pooled Parking/Parking District/Parking Fee – Public parking structures that allow for shared parking between various properties within the station area would be very beneficial to new development. In many jurisdictions, it has been most expedient to have the municipality build a shared parking structure that is partially repaid from a parking fee. Though more challenging, the City may consider approaches that incentivize private developers to build shared parking facilities as a public benefit.

d. Parking Structures that can be Repurposed – Another solution may be to encourage the separation of parking facilities from other land uses and requiring parking facilities that can be repurposed into other uses in the future. Parking facilities may be required to have flat parking floors, rather than slanted, include wrap around retail, and have attractive facades.

5) Bundy Drive has major traffic issues and, even with no entitlement changes, traffic will likely get worse. The City should look to how policy can encourage transit use. Depending on the parking solution considered, perhaps the City should consider making parking maximums in some areas in the future (phased parking maximums) to encourage more transit use and the sharing of parking.

Demand Analysis

As mentioned above, the Bundy Station is well located in close proximity to a core cluster of Santa Monica office. Office uses are likely to play an important role in development in the area. In addition, due to the cluster of employment uses, there is also need for additional residential in the area. Both the transit line and new residential units, hopefully occupied by people who work in the area, may help to improve the mix of uses and mitigate increasing peak hour traffic concerns.

Office

In the Regional Demand Analysis we estimate that the Los Angeles portion of the Expo LRT Market Area (the West LA CPAs) may capture office demand of almost 7 – 10 million square feet between 2012 and 2035. Much of this demand is likely to be captured by the Century City area. Currently Bundy makes up approximately 10 percent of the West LA CPAs office. However, Bundy also has a strong office market that will only continue to grow as Santa Monica becomes more expensive.

Estimating that the Bundy Station area could capture between 15 to 20 percent of office growth, Bundy is projected to capture between 1.0 million and 2.1 million square feet across the next 25 years.

Figure 126: Bundy Station Area Office Demand

Estimated Station Area Capture		2012-2015	2015-2020	2020-2025	2025-2030	2030-2035	Total
West Los Angeles CPAs Market Capture							
Low		368,683	658,857	1,772,118	1,935,255	2,114,772	6,849,684
High		553,024	988,286	2,658,177	2,902,883	3,172,157	10,274,527
Station Area Capture (Low)							
Bundy	15.0%	55,000	99,000	266,000	290,000	317,000	1,027,000
Station Area Capture (High)							
Bundy	20.0%	111,000	198,000	532,000	581,000	634,000	2,056,000

Source: Pro Forma Advisors

Industrial

The Bundy Station has the second largest amount of industrial among the study stations, but industrial space is being removed from the inventory as owners find higher performing uses for their property. Based on ongoing contractions in industries that typically use industrial, such as manufacturing, and the lack of distribution uses in the area, the Regional Demand Analysis estimated demand of only 900,000 to 1.5 million for industrial in the Los Angeles portion of the Expo LRT Market Area (the West LA CPAs) between 2012 and 2035.

Bundy currently makes up approximately 12 percent of the industrial space. Given that there are higher performing uses, demand for new industrial is estimated at 10 percent of the West LA CPAs demand, 90,000 to 115,000 square feet. This is fairly minimal at only 4,000 to 5,000 square feet a year (equivalent to approx.one small retail storefront).

Figure 127: Bundy Station Industrial Demand

Station Area Industrial Capture		2012-2015	2015-2020	2020-2025	2025-2030	2030-2035	Total
City of Los Angeles West LA CPA Demand							
Low	30%	89,958	167,507	190,125	213,657	238,297	899,544
High	50%	149,931	279,178	316,874	356,095	397,162	1,499,240
Station Area Capture (Low)							
Bundy	10.0%	9,000	17,000	19,000	21,000	24,000	90,000
Station Area Capture (High)							
Bundy	10.0%	15,000	28,000	32,000	36,000	40,000	151,000

Source: Pro Forma Advisors

Retail

As described in the Regional Demand Analysis section, retail support is expected to come from three factors (1) demand from new residents (2) recapture of existing demand in subpar strip and general retailers, and (3) employee spending.

The Regional Demand Analysis section estimates new residents' demand for retail within a two-mile corridor of the five station areas and then estimates the share of retail that could be absorbed within all station areas. The Regional Demand Analysis section estimates that all the station areas can absorb between 460,000 and 700,000 square feet of

retail demand between 2012 and 2035. Using the station distributions of existing and expected growth, the Bundy station is expected to capture approximately 20 percent of the demand within the corridor from new residents, or 100,000 to 140,000 retail square feet.

Figure 128: Bundy Station New Resident Retail Demand

		2012-2015	2015-2020	2020-2025	2025-2030	2030-2035	Total
Total Retail and Food Services Square Feet Support		122,237	203,728	277,996	277,996	277,996	1,159,955
Capture Within All Station Areas - Low	40%	48,895	81,491	111,199	111,199	111,199	463,982
Low Station Area Capture of New Resident Support Bundy	20%	9,779	16,298	22,240	22,240	22,240	92,796
Capture Within All Station Areas - High	60%	73,342	122,237	166,798	166,798	166,798	695,973
High Station Area Capture of New Resident Support Bundy	20%	14,668	24,447	33,360	33,360	33,360	139,195

Source: Pro Forma Advisors

Recapture of strip and general retail is calculated directly from the West LA CPAs portion as a straight share between the station areas in the Regional Demand section. This recapture of existing retail demand is expected to range from 40,000 to 90,000 square feet for the Bundy Station.

A substantial share of retail demand is anticipated from employee spending in the Bundy Station area. Translating the low and high office square feet estimates in the Office Demand analysis into employees, average new office employees in the area are estimated at 4,100. Applying the average retail SF supported per employee figure estimated in the Regional Demand section, the Bundy Station half-mile area employees are expected to support approximately 60,000 square feet of retail.

Figure 129: Bundy Station Employee Retail Demand

		2012-2015	2015-2020	2020-2025	2025-2030	2030-2035	Total
Range Avg. Station Area Office Employees Bundy		221	396	1,064	1,161	1,268	4,111
Retail SF Support from Office Employees Bundy	Retail SF per Worker 14.83	3,282	5,872	15,778	17,222	18,803	60,958

Source: Pro Forma Advisors

With all three retail support metrics, the Bundy Station is expected to support demand for 190,000 to 290,000 square feet of retail between 2012 and 2035.

Figure 130: Bundy Station Retail Summary

	2012-2025	2025-2035	Total
Existing Demand Recapture	40,000- 90,000 SF		
Demand from New Residents	50,000 - 70,000 SF	40,000 - 70,000 SF	
Avg. Demand from New Employees	20,000 SF	40,000 SF	
Total	**110,000 - 180,000 SF**	**80,000 - 110,000 SF**	**190,000 - 290,000 SF**

Source: Pro Forma Advisors

Residential

Given the amount of people who work in the area, there is strong demand for residential in the West Los Angeles area. The Regional Demand Analysis section finds that there are 4,000 new households anticipated in the combined Bundy and Sepulveda Station areas between 2012 and 2035. With the income qualified move-up market, demand in the area is a total of 8,000 households. Also in the Regional Demand Analysis, the distribution of the new household and move up growth between each station area is estimated based on the Bundy Station Area's households vs. the Sepulveda Station Area's households, 41 percent and 59 percent respectively. This is further refined down to the half-mile area.

Currently households in the immediate half-mile radius of the Bundy station make up 20 percent of the larger census approximated station areas. Assuming that as much as 45 percent of the new household growth and move-up market is centered in the half-mile station areas we anticipate, multi-family residential demand is projected to range from 800 to 1,500 within a half-mile of the Bundy station between 2012 and 2035.

Figure 131: Bundy Station Residential Demand

	2012-2015	2015-2020	2020-2025	2025-2030	2030-2035	Total
Demand from New Households (Half-Mile Area)						
Bundy Station	49	82	208	208	208	**756**
Demand from New Households and Move Up Households (Half-Mile Area)						
Bundy Station	145	242	369	369	369	**1,493**

Source: Pro Forma Advisors

Based on the jobs in the area, there is strong demand for residential units in the area, including luxury units. Based on the small family size and younger nature of the area, higher density 6+ story residential towers may also work in the area.

Comparables

The following section briefly describes notable office projects within the Bundy Station vicinity.

Water Garden

The Water Garden office campus is located on the 17 acre-block between 26th Avenue and Cloverfield north of Olympic, approximately 1 mile west of Bundy Station. The Class A office campus has six 6-story glass towers and two 5-story

glass tower buildings totaling 1.27 million square feet with three levels of subterranean parking. A premier Santa Monica office address, recent listings for available space reflect a lease rate of approximately $5.00 per square foot per month.

Lantana

Located at 3000 West Olympic Boulevard, less than a half-mile mile away from the Bundy Station, the Lantana Media Entertainment Campus is a film/TV studio campus that encompasses 12 acres and includes approximately 540,000 square feet of rentable building area in four low-rise buildings. The complex houses IMAX and Revolution Studios.

Source: Hines

Monthly lease rates are approximately $4.25 per square foot.

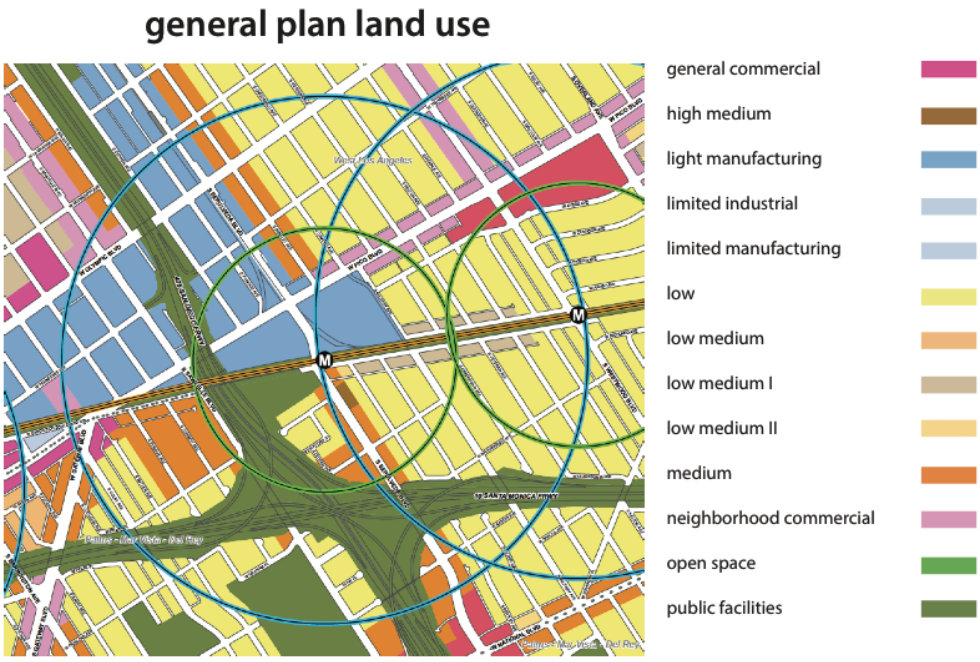
Sepulveda Station Area

Station Overview

The Sepulveda Station is located near the intersection of Exposition Boulevard and Sepulveda Boulevard. Both the I-405 Freeway and I-10 Freeway intersect the half-mile radius area of the station.

The northwest quadrant of the half-mile area is zoned for light manufacturing use, but, as detailed later in this section, a variety of uses including retail, creative office, as well as manufacturing, wholesale, and construction, are located in the station area.

Figure 132: Sepulveda Station Land Use



Source: City of Los Angeles

As shown in Figure 133, immediately north of the station area are two mega blocks that have been identified as the opportunity areas for the study. These westerly block includes a cement factory, public storage facility, a building materials retailer, and a County operated office building, while the easterly block includes the popular Anawalt building materials store, Party City, and 2440 S. Sepulveda, an 140,000 square foot Class C building being used for creative office.

Figure 133: Sepulveda Station Opportunity Site

Source: ESRI, Bing, City of Los Angeles, Pro Forma Advisors

The Westside Pavilion is partially located within the half-mile area of the Sepulveda station. The Westside Pavilion, located in two buildings, is a 740,000 square feet super-regional center, anchored by a Nordstrom's, Macy's, Landmark Theatre and Urban Home. The mall anchors a larger cluster of small-scale retail and restaurants that extend from Westwood Avenue toward Sepulveda Boulevard on Pico Boulevard.

West of the I-405, there is 300,000 square feet power center, anchored by a Marshalls, at the corner of Olympic and Sawtelle Boulevard, and a Best Buy, as well as a cluster of mid-rise office buildings. Also west of the I-405, but just beyond the half-mile area is the Japantown area, a cluster of small-scale retail and dining storefronts along Sawtelle Boulevard.

Existing Businesses

Using business data from InfoUSA, this analysis reviews the existing businesses within the half-mile area. Business listings within smaller areas of the half-mile are also explored to provide a better understanding of the opportunity area as well as other the industrially zoned land within the half-mile area.

Half-Mile Businesses

There are approximately 8,000 employees located within a half-mile of the Sepulveda Station. The half-mile area includes a portion of the Westside Pavilion Mall, the adjacent local dining destination hub with a strip of restaurants located along Pico, as well as the retail areas located along Sawtelle Boulevard in the Japantown area. Unsurprising the largest employment category is in Retail and the third largest is Accommodations and Food Service. The second largest employment industry category is Professional, Scientific, and Technical. The Information category and Health Services are tied for the fourth largest employment category.

- Retail. Retail supports 1,600 jobs in the Sepulveda Station Area. Westside Pavilion is one the major retail employers in the area and department stores, such as Nordstrom's, are a major employer. However, it should be noted that approximately half of the mall is within the half-mile station area and only the employees within the half-mile are included in this analysis. There are 10 building materials dealers, such as Anawalt Lumber and

Best Little Door House in Town, and a number of glass door and other hardware that support a total of 160 jobs. Electronics, car dealers, supermarkets and furniture's stores also support a number of retail jobs in the area.

- Professional, Scientific, and Technology industries support 1,300 jobs in the area. Major employers include medical testing laboratories, specifically the National Genetics Institute, offices of lawyers, advertising agencies, such as the creative agency M Ocean, and certified public accountants. Almost half of the Professional, Scientific and Technology industry jobs are located in the existing creative office space in the 2440 S. Sepulveda building.

- Accommodations and Food Service support 1,100 jobs in the station area. In the Sepulveda station area the Accommodations and Food Service industry is made up of primarily limited-service food restaurants, such as Apple Pan, Norm's Restaurant along Pico Boulevard and Hurry Curry of Tokyo and Crepe to Go on Sawtelle Boulevard. The area includes two limited-service hotels, the Best Western Royal Palace on Pico Boulevard, and the boutique Sky Hotel on Westwood Boulevard.

- Health Care and Social Services employ 600 workers. Approximately half of the health care services are offices of medical practitioners. Other health businesses include service offices such as home health care services, ambulatory services.

- The Information industry category also employs 600 workers. Major employers in this industry include magazine publishing, such as the magazine European Medical Device MFR, motion picture production and distribution, and entertainment-related internet media firms, such as ShowFax, and other communication firms.

Figure 134: Sepulveda Half-Mile Business Listings

2-Digit NAICS Industry Category	No. of Businesses	Employees
21-Mining	1	5
23-Construction	64	257
31-33 - Manufacturing	27	496
42-Wholesale Trade	26	129
44-45 Retail Trade	152	1,603
48-Transportation and Warehousing	14	163
51-Information	52	628
52-Finance and Insurance	53	346
53-Real Estate, Rental, and Leasing	45	154
54-Profesionally, Scientific, and Technical	161	1,261
55-Management of Companies and Enterprises	3	9
56-Administrative Support and Waste Management and Remediation Services	36	204
61-Educational Services	23	284
62-Health Care and Social Assistance	110	628
71-Arts, Recreation and Entertainment	19	94
72-Accomodations and Food Service	79	1,113
81-Other Services (except Public Administration)	157	593
92-Public Administration	10	170
Grand Total	**1,032**	**8,137**

Source: InfoUSA and Pro Forma Advisors

To better understand the nature of the half-mile station area, business listings are evaluated for three commercial subareas shown in Figure 135.

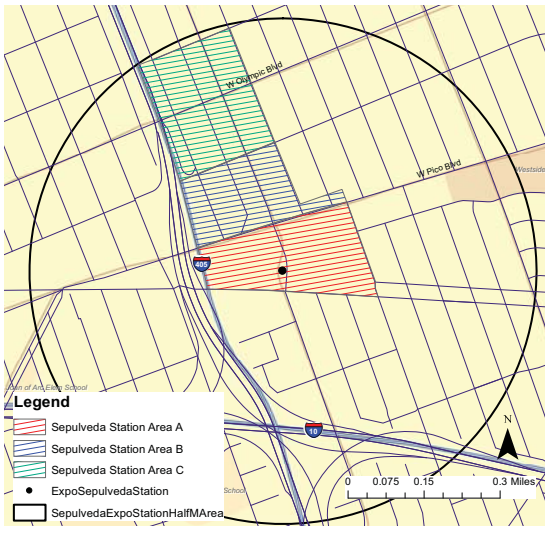
Sepulveda Area A – Opportunity Area

There are 800 jobs reported within the Sepulveda Station Area A, the opportunity area. The largest employment category in the area is Professional, Scientific, and Technical services.

Most of the Professional, Scientific, and Technical service jobs, more than half of the reported Area A jobs, are located in 2440 S. Sepulveda, highlighted on the next page.

The second largest employment category is retail. These include building and materials retailers such

Figure 135: Sepulveda Business Listing Sub Areas



as Anawalt Lumber, West Los Angeles Building, across the street, as well as a number of home and furniture-oriented businesses, such as Euro Design Kitchen and Bath.

This area also includes a large Public Storage facility and the California Portland Cement Company, two industrial-users, occupying a large portion of the block west of Sepulveda. In total, approximately 148 of the 820 jobs would be considered industrial-users.

It should be noted that 11110 W. Pico Boulevard, the large office building on block west of Sepulveda Boulevard, is occupied by the Los Angeles County Department of Public Social Services.

Figure 136: 2440 S. Sepulveda Creative Office Building Business Tenants

2440 S Sepulveda Blvd	Detailed NAICS Category
Executive Door Closer	TOY & HOBBY GOODS MERCHANT WHOLS
Joann KANE Music Svc Inc	MUSICAL INSTRUMENT & SUPPLIES STORES
Agron Inc	ALL OTHER PUBLISHERS
Rondor Music Intl Inc	MUSIC PUBLISHERS
Universal Studios Inc	MOTION PICTURE & VIDEO PRODUCTION
Craig Murray Productions	PROCESS & LOGISTICS CONSULTING SVCS
Deadline Advertising	ADVERTISING AGENCIES
M Ocean	ADVERTISING AGENCIES
National Genetics Institute	TESTING LABORATORIES
Adidas Entertainment Promotion	TELEMARKETING BUREAUS
National Multiple Sclerosis	OTHER INDIVIDUAL & FAMILY SVCS
Arup Ove & Partners	ALL OTHER PERSONAL SVCS
Ove Arup & Partners California	ALL OTHER PERSONAL SVCS

Source: Info USA, Loopnet, Pro Forma Advisors

Sepulveda Area B

There are 700 jobs located between Pico Boulevard and Tennessee Avenue between Sepulveda Boulevard and the 405 Freeway. Retail trade employs the largest number in the area. Retail employment is led by Food and Beverage Stores (Food 4 Less), Building Materials & Garden Supplies stores, then Sporting Goods Stores.

Beyond Retail, Information and Administrative Services are the next largest categories. Information includes publishing and motion picture-related firms. Veterinarian clinics and hospitals make up the majority of the Administrative Services employment in the area.

Approximately 130 out of 700 businesses are industrial-users. This includes building materials and garden supply stores mentioned before, a number of construction contractors, and wholesalers. Most of the buildings are home-related, such as wall paper stores, one furniture upholstery company considered manufacturing, and kitchen and tile stores.

Sepulveda Area C

Area C looks at the area within a half-mile of the station area north of Tennessee Avenue. There are approximately 1,200 jobs located in this area. The area has a strong diversity of businesses.

The largest industry employer is the Professional, Scientific, and Technical category, which is made up primarily of lawyers offices, an advertising agent, and a variety of other smaller offices. The Finance and Insurance industry category is a close second. Information and Retail make up the next largest categories. Information only includes one business, Showfax, an online casting website, mentioned above, while retail is made up of a number of different retail stores.

Approximately 220 of the 1,200 employees in the area work in industrial-user type businesses. This includes freight and warehousing businesses, a number of wholesale trade businesses, as well as 11 auto care and repair businesses employing almost 70 workers.

Figure 137: Sepulveda Sub Area Business Listings

	Sepulveda Area A		Sepulveda Area B		Sepulveda Area C	
2-Digit NAICS Codes	Businesses	Jobs	Businesses	Jobs	Businesses	Jobs
21-Mining					1	5
23-Construction	1	3	8	22	7	54
32-33 - Manufacturing	2	30	3	25	3	21
42-Wholesale Trade	1	3	5	28	5	21
44-45 - Retail Trade	7	146	27	219	22	103
48- 49 - Transportation and Warehousing					7	44
51-Information	5	78	6	85	1	100
52-Finance and Insurance					23	171
53-Real Estate, Rental, and Leasing	1	3	3	14	7	22
54-Profesionally, Scientific, and Technical	6	503	9	53	33	179
55-Management of Companies and Enterprises					1	3
56-Admin. Support & Waste Mngmt and Rem. Srvcs	2	7	4	47	6	65
61-Educational Services			2	18	2	39
62-Health Care and Social Assistance	1	29	4	30	21	79
71-Arts, Recreation and Entertainment			3	35	1	6
72-Accomodations and Food Service			4	77	5	28
81-Other Services (except Public Administration)	3	9	15	46	29	114
92-Public Administration	1	13			4	123
Grand Total	**30**	**824**	**93**	**699**	**178**	**1,177**

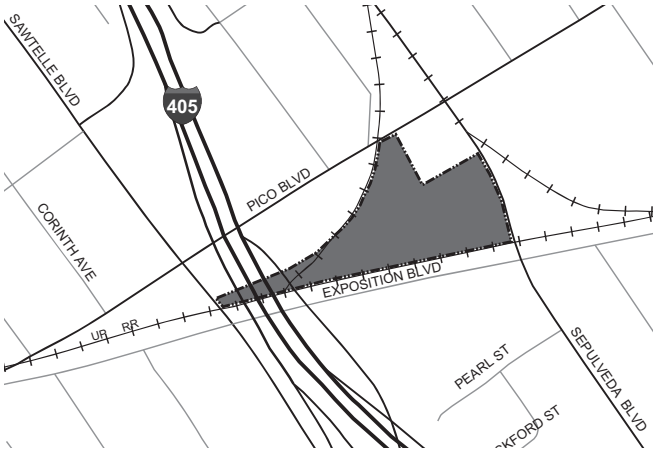
Source: InfoUSA and Pro Forma Advisors

Planned and Proposed Development

Casden Property Company is seeking entitlement changes for a proposed mixed-use project on the westerly block in the opportunity area identified in Figure 138 ("Casden Project"). The Casden Project includes 267,000 square feet of retail with 538 residential units (total of approx. 520,000 SF), 59 of which are to be senior affordable units. The project will include ground-floor retail across most of the parcel and will include residential above in four buildings. Buildings range from approximately 9 to 17 stories. The project will also provide pedestrian access from the light rail station to the project.

This project is currently under consideration by the City of Los Angeles, but has garnered criticism from resident groups, such as the West Los Angeles Neighborhood Council. Criticisms include concerns about traffic impacts, the proximity of residential to the I-405 and I-10 freeways, the scale of residential and retail proposed. Critics have stated a preference for employment-based uses, a downsized physical presence of the building, greater mitigations for traffic, maintaining small businesses in the area, and the provision of greater open space for the project.

Figure 138: Proposed Casden Project



Source: Casden Sepulveda Project DEIR

Challenges and Opportunities

Challenges

1) There are a number of financially high-performing uses currently located on the opportunity site, including the public storage facility and County building on the west block, and the full occupied 2440 S. Sepulveda building, that will make it more challenging to redevelop the opportunity site. New development has to be of a sufficient density and profit to make the property owner interested in redeveloping or selling these properties.

2) The Sepulveda half-mile area is bisected by two freeways, the I-405 Freeway and I-10 Freeway. Pollution concerns from freeway traffic may restrict housing to the more easterly portions of the half-mile area and opportunity site. However, it should be noted that the freeway access will make the area of higher interest for both residential and retail developments.

3) The area has an eclectic mix of uses—lumber yards, theatre, kitchen and bath store, furniture stores, veterinarian offices—that make the area less attractive for high performing employment-uses. The half-mile area, specifically subsets of the area, would benefit from the clustering of uses and development of a clear identity.

4) Currently the station area is not very pedestrian friendly. Sidewalk enhancements and better connections between the blocks and to the areas of interest (Pico Boulevard and Sawtelle Boulevard) would improve the market for all uses.

Opportunities

1) With transit access and a growing creative industry sector in the greater West Los Angeles region, there is an opportunity to create an office cluster in the Sepulveda station area. The easterly block of the opportunity site already includes one creative office building and the property has a larger parking lot that could potentially be redeveloped into another office building with reduced parking and subterranean or structured parking. Or, to create a critical mass of premium office space, property owners could work together to fully redevelop the block.

2) In addition to the opportunity sites, the City may want to consider intensifying the uses on all sides of the Pico and Sepulveda intersection. Pico Boulevard includes the Westside Pavilion and retail storefronts extend from the mall towards Sepulveda Boulevard. Between Pico Boulevard and south of Tennessee, there may be an opportunity to develop a mixed-use development, with a mix of large-scale retail, office, and residential (east of Sepulveda). Quality retail space is lacking throughout the westside and, as shown by the Casden Project, big box retailers are interested in siting in the area. Also there is need for additional housing, particularly affordable and student housing in the area.

3) It is the objective of the City of Los Angeles to maintain industrial land for employment-based uses, inline with the City's Industrial Land Use Policy. The business analysis demonstrates that only a limited amount of the

industrial-zoned land is being utilized by businesses who require industrial lands. If areas around the intersection of Pico and Sepulveda are intensified, industrial land north of Tennessee Avenue and closer to the freeway (west of Pontius or Cotner Avenue) can be maintained, allowing industrial uses to be maintained and to transform organically.

4) As reflected in the business analysis, there is a large share of kitchen and bath and furniture stores in the Sepulveda half-mile station area. The City may consider branding the area, similar to Helm's Bakery, to allow this niche to grow further.

5) Finally, a transit hub has been mentioned as a possible use in the area. This may be an important function that this station could play in the overall Phase II Expo network.

Demand Analysis

This immediate Sepulveda station area is promising for a number of commercial and residential uses.

Office

There are well performing office properties within the Sepulveda Station area. These developments are fairly piecemeal developments (i.e. an office behind a retail building, an office building adjacent to a strip mall, the office cluster west of Sawtelle Boulevard). There is potential for development of more concentrated office in the area.

In the Regional Demand Analysis we estimate that the Los Angeles portion of the Expo LRT Market Area (the West LA CPAs) may capture office demand of almost 7 – 10 million square feet between 2012 and 2035. Much of this demand is likely to be captured by the Century City area as well as the Bundy Station area.

The Sepulveda Station area currently has approximately 3 percent of the West Los Angeles CPAs office space, but this station area has more available land to develop office campus properties and strong freeway and public transit access. Thus, it is projected to capture greater than its fair share of office between 2012 and 2035.

Estimating that the Sepulveda Station area could capture between 10 to 15 percent of office growth, the Sepulveda Station area is projected to capture between 700,000 and 1.6 million square feet across the next 25 years.

Figure 139: Sepulveda Station Office Demand

Estimated Station Area Capture		2012-2015	2015-2020	2020-2025	2025-2030	2030-2035	Total
West Los Angeles CPAs Market Capture							
Low		368,683	658,857	1,772,118	1,935,255	2,114,772	6,849,684
High		553,024	988,286	2,658,177	2,902,883	3,172,157	10,274,527
Station Area Capture (Low)							
Sepulveda	10.0%	37,000	66,000	177,000	194,000	211,000	685,000
Station Area Capture (High)							
Sepulveda	15.0%	83,000	148,000	399,000	435,000	476,000	1,541,000

Source: Pro Forma Advisors

Industrial

Noting that industrial-using employment growth is expected to be fairly limited, the Sepulveda Station area is one of the better areas to maintain some level of industrial. The Sepulveda Station area has the lowest industrial vacancy rate of all the areas and had the highest amount of additional space absorbed since 2000, at 110,000 square feet.

It is worth noting that only 18 percent of jobs, approximately 500, within the industrial areas east of the I-405 require industrial spaces. 110 of the 500 jobs in the opportunity site require industrial-zoned land. Land maintained as industrial can be located north of Pico Boulevard closer to the freeway.

The Regional Demand Analysis estimated demand of only 900,000 to 1.5 million for industrial in the Los Angeles portion of the Expo LRT Market Area (the West LA CPAs) between 2012 and 2035. The Sepulveda Station area currently makes up approximately 10 percent of existing industrial space. Demand for new industrial is estimated at 12 - 15 percent of the West LA CPAs demand, 110,000 to 225,000 square feet.

Figure 140: Sepulveda Station Industrial Demand

Station Area Industrial Capture		2012-2015	2015-2020	2020-2025	2025-2030	2030-2035	Total
City of Los Angeles West LA CPA Demand							
Low	30%	89,958	167,507	190,125	213,657	238,297	899,544
High	50%	149,931	279,178	316,874	356,095	397,162	1,499,240
Station Area Capture (Low)							
Sepulveda	12.0%	11,000	20,000	23,000	26,000	29,000	109,000
Station Area Capture (High)							
Sepulveda	15.0%	22,000	42,000	48,000	53,000	60,000	225,000

Source: Pro Forma Advisors

Retail

Retail development is strong within this station area. There is good support from projected new residents and strong capacity from existing residents. With the freeway access from the I-405 and the I-10, the station area is well suited for community and regional-serving retail.

In addition, building a connection between the Westside Pavilion and retail located within the station area could help to make the Westside Pavilion and Pico Boulevard a stronger retail destination.

As described in the Regional Demand Analysis section, retail support is expected to come from three factors (1) demand from new residents (2) recapture of existing demand in subpar strip and general retailers, and (3) employee spending.

The Regional Demand Analysis section estimates new residents' demand for retail within a two-mile corridor of the five station areas and then estimates the share of retail that can be absorbed within all station areas. The Regional Demand Analysis section estimates that the station areas can absorb between 460,000 and 700,000 square feet of retail demand between 2012 and 2035.

Using the station distributions of existing and expected household growth, the Sepulveda Station is expected to capture approximately 30 percent of the demand within the corridor from new residents, or 140,000 to 210,000 retail square feet.

Figure 141: Sepulveda Station New Resident Retail Support

		2012-2015	2015-2020	2020-2025	2025-2030	2030-2035	Total
Total Retail and Food Services Square Feet Support		122,237	203,728	277,996	277,996	277,996	1,159,955
Capture Within All Station Areas - Low	40%	48,895	81,491	111,199	111,199	111,199	463,982
Low Station Area Capture of New Resident Support Sepulveda	30%	14,668	24,447	33,360	33,360	33,360	139,195
Capture Within All Station Areas - High	60%	73,342	122,237	166,798	166,798	166,798	695,973
High Station Area Capture of New Resident Support Sepulveda	30%	22,003	36,671	50,039	50,039	50,039	208,792

Source: Pro Forma Advisors

The Regional Demand section estimates that almost 220,000 to 450,000 square feet of strip and general retail may be recaptured in the City of Los Angeles portion of the Expo LRT Market Area (the West LA CPAs). Station area recapture of strip and general retail is calculated directly from the regional recapture as a straight share between the station areas in the Regional Demand section. This recapture of existing retail demand is expected to range from 60,000 to 130,000 square feet for the Sepulveda Station.

Translating the low and high office square feet estimates in the Office Demand analysis into employees, Sepulveda Station average new office employees are estimated at 3,000. Applying the average retail SF supported per employee figure estimated in the Regional Demand section, the Sepulveda Station half-mile area employees are expected to support approximately 40,000 square feet of new retail.

Figure 142: Sepulveda Station Employee Retail Support

		2012-2015	2015-2020	2020-2025	2025-2030	2030-2035	Total
Range Avg. Station Area Office Employees							
Sepulveda		160	285	768	839	916	**2,968**
	Retail SF per Worker						
Retail SF Support from Office Employees							
Sepulveda	14.83	2,373	4,231	11,389	12,437	13,583	**44,013**

Source: Pro Forma Advisors

With all three retail support metrics, the Sepulveda Station is expected to support demand for 245,000 to 385,000 square feet of retail between 2012 and 2035.

Figure 143: Sepulveda Station Retail Demand Summary

	2012-2025	2025-2035	Total
Existing Demand Recapture	60,000- 130,000 SF		
Demand from New Residents	70,000 - 110,000 SF	70,000 - 100,000 SF	
Avg. Demand from New Employees	20,000 SF	25,000 SF	
Total	**150,000 - 260,000 SF**	**95,000 - 125,000 SF**	**245,000 - 385,000 SF**

Source: Pro Forma Advisors

Residential

Strong growth in households is reflected in the SCAG projections for the combined Sepulveda and Bundy Station areas and in the possible move-up market in the Sepulveda area. The Sepulveda Station area has strong demand for multi-family residential units, but, with the close proximity to the 405 and I-10 interchange and existing single-family neighborhoods, as well as the traffic along Sepulveda Boulevard, allowing residential developments in the vicinity should be carefully considered.

The Regional Demand Analysis section finds that there are 4,000 new households anticipated in the combined Bundy and Sepulveda Station areas between 2012 and 2035. Including income qualified move-up market demand, there is a total of 8,000 projected households. Also in the Regional Demand Analysis, the distribution of the new household and move up growth between each station area is estimated based on the Bundy Station Area's households vs. the Sepulveda Station Area's households, 41 percent and 59 percent respectively.

Currently households in the immediate half-mile radius of the Sepulveda Station make up 17 percent of the larger census approximated station areas. Assuming that as much as 40 percent of the new household growth and move-up market is centered in the half-mile station areas we anticipate, rental and for-sale multi-family residential demand is projected to range from 900 to 1,700 within a half-mile of the Sepulveda Station between 2012 and 2035.

It should be noted that (1) any planned and proposed projects that are developed, such as the Casden Project, will reduce demand by the amount of the proposed units, and (2), as described in the Regional Demand Section, Bundy and Sepulveda Station demand was evaluated together because households may be equally willing to locate at either and demand between the two areas may shift.

Figure 144: Sepulveda Station Residential Demand

	2012-2015	2015-2020	2020-2025	2025-2030	2030-2035	Total
Demand from New Households (Half-Mile Area)						
Sepulveda Station	56	93	236	236	236	**856**
Demand from New Households and Move Up Households (Half-Mile Area)						
Sepulveda Station	164	274	417	417	417	**1,689**

Source: Pro Forma Advisors

Hotel

Given the freeway access and proximity to major West Los Angeles employment areas and UCLA, the Sepulveda Station opportunity area is well suited for a hotel. The Regional Demand analysis shows support for approximately 580 hotel rooms between 2012 and 2035 from businesses and residents in the City of Los Angeles portion of the Expo LRT Market Area (the West LA CPA's).

As shown in Figure 145, a possible 110 to 200-room hotel or hotels would need to penetrate approximately 34 to 37 percent of the market. Given the limited availability of land in the greater West Los Angeles area these market penetrations are achievable with a national limited or full-service hospitality brand, such as Westin, Marriott, (or Courtyard by Marriott) or Hilton/Double Tree.

Figure 145: Sepulveda Station Hotel Market Penetration

Sepulveda Station Hotel	2012-2025	2025-2035
Total New Room Demand (Business and Residents)	298	583
Estimated Sepulveda Hotel Rooms	110	200
Requirement Market Penetration	**37%**	**34%**

Source: Pro Forma Advisors

Palms Station

Station Overview

The Palms Station is located near the intersection of National and Exposition Boulevards in the Palms Community Plan Area of Los Angeles. The Palms Station is approximately 0.8 miles from the Culver City Station and the two stations' half-mile areas overlap.

As reflected in Figure 146, approximately 78 percent of the Palms Station half-mile area is residential, with almost two-thirds multi-family and one-third single family. A well functioning transit line will have station areas with specialized functions, such as employment nodes, residential nodes, shopping nodes, and entertainment nodes. Along the Expo LRT Phase II network of stations, the Palms Station is expected to function primarily as a residential node.

Figure 146: Palms Station Area Land Use

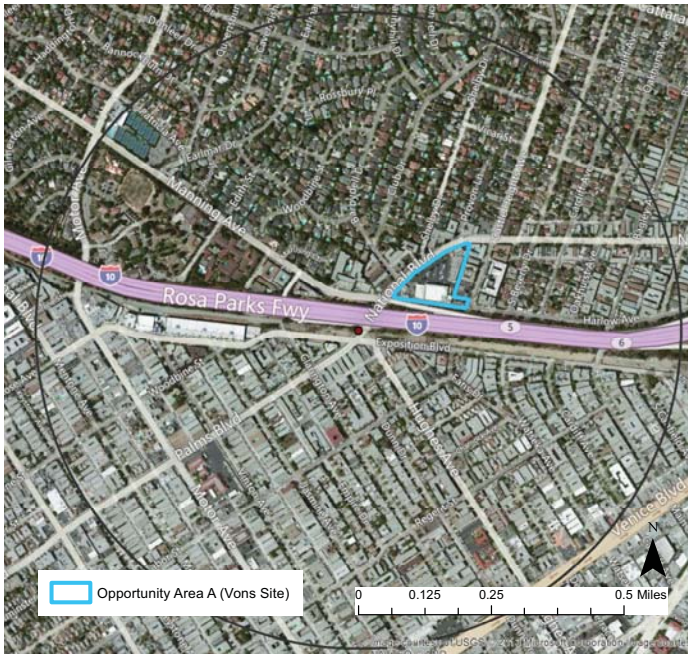
Source: City of Los Angeles

The station will be located adjacent to the I-10 freeway, which cuts the half-mile station area in half, creating two, somewhat separate communities. To the north of the I-10 freeway is the Cheviot Hills neighborhood, which includes some multi-family development immediately adjacent to the freeway, but is primarily a single-family neighborhood. Given the limited amount of single-family homes in Los Angeles and the area's proximity to Century City and Beverly Hills, the larger single-family homes in Cheviot Hills are expensive. The average of current listings of homes in the area is $1.6 million, with an average price per square foot of $578.00.

The area south of the I-10 freeway is the Palms neighborhood. The half-mile area south of the I-10 has the majority of households in the half-mile area. The area includes primarily multi-family units and more than 70 percent of these units are in buildings with 10+ units. Almost 85 percent of residents are renters in the area. The area's rents are fairly high relative to the Los Angeles County average, but are lower than other portions of the greater West Los Angeles area.

Areas of interest within the Palms Station half-mile area include the Motor Avenue commercial area. Centered around Motor Avenue and National Boulevard, this area has a number of neighborhood-serving storefront shops, restaurants, and bars. Along National Boulevard, between Motor Avenue and Hughes Avenue, are a number of self-storage facilities. It is worth noting that downtown Culver City is just outside of the Palms half-mile area to the south.

Figure 147: Palms Station Area Opportunity Site



Source: ESRI, Bing, Pro Forma Advisors

The key opportunity areas for redevelopment is the existing Vons shopping center site on National Boulevard, the Cheviot Hills Shopping Center, immediately north of the I-10 Freeway. This site includes a 60,000 square foot neighborhood shopping center with a Vons, Rite Aid, Papa Johns, Starbucks, and other neighborhood-serving retail. Built in 1967, the grocery store property is aging and the existing parcel configuration may be under utilized adjacent to a new LRT station. It is a prime location for redevelopment. However, both residents and the demand analysis show the need for the neighborhood-serving retail that exists on the site. The project team will explore options to reconfigure the site to maintain similar type uses, but also intensify the site.

Recent Projects and Planned and Proposed Developments

The Regent Lofts

The Regent Lofts is a new multi-family building constructed in the Palms Station area. The 28,000 square foot building was constructed in 2011 on 0.382 acres.

Regent Lofts

Use: Multi-Family Residential - Rental

Address: 10000 Regent Street

28 Units

1 Bedroom, 1 Bath (900 SF) – Starting at $2,150

Loft, 1 Bath (1,100 SF) – From $2,850 to $3,200

The Victor

The Victor is a four-story multi-family apartment complex located on Venice Avenue Between Clarington and Dunn Avenue. Built in 2006, the 131,000 square foot building was constructed on 1.43 acres.

Source: Equity Apartments.com

The Victor

Use: Multi-Family Residential - Rental

Address: 10001 Venice Boulevard

116 Units

1 Bedroom, 1 Bath (592 – 1,426 SF) – $2,200 - $2,700 per month

2 Bedroom, 2 Bath (1,200 SF) – Approx. $3,000 per month

Intersection of Palms Boulevard and Motor Avenue

A 7-story building is currently under construction on the corner of Palms Boulevard and Motor Avenue. The project is to include 7,000 square feet of retail and 31 luxury apartments.

3425 Motor Avenue

Between Woodbine Avenue and Palms Boulevard on Motor Avenue, this proposed development will be a 5-story mixed-use building, containing 115 apartment units (69 one bedrooms, 46 studio units) and 975 square feet of retail space. The building will contain 119 parking spaces.

Source: Killefer Flammang Architects

Challenges and Opportunities

Challenges

1) I-10 Freeway bisects the community, creating a physical barrier within the market and generating pollution concerns.

    a. Due to pollution concerns, City of Los Angeles policy discourages the development of residential within 500 to 1,000 feet of a major freeway. Given the location of the station along the freeway and the nature of the Palms Station as a residential node, this constrains the areas where residential intensification may be encouraged.

    b. The freeway also creates barriers for retail located in the area. The freeway may inhibit the movement of potential retail patrons between the north and south portions of the half-mile area.

2) National/Exposition Boulevard needs infrastructure improvements to make the area more pedestrian friendly. Streetscape, sidewalks, and street lights are needed in many areas. Also, the streets themselves are very narrow between Durango and Hughes Avenue, with sidewalks missing on the north portions of the street. Sidewalks are missing in some portions of National Boulevard between Palms Boulevard and Motor Avenue and the National Boulevard freeway underpass also needs improvements.

3) Existing Parking Issues. The Palms Station area has an existing parking problem that residents are concerned will be exacerbated with the incoming station riders. 70 percent of the apartment buildings were built before 1980 and these buildings were generally under-parked compared to current standards.

Opportunities

1) Opportunity for dense residential developments to help support transit ridership. Redevelopment is already being seen on Motor Avenue were older commercial and residential units are being replaced with more intense development (3425 Motor Avenue and the development at the intersection of Motor Avenue and Palms Boulevard).

    a. It should be noted that redevelopment is likely to occur with or without any proposed changes to the station area entitlements, but the with the Station Area Plan, DCP may better direct redevelopment.

2) As will be shown in the Demand Analysis, there is strong demand for retail within the Palms Station areas. There are limited retail options within the Palms area and, with the current population and anticipated household growth, demand for neighborhood-serving retail will grow.

3) The Opportunity Site provides an opportunity to intensify an existing shopping center and capture a greater amount of retail, while adding residential, in a pedestrian friendly configuration. Residents described the current Von's anchored Cheviot Hills Shopping Center as a gathering place for the community. Redevelopment also offers the opportunity to create a better neighborhood gathering space and local destination for the community.

4) Motor Avenue is in the quarter to half-mile area from the station. It is an existing local destination and could be a stronger retail destination, but the lack of parking makes it difficult for retail of any large scale to be located in the area. A parking structure in the Motor Avenue area could be an opportunity to help this area flourish.

    a. Perhaps encouraging a development, such as the one located at the corner of Palms and Motor to allow for sufficient public parking to support the district can be a parking solution or the development of a city-owned parking facility (in the case of Motor Ave. the facility could also be a surface lot parking for the short to mid-term).

5) The Station Area Plans are an opportunity to better connect the north and south portions of the half-mile station area and improve on the infrastructure challenges mentioned above through public benefits.

Demand Analysis

The Palms Station area is primarily residential in nature and has a large area that is currently zoned as multi-family which lends itself well to additional residential development and neighborhood-serving retail uses.

Residential

There is strong demand for residential units in the Palms Station area. The amount of actual demand captured will be limited primarily by the amount of affordable development and redevelopment sites.

The current residential area is largely built out, but, as mentioned in the Residential section, 70 percent of the stock was built before 1980 and 30 percent of the stock was built before 1970. Many multi-family properties are smaller four to six-unit buildings with tuck under car parking. Existing multi-family properties are likely to be redeveloped as housing prices rise with the development of the transit station.

The Regional Demand Analysis section finds that there are 2,900 new households anticipated in the combined Palms and Culver City Station areas between 2012 and 2035. With the income qualified move-up market demand in the area, there are a total of 4,200 households. The distribution of the new household and move up growth between each station area is estimated based on the Palms Station Area's households vs. the Culver City Station Area's households, 61 percent and 39 percent respectively.

Currently households in the immediate half-mile radius of the Palms Station make up 54 percent of the larger census approximated station area. Assuming that as much as 75 percent of the new household growth and move-up market is focused in the half-mile station area, we anticipate rental and for-sale multi-family residential demand from 1,300 to 1,900 units within a half-mile of the Palms Station between 2012 and 2035.

It should be noted that (1) any planned and proposed projects that are developed will reduce demand by the amount of the proposed units, and (2) as described in the Regional Demand Section, Palms and the Culver City Station demand was evaluated together because households may be equally willing to locate at either and demand between the two areas may shift.

Figure 148: Palms Station Multi-Family Residential Demand

	2012-2015	2015-2020	2020-2025	2025-2030	2030-2035	Total
Demand from New Households (Half-Mile Area)						
Palms Station	134	224	318	318	318	**1,311**
Demand from New Households and Move Up Households (Half-Mile Area)						
Palms Station	214	356	450	450	450	**1,919**

Source: Pro Forma Advisors

Retail

As a residential node, the Palms Station area will support primarily neighborhood-serving uses. Given the density of the residential areas, the station area could support one to two retail centers in the future and existing residents could even support an additional retail center. Support for Palms Station retail is expected from new residents and the recapture of existing resident demand. Limited new employees are anticipated in this area and the addition of employee-supported retail is not included for this station.

The Regional Demand Analysis section estimates new residents' demand for retail within a two-mile corridor of the five station areas and then estimates the share of retail that could be absorbed within all station areas. The Regional Demand Analysis section estimates that the Expo LRT study station areas can absorb between 460,000 and 700,000 square feet of retail demand between 2012 and 2035.

Using the station distributions of existing and expected household growth, the Palms Station is expected to capture approximately 25 percent of the demand within the corridor from new residents, or 115,000 to 170,000 retail square feet.

Figure 149: Palms Station New Resident Retail Support

		2012-2015	2015-2020	2020-2025	2025-2030	2030-2035	Total
Total Retail and Food Services Square Feet Support		122,237	203,728	277,996	277,996	277,996	1,159,955
Capture Within All Station Areas - Low	40%	48,895	81,491	111,199	111,199	111,199	463,982
Low Station Area Capture of New Resident Support Palms	25%	12,124	20,207	27,574	27,574	27,574	115,054
Capture Within All Station Areas - High	60%	73,342	122,237	166,798	166,798	166,798	695,973
High Station Area Capture of New Resident Support Palms	25%	18,336	30,559	41,699	41,699	41,699	173,993

Source: Pro Forma Advisors

The Regional Demand section estimates that almost 220,000 to 450,000 square feet of strip and general retail may be recaptured in the City of Los Angeles portion of the Expo LRT Market Area (the West LA CPAs). Station area recapture of strip and general retail is calculated directly from the regional recapture as a straight share between the station areas in the Regional Demand section. With the highest number of existing households, this recapture of existing retail demand is expected to range from 70,000 to 140,000 square feet for the Palms Station.

The figure below summarizes retail demand from new residents and recapture of a share of existing residents strip and general retial spending. The Palms Station is expected to support demand for 190,000 to 310,000 square feet of retail between 2012 and 2035.

Figure 150: Palms Station Retail Demand Summary

	2012-2025	2025-2035	Total
Existing Demand Recapture	70,000- 140,000 SF		
Demand from New Residents	60,000 - 90,000 SF	60,000 - 80,000 SF	
Total	**130,000 - 230,000 SF**	**60,000 - 80,000 SF**	**190,000 - 310,000 SF**

Source: Pro Forma Advisors

While the demand exists for a substantial share of retail in the Palms Station area, there are two major challenges for the actual development of retail: the freeway and again, the lack of land availability. The I-10 acts as a barrier, particularly for neighborhood serving retail. It is challenging to attract residents from both sides of the I-10 freeway. The station and underpass improvements may help to decrease the impact of the freeway. Secondly, there are limited locations in the station area where a retail center with a desirable critical mass of retail stores may be developed.

Additional small footprint convenience retail may be located throughout the station area, but this is unlikely to meet the scale of existing and future retail demand.

Office

There will be limited development of employment-based office uses within the Palms station area. However, additional neighborhood-serving office can be anticipated within the area. This neighborhood-serving office may be located with retail either on upper floors or within retail centers.

In the Regional Demand Analysis we estimate that the Los Angeles portion of the Expo LRT Market Area (the West LA CPAs) may capture office demand of almost 7 – 10 million square feet between 2012 and 2035. Much of this demand is likely to be captured by the Century City area as well as the Bundy and Sepulveda Station areas.

The Palms Station area currently contains approximately 0.7 percent of the West Los Angeles CPAs office space. Estimating that the Sepulveda Station area continues to capture 0.7 percent of office growth, the Palms Station area is projected to capture between 50,000 and 70,000 square feet of office between 2012 and 2035.

Figure 151: Palms Station Office Demand

Estimated Station Area Capture		2012-2015	2015-2020	2020-2025	2025-2030	2030-2035	Total
West Los Angeles CPAs Market Capture							
Low		368,683	658,857	1,772,118	1,935,255	2,114,772	6,849,684
High		553,024	988,286	2,658,177	2,902,883	3,172,157	10,274,527
Station Area Capture (Low)							
Palms	0.7%	3,000	5,000	12,000	14,000	15,000	49,000
Station Area Capture (High)							
Palms	0.7%	4,000	7,000	19,000	20,000	22,000	72,000

Source: Pro Forma Advisors

Culver City Station Area

Station Overview

The Culver City Station is located at the intersection of the Exposition Boulevard and Venice Boulevard on the edge of Culver City and the City of Los Angeles. Approximately half of the station area is located in the City of Los Angeles and the other half of the station area is located in Culver City. There are a number of growing commercial destinations near the Culver City Station, but the commercial areas within the immediate vicinity of the station are relatively lower performing[37], aging commercial and industrial space that may be ripe for redevelopment.

Several Culver City retail, dining, and employment centers are in close proximity to the station area. Downtown Culver City, located west of the station within the half-mile, is a historic downtown that has become a popular dining and entertainment destination within the last 15 years. To the east, there are major concentrations of creative office space, starting a little over a half mile from the station in Culver City, focused along Hayden Avenue. This cluster of creative space is known as the Hayden Tract (See the Creative Office Section for more information). The Culver City Arts District which includes 40 art galleries primarily along La Cienaga is approximately a half-mile away from the station. The Helms Bakery complex is a historic building that has also recently been redeveloped into a popular destination. The site includes a mix of upscale furniture stores and dining options.

Figure 152: Culver City Station Opportunity Site

Source: ESRI, Bing, City of Los Angeles, Pro Forma Advisors

In the Los Angeles portion of the station half-mile area there is a well-performing neighborhood retail center, anchored by an Albertson's, Ross, CVS, and Office Max, but the Los Angeles portion is otherwise limited in terms of employment or retail destinations.

In addition to these key commercial elements, the station area also includes a number of single-family neighborhoods, north of Venice west of National and south of Venice near the Helms Bakery area. The station area also extends into portions of the multi-family Palms neighborhood.

[37] On a residual land value basis.

As shown in Figure 152, the project team has identified the industrial parcels located north of Venice between Curtis Avenue and Robertson as a potential opportunity area for development. With physical constraints--small parcel size and isolation between the freeway and the major thoroughfare of Venice Boulevard, these parcels are currently very pedestrian un-friendly and may be better utilized. Specific businesses located in the area are evaluated within the next section.

Other opportunity areas include the Albertsons Center and an existing strip center between Culver Boulevard and Robertson Boulevard.

Existing Businesses

There are approximately 8,000 jobs in the half-mile area. The Culver City Station half-mile area proportionately extends into both the City of Los Angeles and Culver City. However, 60 percent of the employment is located in Culver City. For analytic purposes, we isolated the businesses located in the City of Los Angeles.

Within the half-mile area, Retail, followed by Information, and Educational Services are the largest industry employment categories. When looking only at the businesses in the City of Los Angeles, Retail, Manufacturing, and then Educational Services are the largest employment industry categories.

- Retail businesses (in the Los Angeles portion of the half-mile area) employ 500 workers. The largest retail employers include the grocery store Albertsons, nine furniture stores, and Ross.
- An estimated 450 employees work in Manufacturing in the Los Angeles portion of the half-mile area. Major employers include the sign manufacturer AAA Banner, the Culver City Meat Company, and other miscellaneous manufacturers.
- It is also worth noting that approximately 900 employees in the City of Los Angeles portion of the half-mile area are employed by industrial-using businesses, a third of employment.
- The Educational Services industry, which includes public and private schools, employs 900 workers in the Los Angeles portion of the half-mile area. Hamilton High is the major educational employer in the area though the area also includes a number of educational service providers and other schools, such as Everest College.
- As mentioned above, Information is the second largest employment industry category in the half-mile area. Information includes industries such as movie production and distribution, publishing and sound recording studios and telecommunications. In the Los Angeles portion of the study area, Information only employs 150 workers, but it is the largest employment category in the Culver City portion of the study area. The Information industry category employs 770 employees in Culver City. This includes Sony Pictures Studios, Culver City Studios, Metro Networks, and several radio stations.

Figure 153: Culver City Half-Mile Area Business Listings

2-Digit NAICS Code	Los Angeles # of Businesses	Los Angeles Employees	Culver City # of Businesses	Culver City Employees
23-Construction	23	102	26	164
31-33 - Manufacturing	21	448	25	318
42-Wholesale Trade	23	114	18	118
44- 45 Retail Trade	72	507	70	933
48-49 - Transportation and Warehousing	1	3	7	52
51-Information	25	155	22	765
52-Finance and Insurance	13	38	7	34
53-Real Estate, Rental, and Leasing	27	119	21	85
54-Profesionally, Scientific, and Technical	70	179	64	510
56-Admin. Support & Waste Mngmt and Rem. Srvcs	25	89	17	66
61-Educational Services	16	438	12	470
62-Health Care and Social Assistance	17	136	13	231
71-Arts, Recreation and Entertainment	8	60	12	61
72-Accomodations and Food Service	19	201	66	589
81-Other Services (except Public Administration)	89	305	100	588
92-Public Administration	1	4	7	48
Grand Total	**450**	**2,898**	**487**	**5,032**

Source: InfoUSA and Pro Forma Advisors

Culver City – Sub Area A – Robertson Ramp Area

There are almost 100 businesses and 820 jobs located in this sub area. The majority of which, 580, are employed by industrial-using businesses. Similar to the larger City of Los Angeles portion of the study area, the largest employment industries are Manufacturing, Retail, and Other Services. As described above the two major employers in the area are AAA Banner and the Culver City Meat Company. These two companies employ more than 40 percent of the workers in the area. Retail trade is the next largest employer, but this includes companies such as Laser Care Technologies, a printer servicer and supplier, and Multimedia Systems, a digital sign company. The Other Services industry category is made up primarily of auto service and repair businesses.

Figure 154: Culver City Business Lisitng Sub Area

Source: Info USA, ESRI, Pro Forma Advisors

Figure 155: Culver City Sub Area Business Listings

	Area A (Robertson Ramp Area)	
2 - Digit NAICS Category	# of Businesses	Employees
23-Construction	6	33
31-33 Manufacturing	13	415
42-Wholesale Trade	13	46
44- 45 Retail Trade	16	108
48-49 - Transportation and Warehousing	0	0
51-Information	6	44
52-Finance and Insurance	1	2
53-Real Estate, Rental, and Leasing	4	32
54-Profesionally, Scientific, and Technical	6	14
56-Admin. Support & Waste Mngmt and Rem. Srvcs	4	6
61-Educational Services	2	2
62-Health Care and Social Assistance	1	7
71-Arts, Recreation and Entertainment	3	12
72-Accomodations and Food Service	5	27
81-Other Services (except Public Administration)	19	73
Grand Total	**99**	**821**

Source: InfoUSA and Pro Forma Advisors

Planned and Proposed

There are a number of proposed projects in the immediate vicinity of the station. These projects will help to jumpstart private investment in the area, but all of the currently proposed projects are located in Culver City. In the Los Angeles portion of the Station area there is little vacant land currently available.

Lowe Enterprises Culver City Station Development

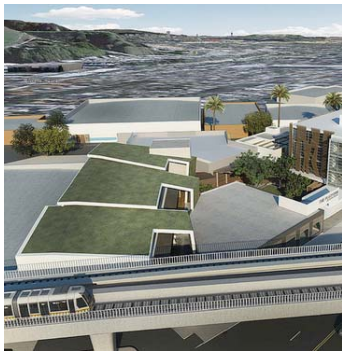
Lowe Enterprises paid $23.8 million for the parcel adjacent to the station. The project includes a mix of housing, office, retail and restaurant uses surrounding a large central open space amenity. The project will include 500,000 square feet and 1,500 parking spaces on 5.2 acres and will be designed to connect seamlessly with the new station.

Legado Crossing / Developer: The Legado Companies

Located at the southeast corner of Washington Boulevard and National Boulevard, Legado Crossing will include 4 floors of residential (115 units) above 31,000 square feet of ground floor retail. Retail may include a small grocer, drugstore, and restaurants and the complete project will include 2 levels of subterranean parking.

The Platform/Developer: Runyon Capital

The Platform is a retail project located immediately south of the station on the former auto dealership property. The project is planned as a hip, urban retail similar to Space 1520 in Hollywood or the Lab in Costa Mesa and will include 40,000 square feet of retail across 5 buildings.



Source: Curbed LA

Challenges & Opportunities

Challenges

1) Access to the Los Angeles portion of the half-mile area is hampered; crossing Venice Boulevard at the corner of Exposition/Robertson Boulevard and crossing Robertson along Venice Boulevard is challenging for pedestrians. Difficult access hampers the economic opportunities for areas north of Venice.

2) Opportunity Area A, specifically, is isolated from its surrounding communities by the I-10 Robertson on ramps and off ramps. Currently, the area is choked by these on ramps, which does not make it attractive to more intense business uses that need to attract employees or patrons.

3) One of the key challenges of the redevelopment of the Opportunity Area A is the lack of parking within the area. As described by Laura Weiss, a creative office developer, the existing buildings go all the way to the current lot lines and currently there is limited parking in the area. A parking structure, even if supported by the businesses in the area, would be the essential element in the redevelopment of the area.

4) In addition to the street and on/off ramp issues, the overall environment of the area north of Venice Avenue is challenging. Small sidewalks and lack of streetscape, as well as the shadow of the freeway, make the environment unpleasant. A larger scale redevelopment could help in reconfiguring the area and "hiding" the freeway, but land uses north of Venice are less likely to include residential due to the proximity of the freeway.

5) It should be noted that the Opportunity Area B, which includes the Albertsons Shopping Center and the public storage facility across the street, would be a good location for mixed-use residential development but the high performance of current land uses will inhibit redevelopment in the short to mid-term. A mixed-use development may occur in the long term.

Opportunities

1) Extending Existing Destinations. The Culver City Station is located within walking distance to a number of dining and shopping destinations and also benefits from a diverse mix of stores along Venice Boulevard. There is the opportunity to extend and draw the energy in Culver City up to the Venice Boulevard area.

    a. Currently there are several planned and proposed projects in the Culver City portion of the station, with improvements north of Venice Boulevard and potential reconfiguration of the Robertson freeway on/off ramps, there will be potential to create employment and restaurant retail destinations in the City of Los Angeles portion of the station as well.

    b. In addition, the area is also located approximately a half mile from significant creative industry businesses, such as Sony Studios and Culver Studios, and the Hayden Tract. The area amenities and proximity to major creative industry employers would make the station area an attractive location for creative office.

2) Reconfiguring the On/Off Ramps. Reconfiguring the I-10 on ramps and off ramps at Roberston Boulevard is a key element of redeveloping Opportunity Site A with the highest performing uses. With a reconfiguration of the I-10 Robertson Boulevard on/off ramps, there is greater opportunity for a developer to aggregate parcels in a manner to be able to create sufficient onsite parking for a larger and more comprehensive development. Proposed redevelopment may be a mid-rise office with a mix of retail. With improved access and parking, possible alternative development opportunities include a restaurant row or larger scale retail.

    a. DCP should consider allowing greater density on larger parcels, which may encourage property owners to consolidate their properties across time.

3) Development with Existing On/Off Ramps. Without the reconfiguration of the I-10 Robertson on and off ramps, the Opportunity Area A is not likely to see more intensive redevelopment in the near future. It is possible that within the next 10 to 20 years, as more ideal creative office spaces in Culver City and West Los Angeles are filled up, that there will be redevelopment of the area on a small scale, but the intensity of redevelopment will depend on whether public parking is made available within the area or until public transit use grows four-fold within the Los Angeles region.

- Residential Uses. There is strong demand for residential uses throughout the area, but residential uses are constrained by the presence of the I-10 freeway at Opportunity Site A. With the development of the planned Culver City developments and an improved Robertson and Venice Boulevard intersection, there may be interest for a mixed-use retail/office and residential development at Opportunity Site C.

Demand Analysis

Office

The Regional Demand Analysis estimated that the West LA CPAs may capture between 7 and 10 million square feet of office space. The Culver City station currently makes up approximately 3 percent of the office located in the West LA CPAs, but with the currently proposed developments in the Culver City portion of the station area and the growing creative office market in the Hayden Tract area, the identified opportunity areas have the potential to capture a greater share of office uses.

If there are no changes made to the existing Robertson on/off ramps, office development will likely be limited to local serving-office within larger retail developments or the redevelopment of a few industrial buildings in the opportunity area. However, if major changes are made to the Roberson on/off ramps and the property owners are able to consolidate parcels, there is the potential for the redevelopment of current industrial buildings to large-scale employment-based office buildings in Opportunity Area A.

Figure 156: Culver City Station Area Office Demand

Estimated Station Area Capture		2012-2015	2015-2020	2020-2025	2025-2030	2030-2035	Total
West Los Angeles CPAs Market Capture							
Low		368,683	658,857	1,772,118	1,935,255	2,114,772	6,849,684
High		553,024	988,286	2,658,177	2,902,883	3,172,157	10,274,527
Station Area Capture (Low)							
Culver City	4.0%	15,000	26,000	71,000	77,000	85,000	274,000
Station Area Capture (High)							
Culver City	6.0%	33,000	59,000	159,000	174,000	190,000	615,000

Source: Pro Forma Advisors

Industrial

As described in the Existing Businesses section, Opportunity Area A, located north of Venice between Curtis Avenue and Robertson Boulevard, includes primarily industrial buildings. These buildings are occupied and have a fairly high lease rate, relative to other industrial space in the Expo LRT area. Without intervention, this area will continue to function as a location for businesses looking for affordable space. The station area currently contains 12 percent of the West LA CPAs area industrial. Given that there is limited vacant space for development and that existing industrial is not likely to be replaced with new industrial, the station area is anticipated to capture between 10 percent of projected industrial demand on the low end and 12 percent on the high end.

Figure 157: Culver City Station Area Industrial Demand

Station Area Industrial Capture		2012-2015	2015-2020	2020-2025	2025-2030	2030-2035	Total
City of Los Angeles West LA CPA Demand							
Low	30%	89,958	167,507	190,125	213,657	238,297	899,544
High	50%	149,931	279,178	316,874	356,095	397,162	1,499,240
Station Area Capture (Low)							
Culver City	10.0%	9,000	17,000	19,000	21,000	24,000	90,000
Station Area Capture (High)							
Culver City	12.0%	18,000	34,000	38,000	43,000	48,000	181,000

Source: Pro Forma Advisors

Retail

There is fairly strong demand for additional retail in the Culver City Station area. As described in the Regional Demand Analysis section, retail support is expected to come from three factors (1) demand from new residents (2) recapture of existing demand in subpar strip and general retailers, and (3) employee spending.

The Regional Demand Analysis section estimates new residents' demand for retail within a two-mile corridor of the five station areas and then estimates the share of retail that could be absorbed within all station areas. The Regional Demand Analysis section estimates that the station areas can absorb between 460,000 and 700,000 square feet of retail demand between 2012 and 2035.

Using the station distributions of existing and expected household growth, the Culver City Station is expected to capture approximately 25 percent of the demand within the corridor from new residents, or 120,000 to 170,000 retail square feet.

Figure 158: Culver City Station Area New Resident Retail Support

		2012-2015	2015-2020	2020-2025	2025-2030	2030-2035	Total
Total Retail and Food Services Square Feet Support		122,237	203,728	277,996	277,996	277,996	1,159,955
Capture Within All Station Areas - Low	40%	48,895	81,491	111,199	111,199	111,199	463,982
Low Station Area Capture of New Resident Support Culver City	25%	12,224	20,373	27,800	27,800	27,800	115,995
Capture Within All Station Areas - High	60%	73,342	122,237	166,798	166,798	166,798	695,973
High Station Area Capture of New Resident Support Culver City	25%	18,336	30,559	41,699	41,699	41,699	173,993

Source: Pro Forma Advisors

The Regional Demand section estimates that almost 220,000 to 450,000 square feet of strip and general retail may be recaptured in the City of Los Angeles portion of the Expo LRT Market Area (the West LA CPAs). Station area recapture of strip and general retail is calculated directly from the regional recapture as a straight share between the station areas in

the Regional Demand section. This recapture of existing retail demand is expected to range from 45,000 to 90,000 square feet for the Culver City Station.

Translating the low and high office square feet estimates in the Office Demand Analysis into employees, Culver City Station average new office employees are estimated at 1,200. Applying the average retail SF supported per employee figure estimated in the Regional Demand section, the Culver City Station half-mile area employees are expected to support approximately 18,000 square feet of new retail.

Figure 159: Culver City Station Area Employee Retail Support

		2012-2015	2015-2020	2020-2025	2025-2030	2030-2035	Total
Range Avg. Station Area Office Employees							
Culver City		64	113	307	335	367	**1,185**
	Retail SF per Worker						
Retail SF Support from Office Employees							
Culver City	14.83	949	1,681	4,548	4,963	5,437	**17,577**

Source: Pro Forma Advisors

With all three retail support metrics, the Culver City Station is expected to support demand for 180,000 to 280,000 square feet of retail between 2012 and 2035.

Figure 160: Culver City Station Area Retail Demand Summary

	2012-2025	2025-2035	Total
Existing Demand Recapture	45,000 - 90,0000 SF		
Demand from New Residents	60,000 - 90,000 SF	60,000 - 80,000 SF	
Avg. Demand from New Employees	7,000 SF	10,000 SF	
Total	**110,000 - 190,000 SF**	**70,000 - 90,000 SF**	**180,000 SF - 280,000 SF**

Source: Pro Forma Advisors

Residential

With the new station and proximity to Downtown Culver City there will be strong demand for residential at the Culver City Station Area.

The Regional Demand Analysis section finds that there are 2,900 new households anticipated in the combined Palms and Culver City Station areas between 2012 and 2035. With the income qualified move-up market demand, there is a total of 4,200 households. Also in the Regional Demand Analysis, the distribution of the new household and move up growth between each station area is estimated based on the Palms Station Area's households vs. the Culver City Station Area's households, 61 percent and 39 percent respectively.

Currently households in the immediate half-mile radius of the Culver City Station make up 41 percent of the larger census approximated station area. Assuming that as much as 70 percent of the new household growth and move-up market is

focused in the half-mile station area, we anticipate, rental and for-sale multi-family residential demand is projected to range from 800 to 1,200 within a half-mile of the Culver City Station between 2012 and 2035.

It should be noted that (1) any planned and proposed projects that are planned, such as Legado Crossing, will reduce demand by the amount of the proposed units, and (2) as described in the Regional Demand Section, Palms and the Culver City Station demand was evaluated together because households may be equally willing to locate at either and demand between the two areas may shift.

Figure 161: Culver City Station Multi-Family Residential Demand

	2012-2015	2015-2020	2020-2025	2025-2030	2030-2035	Total
Demand from New Households (Half-Mile Area)						
Culver City Station	81	135	192	192	192	**792**
Demand from New Households and Move Up Households (Half-Mile Area)						
Culver City Station	129	215	271	271	271	**1,158**

Source: Pro Forma Advisors

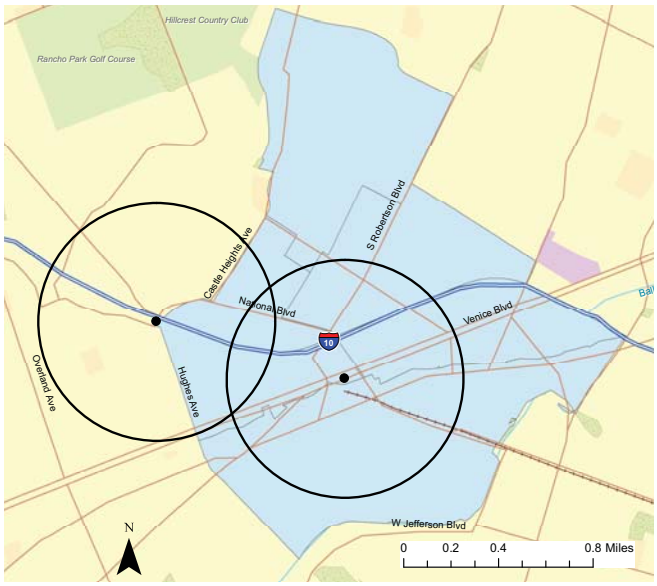
Hotel

The Culver City Station area may be able to capture a reasonable share of the 580-room hotel demand in the City of Los Angeles portion of the Expo LRT Market Area. However, we have not evaluated the hotel use for this station because a hotel is not likely to locate within the Los Angeles portion of this station area.

Appendix

Census Tract Approximation Maps

Appendix Figure 1: Culver City Station Census Tracts



Source: ESRI, City of Los Angeles, Pro Forma Advisors

Appendix Figure 2: Palms Census Tract Approximation Map

Source: ESRI, City of Los Angeles, Pro Forma Advisors

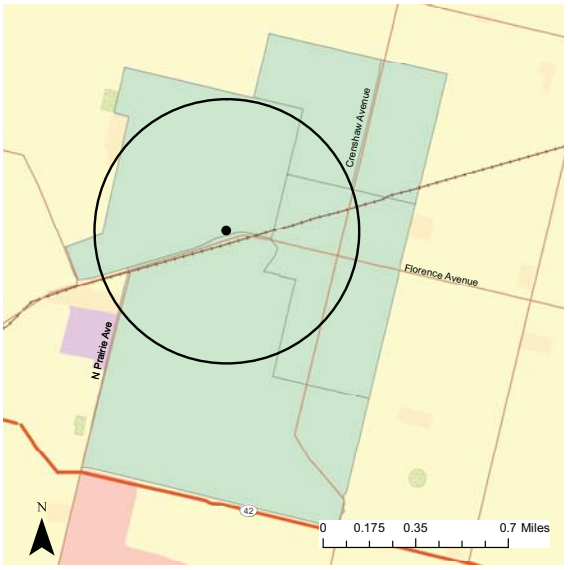
Appendix Figure 3: Sepulveda Census Tract Approximation

Source: ESRI, City of Los Angeles, Pro Forma Advisors

Appendix Figure 4: Bundy Station Census Tract Approximation

Source: ESRI, City of Los Angeles, Pro Forma Advisors

Appendix Figure 5: West Station Census Tract Approximations



Source: ESRI, City of Los Angeles, Pro Forma Advisors

Half-Mile Radius Data

Appendix Figure 6: 1/2 Mile Station Area Historic Population and Households

	Expo LRT				Crenshaw LRT
	Culver City	National/ Palms	Expo/ Sepulveda	Expo/ Bundy	West
Population					
2000	9,512	16,664	5,431	4,436	8,892
2010	9,797	17,458	5,644	4,576	9,431
Population Growth					
CAGR - 2000 - 2010	0.30%	0.47%	0.39%	0.31%	0.59%
Households					
2000	4,087	8,308	2,456	1,923	2,721
2010	4,131	8,531	2,509	1,954	2,853
Household Growth					
CAGR - 2000 - 2010	0.11%	0.27%	0.21%	0.16%	0.47%
Persons per Household					
2010	2.4	2.0	2.2	2.3	3.3

Source: US Census, ESRI, Pro Forma Advisors

Appendix Figure 7: 1/2 Mile Station Area Population and Household Projections

	Expo LRT				Crenshaw LRT
	Culver City	National/ Palms	Expo/ Sepulveda	Expo/ Bundy	West
Population Projections					
*2010	10,337	16,382	4,685	5,422	8,348
2020	10,670	16,873	4,833	5,642	8,604
2035	11,495	18,641	5,362	6,065	8,975
Population Growth					
CAGR - 2010 - 2020	0.32%	0.30%	0.31%	0.40%	0.30%
CAGR - 2020 - 2035	0.50%	0.67%	0.69%	0.48%	0.28%
Households					
*2010	4,444	7,793	2,006	2,392	2,251
2020	4,721	8,402	2,170	2,576	2,390
2035	5,193	9,584	2,474	2,853	2,542
Household Growth					
CAGR - 2000 - 2010	0.61%	0.76%	0.79%	0.74%	0.60%
CAGR - 2020 - 2035	0.64%	0.88%	0.88%	0.68%	0.41%

Source: SCAG, Pro Forma Advisors

Demand Analysis

Projected Employment Growth Rates

The figure below presents the CA EDD forecasts, historical growth rates, and rates were averaged to better account for local and regional trends or were adjusted where local performance was likely to differ from regional performance based on the Expo LRT Area's key assets or challenges.

Appendix Figure 8: Expo LRT Market Area Projected Growth Rates

	Expo LRT Historical Annual Growth Rates ('02 - '08)	CA EDD '10 - '20 Forecast	Employment Growth - Expo LRT Model -	Notes
Agriculture, Forestry, Fishing and Hunting	0.78%	-0.66%	**0.06%**	Average
Mining, Quarrying, and Oil and Gas Extraction	6.03%	0.94%	**0.94%**	County Forecast
Utilities	2.39%	1.25%	**1.25%**	County Forecast
Construction	-2.03%	2.18%	**1.00%**	Adjusted County
Manufacturing	-3.85%	-0.29%	**-2.07%**	Average
Wholesale Trade	0.83%	2.09%	**1.00%**	Adjusted
Retail Trade	-0.48%	1.80%	**1.00%**	Adjusted
Transportation and Warehousing	-4.78%	1.61%	**-1.60%**	Average
Information	2.28%	1.01%	**2.00%**	Adjusted
Finance and Insurance	-0.85%	1.01%	**1.00%**	Adjusted
Real Estate and Rental and Leasing	0.62%	0.97%	**0.97%**	County Forecast
Professional, Scientific, and Technical Services	0.09%	1.97%	**1.00%**	Adjusted
Management of Companies and Enterprises	-4.87%	0.73%	**0.73%**	County Forecast
Administration & Support, Waste Management and Remediation	0.23%	2.22%	**2.22%**	County Forecast
Educational Services	4.62%	2.82%	**2.82%**	County Forecast
Health Care and Social Assistance	1.08%	2.25%	**2.25%**	County Forecast
Arts, Entertainment, and Recreation	1.27%	1.98%	**1.60%**	Average
Accommodation and Food Services	1.68%	2.29%	**2.00%**	Average
Other Services (excluding Public Administration)	-1.63%	0.98%	**-0.30%**	Average
Public Administration	18.03%	0.45%	**0.45%**	County Forecast

Source: US Census LEHD On the Map, California Employment Development Department, and Pro Forma Advisors

Appendix Figure 9: Total Projected Employment Growth

Jobs by NAICS Industry Sector	2012	2015	2020	2025	2030	2035
Agriculture, Forestry, Fishing and Hunting	99	99	100	100	100	100
Mining, Quarrying, and Oil and Gas Extraction	1,065	1,095	1,147	1,202	1,259	1,319
Utilities	416	432	460	489	520	554
Construction	4,354	4,486	4,715	4,955	5,208	5,473
Manufacturing	4,547	4,270	3,846	3,464	3,120	2,811
Wholesale Trade	8,020	8,263	8,685	9,128	9,593	10,082
Retail Trade	27,353	28,182	29,619	31,130	32,718	34,387
Transportation and Warehousing	2,086	1,987	1,833	1,691	1,560	1,439
Information	37,230	39,508	43,620	48,161	53,173	58,707
Finance and Insurance	12,799	13,187	13,860	14,567	15,310	16,091
Real Estate and Rental and Leasing	8,360	8,606	9,034	9,482	9,954	10,448
Professional, Scientific, and Technical Services	37,564	38,702	40,677	42,752	44,932	47,224
Management of Companies and Enterprises	2,654	2,713	2,813	2,917	3,024	3,136
Administration & Support, Waste Management and Remediation	14,985	16,005	17,860	19,931	22,241	24,820
Educational Services	39,124	42,526	48,867	56,153	64,525	74,146
Health Care and Social Assistance	27,776	29,693	33,188	37,093	41,458	46,337
Arts, Entertainment, and Recreation	5,728	6,007	6,504	7,041	7,622	8,252
Accommodation and Food Services	22,904	24,306	26,836	29,629	32,713	36,118
Other Services (excluding Public Administration)	14,143	14,016	13,807	13,601	13,398	13,198
Public Administration	4,383	4,443	4,544	4,648	4,753	4,862
Total Employment	**275,589**	**288,527**	**312,012**	**338,132**	**367,184**	**399,505**

Source: Pro Forma Advisors, CA EDD, US Census LEHD On the Map

Residential Demand

Income Qualification

The following chart evaluates the affordability of rental units and home purchases based on the assumption that households pay approximately 25 percent of their income for housing and, in the case, of a home purchase that households make a 20 percent downpayment.

Households that can broadly afford new market-rate rental units or homes are highlighted.

Appendix Figure 10: Residential Income Qualification

Household Income	Est. Affordable Monthly Rents	Est. Affordable Home	Culver City Station	Palms Station	Sepulveda Station	Bundy Station	West Station
<$15,000	< $300	< $68,000	12%	11%	9%	10%	22%
$15,000 - $24,999	$300 - $500	$68000 - $114000	12%	8%	7%	11%	17%
$25,000 - $34,999	$500 - $700	$114000 - $159000	12%	12%	8%	8%	14%
$35,000 - $49,999	$700 - $1000	$159000 - $227000	15%	18%	14%	17%	16%
$50,000 - $74,999	$1000 - $1600	$227000 - $341000	24%	26%	21%	19%	15%
$75,000 - $99,999	$1600 - $2100	$341000 - $454000	13%	12%	16%	15%	7%
$100,000 - $149,999	$2100 - $3100	$454000 - $682000	9%	9%	14%	13%	5%
$150,000 - $199,999	$3100 - $4200	$682000 - $909000	3%	3%	5%	4%	1%
$200,000+	$4200 +	$909,000 +	*2%*	*3%*	*7%*	*4%*	*2%*

Source: Pro Forma Advisors, ESRI

MARKET STUDY CONSULTANT TEAM CREDENTIALS

JUDITH TAYLOR
PARTNER, PRINCIPAL
Judith Taylor will be the project manager for the PFA team. As Project Manager, Ms. Taylor will be the main point of contact for the client group. With a depth of knowledge of the Los Angeles market, Ms. Taylor will lead the market analysis of each of the station areas. Ms. Taylor has prepared a number of transit-oriented and industrial focused economic analysis, including the preliminary economic analysis of the Crenshaw/LAX Transit Corridor station area planning, fiscal analysis of proposed developments at the Berga mot Expo line station and the market analysis of the Fashion District in Downtown Los Angeles that centered around growth of the fashion industry and its impacts on industrial space in the district. With 10 years of experience in the fields of land use consulting, redevelopment, and community development, Judith Taylor has broad experience providing land use economic analyses to inform community plans, specific plans, revitalization and land use strategies, and the entitlement process.

Formerly a Senior Associate with Economics Research Associates (ERA) and the Economics practice at AECOM, Ms. Taylor's specialties include fiscal impact analysis, economic impact analysis, real estate market analysis, and economic strategy and funding strategy development. Ms. Taylor has a breadth of experience providing customized analysis for her clients and has worked with public agencies such as the City of San Diego, the City of Los Angeles Redevelopment Agency (CRA/LA), and the City of Corona, and private developers, such as Sudberry Properties, Pardee Homes and Hines. Judith is also an industry expert in economic impact analysis and led the economic impact analysis for several high profile sports and entertainment events, projects, and firms, such as the proposed City of Industry Stadium, Cirque du Soleil KOOZA, and Disney.

Ms. Taylor holds a Bachelor of Arts in Economics from Stanford University and a Master of Public Policy and Urban Planning from Harvard University.

WILLIAM W. LEE
PRINCIPAL
As Principal-in-Charge for the PFA team, William "Bill" Lee will advise the methodology for the market analysis and will develop the financial analysis models and the determination of public benefits of the station areas. Mr. Lee has led the economic analysis of a number of transit-oriented developments across the nation, including TOD analysis in under-utilized industrial areas. His projects include joint development assistance for the Pleasant Hill BART Station and San Jose BART station areas, rail station area development strategies for the cities of San Mateo, Burlingame, and San Carlos, and preliminary economic analysis for the Crenshaw/LAX Transit Corridor and the Los Angeles Regional connector.

William "Bill" Lee has been in land planning economics and economic development consulting since the 1970s and served as the Managing Principal of ERA' San Francisco Office. He was with AECOM Economics from 2007 until 2012 because of the acquisition of Economics Research Associates A by AECOM. During his 30 years of practice, Mr. Lee has specialized in services to local government agencies, transit authorities, land planning/urban design firms, property owners, real estate developers and financial institutions.

Mr. Lee holds a Bachelor of Science in Economics with a minor in mathematics from Stanford University and Master of Business Administration from Columbia University.

GENE P. KREKORIAN
PRINCIPAL
Mr. Krekorian, Partner, will provide support as needed to the PFA team. He has over 30 years in market and pro forma analysis throughout Southern California including the historic redevelopment of several previous army bases, financial analysis for the El Monte Transit station and the initial industrial surveys for the Irvine Company. Mr. Krekorian has conducted a broad range of valuation, appraisal, and analysis assignments relative to recreation, commercial recreation, and large-scale landholdings during his 35-year consulting career. Formerly a Senior Vice President at Economics Research Associates and now a principal with PFA, Gene has specialized in analyzing acquisition/disposition analysis, development feasibility, economic master planning, and valuation.

Mr. Krekorian has also conducted a large number of consulting assignments relating to the development feasibility of single-use and mixed-use residential, commercial, industrial and recreational land uses. His experience in market research and financial analysis relates to the development of planned residential communities, office parks, regional and neighborhood shopping centers, hotels, recreation land projects, and golf resorts.

For many of the most successful large-scale, multiuse developments in Southern California, Mr. Krekorian had a major role in analyzing development potentials, evaluating alternative business strategies, or providing master plan input. Over the years he has been involved with The Irvine Ranch, Rancho Bernardo, Rancho Penasquitos, Laguna Niguel, Rancho California, Coto de Caza, Playa Vista, Santa Fe Valley, La Costa, Aptos Seascape, and Rancho Murrieta, among others.

Mr. Krekorian holds a Bachelor of Art in Mathematics and Economics from Pomona College and a Master of Science in Business Economics from the University of California, Los Angeles. Mr. Krekorian is a Certified General Real Estate Appraiser as licensed by the State of California.

AUSTIN ANDERSON
SENIOR CONSULTANT
Austin Anderson will provide support as needed to the PFA team. Austin Anderson has over 25 years in market and pro forma analysis throughout Southern California including the historic redevelopment of several previous army bases, financial analysis for the El Monte Transit station and the initial industrial surveys for the Irvine Company. Mr. Anderson has a consulting background across a broad range of assignments in land use economics, development, and related disciplines.

Formerly Vice Chairman and President of ERA between 1988 and 2000, Mr. Anderson has conducted market analyses, marketing plans, valuations, industrial development studies, site location studies, and business strategy formulation studies for all major commercial, residential, industrial, recreational, and public land uses, for both private and public sector clients.

Mr. Anderson's public sector experience includes local and regional economic impact studies; new county government formation strategies for Peninsula, Canyon, and Fresno Counties; and numerous general plan economics and transportation economics assignments. He prepared a detailed market and financial plan for the reuse of Lowry Air Force Base in Denver, and was a long-term consultant to major redevelopment projects in Pasadena, Los Angeles, and other cities. Mr. Anderson holds a Bachelor of Science in Industrial Engineering and a Master of Business Administration from Stanford University.

APPENDIX M

Draft Exposition Corridor Transit Neighborhood Plan

DRAFT

EXPOSITION CORRIDOR TRANSIT NEIGHBORHOOD PLAN

Los Angeles Department of City Planning
March 2017

TABLE OF CONTENTS

1. ADMINISTRATION

1.1. Administration 1-3
1.1.1. Establishment of the Plan
1.1.2. Purposes
1.1.3. Relationship to Other Zoning Regulations
1.1.4. Uses and Buildings Made Non-Conforming by this Plan
1.1.5. Interpretation
1.1.6. Severability

1.2. Applicability of the Plan 1-6
1.2.1. Definition of a Project
1.2.2. Exemptions
1.2.3. Plan Subareas

2. ZONING AND DEVELOPMENT STANDARDS

2.1. Land Use and Zoning 2-3
2.1.1. Land Use Designations
2.1.2. Zoning Designations

2.2. Allowable Uses 2-10
2.2.1. Use Limitations

2.3. Floor Area Ratio 2-13
2.3.1. Maximum Floor Area
2.3.2. Minimum Non-Residential Use

2.4. Height 2-19
2.4.1. Maximum Building Height
2.4.2. Transitional Height

2.5. Open Space 2-23
2.5.1. Area Requirements
2.5.2. Publicly Accessible Open Space

2.6. Parking 2-24
2.6.1. General Requirements
2.6.2. Exemptions
2.6.3. Reductions
2.6.4. Transit Benefits

3. PUBLIC BENEFITS

3.1. Public Benefits Requirements 3-3
3.1.1. Purpose
3.1.2. Applicability

3.2. Affordable Housing 3-4
3.2.1. Relationship to Citywide Density Bonus
3.2.2. Affordable Housing Requirements for Bonus FAR Projects
3.2.3. Design Standards for Affordable Units Within Mixed-Income Projects
3.2.4. Parking for Affordable Housing

3.3. Community Amenities 3-6
3.3.1. Procedure
3.3.2. Updates
3.3.3. Compliance Review
3.3.4. Streetscape Improvements
3.3.5. Publicly Accessible Open Space
3.3.6. Mobility Amenities
3.3.7. Community Facilities

TABLE OF CONTENTS, continued

3.4. Vehicle Trip Reduction 3-11
3.4.1. Purpose
3.4.2. Applicability
3.4.3. Vehicle Trip Reduction
3.4.4. Application Submittal
3.4.5. Reporting Procedure
3.4.6. Non-Compliance Assessment Fee
3.4.7. Transportation Demand Management (TDM) Strategies

4. URBAN DESIGN STANDARDS

4.1. Applicability 4-3
4.1.1. Urban Design Standards
4.1.2. Urban Design Guidelines

4.2. Mixed Use, Commercial, and Industrial Design Standards 4-6
4.2.1. Building Form
4.2.2. Building Orientation
4.2.3. Architectural Treatment
4.2.4. Open Space Design
4.2.5. Vehicle Access and Parking
4.2.6. Signs

4.3. Multi-Family Residential Design Standards 4-19
4.3.1. Building Form
4.3.2. Building Orientation
4.3.3. Architectural Treatment
4.3.4. Open Space Design
4.3.5. Vehicle Access and Parking Area Design

5. STREETS

5.1. Street Standards 5-3
5.1.1. General Requirements

5.2. Streetscape Improvements 5-3
5.2.1. General Requirements
5.2.2. Streetscape Plan Segments

6. PROCESS

6.1. Development Review Procedures 6-3
6.1.1. General Requirements
6.1.2. Application Process
6.1.3. Administrative Clearance
6.1.4. Director's Determination for Alternative Compliance
6.1.5. Specific Plan Adjustments
6.1.6. Other Specific Plan Procedures

6.2. Environmental Review Procedures 6-8
6.2.1. Transportation
6.2.2. Aesthetics
6.2.3. Cultural Resources
6.2.4. Hazards and Hazardous Materials
6.2.5. Water Supply

7. DEFINTIONS 7-3

TABLE OF CONTENTS, continued

MAPS

A. Plan Boundary (2 parts) 1-8
B. Plan Subareas (2 parts) 1-12
C. General Plan Land Use (2 parts) 2-4
D. Zoning (2 parts) 2-8
E. Alternative Compliance Eligibility (2 parts) 2-16
F. Maximum Building Heights (2 parts) 2-20
G. Retail and Active Streets (2 parts) 4-4
H. Streetscape Plan Segments 5-5
I. Station Segment Boundaries (2 parts) 6-10

TABLES

A. Applicability of Specific Plan Regulations 1-10
B. Allowable Uses and Limitations 2-11
C. Maximum Floor Area Ratios 2-13
D. Minimum Non-Residential Use 2-14
E. Maximum Building Heights. 2-19
F. Public Benefits Applicability 3-3
G. Base Residential Densities 3-4
H. Community Amenities Points Schedule 3-6
I. Front Yard Setbacks 4-6
J. Minimum Streetwall Heights 4-9
K. Mixed Use, Commercial, and Industrial Driveway Limitations 4-14
L. Multi-Family Residential Driveway Limitations 4-23
M. Trips by Station Segment 6-8

FIGURES

A. Non-Residential/Residential Use Mix 2-14
B. Transitional Height 2-22
C. Sample Public Benefits Points Calculation 3-7
D. Setbacks on Active or Retail Streets 4-7
E. Front Yard Setback Exceptions 4-7
F. Minimum Streetwall 4-8

APPENDICES

A. Public Benefits Menu
B. Street Standards
C. Exposition Corridor Urban Design Guidelines
D. Exposition Corridor Streetscape Plan
E. Environmental Standards
F. Mitigation Monitoring Plan

SECTION 1

ADMINISTRATION

1.1. ADMINISTRATION

1.1.1. Establishment of the Plan

The Exposition Corridor Transit Neighborhood Plan ("Specific Plan") is established for all properties located entirely or partially within the boundaries indicated on the Plan Boundary Map (see **Map A**).

1.1.2. Purposes

A. This Specific Plan intends to:

1. Direct growth and accommodate new residential, mixed-use, commercial, and industrial development near transit stations.

2. Retain existing industrial land around transit stations for job-generating uses to accommodate future demand for jobs.

3. Expand and strengthen the economic base of the City and generate tax revenue to fund key City services.

4. Accommodate emerging industrial sectors and encourage the clustering of creative, clean industry uses, including high tech jobs, within the transit corridor.

5. Allow limited residential development in select industrial areas to promote a mix of uses and increase housing capacity in close proximity to transit stations.

6. Implement the West Adams-Baldwin Hills-Leimert, Palms-Mar Vista-Del Rey, and West Los Angeles Community Plans.

7. Create opportunities for the development of new housing that meets the diverse needs and income levels of City residents.

8. Implement the policies of the General Plan Framework, which include conserving stable single family neighborhoods and directing growth toward transit corridors.

9. Reduce greenhouse gas emissions by reducing automobile dependence and encouraging alternative modes of transportation.

10. Promote transit ridership on the Exposition Light Rail and other transit systems.

11. Improve the configuration and condition of public rights of way to better promote pedestrian, bicycle, and vehicular circulation.

12. Encourage walking and bicycling as a means to safely and conveniently circulate within and between neighborhoods and to access transit.

13. Ensure new development is pedestrian-oriented, acknowledges the transit stations and remains compatible with surrounding neighborhoods through building design and site planning.

14. Provide a network of active street frontages, Publicly Accessible Open Spaces, and other community facilities for socializing, place-making and community-building.

1.1.3. Relationship to Other Zoning Regulations

A. The regulations of this Specific Plan are in addition to those set forth in the Planning and Zoning code provisions of Chapter 1 of the Los Angeles Municipal Code (LAMC), as amended, and any other relevant ordinances, and do not convey any rights not otherwise granted under the provisions and procedures contained in the LAMC or other ordinances, except as specifically provided for here.

The ECTNP serves to establish the zoning for the properties located within its boundaries. It is intended, therefore, to serve as a zoning designation for purposes of Public Resources Code, section 21083.3.

B. **Conflicting Regulations.** Wherever this Specific Plan contains regulations (including, but not limited to, standards such as heights, uses, parking, open space, and landscape requirements), that are different from, more restrictive, or more permissive than would be allowed or required pursuant to the provisions contained in the LAMC, or any other relevant ordinances, this Specific Plan shall prevail and supersede the applicable provisions of the LAMC and those relevant ordinances.

C. **Westwood/Pico Neighborhood Oriented District.** The regulations found in the Westwood/Pico Neighborhood Oriented District (NOD), Ordinance No. 171,859, including use prohibitions and signage regulations, apply to properties that are located within both the boundaries of the NOD and this Specific Plan.

D. **Specific Plan Procedures.** The application requirements and procedures of LAMC Section 11.5.7 shall apply to all Project applications in this Specific Plan area unless otherwise stated in the procedures described below.

E. **Site Plan Review Approvals.** Approvals pursuant to LAMC Section 16.05 are not required for Projects within this Specific Plan area.

F. **Mixed Commercial/Residential Use Development Approvals.** Approvals pursuant to LAMC Sections 12.22 A.18 and 12.24 V are not required for Projects within this Specific Plan area.

G. **Major Development Project Approvals.** Approvals pursuant to LAMC Section 12.24 U.14 are not required for Projects within this Specific Plan area.

H. **Conditional Use Permit for Hotels.** Approvals pursuant to LAMC Section 12.24 W.24 are not required for Projects within this Specific Plan area for the following zones: New Industry, Hybrid Industrial: Jobs Emphasis, Hybrid Industrial: Residential Emphasis, and Mixed Use: Commercial/Residential.

1.1.4. Uses and Buildings Made Non-Conforming by This Plan

Any legally existing uses, buildings, or structures that are made nonconforming by establishment of this Specific Plan shall be deemed to be legal, nonconforming uses and may continue to exist, in accordance with LAMC Section 12.23.

1.1.5. Interpretation

If there is any conflict between the text of this Specific Plan and the tables, maps, or illustrations provided herein, the written language shall control. Whenever any ambiguity or uncertainty exists related to this Specific Plan or the application of this Specific Plan so that it is difficult to determine the precise application of these provisions, the Director shall, upon application by an owner, operator, or lessee, issue written interpretations on the requirements of the Specific Plan consistent with the purpose and intent of this Specific Plan, pursuant to LAMC Section 11.5.7 H.

1.1.6. Severability

If any provision of this Specific Plan or its application to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, the invalidity shall not affect other Specific Plan provisions, clauses, or applications which can be implemented without the invalid provision, clause, or application, and to this end the provisions and clauses of this Specific Plan are declared to be severable.

1.2. APPLICABILITY OF THE PLAN

1.2.1. Definition of a Project

A. A Project in this Specific Plan is defined as the construction, erection, demolition, addition to, or exterior alteration (greater than 50 percent of a building's value) of any building or structure on a lot located entirely or partially within the Plan Boundary (see **Map A**) which requires the issuance of a demolition, grading, foundation, or building permit; use of land permit; or change of use permit.

B. **West Pico Design District.** Within the West Pico Design District, which generally includes the properties along Pico Boulevard between Centinela Avenue and the I-405 Freeway (see **Map B**), a Project also includes the construction, erection, alteration, or addition to any sign.

Note: The review of sign permits within the West Pico Design District is due to existing sign regulations in the adopted West Pico Community Design Overlay encompassed by this Plan.

1.2.2. Exemptions

The provisions of this Specific Plan shall not apply to:

A. **Single- and Two-Family Residential Zoned Properties.** Any Project in the "R1" One-Family Zone or "R2" Two-Family Zone;

B. **Projects Approved Prior to Plan Adoption.** Any Project that has obtained a discretionary land use approval, that is still valid, from the City prior to the effective date of this Specific Plan;

C. **Underground Tanks and Seismic Retrofitting.** Underground tank removal/remediation, and/or seismic reinforcement/retrofitting;

D. **Vested Development Plans.** Projects with vested rights pursuant to LAMC Section 12.26 A.3;

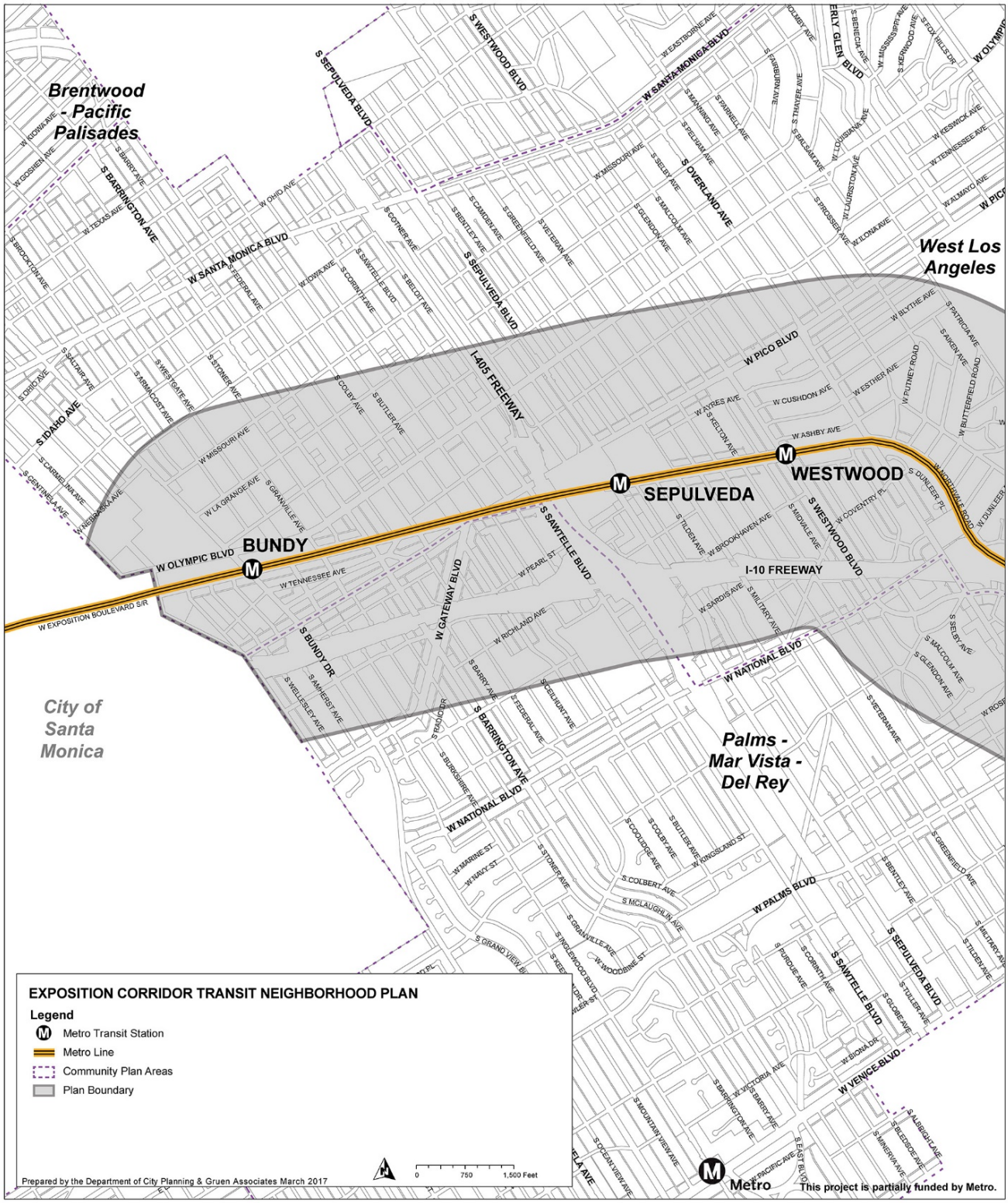
E. **Repairs of Unsafe or Substandard Conditions.** Any Project complying with an order issued by the Department of Building and Safety for the repair of an unsafe or substandard condition;

F. **Completed Applications Prior to Plan Adoption.** Any Project that has an application that has been deemed complete by the Department of City Planning prior to the adoption of this Specific Plan;

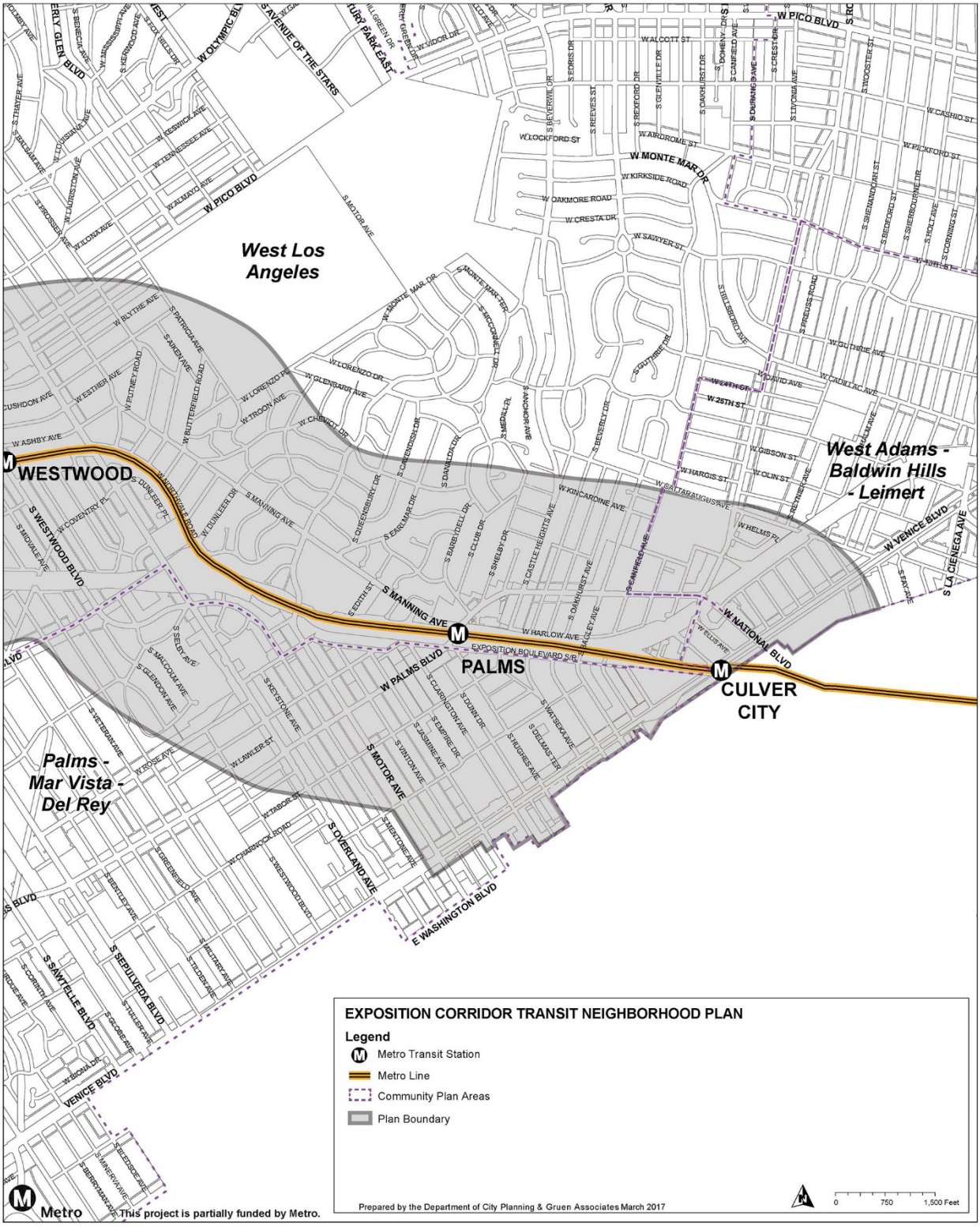
G. **Interior Improvements.** Interior tenant improvements or interior remodeling of any existing building or structure that does not affect the exterior building.

INTENTIONALLY BLANK

MAP A: PLAN BOUNDARY



MAP A: PLAN BOUNDARY



1.2.3. Plan Subareas

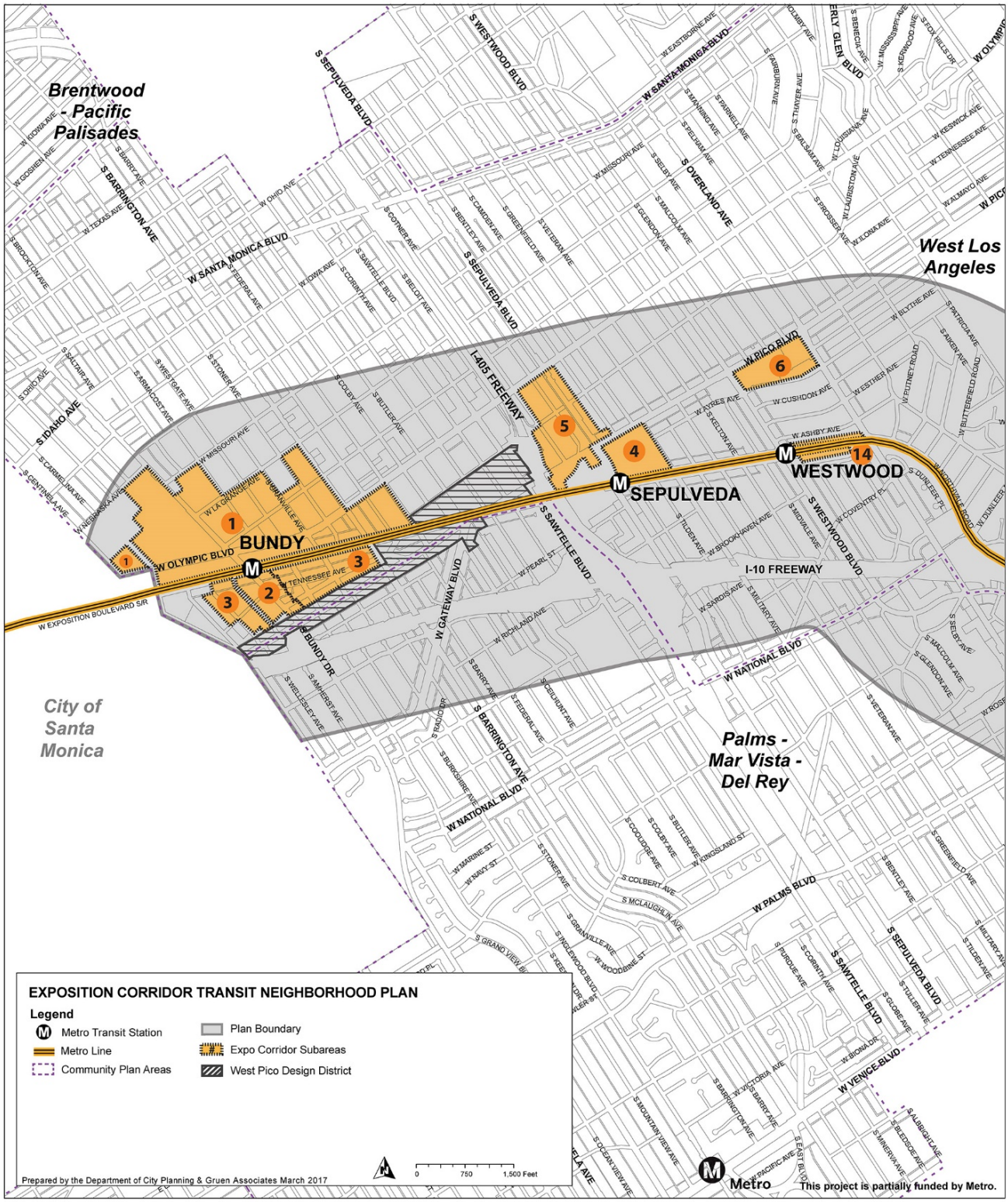
Within the Plan Area, properties are located either within one of the Expo Corridor Subareas ("Subareas") identified on **Map B** or outside the Subareas. **Table A** below summarizes how the sections of this Specific Plan apply to Projects located in the Subareas versus Projects outside the Subareas.

TABLE A: APPLICABILITY OF SPECIFIC PLAN REGULATIONS

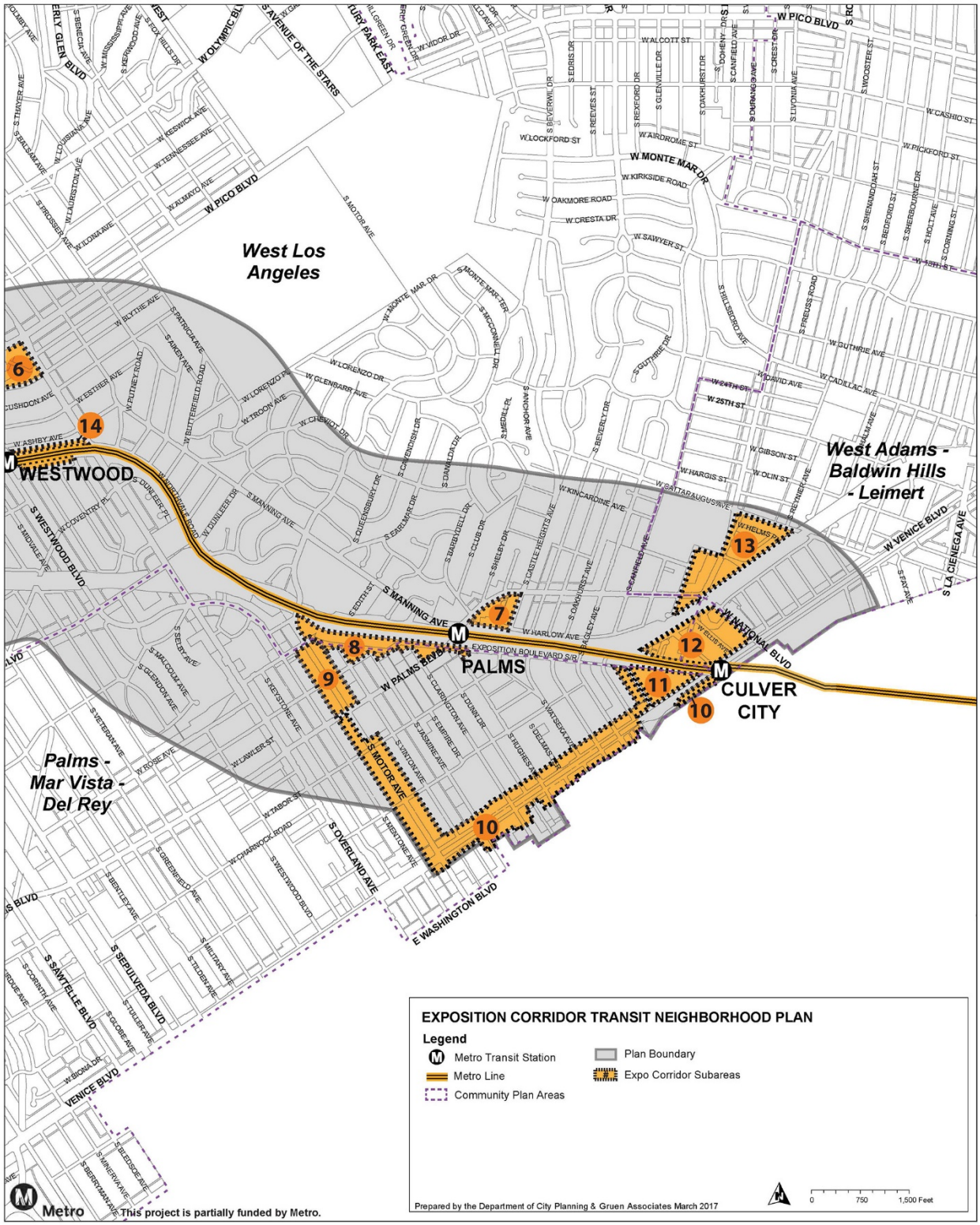
Plan Section	Plan Section Title	Projects Within Subareas	Projects Outside Subareas
Sec. 1	Administration	✔	✔
Sec. 2	Zoning and Development Standards	✔	--
Sec. 3	Public Benefits	✔	--
Sec. 4	Urban Design Standards	✔	✔
Sec. 5	Streets	✔	✔
Sec. 6	Process	✔	✔
Sec. 7	Definitions	✔	✔

INTENTIONALLY BLANK

MAP B: PLAN SUBAREAS



MAP B: PLAN SUBAREAS



SECTION 2

ZONING & DEVELOPMENT STANDARDS

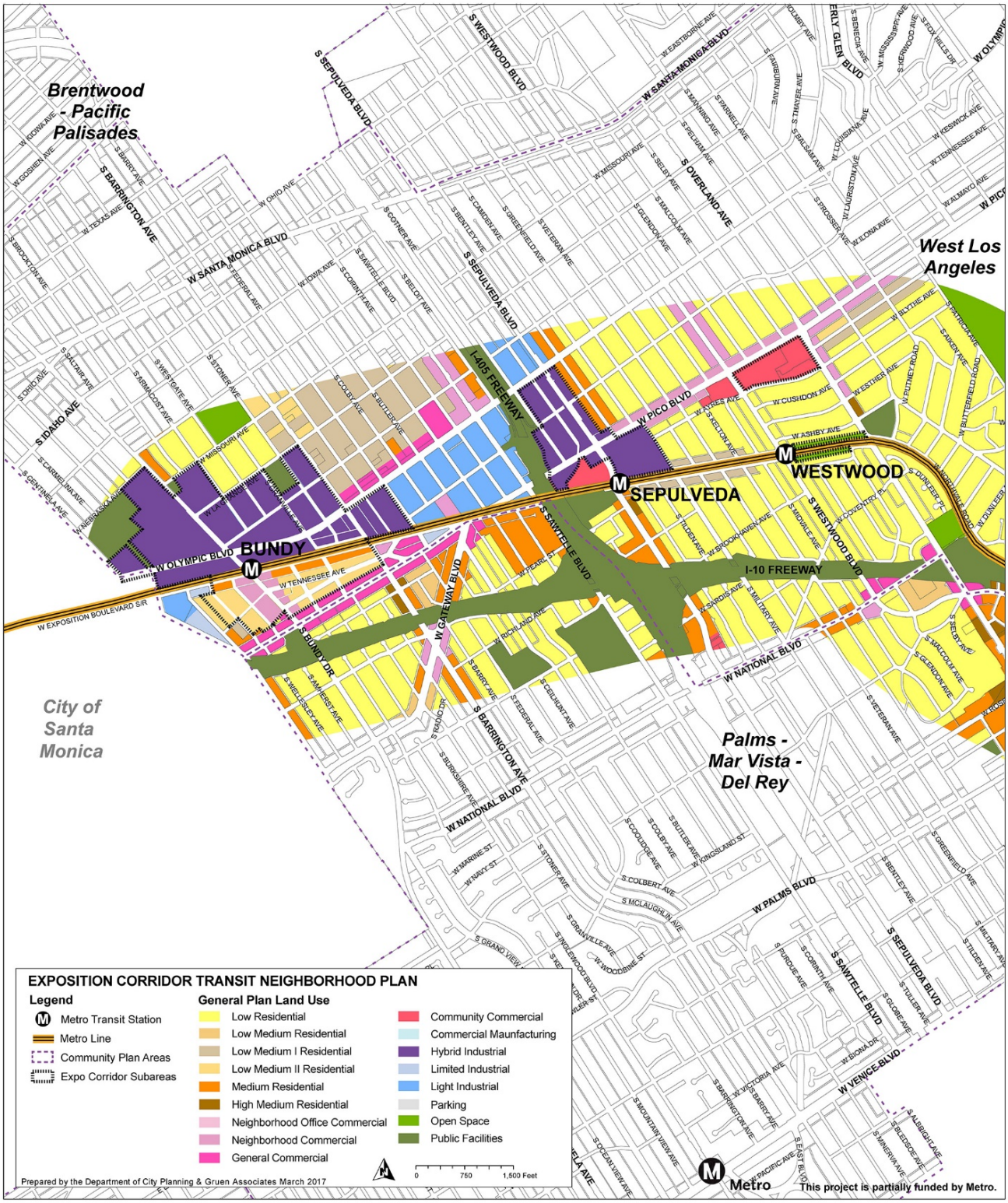
2.1. LAND USE AND ZONING

2.1.1. Land Use Designations

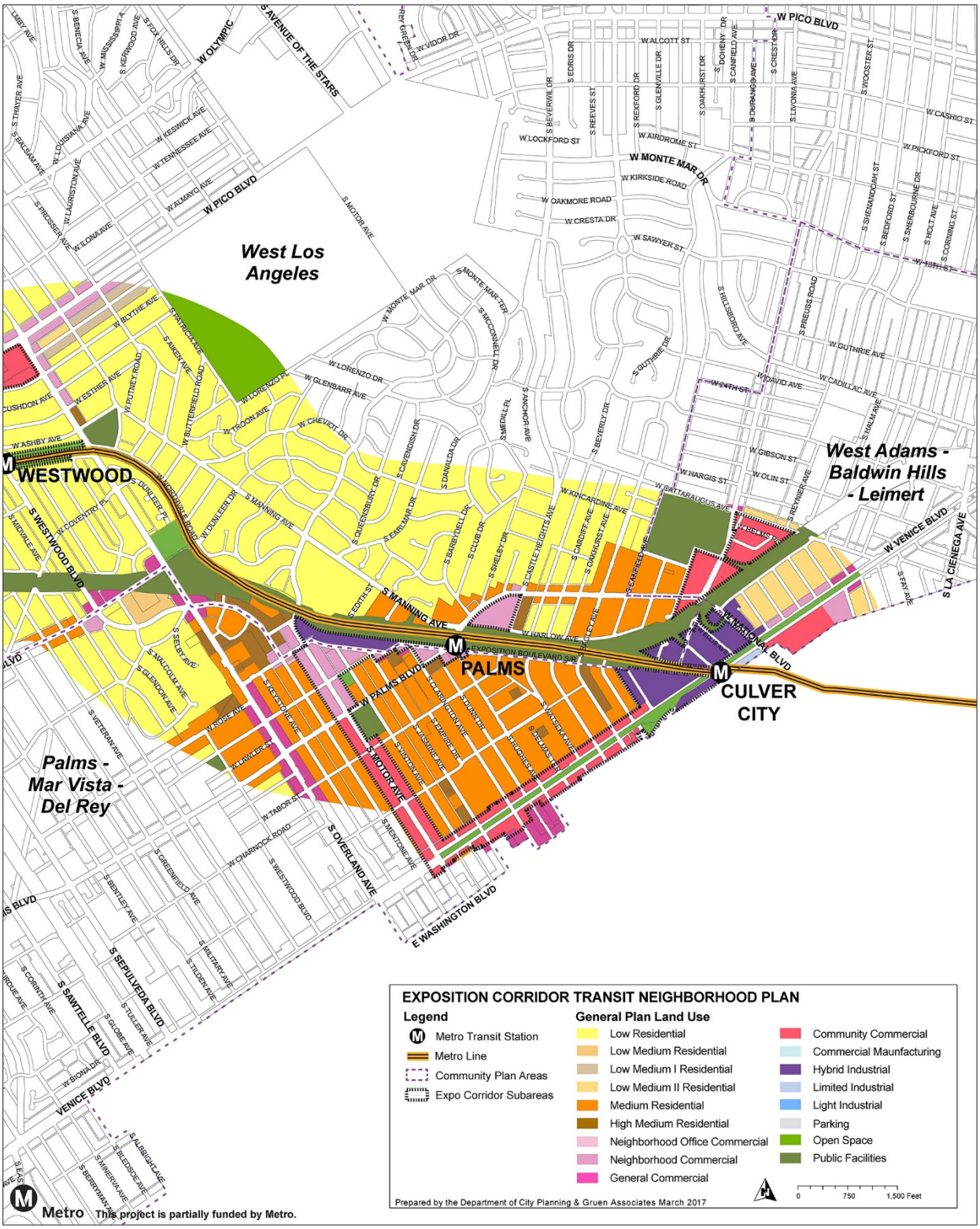
A. The Plan area includes the following General Plan land use designations (see **Map C**):

- Low Residential
- Low Medium Residential
- Low Medium I Residential
- Low Medium II Residential
- Medium Residential
- High Medium Residential
- Neighborhood Office Commercial
- Neighborhood Commercial
- General Commercial
- Community Commercial
- Commercial Manufacturing
- Hybrid Industrial
- Limited Industrial
- Light Industrial
- Parking
- Open Space
- Public Facilities
- Public Facilities - Freeway

MAP C: GENERAL PLAN LAND USE



MAP C: GENERAL PLAN LAND USE



2.1.2. Zoning Designations

A. The Plan area includes the following zoning designations (see **Map D**):

Single Family Residential
- R1

Multiple Family Residential
- R2, RD1.5, RD2, RD3, RD4, R3, R4, RAS4

Commercial
- CR, C1, C2, C4
- MU(EC) -- Mixed Use: Commercial/Residential

Hybrid Industrial
- NI(EC) -- New Industry
- HJ(EC) -- Hybrid Industrial: Jobs Emphasis
- HR(EC) -- Hybrid Industrial: Residential Emphasis

Industrial
- CM, MR1, M1, M2

Parking
- P

Open Space
- OS

Public Facilities
- PF

B. The following zones are established as part of this Specific Plan:

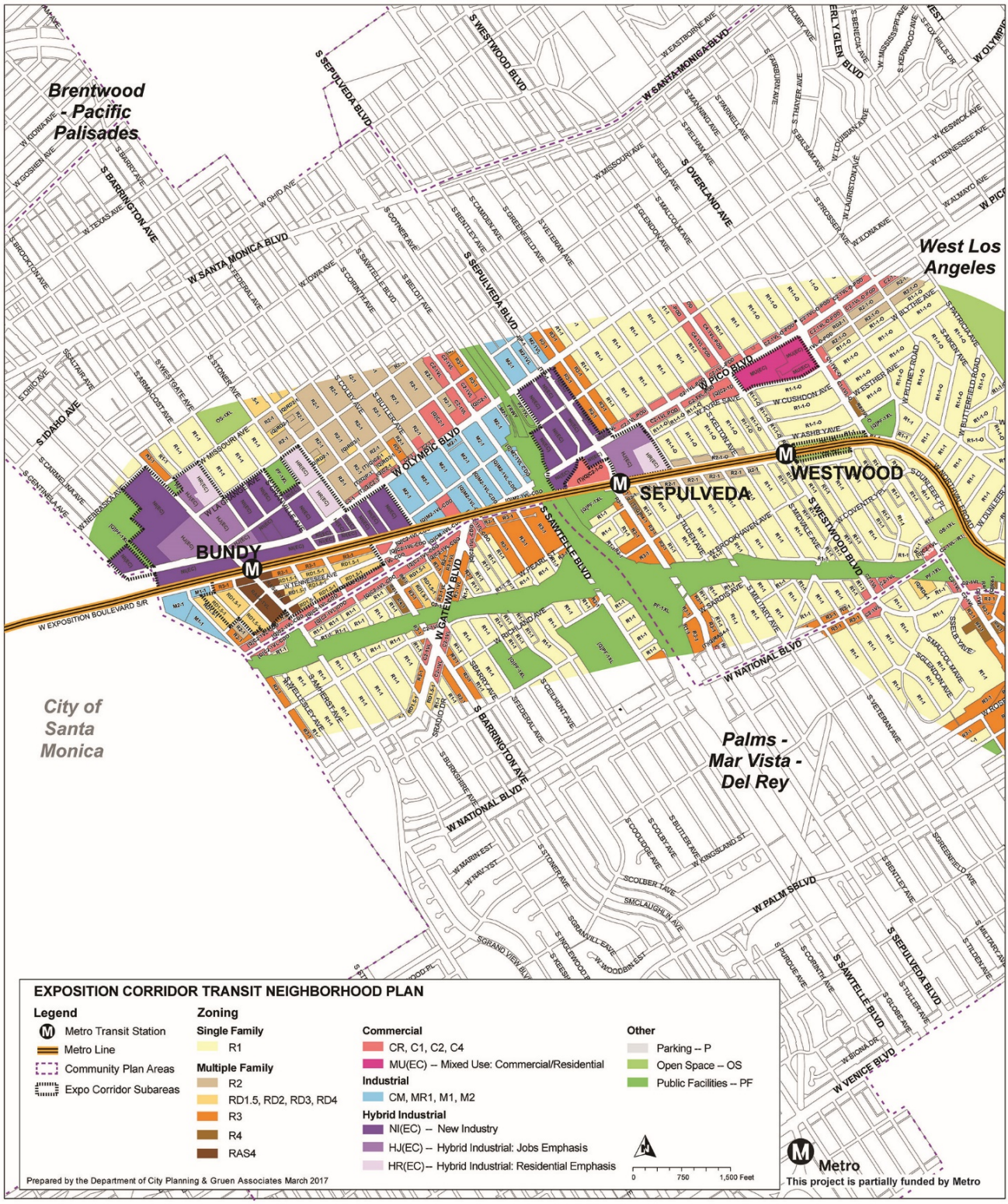
1. **New Industry – NI(EC).** The New Industry zone is an employment zone with uses tailored to 21st century and creative industries such as digital technology, research and development, media, design, publishing, motion pictures, and broadcasting. Supporting uses associated with these industries, such as light manufacturing, assembly, and limited retail or restaurants, are also appropriate. Residential uses are prohibited, with the exception of limited Live/Work Units, in order to preserve employment opportunity.

2. **Hybrid Industrial: Jobs Emphasis – HJ(EC).** The Hybrid Industrial: Jobs Emphasis zone is an employment-focused zone with a limited amount of residential uses. Employment uses permitted in this zone are primarily 21st century and creative industries, but can include an increased presence of retail, restaurant, and entertainment uses.

3. **Hybrid Industrial: Residential Emphasis – HR(EC).** The Hybrid Industrial: Residential Emphasis zone transitions areas between residential-only neighborhoods and jobs centers. Housing and a variety of neighborhood-serving commercial uses are allowed, though a minimum level of other employment uses is required.

4. **Mixed Use: Commercial/Residential – MU(EC).** The Mixed Use: Commercial/Residential zone is intended to allow neighborhood and community commercial uses and institutional uses, either alone or in combination with multi-family residential. This zone activates commercial corridors with a variety of uses that serve the local community while also providing housing.

MAP D: ZONING


Brentwood - Pacific Palisades
West Los Angeles
City of Santa Monica
Palms - Mar Vista - Del Rey
BUNDY
SEPULVEDA
WESTWOOD
W SANTA MONICA BLVD
W OLYMPIC BLVD
W PICO BLVD
W EXPOSITION BOULEVARD S/R
W NATIONAL BLVD
W PALM SBLVD
W VENICE BLVD
S SEPULVEDA BLVD
S SAWTELLE BLVD
S WESTWOOD BLVD
S BARRINGTON AVE
S OVERLAND AVE
S IDAHO AVE
W GATEWAY BLVD
EXPOSITION CORRIDOR TRANSIT NEIGHBORHOOD PLAN
Legend
Metro Transit Station
Metro Line
Community Plan Areas
Expo Corridor Subareas
Zoning
Single Family
R1
Multiple Family
R2
RD1.5, RD2, RD3, RD4
R3
R4
RAS4
Commercial
CR, C1, C2, C4
MU(EC) -- Mixed Use: Commercial/Residential
Industrial
CM, MR1, M1, M2
Hybrid Industrial
NI(EC) -- New Industry
HJ(EC) -- Hybrid Industrial: Jobs Emphasis
HR(EC) -- Hybrid Industrial: Residential Emphasis
Other
Parking -- P
Open Space -- OS
Public Facilities -- PF
0
750
1,500 Feet
Prepared by the Department of City Planning & Gruen Associates March 2017
Metro
This project is partially funded by Metro

MAP D: ZONING

WESTWOOD
PALMS
CULVER CITY
West Adams - Baldwin Hills - Leimert
Palms - Mar Vista - Del Rey
W PICO BLVD
W OLYMPIC BLVD
AVENUE OF THE STARS
W MONT EMAR DR
W VENICE BLVD
S LA CIENEGA AVE
S SEPULVEDA BLVD
S SAWTELLE BLVD
S OVERLAND AVE
E WASHINGTON BLVD
W PALMS BLVD
S MANNING AVE
EXPOSITION BOULEVARD S/R
W HARLOW AVE
CULVER BLVD
EXPOSITION CORRIDOR TRANSIT NEIGHBORHOOD PLAN
Legend
Metro Transit Station
Metro Line
Community Plan Areas
Expo Corridor Subareas
Zoning
Single Family
R1
Multiple Family
R2
RD1.5, RD2, RD3, RD4
R3
R4
RAS4
Commercial
CR, C1, C2, C4
MU(EC) -- Mixed Use: Commercial/Residential
Industrial
CM, MR1, M1, M2
Hybrid Industrial
NI(EC) -- New Industry
HJ(EC) -- Hybrid Industrial: Jobs Emphasis
HR(EC)-- Hybrid Industrial: Residential Emphasis
Other
Parking -- P
Open Space -- OS
Public Facilities -- PF
0
750
1,500 Feet
Metro
This project is partially funded by Metro
Prepared by the Department of City Planning & Gruen Associates March 2017

2.2. ALLOWABLE USES

Permitted uses are set forth in **Table B** for the following zones: New Industry; Hybrid Industrial: Jobs Emphasis; Hybrid Industrial: Residential Emphasis; and Mixed Use: Commercial/Residential. Uses that are substantially similar to those listed here, as determined by the Director of Planning at the time of Administrative Clearance, are also permitted.

Permitted uses for all other zones are as set forth in the LAMC.

2.2.1. Use Limitations

A. **Limited Uses.** Uses identified as "Limited" within a zone (see **Table B**) shall not exceed the indicated percentage of a Project's total floor area.

1. For the purposes of calculating total floor area of a Project, any new floor area as well as existing floor area that will remain shall be counted.

2. When multiple non-residential Limited Uses exist within a Project, the cumulative floor area dedicated to such non-residential Limited Uses shall not exceed 40 percent of the total floor area of the Project.

B. **Multi-Family Residential.**

1. There is no limit on the number of dwelling units based on lot size. However, individual dwelling units within a Project shall have a minimum size of 350 square feet.

C. **Live/Work Units.**

1. Live/Work Units within a Project shall have an average size of at least 750 square feet.

2. Each Live/Work Unit shall be open with no fixed interior separation walls, excluding area used for bathrooms and storage, for a minimum of 70 percent of the floor area.

3. Workspace.

a. Each Live/Work Unit shall have at least one continuous workspace that is a minimum of 150 square feet and measures not less than 15 feet in at least one dimension and no less than 10 feet in any dimension. The required workspace shall be clearly demarcated on the approved building plans.

b. Workspaces shall be assigned to uses first permitted in the CM, MR1, M1, MR2, or M2 zones.

TABLE B: ALLOWABLE USES AND LIMITATIONS

Use Classification	New Industry	Hybrid Industrial: Jobs Emphasis	Hybrid Industrial: Residential Emphasis	Mixed-Use: Commercial/ Residential
Residential Uses				
Live/Work	Limited (30% or 50%)[1]	Limited (30 or 50%)[1]	Limited (70 or 75%)[1]	Limited (80 or 90%)[1]
Residential - Multi-Family	-	Limited (30 or 50%)[1]	Limited (70 or 75%)[1]	Limited (80 or 90%)[1]
Residential - Single-Family	-	-	-	-
Non-Residential Uses				
Animal Services and Care / Veterinary Clinics	-	-	-	Allowed
Animal Hospitals/Kennels	-	-	-	-
Automobile-Related Uses	-	-	-	-
Childcare Facilities[4]	Allowed	Allowed	Allowed	Allowed
Colleges and Vocational/Technical Schools or Programs	Allowed	Allowed	Allowed	Allowed
Commercial Hotels	Allowed	Allowed	Allowed	Allowed
Commercial Office	Allowed	Allowed	Allowed	Allowed
Drive-Through Establishments	-	-	-	-
Entertainment, Exhibit and Cultural Facilities	Limited (10%)	Limited (20%)	Allowed	Allowed
Free-Standing Fast Food Establishment	-	-	-	-
Heavy Manufacturing	-	-	-	-
Hospitals and Nursing and Residential Care Facilities	-	-	-	Allowed
Light Manufacturing and Assembly	Allowed	Allowed	-	-
Parking[2]	Limited	Limited	Limited	Limited
Publishing, Motion Picture, Broadcasting	Allowed	Allowed	Allowed	Allowed
Recreation Facilities and Gyms	Limited (10%)	Limited (10%)	Allowed	Allowed
Religious Assembly	-	-	-	Allowed
Repair and Maintenance Facilities	Allowed	-	-	-
Research and Development	Allowed	Allowed	Allowed	Allowed
Restaurants, Bars, Retail and Personal Services[3]	Limited (20%)	Limited (20%)	Allowed	Allowed
Schools, Elementary and High	-	-	-	-
Server Farms	Limited (10%)	Limited (10%)	-	-
Spectator Sports Facilities	-	-	-	Allowed
Trucking and Transportation Facilities	-	-	-	-
Utilities	-	-	-	-
Warehousing, Distributing, and Storage	Limited (20%)	Limited (20%)	-	-
Waste Management and Remediation	-	-	-	-
Wholesale (Including Showrooms)	Limited (20%)	Limited (20%)	-	-

Legend:
- Not Permitted
Allowed Permitted
Limited Permitted with Limitations

1. Limitations for residential uses, including Live/Work Units and Multi-Family Residential, are dependent on total Project FAR (see **Table D)**.
2. Parking uses are permitted only in combination with other uses within a Project, and such other uses must comprise no less than 0.7:1 FAR on the Project site.
3. Individual retail tenant spaces are limited to the following maximum sizes:
   - 5,000 square feet in the New Industry zone;
   - 20,000 square feet in the Hybrid Industrial: Jobs Emphasis, Hybrid Industrial: Residential Emphasis, and Mixed Use: Commercial/Residential zones, with the exception of grocery stores in Subareas 7 and 11 (see **Map B**).
4. Childcare facilities are permitted only in combination with other uses.

INTENTIONALLY BLANK

2.3. FLOOR AREA RATIO

2.3.1. Maximum Floor Area

Projects in the following zones are permitted either a Base Floor Area Ratio (Base FAR) or Bonus Floor Area Ratio (Bonus FAR): New Industry; Hybrid Industrial: Jobs Emphasis; Hybrid Industrial: Residential Emphasis; and Mixed Use: Commercial/Residential (see **Table C**).

Permitted Floor Area Ratios for all other zones are as set forth in the LAMC.

A. **Base FAR.** Projects that do not provide Public Benefits through this Specific Plan are permitted a maximum base floor area ratio (Base FAR).

B. **Bonus FAR.** Projects that provide Public Benefits through this Specific Plan are permitted a maximum bonus floor area ratio (Bonus FAR).

C. **Calculation of Maximum Floor Area.** Land area subject to easements and dedications shall be counted as buildable area for the purposes of determining the maximum allowable floor area.

TABLE C: MAXIMUM FLOOR AREA RATIOS

Zone	Base FAR	Bonus FAR
New Industry	2.5:1	4.0:1
Hybrid Industrial: Jobs Emphasis[1]	2.0:1	4.0:1
Hybrid Industrial: Residential Emphasis[1]	2.0:1	4.0:1
Mixed Use: Commercial/Residential	2.0:1	3.6:1

1. Projects in the Hybrid Industrial: Jobs Emphasis and Hybrid Industrial: Residential Emphasis zones that are comprised entirely of Non-Residential Uses are subject to the Base FAR and Bonus FAR levels of the New Industry zone.

2.3.2. Minimum Non-Residential Use

A. **Applicability.** Projects in the New Industry, Hybrid Industrial: Jobs Emphasis, Hybrid Industrial: Residential Emphasis, or Mixed Use zones are required to include a minimum amount of Non-Residential Uses on the Project site. The minimum amount of Non-Residential Uses required is based on the zone and total FAR of the Project, and is represented as either a percentage of the total floor area or as a fixed FAR of the Project site (see **Table D** and **Figure A**).

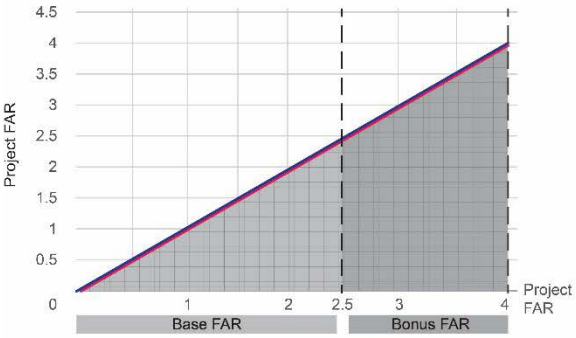
TABLE D: MINIMUM NON-RESIDENTIAL USE

Zone	Total Project FAR	Minimum Required Non-Residential Use
New Industry	≤ 2.5:1	100%[1]
	> 2.5:1 up to 4.0:1	100%[2]
Hybrid Industrial: Jobs Emphasis	≤ 2.0:1	70%
	>2.0:1 up to 2.5:1	70%
	> 2.5:1 up to 4.0:1	FAR 2.0:1
Hybrid Industrial: Residential Emphasis	≤ 2.0:1	30%
	>2.0:1 up to 2.3:1	30%
	> 2.3:1 up to 4.0:1	25%
Mixed Use: Commercial/Residential	≤ 2.0:1	10%
	>2.0:1 up to 2.3:1	10%
	> 2.3:1 up to 3.6:1	20%

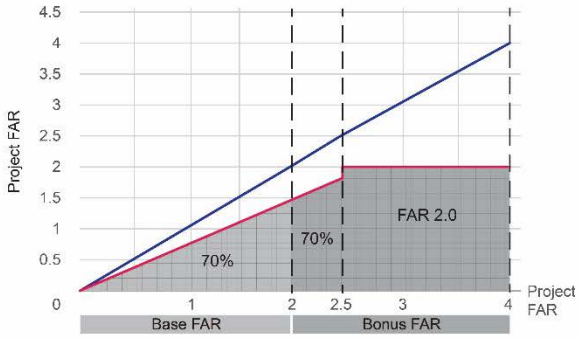
1. Projects in New Industry zone with Total FAR less than or equal to 2.5:1 may dedicate a maximum of 30% of total floor area to Live/Work Units.
2. Projects in New Industry zone with Total FAR greater than 2.5:1 may dedicate a maximum of 50% of total floor area to Live/Work Units.

FIGURE A: NON-RESIDENTIAL/RESIDENTIAL USE MIX

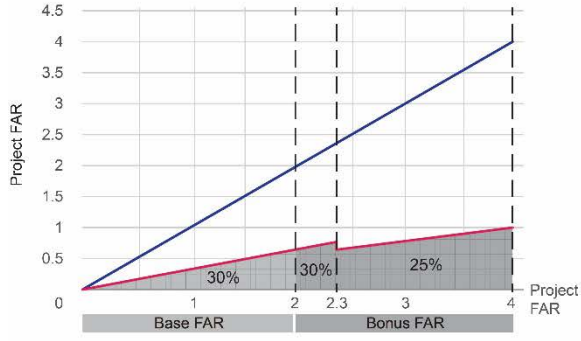
NEW INDUSTRY



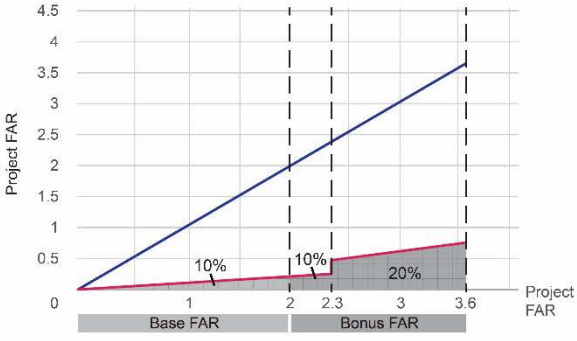
HYBRID INDUSTRIAL: JOBS EMPHASIS



HYBRID INDUSTRIAL: RESIDENTIAL EMPHASIS



MIXED USE: COMMERCIAL/RESIDENTIAL



B. **Alternative Compliance.**

1. Projects located entirely or partially on properties eligible for Alternative Compliance (see **Map E**) which cannot meet the minimum Non-Residential Use requirements (see **Table D**) may comply with this Specific Plan by obtaining a Director's Determination for Alternative Compliance (**Section 6.1.4**).

2. Alternative Compliance Projects are subject to the allowable uses and use limitations of this Specific Plan (see **Table B**), with the exception of the use limitations on multi-family residential.

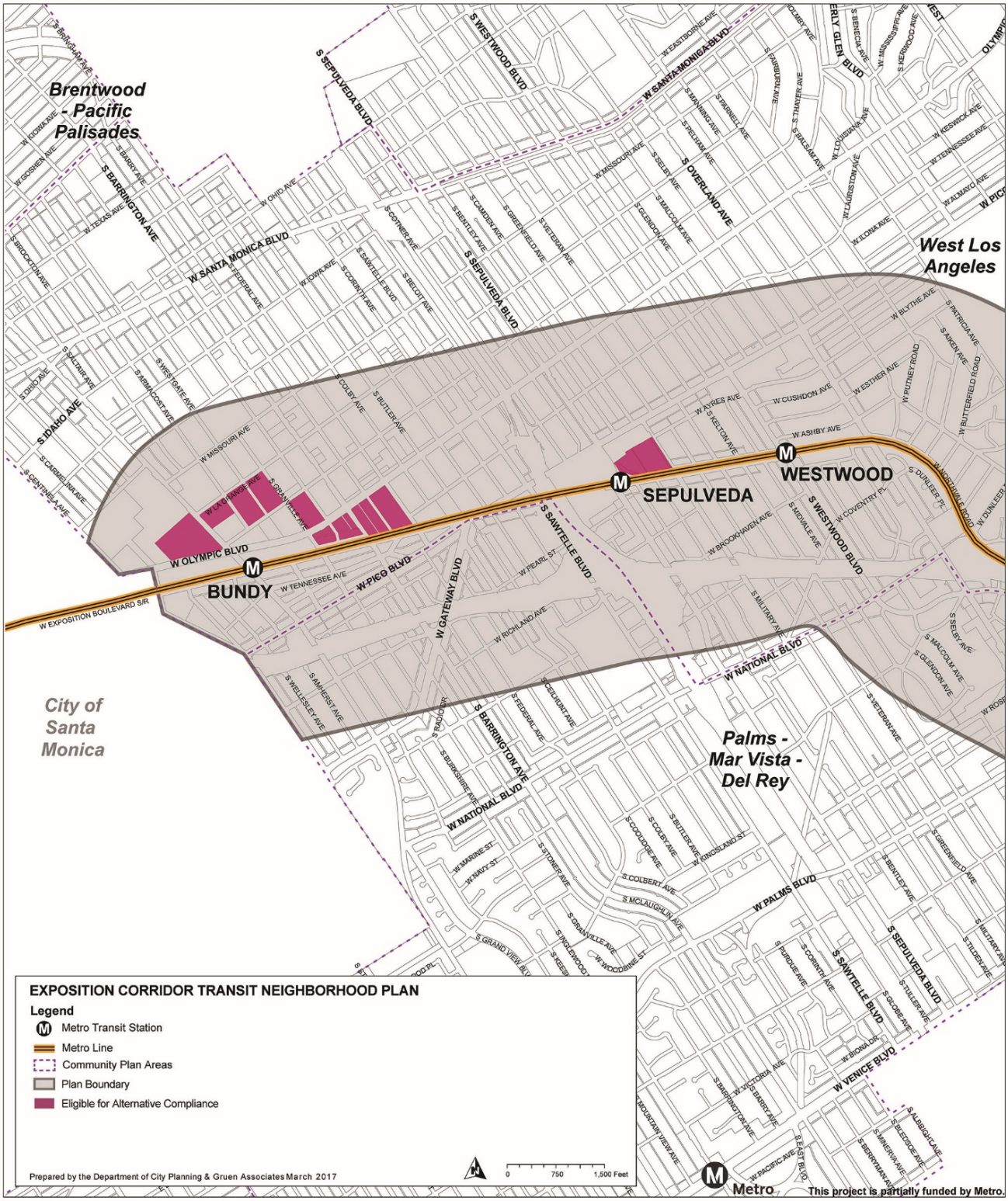
3. Alternative Compliance Projects are limited to the maximum FAR (Bonus FAR) allowed by the zone of the property.

4. Alternative Compliance Projects, including those that do not exceed the Base FAR, must provide Public Benefits pursuant to **Section 3** of this Specific Plan.

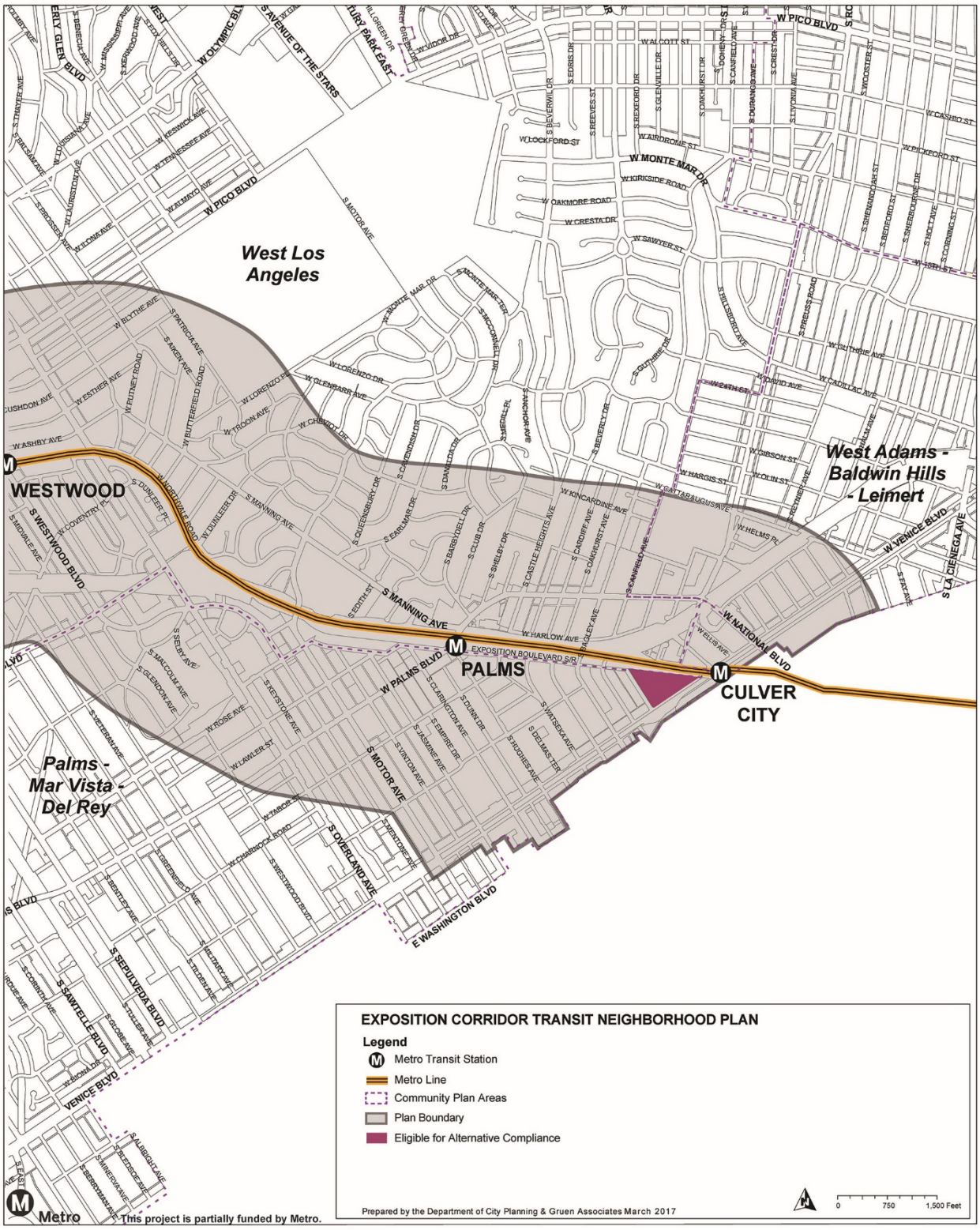
5. Alternative Compliance Projects shall comply with all relevant Urban Design Standards (**Section 4**) as well as the Urban Design Guidelines (**Appendix C**) of this Specific Plan.

6. Projects in the New Industry zone that include up to the allowable amount of Live/Work Units per this Specific Plan are not considered Alternative Compliance Projects and are therefore not subject to the above requirements and process.

MAP E: ALTERNATIVE COMPLIANCE ELIGIBILITY



MAP E: ALTERNATIVE COMPLIANCE ELIGIBILITY



INTENTIONALLY BLANK

2.4. HEIGHT

2.4.1. Maximum Building Height

A. Projects shall not exceed the maximum height set forth in **Table E** and **Map F**. Where the maximum height is not specified, the height requirements in LAMC Section 12.21.1 apply.

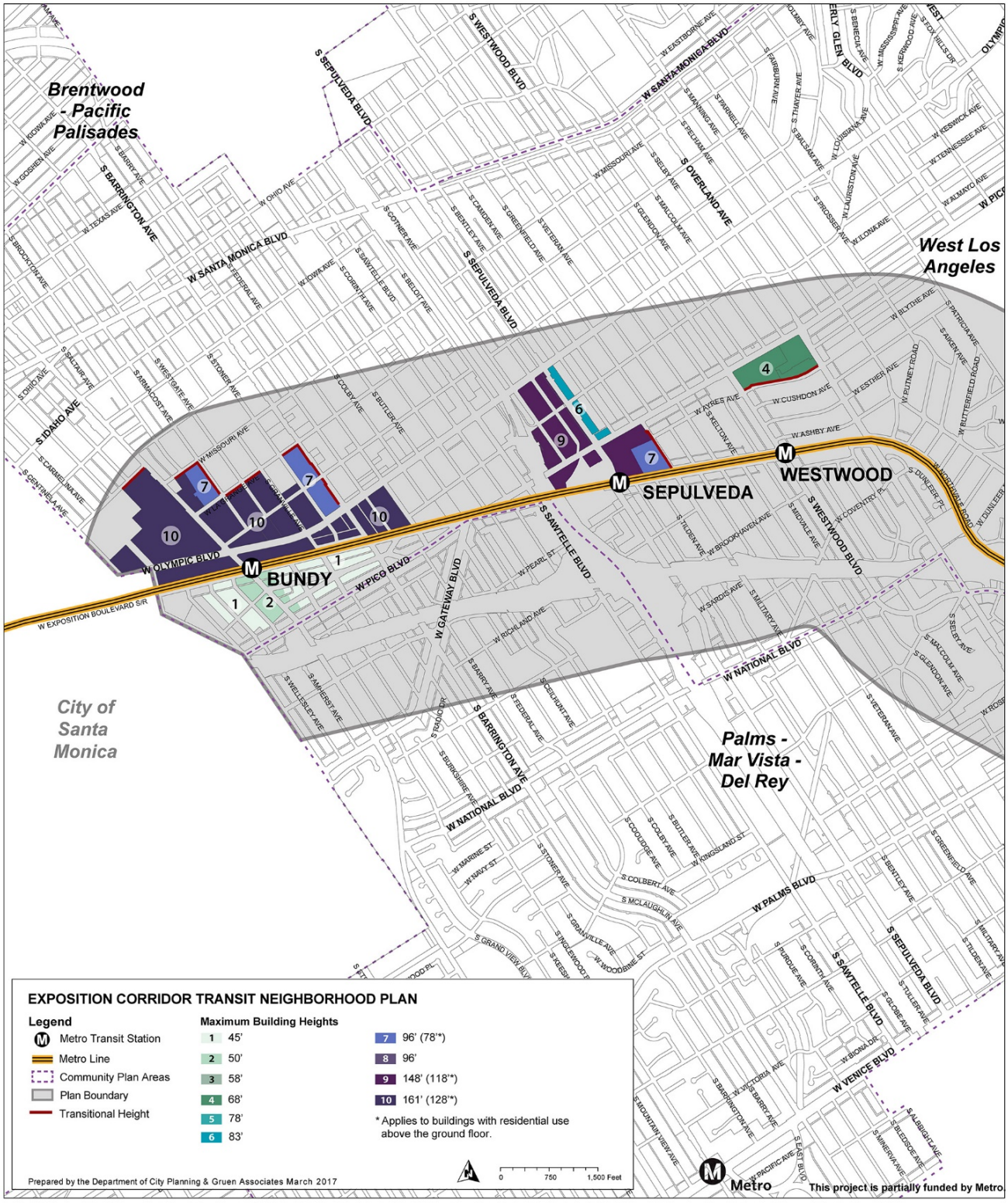
B. **Additional Ground Floor and Top Floor Height.** Additional height up to five feet greater than the limits set forth in **Table E** and **Map F** is permitted for Projects in the New Industry, Hybrid Industrial: Jobs Emphasis, Hybrid Industrial: Residential Emphasis, or Mixed Use: Commercial/Residential zones. This additional height is allowed in order to accommodate a taller ground floor and/or top floor, and may only be applied to the ground floor where the resulting height of the ground floor exceeds 15 feet or the top residential floor where the resulting height of that floor exceeds 12 feet.

TABLE E: MAXIMUM BUILDING HEIGHTS

Height Area (See Map F)	Maximum Height	Typical Number of Stories[1]
1	45 feet	2 to 4 stories
2	50 feet	3 to 4 stories
3	58 feet	3 to 5 stories
4	68 feet	3 to 6 stories
5	78 feet	3 to 7 stories
6	83 feet	4 to 6 stories
7	96 feet (78 feet[2])	3 to 7 stories
8	96 feet (78 feet[2])	3 to 7 stories
9	148 feet (118 feet[2])	4 to 11 stories
10	161 feet (128 feet[2])	6 to 12 stories

1. Typical Number of Stories is shown for illustrative purposes only and represents a range of building heights that could occur on a Project site.
2. The height noted in parentheses applies to buildings with residential uses above the ground floor, with the exception of Live/Work Units.

MAP F: MAXIMUM BUILDING HEIGHTS



MAP F: MAXIMUM BUILDING HEIGHTS

2.4.2. Transitional Height

Transitional height requirements address the potential adjacency of new non-residential or mixed-use buildings to single- or two-family residential areas.

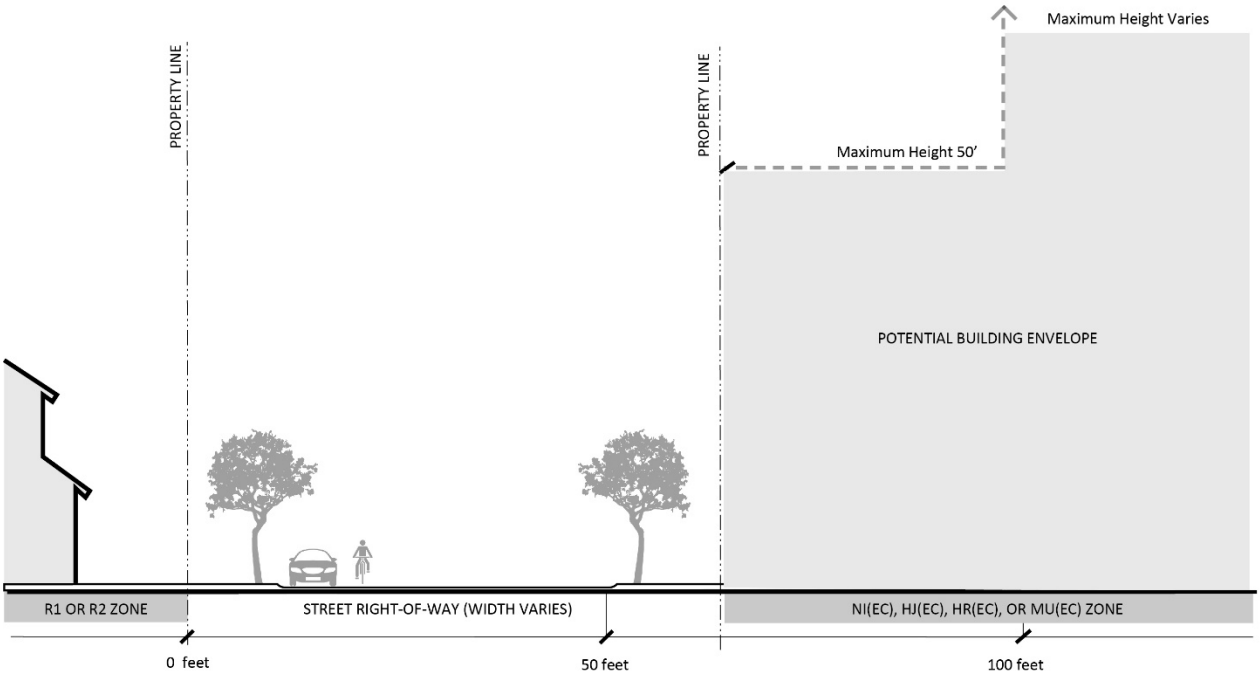
A. **Applicability.** Transitional height requirements apply to Projects in the New Industry, Hybrid Industrial: Jobs Emphasis, Hybrid Industrial: Residential Emphasis, or Mixed Use: Commercial/Residential zones.

B. **Requirements.**

1. Portions of Projects in applicable zones that are less than 50 feet from R2 or more restrictive residential zones shall not exceed 25 feet in height.

2. Portions of Projects in applicable zones that are equal to or greater than 50 feet and less than 100 feet from R2 or more restrictive residential zones shall not exceed 50 feet in height.

FIGURE B: TRANSITIONAL HEIGHT



2.5. OPEN SPACE

2.5.1. Area Requirements

A. **Residential Uses.** Projects incorporating six or more residential dwelling units shall provide open space pursuant to LAMC Section 12.21 G for multifamily residential units.

1. Live/Work Units shall provide on-site open space, in any combination of common and private open space, at a minimum of 100 square feet per Live/Work Unit.

B. **Non-Residential Uses.** Projects in the following zones shall provide a minimum of one square foot of common open space for every 25 square feet of Non-Residential Uses: New Industry; Hybrid Industrial: Jobs Emphasis; Hybrid Industrial: Residential Emphasis; Mixed Use: Commercial/Residential. This open space shall meet the following requirements:

1. Be open to the sky and have no structures that project into the common open space area, as provided in LAMC Section 12.22 C.20(b).

2. Be readily accessible to all employees and visitors to the site during business hours.

3. Have a minimum of 400 square feet with no horizontal dimension less than 15 feet when measured perpendicular from any point on each of the boundaries of the open space area.

4. Have a minimum of 25 percent of the area planted with ground cover, shrubs, or trees.

C. **Mixed-Use Projects.** Projects with a combination of Residential Uses and Non-Residential Uses shall apply the relevant open space requirements to each type of use.

D. **Open Space in Excess of 25,000 Square Feet.** Projects that require open space in excess of 25,000 square feet shall dedicate a portion of the area for active recreational use. Permitted active recreational uses include, but are not limited to, the following: basketball courts, tennis courts, badminton courts, bocce courts, playgrounds, tot lots, exercise/fitness areas, swimming pools, and community gardens.

E. **Design Standards.** All open space shall comply with all relevant Urban Design Standards in **Section 4.2.4.** of this Specific Plan and the Urban Design Guidelines (**Appendix C**).

2.5.2. Publicly Accessible Open Space

A. **Reduction of Open Space.** Projects may provide up to 25 percent less open space than the total open space required by LAMC Section 12.21 G and/or this Specific Plan if the open space is provided as Publicly Accessible Open Space.

B. **PAOS Standards.** Publicly Accessible Open Space must conform to the following criteria:

1. Spaces shall be open to the public seven days a week, at minimum from 6 a.m. to 10 p.m.

2. Spaces must be sufficiently maintained and operated by the property owner, with ongoing public access maintained.

3. Spaces must conform to all relevant Urban Design Standards in **Section 4.2.4** of this Specific Plan.

4. The following uses shall not be counted as a Publicly Accessible Open Space: surface parking areas, open storage areas, swimming pools and spas unless open to the general public, loading docks and parking, driveway entrance/exit areas, sidewalks and parkways in the public right-of-way as of the date of adoption of this Specific Plan, and utility areas/pads.

5. The following uses may be counted as a Publicly Accessible Open Space: parklets or other pedestrian spaces in the public right-of-way; new public streets and alleyways.

C. **PAOS as Public Benefit Requirement.** Publicly Accessible Open Space provided in order to satisfy a public benefit requirement per **Section 3** of this Specific Plan cannot be counted toward the open space area required in **Section 2.5.1**.

2.6. PARKING

2.6.1. General Requirements

A. **Required Automobile and Bicycle Parking.** Projects shall comply with LAMC Section 12.21 A.4 Off-Street Automobile Requirements for number of required parking spaces and shall comply with LAMC Section 12.21 A.16 Bicycle Parking and Shower Facilities requirements. Where this Specific Plan contains language or standards that require more parking or permit less parking than LAMC Section 12.21 A, this Specific Plan shall supersede the LAMC.

B. **Live/Work Units.** A minimum of 1 automobile parking space per Live/Work Unit is required.

C. **Electric Vehicle Charging Stations.** A minimum of 10 percent of automobile parking spaces provided in a Project shall include electric vehicle (EV) charging stations.

D. **Unbundled Parking.** Projects within the Subareas in the Plan area, excluding Projects in R3 or more restrictive zones, shall unbundle automobile parking charges from the rents, sale price, or other fees charged for occupying living space, commercial space, or industrial space. Automobile parking spaces shall be leased or sold separately from the rental or purchase fees, such that potential renters or buyers have the option of renting or buying a residential unit or commercial space at a price lower than if the automobile parking was included.

1. The owner or owners of a property on which the parking is to be provided shall record an agreement in the Office of the County Recorder of Los Angeles County, California, as a covenant running with the land for the benefit of the City of Los Angeles, providing that such owner or owners shall continue to segregate parking fees from rents, sales or other fees charged for occupying Project space so long as the building or use that the parking is intended to serve is maintained.

2. The owner(s) of the property shall have the option to offer any unused parking spaces to other residential or non-residential tenants or the general public.

3. This Specific Plan does not prohibit landlords from leasing or licensing parking spaces to third parties who do not lease living, employment, commercial, or industrial spaces within the Project.

E. **Design Standards.** All parking provided as part of a Project shall comply with the parking design standards in **Sections 4.2.5.** or **4.3.5.** of this Specific Plan as well substantially conform to the relevant Urban Design Guidelines (**Appendix C**).

2.6.2. Exemptions

A. **Change of Use.** If an application for a change of use in a building permitted after the adoption date of this Specific Plan results in an increased number of parking spaces required, then the Project is not required to provide the additional parking.

B. **Neighborhood Serving Uses.** Neighborhood-Serving Uses, as defined in this Specific Plan, are exempt from minimum automobile parking requirements in LAMC Section 12.21 A.4 if they conform to the following criteria:

1. Are located within a mixed-use Project within Subareas 2 or 9; and

2. Occupy less than 1,500 square feet each.

3. The parking exemption for Neighborhood-Serving Uses may be applied to restaurants and cafes only up to a maximum of 50 percent of the total square footage of Neighborhood-Serving Uses in the Project. Any additional square footage of restaurant or café use beyond this maximum is subject to the minimum automobile parking requirements in LAMC Section 12.21 A.4.

2.6.3. Reductions

A. **Car Share Vehicle Spaces.** For each automobile parking space reserved for a car share vehicle, the minimum number of required automobile parking spaces may be reduced by 5 spaces.

1. Projects seeking a reduction in required parking as a result of car share vehicle spaces must submit a copy of the car-sharing agreement prior to Project approval.

B. **Shared Parking.** Parking may be shared among different uses within a Project to take advantage of different peak periods, account for users accessing multiple destinations within a single Project, and ensure the most efficient use of parking spaces.

1. Projects seeking a reduction in required parking as a result of shared parking shall submit a parking demand analysis at the time of application showing peak utilization based on a Project's proposed uses. If it is determined by the Director, in consultation with the Los Angeles Department of Transportation (LADOT), that a lower total number of parking spaces than would otherwise be required by LAMC Section 12.21 A.4 will provide adequate parking for the Project's uses, then that lower number of parking spaces shall be permitted.

2. Shared parking spaces shall not be reserved or otherwise restricted to particular users, whether through physical design or through signage.

3. Projects may not use the reduction in minimum parking available through this shared parking provision in combination with the reduction associated with Neighborhood-Serving Uses in **Section 2.6.2**.

C. **Projects that Include Affordable Housing.** Projects that include restricted affordable units as part of the Density Bonus Ordinance (LAMC Section 12.22 A.25) may choose to use either Parking Option 1 or Parking Option 2 found in that ordinance.

1. Projects that include restricted affordable units as part of the Density Bonus Ordinance and that are located within ½ mile of a major transit stop (as defined by Section 21155 of the Public Resources Code) may use the following reduced parking ratios:

a. For 100% affordable rental projects, exclusive of a manager's unit or units, the ratio shall be 0.5 spaces per unit.

b. For mixed-income projects consisting of the maximum number of very low- or low-income units provided for in the Density Bonus Ordinance, the ratio shall be 0.5 spaces per bedroom.

2. Projects that include restricted affordable units as part of the Public Benefits requirement for Bonus FAR in this Specific Plan may use any of the parking options found in the Density Bonus Ordinance, or the reduced ratios noted in this section.

2.6.4. Transit Benefits

Projects within the Subareas in the Plan area, excluding Projects in R3 or more restrictive zones, are required to provide transit benefits to residents and/or employees. This is intended to complement the parking requirements, which discourage automobile ownership and/or encourage residents and employees not to drive to the site.

A. **Residential Uses.** In Projects that incorporate residential uses, owners shall:

1. Offer a Metro Business Transit Access Pass (B-TAP) or approved equivalent to residents who choose not to rent or buy a parking space(s) with their residential or Live/Work Unit. Transit passes shall be offered at no additional cost to the resident as long as the resident resides within the development and continues to not rent parking spaces with their residential unit and have documented their non-ownership of a car.

2. The minimum number of passes per residential or Live/Work Unit that is required to be offered is equal to the minimum number of parking spaces required for that residential or Live/Work Unit per LAMC Section 12.21 A.4 or this Specific Plan.

B. **Non-Residential Uses.** In Projects that incorporate Non-Residential Uses, employers with at least 50 employees shall either:

1. Offer an employer-paid Metro Business Transit Access Pass (B-TAP) to employees who choose to use parking cash-out, or

2. Operate a reimbursement program allowing employees to pay for other transit passes or employer reimbursement for equivalent vanpool charges.

INTENTIONALLY BLANK

SECTION 3

PUBLIC BENEFITS

INTENTIONALLY BLANK

3.1. PUBLIC BENEFITS REQUIREMENTS

3.1.1. Purpose

A. Projects in the Plan area are allowed additional floor area in exchange for providing Public Benefits in the form of on-site project features or off-site improvements. These Public Benefits are intended to be proportional to the Project size.

B. The Public Benefits in this Specific Plan aim to address core community needs in the Exposition Corridor, especially as they relate to creating transit neighborhoods. A primary focus of the Public Benefits is to expand housing options through the provision of affordable housing. In addition, Public Benefits aim to enhance accessibility to the Expo Line transit stations, including connections between stations and surrounding neighborhoods for pedestrians, cyclists, and transit riders. Open space, shared community facilities, and other public benefits and amenities that serve the neighborhood and help elevate the quality of life in the area are also a priority.

3.1.2. Applicability

A. Projects are required to provide Public Benefits as shown in **Table F**.

TABLE F: PUBLIC BENEFITS APPLICABILITY

Project FAR	Project Use Mix	Public Benefits Required
Base FAR	Any	None
Bonus FAR	Less than 70% Non-Residential	Affordable Housing (**Section 3.2**) *and* Community Amenities (**Section 3.3**)
	70% or more Non-Residential	Vehicle Trip Reduction (**Section 3.4**)

B. **Exceptions.**

1. **100% Affordable Housing Projects.** Projects where the entirety of the residential component consists of restricted affordable units, exclusive of a manager's unit or units, are not required to provide additional Public Benefits, regardless of total Project FAR.

2. **Alternative Compliance Projects.** All Alternative Compliance Projects (**Section 2.3.2.B**) are required to provide both Affordable Housing and Community Amenities, regardless of whether Projects exceed the Base FAR.

3.2. AFFORDABLE HOUSING

3.2.1. Relationship to Citywide Density Bonus

A. Projects may utilize the Citywide Density Bonus Ordinance ("Density Bonus") pursuant to LAMC Section 12.22 A.25.

B. Projects shall apply the Density Bonus to the Base FAR for that zone. The Density Bonus cannot be applied in conjunction with the Bonus FAR.

C. **Base Residential Densities.** Base residential densities (see **Table G**) are used to calculate the number of restricted affordable units required for Projects in the Hybrid Industrial: Jobs Emphasis, Hybrid Industrial: Residential Emphasis, or Mixed Use: Commercial/Residential zones. Note that the base residential density does not limit the overall number of units allowed in these zones; these zones are not subject to residential density limits.

D. **Minimum Non-Residential Use Requirements.** Projects utilizing Density Bonus must continue to comply with the minimum Non-Residential Use requirements in **Section 2.3.2** according to the total Project FAR.

TABLE G: BASE RESIDENTIAL DENSITIES

Zone	Base Residential Density
Hybrid Industrial: Jobs Emphasis	1 DU for every 1,500 SF of lot area
Hybrid Industrial: Residential Emphasis	1 DU for every 800 SF of lot area
Mixed Use: Commercial/Residential	1 DU for every 400 SF of lot area

3.2.2. Affordable Housing Requirements for Bonus FAR Projects

Projects using the Bonus FAR available through this Specific Plan (**Section 2.3**) are subject to the following requirements:

A. **Minimum Number of Affordable Units.** Projects must provide a minimum percentage of the total units as on-site restricted affordable units at one of the following rates depending on income category. Any number resulting in a fraction shall be rounded up to next whole number.

1. 7 percent for Extremely Low Income Households

2. 11 percent for Very Low Income Households

3. 20 percent for Low Income Households

B. **Affordable Rent Requirements.** Affordable rents for restricted affordable units designated for Low-Income Households shall not exceed 30 percent of 60 percent of the Area Median Income established by the California Department of Housing and Community Development (HCD). However, for Low-Income Households with gross incomes exceeding 60 percent of the Area Median Income, affordable rents shall not exceed 30 percent of the gross income of the household.

C. **Certificate of Occupancy.** No certificate of occupancy may be issued for a Project required to provide affordable housing per this Specific Plan unless a certificate of occupancy is concurrently, or has already been, issued for all restricted affordable units.

D. **Covenant on Affordability.** A covenant acceptable to the Los Angeles Housing and Community Investment Department (HCID) shall be recorded with the Los Angeles County Recorder, guaranteeing that the affordability criteria will be observed for at least 55 years from the issuance of the Certificate of Occupancy or a longer period of time if required by the construction or mortgage financing assistance program, mortgage assistance program, or rental subsidy program.

1. If the duration of affordability covenants provided for in this subdivision conflicts with the duration for any other government requirement, the longest duration shall control.

2. Any covenant described in this subdivision must provide for a private right of enforcement by the City, any tenant, or owner of any building to which a covenant and agreement applies.

3.2.3. Design Standards for Affordable Units Within Mixed-Income Projects

A. Restricted affordable units shall be generally comparable to market rate dwelling units, including total square footage, bedroom size, closet space amenities, number of bathrooms, etc. (but not including interior finish materials).

B. **Unit Size.** Restricted affordable units shall be no less than 90 percent of the average square footage of the market rate units with the same number of bedrooms.

C. **Unit Mix.** The design of the restricted affordable units shall generally reflect the average number of bedrooms per dwelling unit in the overall Project.

D. **Location of Units.** Restricted affordable units must be reasonably interspersed among market-rate dwelling units within the same building.

E. **Equal Distribution of Amenities.** Residents of Restricted affordable units shall not be charged for amenities that are provided at no cost to other residents, including, but not limited to, access to recreational facilities, parking, cable TV, and interior amenities. Optional services provided must be optional for all residents, and available under the same terms and conditions. Tenants of Restricted affordable units cannot be required to purchase additional services.

3.2.4. Parking for Affordable Housing

A. Projects utilizing the Density Bonus per LAMC Section 12.22 A.25 or the Bonus FAR per this Specific Plan are subject to the parking regulations in **Section 2.6.3** of this Specific Plan.

3.3. COMMUNITY AMENITIES

3.3.1. Procedure

Community Amenities are assigned in accordance with the following procedure:

A. **Point Values.** Projects are given a point value according to the square footage of Residential Use and Non-Residential Use using the schedule in **Table H**. **Figure C** shows two examples of point value calculations. Total point values shall be rounded to the nearest whole number.

TABLE H: COMMUNITY AMENITIES POINTS SCHEDULE

	Bundy and Sepulveda Station Areas[3]	Palms and Culver City Station Areas[4]
Non-Residential Use, per 1,000 GSF[1]		
All Projects	0.050 pts.	0.010 pts.
Residential Use, per 1,000 NSF[2]		
Restricted Affordable Units, including Affordable Live/Work Units	--	--
Market-rate units and Live/Work Units	0.105 pts.	0.011 pts.
Market-rate units and Live/Work Units in Alternative Compliance Projects	0.315 pts.	0.035 pts.
Live/Work Units in the New Industry zone with more than 30% Live/Work Units	0.315 pts.	0.035 pts.

1. GSF (gross square footage) includes all building floor area, including common areas.
2. NSF (net square footage) excludes square footage of common areas within residential buildings, and includes only square footage of individual dwelling units.
3. The Bundy and Sepulveda Station areas include properties within Subareas 1, 4, 5, and 6.
4. The Palms and Culver City Station areas include properties within Subareas 7 through 13.

FIGURE C: SAMPLE PUBLIC BENEFITS POINTS CALCULATION

<Revised figure to come>

B. The total number of points calculated for a Project shall be submitted at the time of application. Based on the Project's total point value, the Director of Planning will assign specific Community Amenities from those listed in the Public Benefits Menu (**Appendix A**) equivalent to the point value of the Project.

    1. Note that consideration is given as to the project location and scale as well as Community Amenities that have already been assigned to projects in the area.

C. **Alternative Community Amenities.** An applicant may propose Community Amenities that are not listed in the Public Benefits Menu (**Appendix A**) for consideration by the Director. Such amenities must satisfy the intent of the Public Benefits program (**Section 3.1.1**) and contribute to the objectives of this Specific Plan (**Section 1.1.2**). These may include streetscape improvements on streets in this Specific Plan area beyond those listed in **Appendix A**, mobility amenities, or community facilities.

    1. Community Amenities submitted to the Director for consideration must be accompanied by a tabulation of the estimated cost of providing the benefit, prepared or validated by a third party that is an expert in their field.

D. **Covenant Agreement.** Prior to issuance of a building permit, the property owner of the lot or lots where the Community Amenity is located shall record a Covenant and Agreement, which shall be required to run with the land, agreeing that the Community Amenities assigned to the Project will be maintained by the property owner for the life of the Project.

E. **West Los Angeles TIMP Fees.** Projects located within the boundaries of the West Los Angeles TIMP (WLA TIMP) Specific Plan Area are subject to the applicable Transportation Impact Assessment (TIA) fees in that plan. In lieu credits toward the TIA fee may be available for Projects that provide Community Amenities per this Specific Plan that are also found on the WLA TIMP list of transportation improvement projects. See the WLA TIMP for details.

3.3.2. Updates

A. To reflect changing economic conditions and ensure that Public Benefits objectives are still relevant, the point schedule and Public Benefits Menu (**Appendix A**) shall be regularly reviewed and updated as necessary.

1. Updates to the point schedule shall be reviewed and approved by the Director of Planning.

2. Updates to the Public Benefits Menu shall be recommended by the Director of Planning and approved by the City Planning Commission.

3.3.3. Compliance Review

A. **Annual Inspections.** Projects which provide Community Amenities per **Section 3.3** of this Specific Plan are subject to annual inspections to ensure that benefits assigned to the Project have been implemented and are maintained in good condition.

B. **Fees.** In addition to the Department of City Planning's fees for review and approval of Projects found in LAMC Section 19.01, Projects under this Specific Plan are subject to an additional fee directed towards field inspections and monitoring of Community Amenity requirements, in accordance with LAMC Section 12.24 F.

3.3.4. Streetscape Improvements

Streetscape improvements are intended to implement the Exposition Corridor Streetscape Plan and other streetscape plans and to enhance the pedestrian environment throughout the Plan Area. These improvements may include elements such as sidewalk paving, landscaping, street trees, curb extensions, crosswalks, medians, lighting, and street furniture.

A. **Location.** Streetscape improvements must be located beyond the property frontage of a Project in order to satisfy the Community Amenities requirement.

B. Streetscape improvements shall adhere to the relevant standards established by LADOT and the Department of Public Works.

C. **Projects Along Streetscape Plan Segments.** Streetscape improvements for the street segments that are part of the Exposition Corridor Streetscape Plan or Livable Boulevard Streetscape Plan (see **Map H**), or any other adopted streetscape plan, must be consistent with the provisions of the corresponding streetscape plan.

D. **Projects Not Along Streetscape Plan Segments.** Streetscape improvements for streets that do not have an adopted streetscape plan may also be proposed as Community Amenities, particularly when the segments identified on **Map H** have already been improved.

1. Improvements shall be consistent with the Mobility Plan 2035 and the corresponding street classification, with a focus on providing sufficient sidewalk widths, landscaping and shade trees, street furniture, bicycle facilities, and transit facilities.

E. **Point Value.** The amount and location of streetscape improvements required is based on a Project's point value and the corresponding point value of a streetscape project or individual streetscape elements listed in the Public Benefits Menu (**Appendix A**).

3.3.5. Publicly Accessible Open Space

Publicly Accessible Open Space (PAOS) is privately owned and maintained open space that is made open and accessible to the general public. Types of PAOS may include, but are not limited to, the following:

- PAOS on private property (such as plazas, courtyards, parks, paseos and walkways, outdoor sports areas, and playgrounds)
- PAOS within the public right-of-way (such as parklets or traffic islands).

A. **Area Requirements.** The amount (square footage) of PAOS required for a project is based on a Project's point value and the corresponding point value of PAOS shown in the Public Benefits Menu (**Appendix A**).

B. **General Standards.** All PAOS provided as a Public Benefit must conform to the standards outlined in **Section 2.5.2** of this Specific Plan.

C. **Design Standards and Guidelines.** PAOS shall also be designed in compliance with the relevant Urban Design Standards (**Section 4.2.4**) and substantially conform to the Urban Design Guidelines (**Appendix C**) of this Specific Plan.

3.3.6. Mobility Amenities

Mobility amenities provide and enhance public access between transit stations and the surrounding neighborhood via a variety of transportation modes. They enable safe, comfortable, and efficient travel to/from transit stations and local destinations. Mobility amenities may include, but are not limited to, the following:

- Mobility Hubs
- Bicycle Hubs
- Bicycle Storage Stations
- Enhanced Bus Shelters
- Bicycle Corrals

A. **Point Value.** The type and amount of mobility amenities required to satisfy Public Benefit requirements is based on the Project's point value and the corresponding point value of the amenities in the Public Benefits Menu (**Appendix A**).

B. **Requirements.** Mobility Amenities provided as Community Amenities shall conform to the following:

1. Mobility Hubs and Bicycle Hubs may be constructed on-site as part of a Project, or off-site.

2. Mobility Hubs and Bicycle Hubs must be located within 500 feet of a transit station.

3. Mobility amenities shall provide, at minimum, space for the following:

a. Mobility Hub: 30 bicycle share docks; 30 secured bicycle parking spaces; 5 car share spaces

b. Bicycle Hub: 100 secured bicycle parking spaces

c. Bicycle Storage Station: 30 secured bicycle parking spaces

4. Mobility amenities must be sufficiently identified with signage and fully accessible to the general public at all hours.

5. For improvements to be made within the public right-of-way, such as bus shelters, applicants must coordinate with the Department of Public Works for applicable standards and requirements.

6. Maintenance of mobility amenities is the responsibility of the property owner.

3.3.7. Community Facilities

Community Facilities are uses whose primary purpose is to provide services and amenities to the general public, and can include any of the following, or similar:

- Childcare centers
- Adult day cares
- Youth centers
- Health clinics
- Museums
- Cultural centers
- Recreation centers

A. **Point Value.** The type and amount of community facilities required to satisfy the Community Amenities requirement is based on the Project's point value and the corresponding point value of the facility in the Public Benefits Menu (**Appendix A**).

B. **Requirements.** Community Facilities provided as Community Amenities shall conform to the following:

1. Community Facilities must contain a minimum building area of 5,000 square feet.

2. Community Facilities may be provided on same lot as the Project or off-site but within the Plan area.

3. If the use of a Community Facility is discontinued, it must be replaced with another Community Facility of similar scale and scope by the property owner or subsequent owner for the life of the Project.

3.4. VEHICLE TRIP REDUCTION

3.4.1. Purpose

The purpose of the Vehicle Trip Reduction requirement is to help reduce the impact of new vehicular trips generated by new non-residential development in the Plan area on the transportation infrastructure during the most congested times of the day through the use of transportation demand management (TDM) strategies. Employer-based TDM strategies have been shown to be effective in achieving reductions in single-occupancy vehicle travel during peak hours, especially when high-quality transit options are available.

3.4.2. Applicability

A. Projects which meet all of the following criteria are subject to the Vehicle Trip Reduction requirement:

1. Located in the New Industry, Hybrid Industrial: Jobs Emphasis, Hybrid Industrial: Residential Emphasis, or Mixed Use: Commercial/Residential zones;

2. Exceed the Base FAR; and,

3. Comprised of 70 percent or more Non-Residential Use, determined by Project square footage.

3.4.3. Vehicle Trip Reduction

A. Projects must demonstrate either a 10 percent reduction in AM or PM peak-hour weekday vehicle trips from baseline vehicle trip levels, or an Average Vehicle Ridership (AVR) of 1.75 for AM peak-hour weekday vehicle trips.

1. Baseline vehicle trip levels are based on a Vehicle Trip Generation Study, which is required of all Projects at the time of application. See **Section 6.2.1.** of this Specific Plan.

2. Peak-hour weekday vehicle trips are determined by an average count of vehicle trips that enter or exit the project site during the peak-hour period. The average count should be based on counts taken for four days, across two weeks, on Tuesdays through Thursdays.

    a. Peak-hour period is defined as the 60-minute weekday period with the highest traffic volume between 6 a.m. and 10 a.m. or between 4 p.m. and 7 p.m.

3. AVR is calculated as the total number of employees at a work site during the peak hour period (between 6 a.m. and 10 a.m.) divided by the total vehicle trips made to or from the site during that same period.

B. Applicants that wish to propose an alternative method of demonstrating compliance with this requirement must receive approval from the Department of City Planning, in consultation with LADOT.

3.4.4. Application Submittal

Projects subject to the Vehicle Trip Reduction requirement shall submit the following items with the project application:

A. **Vehicle Trip Generation Study.** A Vehicle Trip Generation Study, which estimates baseline peak-hour weekday vehicle trips that will be generated by the Project. If AVR is being used to demonstrate the trip reduction, then a Vehicle Trip Generation Study is not required.

B. **Transportation Demand Management Plan.** A Transportation Demand Management (TDM) Plan, including the following elements:

1. A list of TDM strategies that will be used in an effort to meet the Vehicle Trip Reduction requirement. These strategies may include, but are not limited to, those found in **Section 3.4.7** of this Specific Plan.

2. A schedule and enumeration of responsibilities for implementation.

C. **Fees.** Applicants are subject to any applicable fees per LAMC Section 19.15, including LADOT Development Review fees.

3.4.5. Reporting Procedure

A. Beginning one year after a Certificate of Occupancy is obtained, the property owner must submit annual reports to the Department of City Planning, documenting counts of peak-hour weekday vehicle trips beginning and ending at the property. The property owner may deduct additional vehicle trips that result from shared parking arrangements with other users from the total vehicle trips for the purposes of the Vehicle Trip Reduction requirement.

B. The annual Vehicle Trip Reduction reports will be reviewed by the Department of City Planning, in consultation with LADOT as needed.

C. Reporting must continue annually until the project establishes compliance with the Vehicle Trip Reduction requirement for five consecutive years.

3.4.6. Non-Compliance Assessment Fee

A. Projects that do not comply with the Vehicle Trip Reduction requirement, either by failing to submit the required TDM Plan or annual reports, or by failing to meet the target Vehicle Trip Reduction amounts for two consecutive years, are subject to a fee for non-compliance. Penalties will continue for each subsequent year of non-compliance until compliance is achieved.

1. The fee is calculated using the Transportation Impact Assessment (TIA) fee in the West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP), assessed for each trip the Project is over the total number of trips needed to meet the Vehicle Trip Reduction target of 10 percent.

2. The fee shall be paid into the WLA TIMP Fund, which funds transportation improvements in the West LA area.

3.4.7. Transportation Demand Management (TDM) Strategies

A. TDM strategies that may be used to achieve the Vehicle Trip Reduction include, but are not limited to, the following:

1. A TDM coordinator;

2. Area-wide Transportation Management Association (TMA);

3. Commute Trip Reduction (CTR) Marketing, including a Transportation Information Center (TIC) and promotional activities, such as posters, prizes, and events promoting ridesharing;

4. Transit fare subsidy;

5. On-site sale of monthly transit passes;

6. Pre-tax transit commute expense accounts (pursuant to Internal Revenue Code Section 132(f));

7. Bicycle facilities (e.g. bicycle storage, showers and lockers, on-site self-service bicycle repair areas) beyond the requirements of the Bicycle Parking Ordinance (LAMC Section 12.21 A.16)

8. Integrated mobility hubs (as part of Citywide program)

9. On-site car share and/or bicycle share programs.

10. Pedestrian network improvements
11. Wayfinding and multi-modal navigation tools.
12. Flexible work hours
13. Telecommuting
14. Employer-sponsored vanpools
15. Employer-sponsored shuttles
16. Use of company vehicles for daytime business trips.
17. Ridesharing services
18. Guaranteed ride home programs.
19. Campus shuttle program
20. Parking cash out
21. Unbundled parking
22. Workplace parking pricing
23. Limit parking supply

B. **Citywide TDM Requirements.** The TDM requirements in this Specific Plan are in addition to the requirements of the Citywide Ordinance on TDM and Trip Reduction Measures (LAMC Section 12.26 J).

C. **Other Plan Requirements.** TDM strategies provided to satisfy other requirements of this Specific Plan (such as unbundled parking or transit benefit programs) or provided as Community Amenities (such as streetscape improvements or mobility amenities) may be incorporated into a Project's TDM strategy to reduce trips.

SECTION 4

URBAN DESIGN STANDARDS

INTENTIONALLY BLANK

4.1. APPLICABILITY

4.2.1. Urban Design Standards

A. **Applicability of Multi-Family Residential Design Standards.** Projects located in a Residential (R) zone, except for the Residential/Accessory Services (RAS) zone, shall comply with the Multi-Family Residential Design Standards in **Section 4.3**.

B. **Applicability of Mixed Use/Commercial/Industrial Design Standards.** Projects located in all other zones, including the RAS zone, shall comply with the Mixed Use/Commercial/Industrial Design Standards in **Section 4.2**.

C. **Signs.**

1. Projects located in the West Pico Design District (see **Map B**) shall comply with the design standards for signs in **Section 4.2.6**.

    a. For industrial Projects, the standards for wall signs, monument signs, projecting signs, awning signs, and information signs in **Section 4.2.6** are applicable only to signs placed on their Pico Boulevard/Southern Pacific Railroad Right-of-Way frontage.

2. Projects in all other areas shall comply with the City's Sign Regulations as defined in LAMC Section 14.4.

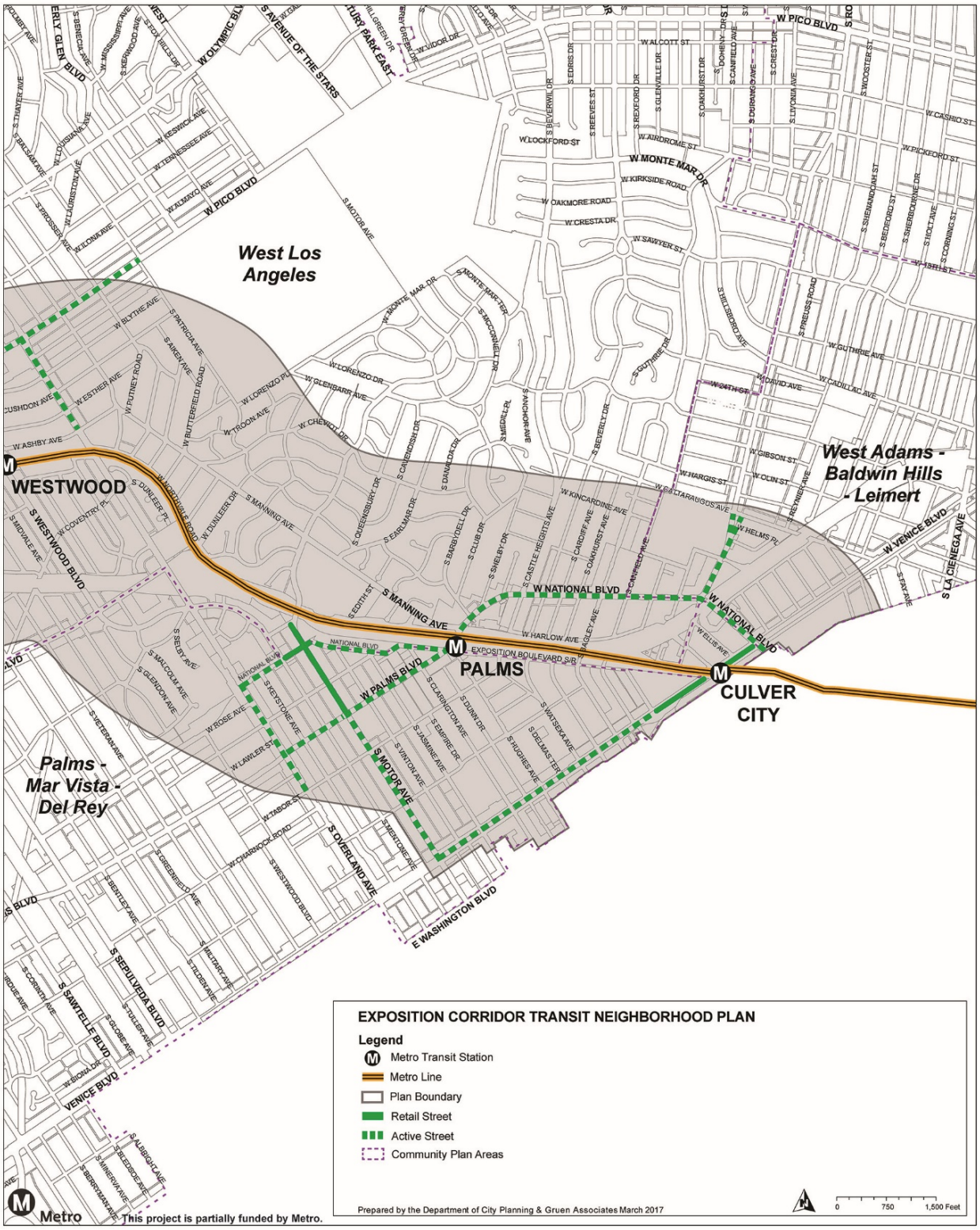
4.2.2. Urban Design Guidelines

A. **Applicability.** All Projects requiring discretionary approval by the Department of City Planning shall substantially comply with the Exposition Corridor Urban Design Guidelines (**Appendix C**).

B. **Findings.** For an application involving a Director's Determination for Alternative Compliance, decision makers shall make a written finding of substantial compliance with the Urban Design Guidelines.

MAP G: RETAIL AND ACTIVE STREETS

MAP G: RETAIL AND ACTIVE STREETS



4.2. MIXED USE, COMMERCIAL, AND INDUSTRIAL DESIGN STANDARDS

4.2.1. Building Form

A. Setbacks and Yards.

1. Projects must comply with the standards for front yard setbacks as set forth in **Table I**, determined by the proposed ground floor use abutting the sidewalk and street type (see **Map G**), as applicable.

TABLE I: FRONT YARD SETBACKS

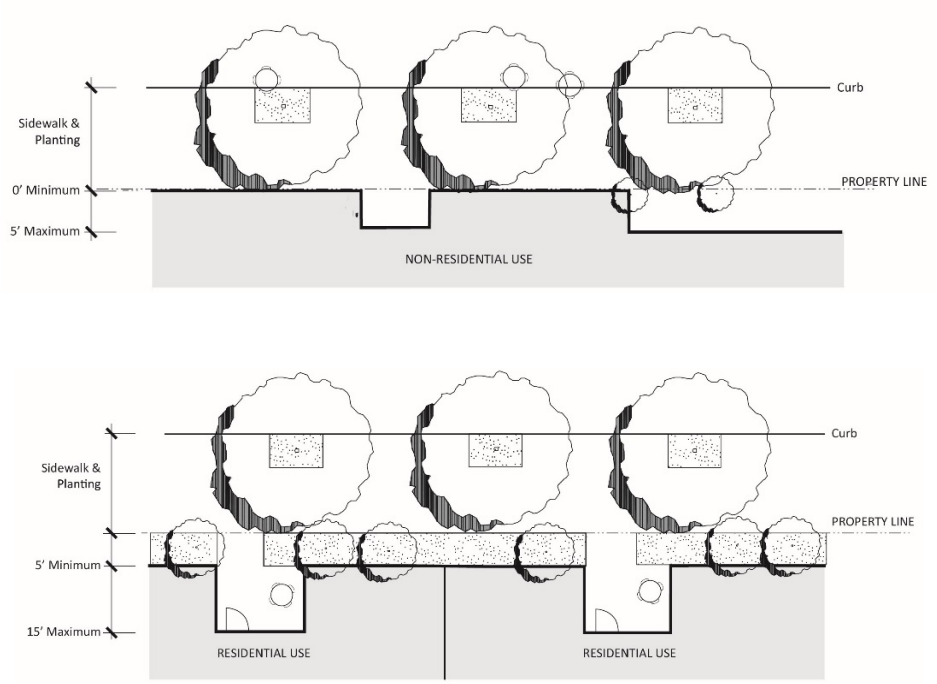
Ground Floor Use	Retail Street or Active Street	All Other Streets
Retail or Restaurant	0 feet minimum 5 feet maximum	0 feet minimum 10 feet maximum
Office, Industrial, or Live/Work	0 feet minimum 5 feet maximum	5 feet minimum 10 feet maximum
Residential[1]	5 feet minimum 10 feet maximum	10 feet minimum 15 feet maximum

1. On Retail or Active Streets, residential lobbies, community rooms, and other common areas in residential buildings shall follow the range of permitted setbacks for Office, Industrial, or Live/Work use.

a. Distances shall be calculated from the front property line, after any required dedications and/or easements are provided.

b. If a ground floor use is changed in the future, the new use may continue to be subject to the setback required at the time of initial construction.

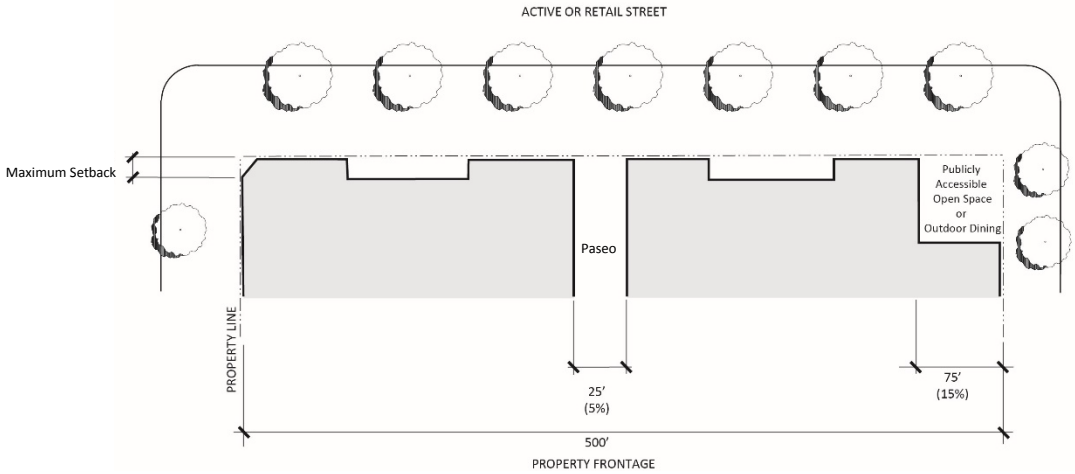
FIGURE D: SETBACKS ON ACTIVE OR RETAIL STREETS



2. Projects may exceed the maximum setback requirements in **Table I** in order to accommodate outdoor dining areas, Publicly Accessible Open Space, and/or Paseos, up to the following percentages of the property frontage:

    - Along Retail or Active Streets: 20%
    - Along Other Streets: 30%

FIGURE E: FRONT YARD SETBACK EXCEPTIONS



3. Fences and walls in the front yard are prohibited, except for those enclosing outdoor dining areas or in front of residential uses.

    a. Outdoor dining enclosures are permitted up to 42 inches in height.

    b. Fences and walls in front of residential uses are permitted up to 42 inches in height. Where solid walls are used, there shall be a landscape buffer at least 18 inches wide between the wall and the front property line.

4. Side yards are not required for the ground floor portion of a building where the ground floor is used exclusively for commercial purposes.

5. For portions of buildings used for residential purposes, side yards up to 5 feet in depth may be maintained at the first story used in whole or part for residential purposes.

    a. If the ground floor of a building is used for residential purposes, the maximum 5 foot side yard may be exceeded to accommodate a vehicular driveway or Publicly Accessible Open Space, but only to the depth of the driveway or open space.

6. Rear yards of a minimum of 5 feet in depth shall be maintained on properties that directly abut a residential (R) zone.

B. **Streetwall.**

1. Along Retail and Active Streets, at least 80 percent of the length of a building's Streetwall shall adhere to the minimum height set forth in **Table J**.

2. Where utility poles over 30 feet in height exist along a street, no portion of a building above 30 feet in height may be constructed within 5 feet from the front property line along that street.

FIGURE F: MINIMUM STREETWALL

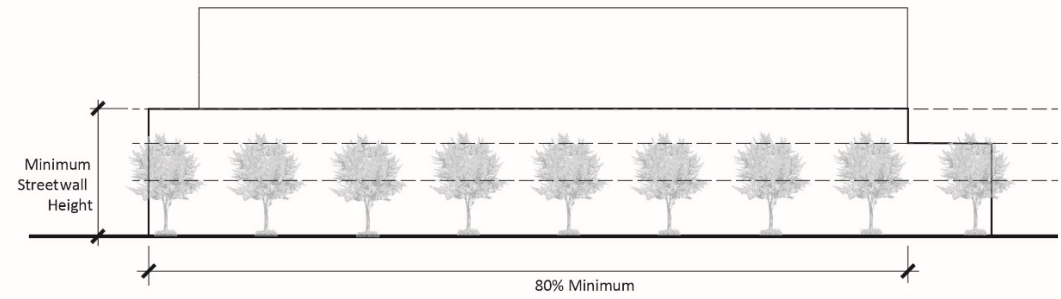


TABLE J: MINIMUM STREETWALL HEIGHTS

Street	Minimum Height
Barrington Ave	2 stories
Bundy Drive	3 stories
Motor Ave	2 stories
National Blvd	2 stories
Olympic Blvd	4 stories
Overland Ave	2 stories
Palms Blvd	2 stories
Pico Blvd	3 stories
Robertson Blvd	2 stories
Sawtelle Blvd	3 stories
Sepulveda Blvd (north of Exposition Blvd)	4 stories
Sepulveda Blvd (south of Exposition Blvd)	3 stories
Venice Blvd	4 stories
Westwood Blvd	2 stories

C. **Massing and Lot Coverage.**

1. No individual building shall have more than 250 feet of linear street frontage.

2. A midblock passageway through a Project site shall be provided in the following situations:

   a. The Project is located on a block longer than 500 feet, and includes more than 300 feet of street frontage, or

   b. The Project is located in the middle of a block longer than 500 feet, and includes at least 200 feet of street frontage.

3. A mid-block passageway shall be either a paseo or a new shared street, and shall link a street to another street, alley, or paseo, or enable linkage to a future street, alley, or paseo where one currently does not exist.

4. A Project's building footprint shall be a maximum of 85 percent of the buildable lot area.

5. A Project's building footprint shall be a minimum of 50 percent of the buildable lot area.

6. Projects involving the alteration, rehabilitation, or reuse of existing building(s), not including any additions or new construction, are exempt from lot coverage standards.

7. Pedestrian bridges across public rights-of-way, with the exception of alleys, are prohibited.

8. Buildings within a 100-year flood plain shall be constructed a minimum of one foot above the 100-year flood water surface elevation.

4.2.2. Building Orientation

A. **Entrances.**

1. A minimum of one building entrance shall be provided along each public street frontage.

2. The primary entrance for all commercial tenants and residential components fronting an Active or Retail Street shall be accessed from that street. The primary entrance shall not be accessed from a parking area.

3. Building entrances shall be at grade level or a maximum of three feet above grade level and shall be visible from the public right-of-way. Entrances below grade level are prohibited.

B. **Ground Floor Frontage.**

1. At least 75 percent of the ground floor frontage of a building on a Retail Street shall be designed to accommodate one or more Active Uses.

2. At least 50 percent of the ground floor frontage of a building on an Active Street shall be designed to accommodate one or more Active Uses and/or residential units with individual entries.

3. Active Uses located on the ground floor of buildings on Retail and Active Streets (with the exception of residential units) shall comprise a minimum depth of 25 feet from the front façade and shall have a minimum floor-to-ceiling height of 15 feet.

C. **Transparency.**

1. Transparent wall openings, such as storefront windows and doors with clear glass, along Retail Streets shall comprise at least 75 percent of a building's ground floor street-facing façade between two feet and eight feet from the finished floor level of the ground floor.

    a. On corner lots where one side fronts a Retail Street, the ground floor transparency requirements for Retail Streets shall also apply to the first 20 linear feet of ground floor frontage along the intersecting street.

2. Transparent wall openings, such as storefront windows and doors with clear glass, along Active Streets shall comprise at least 50 percent of a building's ground floor street-facing façade(s) between two feet and eight feet from the finished floor level of the ground floor.

3. A minimum of 30 percent of the exterior wall of all upper floors facing a public street shall consist of transparent windows and openings.

4. Structures being renovated as part of a Project that have been identified as a historic resource are exempt from transparency requirements if they would render the building structurally infeasible or would compromise the historical integrity or original character of the building, as determined by the Office of Historic Resources.

4.2.3. Architectural Treatment

A. **Windows and Doors.**

1. Clear glass shall be used for wall openings (i.e. doors and windows) along all street-level façades containing Non-Residential Uses. Dark tinted, reflective or opaque glazing is prohibited.

2. Solid exterior security grilles and permanently affixed security bars are prohibited. Exterior and interior security grilles are permitted provided they are at least 75 percent transparent and are retractable and designed to be fully screened from view during business.

3. Where a property containing a sensitive land use abuts a freeway right-of-way, no operable windows, balconies, or patios are allowed on the side of the building that faces the freeway. Sensitive land uses include residences, schools, playgrounds, athletic facilities, and long-term health facilities.

B. **Materials.**

1. The use of heavily textured (16/20) stucco finishes, i.e. heavy dash, heavy lace, or heavy sand float, as a facade material is prohibited.

2. When stucco is used, it shall be limited to 75 percent of a building façade and applied in combination with at least one other material on the façade, not including materials used in windows, doors, balconies, or railings.

3. Fences made of chain link or barbed wire are prohibited.

4. Building materials shall be comprised of non-reflective materials, such as concrete, wood, composite materials, coated metal, non-reflective glass, and stone.

5. The exterior finish on balconies shall be a material that is different from the primary finish material on the body of the building.

C. **Lighting.**

1. Exterior lighting shall be provided along all vehicular access ways, pedestrian walkways, parking areas, open spaces, and building entrances.

2. Exterior building and landscape lighting shall be directed away from adjacent properties. In addition no light shall be directed at the windows of a residential unit located either within or adjacent to a project.

3. Exterior lighting shall be shielded to reduce glare and nighttime spillover light.

4. Lighting that uses flashing, strobe, motion, or multi-color elements is prohibited.

D. **Mechanical Equipment and Utilities.**

1. All exterior mechanical equipment, including HVAC equipment, electrical transformers, and exhaust fans, shall be screened from public view or integrated into the architectural design of the building.

2. Mechanical equipment in window or door openings is prohibited.

3. Service areas and loading docks shall not be visible on the ground floor of any building façade that faces the street. Such areas shall be located along an alley and/or at the rear of a building or otherwise screened from public view.

4. Recycling and trash facilities shall be located at the rear of the building or otherwise screened from public view through gated, covered enclosures.

5. For Projects located within 500 feet of a freeway and containing sensitive land uses, locate air intakes for ventilation equipment as far from freeway sources as possible. Sensitive land uses include residences, schools, playgrounds, athletic facilities, and long-term health facilities.

4.2.4. Open Space Design

A. **Paseos.**

1. Paseos shall be a minimum of 15 feet wide, and an average of at least 20 feet wide.

2. Paseos shall be at least 50 percent open to the sky or covered with translucent material. Alternatively, paseos may be covered with habitable floor area if the interior height of the paseo is at least 30 feet.

3. Paseos shall be accessible to the public at minimum from 6 a.m. to 10 p.m. seven days per week.

B. **Publicly Accessible Open Space.**

1. Publicly Accessible Open Space shall have a minimum area of 650 square feet with no horizontal dimension less than 15 feet when measured perpendicularly from any point on each of the boundaries.

2. Publicly Accessible Open Space shall not be more than three feet above or below street curb level.

3. Publicly Accessible Open Space shall be accessible to the public at minimum from 6 a.m. to 10 p.m. seven days per week.

4. Fences or walls enclosing Publicly Accessible Open Space shall be a maximum height of 6 feet and designed so that the fence is at least 75 percent transparent.

5. New shared streets that accommodate both pedestrians and slow-moving vehicles must include street trees and landscaping for a minimum of 15 percent of the street area in order to qualify as Publicly Accessible Open Space.

C. **Landscape and Hardscape.**

1. Where Projects include new landscaping, a minimum of 80 percent of the landscaped area shall be planted with drought tolerant shrubs and groundcover identified as “California Friendly” by the Metropolitan Water District’s Be Water Wise program (www.bewaterwise.com). If turf is installed, a water-conserving species appropriate for the climate in Los Angles shall be selected.

2. Hardscape areas shall include permeable paving for at least 50 percent of the area, except where not feasible due to water table levels, contamination, or permeability of the soil.

D. **Open Space Location.**

1. Projects that are 500 feet or less from a freeway and containing sensitive land uses shall locate on-site open spaces and recreation areas as far from freeways as possible. Sensitive land uses include residences, schools, playgrounds, athletic facilities, and long-term health facilities.

2. Projects containing a sensitive land use abutting a freeway right-of-way shall provide a 10-foot-wide densely landscaped buffer between the project and the freeway. Sensitive land uses include residences, schools, playgrounds, athletic facilities, and long-term health facilities.

4.2.5. Vehicle Access and Parking

A. **Driveways.**

1. Vehicular access to parking shall be from an alley or a local street where feasible. Vehicular access from Retail or Active Streets is prohibited unless access from an alley or local street is not feasible.

2. When access from an alley or local street is not feasible, vehicular access to parking shall be placed towards one side of the building or along the side lot line, not in the center of a property frontage.

3. On corner lots, vehicular access shall be located on the side of the property farthest from the corner.

4. Projects shall limit the number and width of driveways as set forth in **Table K**, unless otherwise required by LADOT.

TABLE K: MIXED USE, COMMERCIAL, AND INDUSTRIAL DRIVEWAY LIMITATIONS

Length of Building Frontage Along Public Street	Maximum Number and Width of Driveways	Maximum Driveway Width
Less Than or Equal to 200 Feet	1	20 feet
	2	10 feet
Greater Than 200 Feet	2	20 feet

5. Driveways shall be located at least 50 feet apart.

6. A vehicular exit from a parking structure located five feet or less from a sidewalk or paseo shall feature a visual/audible alarm to warn pedestrians and cyclists of exiting vehicles.

7. Porte-cocheres and vehicular drop-off areas between the front of a building and the street are prohibited. Drop-off areas shall be located along the curb where there is a full-time curbside parking lane or within parking facilities.

B. **Surface Parking.**

1. Surface parking lots shall not be located between the front property line and the building frontage but rather at the rear of a building.

2. Where a surface parking lot abuts a public street, the lot shall be screened using a minimum 2-foot-wide landscaped strip between the property line and the parking lot.

a. The landscaped strip shall contain densely planted hedges or shrubs, installed in the ground or in containers, at least 2 feet high at the time of planting. The planting shall be of a type that may be expected to form, within three years after time of planting, a continuous, unbroken, year round visual screen. Such planting, including any planting containers, shall not exceed 42 inches in height.

b. If the landscaped strip contains in-ground planting, it shall be surrounded by a 6-inch-high concrete curb.

c. A wall, barrier, or fence up to 42 inches high and of uniform appearance may be placed between the required landscaped strip and the parking lot. Such wall, barrier, or fence may be opaque or perforated provided that not more than 50 percent of the face is open.

3. Parking lots shall contain a minimum of one 24-inch box tree for every four new surface parking spaces, in accordance with the City of Los Angeles Landscape Ordinance (Ord. No. 170,978), Guidelines K – Vehicular Use Areas.

4. At least 50 percent of parking lot and driveway surfaces shall utilize light-colored materials, such as concrete, white asphalt or light-colored pavers with a Solar Reflectance Index (SRI) of at least 29 to reduce surface temperatures.

C. **Parking Structures.**

1. No parking or loading areas shall be visible on the ground floor of any building façade that faces a public street, except for the minimum ground-level frontage required for pedestrian and vehicular access to parking and loading.

2. Parking, loading or circulation located above the ground floor shall be lined by habitable floor area along all street frontages.

3. If a Project demonstrates that it is not feasible to line above-ground parking with habitable space along all street frontages, then the following must be observed:

a. A maximum of three parking levels fronting on a public street are allowed.

b. At least one habitable floor must be provided directly above the un-lined parking levels.

c. The parking shall be screened and integrated into the architectural design of the building façade.

4. Parking structures that are within 200 feet of any residential use shall:

   a. Contain solid decorative walls to block vehicular lights and deflect noise along the sides closest to the residential use;

   b. Contain solid spandrel panels at a minimum of 3 feet 6 inches in height, installed at the ramps of the structure, to minimize glare;

   c. Construct garage floors and ramps using textured surfaces to minimize tire squeal;

   d. Locate exhaust vents away from residential uses; and

   e. Eliminate light source glare falling on the adjacent residential units.

5. Parking stalls and driveways of a parking structure that are exposed to the sky shall be finished with a light-colored surface material such as concrete with a Solar Reflectance Index (SRI) of at least 29. Alternatively, a minimum of 50 percent of the total area of the exposed stalls and driveways shall be covered by vine-covered pergola, canopy, trellis, or solar panels and their related support structures.

4.2.6. Signs

A. **Wall Signs.**

1. Each building or premise is allowed one wall sign containing the name, and/or address, or logo of the building on the site, or any other message allowed on an on-site sign. The sign area of this wall sign shall not be more than four square feet.

2. Any business is permitted one wall sign containing the name of the business, logo, and/or any other message allowed on an on-site sign for each face of each building that has frontage on a public street and has a public entrance from the street frontage.

3. The total sign area of a wall sign, with the exception of business identification signs, shall not exceed 1.5 square feet for each linear foot of store or building frontage, or 75 square feet in area, whichever is less.

4. The overall height of wall signs made of channel or individual letters/logo shall not exceed two feet, and the height of the letters shall not exceed 18 inches.

5. Wall signs shall not project more than 12 inches from a wall.

6. No portion of a wall sign shall extend above a building wall or above a roofline.

7. Wall signs in a multi-tenant building shall be placed at the same uniform elevation to create visual continuity (applicable to each level of a multi-tenant retail/office building).

8. Wall signs shall be constructed of channel or individual letters/logos or metal, stone, wood or other non-illuminated, non-plastic material.

9. Canister wall signs are permitted only if they have opaque, or translucent, non-illuminated face panels with only individual letters and/or logos back-lit, and not the entire surface of the sign. Internally illuminated letters maybe plastic, but the face panels should not have glossy, reflective surfaces.

B. **Monument Signs.**

1. There shall be only one monument sign per multi-tenant business or building.

2. The maximum size of a monument sign shall be 24 square feet per side.

3. Monument signs shall be constructed of metal, stone, wood or other non-illuminated, non-plastic material.

4. Plastic canister signs are permitted only if the sign has opaque, or translucent, non-illuminated face panels with only individual letters and/or logos back-lit, and not the entire surface of the sign. Internally illuminated letters maybe plastic, but the face panels should not have glossy, reflective surfaces.

C. **Projecting Signs.**

1. The number of projecting signs shall not exceed one per business.

2. The area of a projecting sign shall be limited to four square feet per sign face.

3. Projecting signs shall be constructed of metal, stone, wood or other non-illuminated, non-plastic material.

4. Plastic canister signs are permitted only if the sign has opaque, or translucent, non-illuminated face panels with only individual letters and/or logos back-lit, and not the entire surface of the sign. Internally illuminated letters maybe plastic, but the face panels should not have glossy, reflective surfaces.

5. No projecting sign shall project more than 30 inches from the building wall to where it is attached or extend above parapet line of the roof.

D. **Awning Signs.**

1. Each building / business is allowed one awning sign to be located on the awning over the building / business entrance.

2. Letters, numbers, or symbols on an awning sign shall not exceed 10 inches in height and cover no more than 70 percent of the valence area.
3. The name, occupation, and/or address of the business is permitted on the awning signs, or any other message allowed on an on-site sign.

E. **Window Signs.**

1. Only one window sign per business is allowed.

2. Window signs, consisting of text, graphics or images, either permanent or temporary, shall not exceed four square feet or 10 percent of the total window area, whichever is less.

F. **Information Signs.**

1. Signs which direct vehicular and pedestrian traffic to parking areas or other onsite destinations or explain parking fees should not exceed nine square feet or a vertical or horizontal dimension of 36 inches.

2. Information signs shall be consistent in design with the signage for the rest of the project.

3. Information signs are to be used for on-site directional information only and not for advertising.

4. Information signs shall be constructed of metal, stone, wood or other non-illuminated, non-plastic material.

5. Plastic canister signs are permitted only if the sign has opaque, or translucent, non-illuminated face panels with only individual letters and/or logos back-lit, and not the entire surface of the sign. Internally illuminated letters maybe plastic, but the face panels should not have glossy, reflective surfaces.

G. **Prohibited Signs.**

1. Pole signs and Illuminated architectural canopy signs are prohibited.

4.3. MULTI-FAMILY RESIDENTIAL DESIGN STANDARDS

4.3.1. Building Form

A. **Setbacks and Yards.**

1. For Projects fronting an Active Street, the front yard setback for shall be a minimum of 5 feet and a maximum of 10 feet, measured from the front property line, after accounting for dedications and easements.

2. Projects fronting all other streets shall be set back within 5 feet of the prevailing front yard setback of the block face on which the property is located as defined in the Definitions section (**Section 7**) of this Plan. This setback requirement supersedes the front yard provisions in LAMC Section 12.22 C.27(e) for small lot subdivisions.

3. Fences and walls in the front yard are permitted up to 42 inches in height along Active Streets. When solid walls are used, they must incorporate a minimum 18 inch-wide landscaped buffer area between the wall and the front property line.

4. Fences are permitted up to 42 inches in height along all other streets. However, walls are prohibited.

B. **Massing.**

1. No individual building shall have more than 200 feet of linear street frontage.

2. Pedestrian bridges across public rights-of-way, with the exception of alleys, are prohibited.

3. Buildings within a 100-year flood plain shall be constructed a minimum of one foot above the 100-year flood water surface elevation.

4.3.2. Building Orientation

A. **Entrances.**

1. Street-fronting residential units shall have their primary entrance facing the street. Buildings without ground floor entrances for individual units shall have the primary building entrance, such as a lobby or atrium, oriented towards the street.

2. Primary building entrances shall be emphasized through architectural features such as front porches, awnings, canopies, columns and/or prominent walkways.

3. Building entrances shall be placed at grade level or a maximum of three feet above grade level and unobstructed from view from the public right-of-way. Entrances below grade level are prohibited.

4. Access for pedestrians from the sidewalk to residential entrances shall be provided via a separated walkway, and not exclusively through parking areas or driveways.

B. **Ground Floor Frontage.**

1. Where a building fronts an Active Street, at least 50 percent of the ground floor frontage of a Project shall be designed to accommodate one or more Active Uses.

   a. Active Uses (with the exception of residential units) shall be constructed to a minimum depth of 25 feet from the front façade and shall be constructed to a minimum floor-to-ceiling height of 15 feet.

C. **Transparency.**

1. Where a building fronts an Active Street, transparent wall openings, such as storefront windows and doors with clear glass shall comprise at least 50 percent of a building's ground floor street-facing façade(s) between two feet and eight feet from the finished floor level of the ground floor.

2. A minimum of 30 percent of the exterior wall of all upper floors facing the street shall consist of transparent windows and openings.

3. Structures being renovated as part of a Project that have been identified as a historic resource are exempt from transparency requirements if they would render the building structurally infeasible or would compromise the historical integrity or original character of the building, as determined by the Office of Historic Resources.

4.3.3. Architectural Treatment

A. **Windows and Doors.**

1. Flush finish installations are prohibited. Windows and doors visible from the street shall be recessed at least two inches from the building façade. The recess shall not be accomplished by the use of plant-on moldings around the window.

2. Exterior security bars or grills on windows and doors are prohibited.

3. Where a property containing a sensitive land use abuts freeway right-of-way, no operable windows or balconies are allowed on the side of the building that faces the freeway. Sensitive land uses include residences, schools, playgrounds, athletic facilities, and long-term health facilities.

B. **Materials.**

1. The use of heavily textured (16/20) stucco finishes, i.e. heavy dash, heavy lace, or heavy sand float, as a façade material is prohibited.

2. When stucco is used, it shall be limited to 75 percent of a building façade and applied in combination with at least one additional building material on the façade, not including materials used in windows, doors, balconies, and railings. More than one color of stucco shall be used.

3. The exterior finish on balconies shall be a material that is different from the primary finish material on the body of the building.

4. Fences made of chain link or barbed wire are prohibited.

5. Building materials shall be comprised of non-reflective materials, such as concrete, wood, composite materials, coated metal, non-reflective glass, and stone.

6. A maximum of three complementary building materials shall be incorporated into the exterior façade of buildings, including but not limited to tile, terracotta, brick, stucco, or stone.

C. **Lighting.**

1. Exterior building and landscape lighting shall be directed away from adjacent properties. In addition no light shall be directed at the windows of a residential unit located either within or adjacent to a project.

2. Exterior lighting shall be provided along all vehicular access ways, pedestrian walkways, parking areas, open spaces, and building entrances.

3. Exterior lighting shall be shielded to reduce glare and nighttime spillover light.

4. Lighting that uses flashing, motion, or multi-colored elements is prohibited.

D. **Mechanical Equipment and Utilities.**

1. All exterior mechanical equipment, including HVAC equipment, electrical transformers, and exhaust fans, shall be screened from public view or integrated into the architectural design of the building.

2. Mechanical equipment in window or door openings is prohibited.

3. Recycling, trash facilities, and other service areas shall be located at the rear of the building, within parking areas, or otherwise screened from public view through gated, covered enclosures.

4. For Projects located within 500 feet of a freeway and containing sensitive land uses, locate air intakes for ventilation equipment as far from freeway sources as possible. Sensitive land uses include residences, schools, playgrounds, athletic facilities, and long-term health facilities.

4.3.4. Open Space Design

A. **Landscape, Hardscape, and Irrigation.**

1. A minimum of 80 percent of a Project's newly landscaped area shall be planted with drought tolerant shrubs and groundcover identified as "California Friendly" by the Metropolitan Water District's Be Water Wise program (www.bewaterwise.com). If turf is installed, a water-conserving species appropriate for the climate in Los Angles shall be selected.

2. Hardscape areas shall include permeable paving for at least 50 percent of the area, except where not feasible due to water table levels, contamination, or permeability of the soil.

3. Hardscape materials shall have a Solar Reflectance Index (SRI) of at least 29.

B. **Open Space Location.**

1. Projects that are 500 feet or less from a freeway and containing sensitive land uses shall locate on-site open spaces and recreation areas as far from freeways as possible. Sensitive land uses include residences, schools, playgrounds, athletic facilities, and long-term health facilities.

2. Projects containing a sensitive land use abutting a freeway right-of-way shall provide a 10-foot-wide densely landscaped buffer between the project and the freeway. Sensitive land uses include residences, schools, playgrounds, athletic facilities, and long-term health facilities.

4.3.5. Vehicle Access and Parking Area Design

A. **Vehicle Access.**

1. Vehicular access to parking shall be from an alley where feasible. When no alley is available, vehicular access to parking shall be from a local street. When neither alley nor local street is available, the driveway shall be placed along the side lot line of the property, not in the center of the property frontage. Vehicular access from Retail or Active Streets is prohibited unless access from an alley or local street is not possible.

2. On corner lots, vehicular access shall be located as far from the corner as possible and on a non-arterial street whenever feasible.

3. Projects shall limit the number and width of driveways as set forth in **Table L**, unless otherwise required by LADOT.

TABLE L: MULTI-FAMILY RESIDENTIAL DRIVEWAY LIMITATIONS

Length of Building Frontage Along Public Street	Maximum Number and Width of Driveways	Maximum Driveway Width
Less Than or Equal to 150 Feet	1	10 feet
Between 150 and 200 Feet	1	20 feet
	2	10 feet
Greater Than 200 Feet	2	20 feet

4. Driveways shall be located a minimum of 50 feet apart.

5. Porte-cocheres and other vehicular drop-off areas between the front of a building and the street are prohibited. Drop-off areas shall be located along the curb where there is a full-time curbside parking lane or within parking facilities.

B. **Parking Areas.**

1. Parking areas shall be located underground or at the rear of the property, as feasible.

2. Parking located at grade or partially below grade shall be screened from the public right-of-way by architectural elements and/or densely planted trees or shrubs that are minimum of 2 feet in height.

3. Multiple garage bays or carports along the front of a building or surface parking areas and driveway “back-up” space between a structure and the public right-of-way (regardless of setback requirements) are prohibited.

4. At least 50 percent of surface parking lot and driveway surfaces shall utilize light-colored materials (such as concrete, white asphalt, or light-colored pavers) with a Solar Reflective Index (SRI) of at least 29 to reduce surface temperatures.

INTENTIONALLY BLANK

SECTION 5

STREETS

INTENTIONALLY BLANK

5.1. STREET STANDARDS

5.1.1. General Requirements

A. Projects fronting street segments that are included as part of the Exposition Corridor Streetscape Plan or Livable Boulevards Streetscape Plan (see **Map H**) shall refer to the Street Standards table (**Appendix B**) for the relevant street designations, dimensions, dedications, and easements.

5.2. STREETSCAPE IMPROVEMENTS

5.2.1. General Requirements

A. All Projects must comply with the requirements per LAMC Section 12.37 for street improvements on the street(s) adjacent to the Project site, including but not limited to the provision of applicable dedications, curbs and gutters, sidewalks, and street trees.

5.2.2. Streetscape Plan Segments

A. When right-of-way improvements are required of any Project in the Specific Plan area, pursuant to LAMC Section 12.37, LAMC Chapter 1, Articles 2 or 7, or other City ordinance, for a right-of-way included as part of the Exposition Corridor Streetscape Plan or Livable Boulevards Streetscape Plan (see **Map H**), the improvements shall be consistent with the streetscape plan unless the LADOT General Manager or the City Engineer finds either of the following:

1. Consistency with the streetscape plan is not feasible or practical;

2. The cost of making the improvement consistent with the streetscape plan is greatly in excess of the cost to other property owners who are required to make improvements consistent with the streetscape plan in the streetscape plan area.

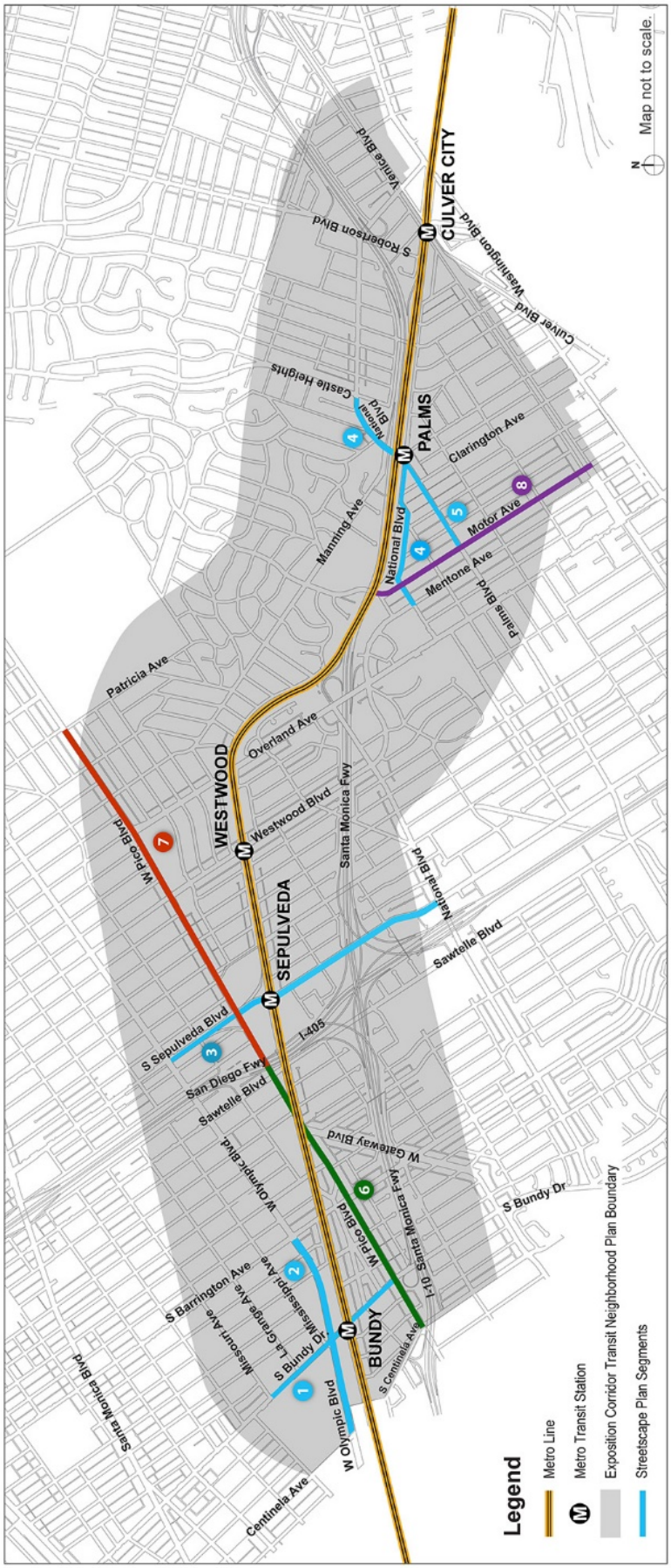
B. **Non-Conforming Improvements**. Notwithstanding anything to the contrary in LAMC Section 12.37.A.3 or other adopted City ordinance, improvement requirements shall not be waived or excused for a Project on the basis that the existing improvements currently meet existing City standards and requirements, unless the improvement also conforms to any streetscape plan for the right-of-way. If existing improvements do not conform to the streetscape plan, they will need to be improved to meet the streetscape plan standards unless the City Engineer or General Manager make the findings in Subsection A, above, or the improvement requirement is otherwise successfully appealed under Section D, below.

C. **Consistency Determination.** Consistency with the streetscape plan shall be determined by the LADOT General Manager, after consultation with the Director of Planning and the City Engineer.

D. **Appeal.** An applicant may appeal any streetscape improvement requirement in Sections A and B, including the findings under Subsections A.1. or A.2., through any appeal process that would be available for the imposition of the underlying right-of-way improvement requirement. For example, if the underlying improvement is being imposed under LAMC Section 12.37, the requirement to improve the right-of-way consistent with the streetscape plan, may be appealed under LAMC Section 12.37.I. If the underlying improvement is being imposed under LAMC Section 17.08 on a parcel map, the requirement to improve the right-of-way consistent with the streetscape plan, may be appealed under LAMC 17.54.

E. **Subsequent Ordinance.** If after the latest update to this Specific Plan the City Council adopts an ordinance to regulate streetscape plan improvements and the ordinance is applicable to the Specific Plan Area, this Section shall be of no further force and effect.

MAP H: STREETSCAPE PLAN SEGMENTS



EXPOSITION CORRIDOR STREETSCAPE PLAN

1. **BUNDY** Drive between Missouri Avenue and Pico Boulevard
2. **OLYMPIC** Boulevard between Centinela and Barrington Avenues
3. **SEPULVEDA** Boulevard between Olympic and National Boulevards
4. **NATIONAL** Boulevard between Mentone and Castle Heights Avenues
5. **PALMS** Boulevard between Motor Avenue and National Boulevard

LIVABLE BOULEVARDS STREETSCAPE PLAN (COTERMINOUS SEGMENTS)

6. **PICO GREEN**
   Pico Boulevard between Centinela Avenue and I-405
7. **PICO PATRICIA**
   Pico Boulevard between I-405 and Patricia Avenue
8. **MOTOR AVENUE**
   Motor Avenue between I-10 and Venice Boulevard

INTENTIONALLY BLANK

SECTION 6

PROCESS

INTENTIONALLY BLANK

6.1 DEVELOPMENT REVIEW PROCEDURES

6.1.1. General Requirements

A. **Authority.** No permit shall be issued by the Department of Building and Safety for any Project unless the Project has been reviewed and approved in accordance with this Specific Plan.

B. **Prohibition on Demolition.** No permit for demolition in the Plan area shall be issued unless an approval has been obtained for new construction on the site per this Specific Plan.

C. **Application Requirements and Procedures.** The application requirements and procedures of LAMC Section 11.5.7 shall apply to all Projects (as defined in **Section 1.2.1**) applications in the Plan area unless otherwise stated in this Specific Plan.

D. **Environmental.** Prior to issuance of an approval per this Specific Plan, Projects must comply with all applicable Environmental Standards as set forth in **Appendix E**, subject to the following rules.

1. A Project does not need to comply with any Environmental Standard that is not relevant to the scope of activities involved with the Project. For example, a Project that proposes only minor façade alterations and no grading, shall not be subject to Environmental Standards that apply to grading activities (such as noise and vibration standards). The Director, in his or her reasonable discretion, shall determine the applicability of Environmental Standards to a Project.

2. Compliance with all applicable Environmental Standards listed in **Appendix E** shall be demonstrated on the plans as Project features (that is, features that are physically built into the Project) or as operational features listed on a sheet within the plans (that is, features that are carried out either during construction of the Project, or over the life of the Project).

3. The Director (or appeal body on appeal) may modify or not require an Environmental Standard listed in **Appendix E** for any Project when: (1) the Director finds in writing, based on substantial evidence, that the Environmental Standard is infeasible and the Director has adopted a new equally or more effective measure and the new measure will not result in any new significant impact; (2) the Director finds in writing, based upon substantial evidence, the Environmental Standard is not necessary to mitigate an impact, including because of the existence of a similar or more effective regulation that applies to the Project; (3) the City complies with CEQA Guidelines, Section 15162, including by preparing an addendum or subsequent environmental clearance to the ECTNP EIR to analyze the impacts from the modifications to the Environmental Standards; or (4) the City prepares a new CEQA clearance for the Project.

E. **Mitigation Measures.** Prior to issuance of an approval per this Specific Plan, the Project shall also demonstrate compliance with all applicable mitigation measures listed in the Mitigation Monitoring Plan (**Appendix F**).

6.1.2. Application Process

A. All Projects proposed within the Plan area shall file an application with the Department of City Planning, on a form provided by the Department, and shall include all information required by the instructions on the application and the guidelines adopted by the Director of Planning.

B. **Content of Application.** In order to be deemed complete, applications must include the following, as applicable:

1. Vehicle Trip Generation Study pursuant to **Section 6.2.1**.

2. For Projects that require Community Amenities pursuant to **Section 3.3.1.**:

a. The Project's total point calculation and a description of the Community Amenities provided with their associated point values.

b. Where a Community Amenity is a physical improvement, the improvement shall be shown on the Project site plan (or a separate site plan, if the improvement is located off-site) or other relevant drawing(s).

c. Where a Community Amenity is a streetscape improvement, construction drawings of those improvements, to the satisfaction of the Department of Public Works.

d. If a Project is proposing a Community Amenity that is not listed in the Public Benefits Menu (**Appendix A**), the Project application shall include a validated cost estimate (**Section 3.3.1. C.1**).

3. **Additional Materials.** Projects shall submit any additional materials required by this Specific Plan, as relevant to the Project. This may include, but is not limited to, a parking demand analysis, Transportation Demand Management plan, or applicable environmental technical studies (see **Section 6.2**).

6.1.3. Administrative Clearance

A. A permit for a Project may be issued with an Administrative Clearance, which is approved with a sign-off by the Director, if the Project complies with all applicable regulations of the Specific Plan. However, if a Project is utilizing the Alternative Compliance procedure, a Director's Determination for Alternative Compliance is required in accordance with **Section 6.1.4**.

6.1.4. Director's Determination for Alternative Compliance

A. **Applicability.** Projects located on properties eligible for Alternative Compliance (see **Map E**) that do not comply with the minimum Non-Residential Use requirements for the zone of the property, per **Section 2.3.2** of this Specific Plan, must obtain a Director's Determination for Alternative Compliance. Such Projects must comply with all other requirements of this Specific Plan.

B. **Procedure.** The Director of Planning will review and approve, conditionally approve, or disapprove an application for a Director's Determination for Alternative Compliance, following the discretionary review procedure in LAMC Section 11.5.7 C (Project Permit Compliance Review).

C. **Findings.** In order for a Director's Determination for Alternative Compliance to be granted, the following findings must be made, in addition to the findings in LAMC Section 11.5.7 C.2:

1. That there are special circumstances applicable to the Project or Project site which make the strict application of the minimum Non-Residential Use requirements in the Specific Plan impractical;

2. That the Project nonetheless conforms to the purpose and intent of the Specific Plan and the intent and provisions of the General Plan and applicable Community Plan; and

3. That the Director has considered and found no detrimental effects of the Project on surrounding properties and public rights-of-way.

D. **Appeals.** The written determination on Alternative Compliance is subject to appeal following the procedures in LAMC Section 11.5.7 C.6.

E. **Residential Dwelling Unit Limit.** Under the Alternative Compliance procedure, a cumulative maximum of 1,200 dwelling units may be approved within the Plan area in excess of what is allowed by the zoning.

1. The number of dwelling units in a Project that are counted towards this cap is calculated from the square footage of residential use in the Project above what is allowed according to the zoning, divided by the Project's average square footage per dwelling unit.

2. No Project that results in dwelling units that exceed the 1,200 Alternative Compliance dwelling units cap may be approved unless a Specific Plan Amendment has been obtained pursuant to LAMC Section 11.5.7 G. Such Projects are also required to conduct Project-specific environmental review.

6.1.5. Specific Plan Adjustments

A. **Director's Authority.** The Director shall have authority to grant a Specific Plan Adjustment for minor deviations from the following Specific Plan regulations, up to the percentage indicated:

1. Adjustments to required minimum or maximum lot coverage (up to 10 percent);

2. Adjustments to ground floor frontage and/or ground floor transparency requirements (up to 20 percent);

3. Adjustments to open space area requirements (up to 20 percent);

4. Adjustments to required amount of landscaped area or landscaping type within open space (up to 20 percent);

5. Adjustments to minimum parking spaces (up to 10 percent);

6. Adjustments to permit Alternative Compliance on sites not identified on **Map E**;

7. Minor adjustments from other Specific Plan development regulations, which do not substantially alter the execution or intent of those regulations to the proposed Project, and which do not change the permitted floor area ratio, density or intensity, height or bulk, or setbacks or yards regulated by the Specific Plan.

B. **Findings.** The Director shall make the findings in LAMC Section 11.5.7 E.3 for a Specific Plan Adjustment.

6.1.6. Other Specific Plan Procedures

A. **Modifications to a Project.** Modifications to a Project after a Director's Determination for Alternative Compliance becomes effective shall be reviewed by the Director according to the procedure in LAMC Section 11.5.7 D.

B. **Exceptions to the Specific Plan.** Exceptions to the Specific Plan shall be reviewed by the Director according to the procedure in LAMC Section 11.5.7 F.

C. **Specific Plan Amendments.** Amendments to this Specific Plan may be recommended by the City Planning Commission to the City Council. Amendments shall be considered according to the procedure in LAMC Section 11.5.7 G.

6.2. ENVIRONMENTAL REVIEW PROCEDURES

Projects may be required to complete additional studies to determine whether they exceed certain environmental thresholds, which may lead to the need for further Project-specific environmental review.

6.2.1. Transportation

A. **Applicability.** Projects that result in net new square footage must submit a Vehicle Trip Generation Study.

1. The Vehicle Trip Generation Study must be prepared in partnership with LADOT using the City's traffic model, which was used in preparation of the EIR for this Specific Plan. Project applicants shall pay a cost-recovery fee to the City to run this model.

B. **Environmental Threshold.** The number of trips generated by a Project shall not cause the cumulative total number of AM or PM peak hour trips in the corresponding station segment (see **Map I**) to exceed the number analyzed in the EIR (see **Table M**).

TABLE M: TRIPS BY STATION SEGMENT

Station Segment	AM Peak Hour Trips	PM Peak Hour Trips
Bundy	7,524	8,213
Sepulveda	6,501	8,003
Westwood	1,880	3,298
Palms	5,168	7,263
Culver City	3,434	4,366

1. The Director of Planning will review each Project's trip generation in comparison to the cumulative number of trips resulting from Projects within the Specific Plan area that have been approved since adoption of this Specific Plan to determine if the Project's trip generation is within the number of trips analyzed in **Table M**.

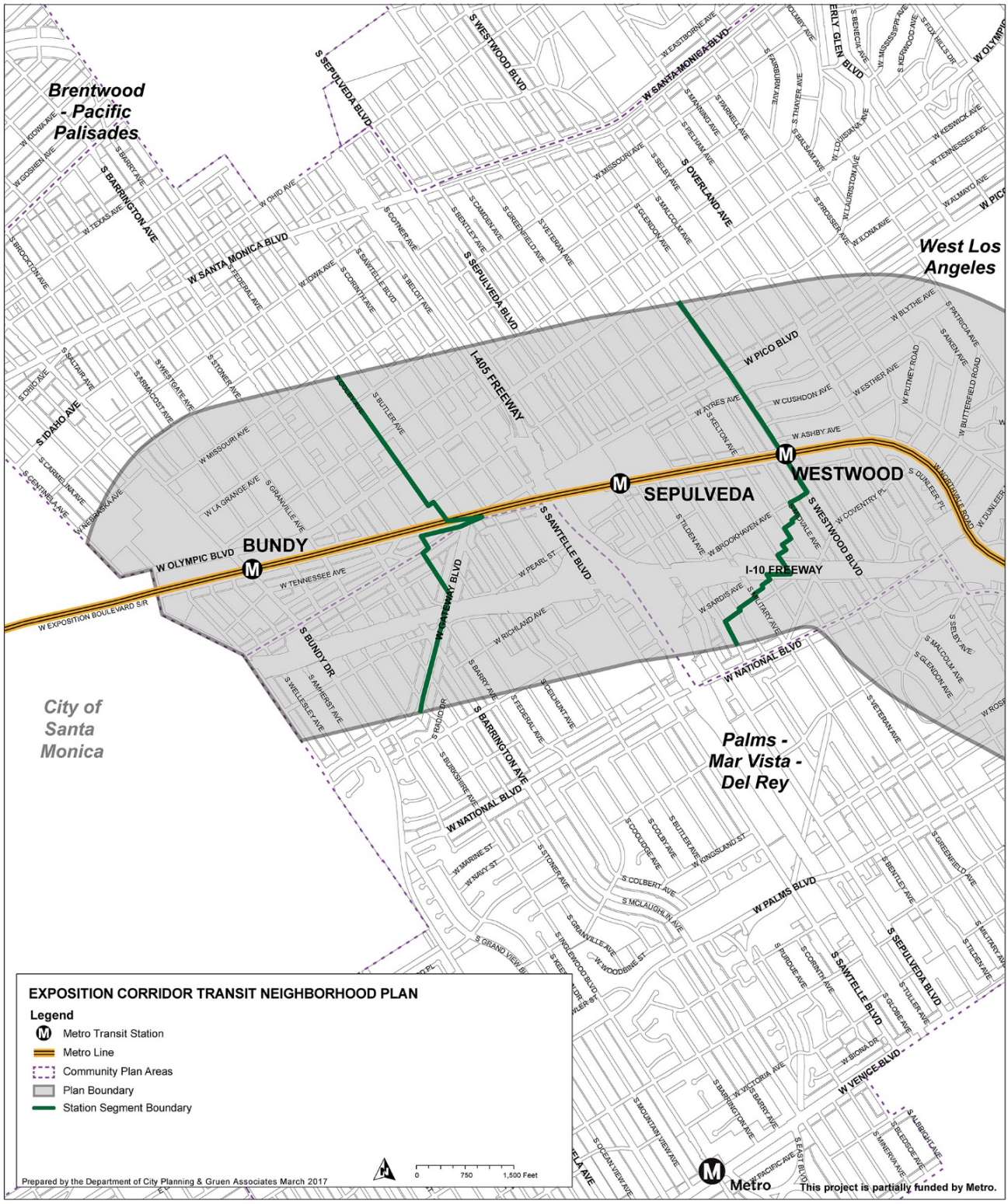
2. Projects that do not exceed the number of trips analyzed may obtain Administrative Clearance or a Director's Determination for Alternative Compliance without any additional transportation-related environmental review.

   a. For such Projects, a full traffic study by LADOT is not required, though all Projects are still subject to access and circulation review.

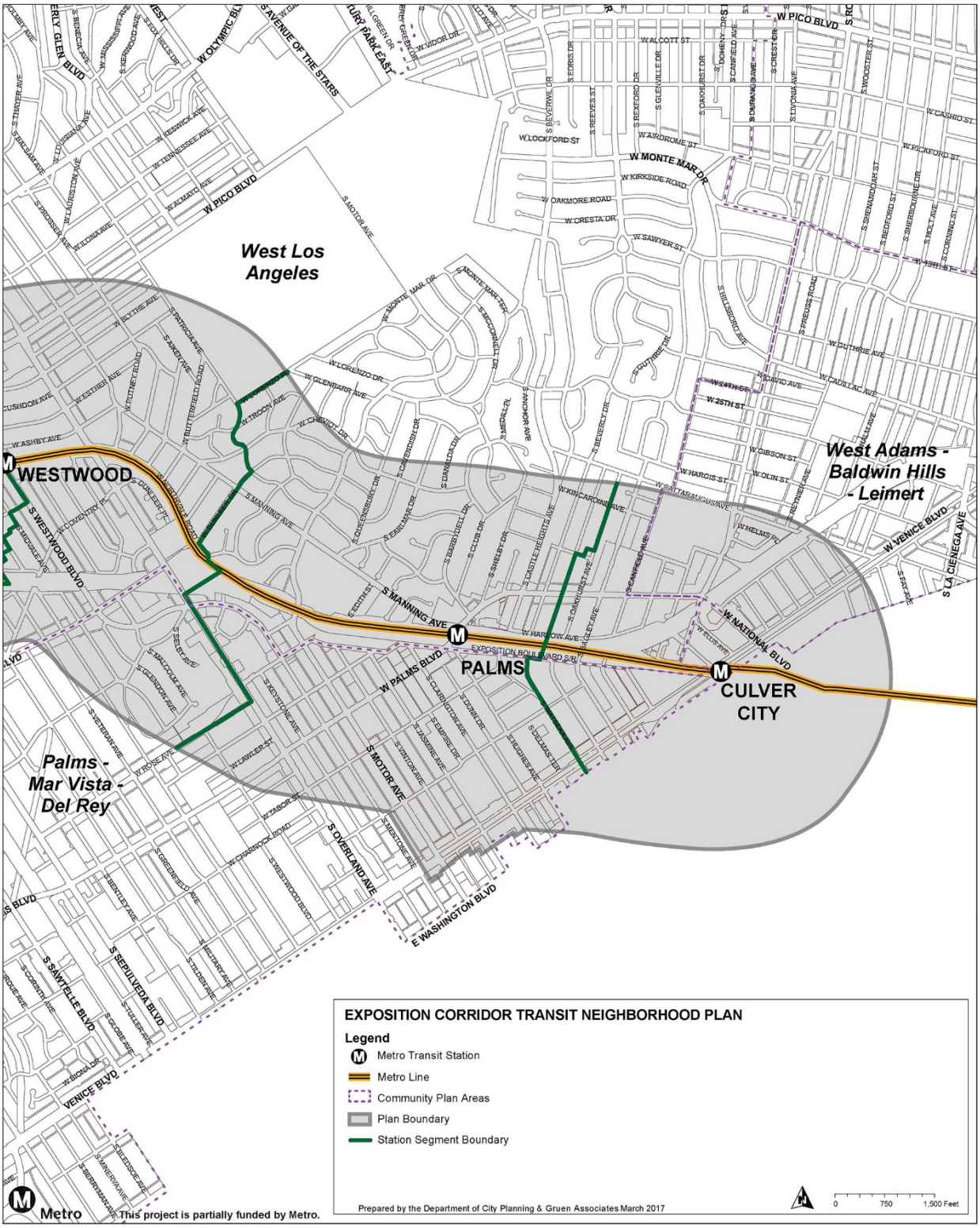
3. Projects that exceed the number of trips analyzed are required to conduct a Project-specific traffic study per LADOT guidelines, as amended.

C. **Expiration of Permits.** If a building permit for a Project expires without having been used, and no extension of such permit is granted within that time frame, then the Department shall delete the Project's trips from the official accounting of the cumulative number of trips.

MAP I: STATION SEGMENT BOUNDARIES



MAP I: STATION SEGMENT BOUNDARIES



6.2.2. Aesthetics

A. **Applicability.** Projects that meet all of the following criteria must prepare a shade and shadow study:

1. Project is not located within a Transit Priority Area as defined by the California Public Resources Code Section 21099 (a);

2. Project includes light-blocking structures in excess of 60 feet in height above the ground elevation; and

3. Project is located within a distance less than or equal to three times the height of the Proposed Project to a shadow-sensitive use on the north, northwest, or northeast.

    a. Shadow-sensitive uses are land uses where sunlight is important to function, physical comfort, or commerce; this includes, but is not limited to, routinely usable outdoor spaces associated with residential, recreational, or institutional (e.g., schools, convalescent homes) land uses; commercial uses such as pedestrian-oriented outdoor spaces or outdoor eating areas; nurseries; and existing solar collectors.

B. **Environmental Threshold.** Projects shall not create a shadow on nearby shadow-sensitive uses for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. Pacific Standard Time (between late October and early April), or between the hours of 9:00 a.m. and 5:00 p.m. Pacific Daylight Time (between early April and late October).

1. For purposes of determining maximum shadow length, the shade and shadow study shall calculate and diagram hourly shadows during extreme conditions, as represented by the Winter Solstice (December 22) and Summer Solstice (June 21); this diagram shall show adjacent lot lines and approximate location of shadow-sensitive uses.

2. Projects that exceed this environmental standard may have a significant impact and may require additional Project-specific environmental review.

6.2.3. Cultural Resources

A. Projects that are located on properties designated as Historic-Cultural Monuments or resources designated by the State or Federal governments shall be reviewed by the Cultural Heritage Commission, per the Cultural Heritage Ordinance.

1. Projects shall include any modifications identified by the Cultural Heritage Commission, or a historic assessment prepared by a qualified architectural historian as deemed necessary, that will retain eligibility of the historic resource, and may still be considered for Administrative Clearance.

B. Projects that are located on properties that have been identified by SurveyLA as potentially historic resources shall be reviewed by the Office of Historic Resources (OHR).

1. If OHR finds the structure(s) to be potentially historically or culturally significant, a historic assessment shall be prepared by a qualified architectural historian to determine if it is a historical resource.

2. Projects shall include any modifications identified by OHR, or a qualified architectural historian as deemed necessary, that will retain eligibility of the historic resource, and may still be considered for Administrative Clearance.

3. If the identified Project modification are not included as Project features, then the Project shall be evaluated to determine the applicable environmental review process.

6.2.4. Hazards and Hazardous Materials

A. **Applicability.** Projects that involve new construction and soil disturbance must submit a historical environmental report to determine whether the Project is located on a site identified on any government list of sites containing hazardous waste of hazardous materials.

B. **Environmental Threshold.** Projects located within ¼ mile of a site identified on any government list as having the potential to be contaminated with hazardous waste or hazardous materials for any reason must prepare a Phase I Environmental Site Assessment (ESA).

1. Any potential hazards identified by the Phase I Environmental Site Assessment shall be evaluated and mitigated as recommended by an appropriately qualified individual (with experience in the identification and mitigation of hazardous materials and wastes).

2. Prior to the Department of Building and Safety's issuance of any permits that allow for grading or construction on the project sites that were on a government list or within one-quarter mile of a site on a government list, the appropriately qualified individual or relevant agency shall provide written confirmation to the City that any necessary remediation has been completed to the satisfaction of the lead agency responsible for cleanup including confirmation that required site remediation was completed consistent with the relevant federal, state, or local requirements.

6.2.5. Water Supply

A. **Applicability.** Projects located within the Subareas of the Specific Plan Area that meet the SB 610 criteria (California Water Code sections 10910 to 10915) must submit coordinate with LADWP to determine the Project's net increase water demand.

B. **Environmental Threshold.** The net increase in water demand generated the Project shall not cause the cumulative total water demand in the Subareas to exceed 2,493,102 gallons per day (equivalent to 2,793 acre-feet per year), which represents the total demand analyzed by the Water Supply Assessment (WSA) in the Environmental Impact Report (EIR) associated with this Specific Plan.

1. In calculating the net increase in water demand from a Project, water demand from existing uses on a site that will be removed as part of the Project shall be subtracted from the water demand from the new uses proposed for the site.

2. For purposes of calculating water demand, demand for recycled water shall not be included.

3. Projects found to exceed the cumulative total water demand in the Subareas shall prepare a Project-specific Water Supply Assessment per the requirements in SB 610.

4. In coordination with LADWP, the Project must identify and implement specific on- and off-site improvements needed to ensure that impacts related to water conveyance and demand/pressure requirements are addressed prior to issuance of a certificate of occupancy.

SECTION 7

DEFINITIONS

INTENTIONALLY BLANK

DEFINITIONS

Whenever the following terms are used in this Specific Plan, they shall be construed as defined in this section. Words and phrases not defined here shall be construed as defined in the Los Angeles Municipal Code.

Active Street. A street where the ground floor street frontage is required to contain a minimum amount of Active Uses or residential units with individual entries, as identified on **Map G**.

Active Uses. Uses such as retail, personal services, community or cultural facilities, restaurants or bars, sales areas, professional offices, creative offices, Live/Work Units, residential lobbies, recreation and meeting rooms.

Administrative Clearance. A ministerial approval issued by the Director of Planning for Projects that comply with all applicable Specific Plan regulations.

Affordable Housing. Rental housing units restricted to households earning Very Low, Low, or Moderate Incomes as defined by the California Department of Housing and Community Development (HCD) or successor agency.

Alternative Compliance. A process by which a Project that does not meet the Specific Plan requirements for minimum Non-Residential Use per the zoning complies with this Specific Plan through a Director's Determination for Alternative Compliance (see **Sections 6.1.4.** and **2.3.2.B**).

Animal Services and Care / Veterinary Clinics. A facility designed or arranged to provide services or retail products for the care of animals.

Animal Hospitals / Kennels. Uses where animals and pets are cared for and boarded overnight.

Area Median Income (AMI). The median income in Los Angeles County, as determined annually by the California Department of Housing and Community Development (HCD) or successor agency adjusted by household size.

Automobile-Related Uses. Fueling and service stations, including those that supply incidental services such as tube and tire repair, battery servicing, automotive lubrication, mechanical adjustments, changing of spark plugs and other similar maintenance activities; businesses that involve the purchasing and selling of new or used automobiles; automobile repair; and automobile wrecking, salvage, and tow yards.

Average Vehicle Ridership (AVR). The total number of employees at a work site during a peak period divided by the total number of vehicle trips made to and from that site during the same period.

Base Floor Area Ratio (Base FAR). The maximum floor area ratio permitted to be built on a site without any available FAR bonuses.

Bicycle Hub. Facilities which provide secure indoor and/or outdoor bicycle parking, repair stands, lockers and showers, and other tools and resources.

Bicycle Corral. Any on-street public parking space in which multiple short-term bicycle parking racks have been installed.

Bicycle Storage Station. Facilities which provide secure indoor and/or outdoor bicycle parking, and may include other tools and resources.

Bonus Floor Area Ratio (Bonus FAR). The maximum floor area ratio permitted to be built on a site if additional FAR is earned through the provision of Public Benefits (**Section 3**).

Building Frontage. The full length of a building measured alongside the street, open space, or other feature on which the property fronts.

Colleges and Vocational / Technical Schools or Programs. Uses that include public and private schools as well as institutions offering courses of general or specialized study leading to a degree or certificate.

Commercial Hotels. Buildings that accommodate the general and traveling public for a typical fee, generally limited to stays of less than 31 days.

Commercial Offices. Uses that provide space for professional and creative services, including offices for the digital technology, media, post-production, advertising, public relations, architecture, and entertainment industries.

Community Facilities. Uses whose primary purpose is to provide services and amenities to the general public in the Plan area. Examples include child care centers, libraries, schools, adult day care, and related administrative office uses; health clinics; museums; cultural centers; telecommuting centers; gyms or recreation centers; public restrooms; and rooms available to the general public for community meetings.

Drive-Through Establishments. Uses that permit a customer to order and/or obtain a purchase without leaving the confines of his or her car.

Entertainment, Exhibits and Cultural Facilities. Uses designed to host public or private gatherings for an audience.

Enhanced Bus Shelter. A bus shelter designed as a unique structure with amenities that help reinforce community identity and serve as a source for local information and the creative application of newer technologies meant to serve the transit rider and to improve their experience. Amenities may include real-time arrival information, additional lighting, charging outlets, etc.

Free-Standing Fast Food Establishment. A type of fast-food establishment, as defined in LAMC Section 16.05.B.3, that is comprised of a building designed for a restaurant use by a single tenant, or multiple tenants that share the same kitchen, and which stands alone on its own lot or is free-standing within a shopping center.

Heavy Manufacturing. The manufacture or compounding process of raw materials. These activities or processes necessitate the storage of large volumes of highly flammable, toxic matter or explosive materials needed for the manufacturing process. These activities may involve outdoor operations as part of their manufacturing process.

Hospitals, Nursing and Residential Care Facilities. Uses involved in providing medical, surgical, or assisted living care to patients and offering short- and long-term overnight care.

Live/Work Unit. A residential occupancy of one or more rooms or floors used as a dwelling unit with adequate work space reserved for and regularly used by one or more persons residing there and nonresidential employees. A Live/Work Unit combines both residential and nonresidential uses within a single unit. For purposes of this Plan, Live/Work Units shall be considered a residential use, except where expressly stated otherwise.

Light Manufacturing and Assembly. Uses that process, fabricate, assemble, treat, or package finished parts or products and/or whose noise, odor, dust, hazardous materials or other pollutants/nuisances can be contained on site.

Lot Coverage. The portion of a lot occupied by the footprint of one or more building(s).

Low Income. Annual income of a household that does not exceed the amounts designated for this income category as determined by HCD or any successor agency. The income amount for this category as of the adoption of this Plan is 80 percent of Area Median Income.

Maximum Floor Area Ratio (Maximum FAR). The maximum floor area permitted on a site including any available FAR bonuses.

Mobility Hub. Mobility hubs support first–last mile solutions by providing multimodal transportation services and activities around transit stations to maximize connectivity and access for transit riders. Hubs include bicycle share facilities, secure bicycle parking, and car share spaces, and may also include amenities such as bus stop and layover zones, transit shelters with real-time arrival information, taxi or rideshare waiting/ call areas, WI-FI service, repair facilities, retail, and open space.

Neighborhood-Serving Uses. The retail sale of goods or services needed by local residents on a regular basis, including: Apparel; Art gallery; Art supplies; Athletic/sporting goods; Bakery; Barber shop or beauty parlor; Bars; Books or cards; Bicycle sales and repairs; Cafes; Clock or watch sales and/or repair; Computer sales and repair; Copying services; Drug store; Dry cleaner; Fabrics or dry goods; Financial services; Fitness studio; Florist; Food/grocery store, including supermarket, produce, cheese and meat market and delicatessen; Hardware; Household goods and small appliances; Laundry or self-service laundromat; Learning center; Locksmith; Newsstand; Optician; Photographer; Photographic equipment and repair; Restaurants; Shoe repair; Stationery; Tailor; Toys; and other similar retail and services as determined by the Director of Planning.

Non-Residential Uses. Uses that do not contain dwelling units, including Commercial Hotels or similar uses (motel, lodge, motor inn, etc.).

Parking Demand Analysis. An estimate of the peak number of parking spaces demanded by each of the land uses in a Project during different times of day and days of the week.

Paseo. A pedestrian walkway that is generally open to the sky and provides pedestrian passage between structures or through landscaping or parking lots, and that is distinguished by ground surface treatments that provide for pedestrian safety and ease of movement.

Peak Utilization. The greatest cumulative parking demand that occurs between two or more uses within a Project.

Personal Services. Uses involved in personal service-oriented sales to the general public, such as hair salons, dry cleaners, financial services, and repair and service of consumer goods.

Plan. The Exposition Corridor Transit Neighborhood Plan (Specific Plan).

Property Frontage. The length of the property along the street.

Prevailing Front Yard Setback. The average depth of the front yards of lots on a block face where such lots have front yards that vary in depth by not more than 10 feet and comprise 40 percent or more of the frontage on the block face (See LAMC Section 12.08. C.1).

Publishing, Motion Picture, and Broadcasting. Uses engaged in the production of film, video, audio, print, and other media, but excluding movie houses and theatres.

Public Benefit. A Project feature that serves a public purpose benefitting the Plan area, particularly to improve mobility, accessibility, affordability, and quality of life in a neighborhood.

Publicly Accessible Open Space (PAOS). Privately owned and maintained open space that is accessible to the public at a minimum from 6 a.m. to 10 p.m. daily.

Recreation Facilities and Gyms. Facilities used for indoor and/or outdoor recreational activities.

Religious Assembly. Uses located in a permanent building and providing regular organized religious worship and related incidental activities, excluding primary or secondary schools and day care facilities.

Repair and Maintenance Facilities. Facilities used for the repair or servicing of industrial, business, or consumer machinery, equipment, products or by-products. The repair and service of consumer goods falls into the Retail and Personal Services category.

Research and Development. Uses related to scientific and technical research, including development/testing activities and prototype fabrication.

Residential Use. Uses that contain dwelling units, including Live/Work Units except where expressed stated otherwise.

Restaurants and Bars. Uses involving food and beverage sales to the general public, excluding adult entertainment.

Restricted Affordable Unit. A residential unit for which rental prices are restricted so as to be affordable to, and occupied by, Very Low, Low, or Moderate Income households as defined by the California Department of Housing and Community Development (HCD) or successor agency

Retail and Personal Services. Uses involving the sale and/or lease of new or used products or services to the general public.

Retail Street. A street where the ground floor street frontage is required to contain a minimum amount of Active Uses, as identified on **Map G**.

Schools, Elementary and High. An institution of learning which offers instruction in several branches of learning and study required to be taught in the public schools by the Education Code of the State of California. High schools include Junior and Senior.

Server Farms. Uses established for the exclusive purpose of providing operational facilities for, but not limited to, the storage of phone equipment, computers, and internet data.

Setback. The distance of a structure or other feature measured from the back of sidewalk after any required dedications and/or easements are provided.

Shared Street. Street that provides a slow-speed environment where cars, scooters, motorcycles, bicycles, and pedestrians are able to all comfortably utilize the same space.

Spectator Sports Facilities. Facilities such as a stadium used for a sport that is characterized by the presence of an audience at its games or events.

Streetscape. Elements in the public right-of-way that form a street's character, including the roadway paving and striping, curbs, sidewalks, street trees and other landscaping, medians, lighting, benches, trash cans, etc.

Streetwall. The vertical face of one or more buildings parallel to the public right-of-way, including upper floors, that are recessed a maximum of five feet from the ground floor facade.

Subarea. Designated areas within the Plan area that are subject to particular regulations found in this Specific Plan (see **Map B**).

Transportation Demand Management (TDM). The alteration of travel behavior through physical improvements or programs of incentives, services, and policies, including encouraging the use of alternatives to single-occupant vehicles such as public transit, cycling, walking, carpooling/vanpooling and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks).

Trucking and Transportation Terminals. Uses related to the dispatching, maintenance and long-term or short-term storage of large vehicles such as tractor-trailers, catering trucks, shipping vessels, helicopters, locomotives, and airplanes.

Utilities. Uses that provide the transfer or delivery of power, water, natural gas, sewage, stormwater runoff, or telephone and related communication services.

Vehicle Trip Reduction. A requirement in this Specific Plan for particular Projects to reduce their vehicle trip generation during the peak period beyond standard expected trip generation levels.

Vocation / Technical Schools or Programs. Uses related to the provision of vocational and/or technical training to students entering into a vocation or technical field.

Warehousing, Distribution and Storage. Uses that package, provide, hold, and/or distribute goods in large quantities, especially to retail sales establishments. Long-term and short-term storage of commercial goods and personal items are included.

Waste Management and Remediation Services. Uses that receive solid or liquid wastes (including hazardous wastes) for on-site disposal, recycling, or transfer to another location, including uses that manufacture or produce goods or energy from the biological decomposition of organic material.

Wholesale. Uses engaged in the sale, lease, or rental of products primarily intended for industrial, institutional, or commercial businesses. The uses may include on-site sales or order taking and may include display areas.

DRAFT EXPOSITION CORRIDOR TRANSIT NEIGHBORHOOD PLAN

APPENDIX A

PUBLIC BENEFITS MENU

Los Angeles Department of City Planning
March 2017

INTENTIONALLY BLANK

STREETSCAPE PROJECTS

The following streetscape improvement projects implement the Exposition Corridor Streetscape Plan and the Livable Boulevards Streetscape Plan (see **Map H**). The table below shows the point values for providing the improvements along each street segment indicated. Improvements are to be installed on both sides of the street, and may include curbs, sidewalk paving, street trees and landscaping, medians, street furniture, and restriping of roadways, as specified in the corresponding streetscape plan.

	Points
BUNDY DRIVE	
Missouri Ave to Exposition Blvd[d]	**30**
- Relocate and reconstruct curbs[a], relocate utility poles[b], and restripe roadway	
- Install street trees and street furniture	
Exposition Blvd to Pico Blvd	**3**
- Repave sidewalks[c]	
- Install street trees and street furniture	
Total Bundy Drive Points	**33**
OLYMPIC BOULEVARD	
Centinela Ave to Bundy Dr	**3**
- Repave sidewalks[c]	
- Install street trees and street furniture	
Bundy Dr to Barrington Ave	**5**
- Repave sidewalks[c]	
- Install street trees and street furniture	
Centinela Ave to Barrington Ave	**20**
- Construct new landscaped median[a]	
Total Olympic Boulevard Points	**28**
SEPULVEDA BOULEVARD[e]	
Olympic Blvd to Exposition Blvd	**35**
- Relocate and reconstruct curbs[a], relocate utility poles[b], and restripe roadway	
- Install street trees and street furniture	
Exposition Blvd to National Blvd	**55**
- Relocate and reconstruct curbs[a], relocate utility poles[b], and restripe roadway	
- Install street trees and street furniture	
Total Sepulveda Boulevard Points	**90**
NATIONAL BOULEVARD	
Castle Heights Ave to Manning Ave	**3**
- Repave sidewalks[c]	
- Install street trees and street furniture	
Palms Blvd to Mentone Ave	**7**
- Repave sidewalks[c]	
- Install street trees and street furniture	
Total National Boulevard Points	**10**

STREETSCAPE PROJECTS, continued

PALMS BOULEVARD	
Motor Ave to National Blvd	**8**
- Install curb extensions and parking lane planters[a]	
Total Palms Boulevard Points	**8**
PICO BOULEVARD	
I-405 to Patricia Ave	**19**
- Repave sidewalks[c]	
- Install street trees and street furniture	
Centinela Ave to I-405	**14**
- Repave sidewalks [c]	
- Install street trees and street furniture	
Total Pico Boulevard Points	**33**
MOTOR AVENUE	
I-10 to Venice Blvd	**12**
- Repave sidewalks[c]	
- Install street trees and street furniture	
Total Motor Avenue Points	**12**

a. Where new curbs or medians are to be constructed, streetscape project includes the preparation of necessary engineering plans.
b. Utility poles assumed to be relocated above ground, but may be relocated underground if feasible.
c. Sidewalks to be repaved where needed depending on the current condition.
d. These improvements cannot be made until dedications from individual properties fronting Bundy Dr between Missouri Ave. and Exposition Blvd. are provided.
e. These improvements cannot be made until dedications from individual properties fronting Sepulveda Blvd are provided. If a new center-running transit line along Sepulveda Blvd. is approved, Metro will be responsible for making these improvements.

STREETSCAPE ELEMENTS

The following streetscape elements may be provided alone or to supplement the streetscape projects above, and may be proposed for any location within the Plan Area. The quantities shown represent the minimum amount of each improvement that must be provided; points are scalable as quantities are increased. Refer to the corresponding streetscape plan (see **Map H**) for details, standards, and maintenance requirements for these streetscape elements. Streetscape elements that are not part of an adopted streetscape plan will require additional review and approval from the Department of Public Works, Department of Transportation, and/or other relevant public agency.

Streetscape Elements	Quantity	Points
Freeway underpass improvements	1	**1**
Enhanced bus shelter	1	**15**
Pedestrian lights[a]	20	**1**
Crosswalks (4-way intersection)	1	**1**
Special sidewalk paving	7,500 SF	**1**
Street trees	20	**1**
Repair/repave sidewalks (one side of street)	1,500 LF	**1**
Landscaped curb extensions on corners	2	**2**

a. In order to install new street lighting, a street lighting maintenance assessment district must be established. This requires a majority of property owners to agree to be assessed for electricity costs. Public Benefit points may not be awarded until the district is established.

COMMUNITY AMENITIES

The following Community Amenities and their corresponding point values include open space, mobility amenities, and community facilities. The quantities shown represent the minimum amount of each improvement that must be provided; points are scalable as quantities are increased.

	Quantity	Points
Publicly Accessible Open Space		
Publicly Accessible Open Space on Private Property	1,500 SF	**1**
Parklet	2 parking stalls	**1**
Mobility Amenities		
Mobility Hub	1 hub	**13**
Bicycle Hub	1 hub	**20**
Bicycle Storage Station	1 station	**1**
Bicycle Corral	1 corral	**1**
Community Facilities		
Childcare Center (off-site)	60 children	**28**
Childcare Center (on-site)	60 children	**9**
All other (i.e. Youth/Senior Center; Museum; Recreation Center)	5,000 SF	**30**

DRAFT EXPOSITION CORRIDOR TRANSIT NEIGHBORHOOD PLAN

APPENDIX B

STREET STANDARDS

Los Angeles Department of City Planning
March 2017

INTENTIONALLY BLANK

Street	Boundaries	Street Classification	Required Dimensions			Dedication Required[1, 4]	Easement Required[1]
			Sidewalk[1]	Roadway	ROW		
Bundy Dr	Missouri Ave to La Grange Blvd	Avenue I	15’	70’	100’	13’-6”	None
Bundy Dr	La Grange Blvd to Olympic Blvd	Avenue I	15’	70’	100’	7’	None
Bundy Dr	Olympic Blvd to Pico Blvd	Avenue I	15’	70’	100’	8’	None
Olympic Blvd	Centinela Ave to Barrington Ave	Boulevard II	15’	86’[3]	110’	None	3’
Sepulveda Blvd	Olympic Blvd to Pico Blvd	Boulevard II	15’	80’	110’	5’	None
Sepulveda Blvd	Pico Blvd to National Blvd	Boulevard II	15’	80’	110’	5’	None
National Blvd	Castle Heights Ave To Palms Blvd	Avenue II	12’ to 15’[2]	63’[3]	86’	3’ to 5’[2]	0’-6” to 8’-6”[2]
National Blvd	Palms Blvd to Mentone Ave	Avenue II	14’ (south side) 15’ (north side)	57’[3]	86’	2’	None
Palms Blvd	National Blvd to Motor Ave	Avenue II	12’	62’[3]	86’	5’	None
Pico Blvd	I-405 to Patricia Ave	Avenue I	15’	70’	100’	None	None
Pico Blvd	Centinela Ave to I-405	Avenue I	15’	70’	100’	None	None
Motor Ave	I-10 to Venice Blvd	Avenue II (modified)	12’	62’[3]	86’	3’	None

1. Unless otherwise noted, the sidewalk dimensions, dedications, and easements listed here apply to both sides of the street.
2. See the Exposition Corridor Streetscape Plan (**Appendix D**) for details on where specific sidewalk widths, dedications, and easements apply.
3. The proposed right-of-way for this street segment is consistent with the Mobility Plan street designation. The roadway width does not need to comply with the Mobility Plan street designation and shall be constructed to the dimensions shown here.
4. The dedications required reflect typical conditions along a street segment and are not from an official survey. In the event that a portion of a street has atypical existing conditions, more or less dedication than shown here may be required in order to meet the required ROW dimension.

INTENTIONALLY BLANK

APPENDIX C

EXPOSITION CORRIDOR URBAN DESIGN GUIDELINES

Los Angeles Department of City Planning
March 2017

TABLE OF CONTENTS

1. BUILDING FORM

2. BUILDING ORIENTATION

3. ARCHITECTURAL TREATMENT
- A. Articulation
- B. Windows and Doors
- C. Materials
- D. Shade Treatments
- E. Fencing
- F. Lighting
- G. Mechanical Equipment and Utilities

4. OPEN SPACE
- A. Common Open Space
- B. Publicly Accessible Open Space
- C. Paseos
- D. Landscape, Hardscape, and Irrigation

5. PARKING
- A. Vehicular Access and Circulation
- B. Surface Parking
- C. Parking Structures

6. DEFINITIONS

1. BUILDING FORM

GOALS

1. Avoid bulk and visual monotony through appropriate building massing and arrangement.

2. Define a continuous streetwall while ensuring new buildings respect the character of surrounding neighborhoods.

3. Create a built environment that engages with the pedestrian realm, while providing a buffer between the sidewalk and adjacent uses where needed.

GUIDELINES

All Projects

1. Break up large projects into multiple buildings of various sizes and heights.

Mixed Use/Commercial/Industrial Projects

2. Create a strong streetwall by locating buildings at or close to the front property line where possible.

3. Where buildings are set back from the front property line, provide the following landscaping and other features within the setback area, depending on the adjacent ground floor use:

    a. When adjacent to retail, setback areas should contain primarily hardscape and may be used for outdoor dining and other commercial activity.

    b. When adjacent to office or industrial space, setback areas should contain landscaping (e.g. pots and/or planters).

    c. When adjacent to ground-floor residential units with individual entries on the street, setback areas should contain landscaping and may also include walkways, ramps, porches, steps, or similar uses.

4. Where there are multiple ground floor uses within a Project, vary front yard setbacks to create visual interest.

5. Limit publicly accessible open spaces and outdoor dining along the street to key locations so as not to significantly interrupt the pedestrian experience created by ground floors built close to or at the back of the sidewalk.

Multifamily Residential Projects

6. The height and scale of new buildings should be compatible with adjacent buildings. If new buildings are taller, step down the massing to transition to lower heights.

7. Maintain continuity of the setback with adjacent buildings.

8. Integrate usable open spaces within a project, avoiding excess lot coverage.

9. Avoid negative shade/shadow and privacy impacts to single-family zones through such methods as stepping back upper floors and avoiding direct views into neighboring yards, as appropriate.

Breaking up a large project into buildings with different heights, forms, and setbacks creates visual interest.

A continuous streetwall frames and defines the street.

Setbacks on the ground floor allow for some outdoor dining space while maintaining continuity on the street.

New residential buildings that respect the scale and massing of neighboring buildings unifies old and new development along a block.

2. BUILDING ORIENTATION

GOALS

1. Provide convenient access to commercial and residential buildings for pedestrians and transit riders.

2. Enhance public safety by promoting pedestrian traffic and placing “eyes on the street.”

GUIDELINES

All Projects

1. The major architectural features of a building should face a public street, or a publicly accessible paseo, courtyard, or plaza that opens onto the public street.

2. Orient windows toward public streets, rather than inward, to contribute to neighborhood safety and provide design interest.

3. Create well-articulated, inviting building entrances that emphasize pedestrian orientation.

4. Design entrances in proportion to the size and scale of the building.

5. Use canopies, awnings, or recesses at entrances to provide cover for tenants and guests.

6. Ensure that the main entrance and entry approach for a building can accommodate persons of all mobility levels by adhering to ADA requirements.

7. Provide direct paths of travel for pedestrians within large sites.

8. Automobile entrances to buildings should be less prominent than pedestrian entrances.

Windows in residential units that face the street contribute to public safety.

A simple canopy, lighting, and recessed door lead pedestrians to the primary entrance of a building.

Mixed Use/Commercial/Industrial Projects

9. Line the ground floor of buildings with retail, restaurants, office, and/or individual residential units to create a lively street frontage.

10. Provide entries to ground-floor individual units or tenants directly from the street.

Ground floor retail with abundant windows contributes to a vibrant street experience and promote public safety.

Retail spaces that directly open to the sidewalk create convenient access to a nearby Metro station.

Multifamily Residential Projects

11. Incorporate transitions such as landscaping, walkways, porches, stoops, steps, and/or canopies at the entrance to individual residences, connecting primary entrances and the public right of way.

12. Where there are residential units on the ground floor, provide entries directly from the street. If residential entries cannot be placed on the ground floor facing the street, create a prominent ground floor or first floor common entry, such as an atrium or lobby.

13. Locate gathering spaces such as gyms, recreation rooms, and community space at the ground level and accessible to the street.

14. Stairs leading up to common entry ways or individual units should be highly visible and integrated into the architectural design of the building.

Stairs from the sidewalk leading up to the common entry of a residential building invite pedestrian access.

Residences with entrances directly on the street use landscaping and distinct paving to separate private space from the public realm.

3. ARCHITECTURAL TREATMENT

GOALS

1. Break down building massing using varied and meaningful articulation in façades and rooflines.

2. Add depth and scale to a building's façade using well-detailed windows and doors.

3. Create visual interest while contributing to the definition of the street through the use of durable materials and high-quality design details.

4. Provide sufficient illumination for safety and visibility without negatively impacting surrounding areas.

5. Minimize visual clutter by screening mechanical equipment and utilities from public view.

GUIDELINES

A. **Articulation**

All Projects

1. Break down large building façades using vertical articulation achieved through recessed walls, change in materials, windows, balconies, columns, or other architectural details.

2. Use horizontal architectural treatments such as entry porticos, cornices, friezes, awnings, canopies, or other features to add visual interest at the pedestrian level.

3. Vary rooflines through the use of sloping roofs, modulated building heights, stepbacks, or innovative architectural solutions.

4. Layer building architectural elements to emphasize certain features of the building such as entries, corners, and organization of units.

5. Emphasize the corner of buildings located at the intersection of two arterial streets by using one of the following techniques or similar: vertical massing or tower at the corner, diagonal setback and/or corner plaza at the intersection, or a recessed building entrance at the corner.

Mixed Use/Commercial/Industrial Projects

6. Provide an identifiable visual break between a building's retail floors (ground level and in some cases, second and third floors) and upper floors. This break may be achieved through a change in material, change in fenestration pattern, or similar means.

7. Set apart the primary building entrances from the main façade and distinguish from retail storefronts and other entrances through architectural treatments such as recesses,

canopies or awnings, material, or color. The size and scale of these features should be proportional to the overall height and width of the building.

8. Design storefronts to convey an individual expression of each tenant's identity while adhering to a common architectural theme and rhythm.

Multifamily Residential Projects

9. Articulate facades and group windows to reflect individual residential units. Modulated façades can prevent the appearance of monolithic buildings.

10. Design balconies such that their size and location maximize their intended use for open space. Avoid "tacked on" balconies with limited purpose or function.

11. Use architectural features, such as decorative gates and pergolas, in combination with landscaping to provide a continuous visual presence at the street level where openings occur due to driveways or other breaks in the building wall.

Variations in color, material, wall plane, and window patterns on the façade provide visual relief and help an infill project blend into an established context.

An identifiable change in materials and articulation defines the base of multi-story buildings.

A modulated façade and varied rooflines prevent a large residential project from appearing overwhelming and out of scale.

B. Windows and Doors

All Projects

1. Buildings should have meaningful fenestration that establishes a clear pattern on the façade and provides depth and articulation.

2. The shape, style, and arrangement of windows and doors should not conflict with the architectural style of the building.

3. Door and window frames should be detailed to achieve a depth and shadow reading.

Mixed Use/Commercial/Industrial Projects

4. Flush finish window installations may be permitted on non-residential buildings when a glass curtain wall, spandrel glass, or other similar design approaches are used.

C. Materials

All Projects

1. Building materials should be varied to add texture, depth, and visual interest to a façade.

2. Durable, high quality and authentic materials that have a long life, age well, and reflect a high level of craftsmanship are encouraged.

3. Incorporate no more than three complementary building materials into the exterior façade of buildings, including but not limited to glass, tile, terracotta, brick, stucco or stone.

4. Infill projects should utilize materials that are consistent with or complement the neighboring buildings.

5. Apply changes in material purposefully and in a manner corresponding to variations in building mass.

6. Materials and details, including windows, doors, and roof details, should be reflective of the architectural style utilized.

7. All building fixtures, awnings, security gates, parking garage doors, etc., shall complement and be architecturally integrated to the design of the building.

Mixed Use/Commercial/Industrial Projects

8. Use high quality, durable materials on ground floor facades that add scale, color, and texture, to create variety at the pedestrian level. Avoid using stucco, glass fiber reinforced concrete (GFRC), or similar materials on the ground floor.

D. Shade Treatments

All Projects

1. Incorporate awnings, overhangs, canopies, or exterior window shelves along the southeast, south, and southwest building faces to provide shade.

2. The size and scale of awnings, overhangs, canopies, and exterior window shelves should be compatible with rest of the building and should be designed as an integral part of the building architecture.

3. Awnings should be of woven fabric (and not vinyl), fade resistant, and be maintained in good condition and replaced periodically.

4. Canopies constructed of metal, glass, or other materials should be compatible in scale and design of the building.

E. Fencing

All Projects

1. Minimize visual barriers and the enclosure of outside space to maintain an open and accessible physical environment.

2. Locate and design any necessary fencing in a manner so as not to detract from the quality of the pedestrian experience.

3. Long expanses of fences should incorporate openings, changes in materials, texture, and/or landscaping.

Awnings made of high-quality fabric are integrated into the architecture and shade the building façade.

The use of high-quality, durable materials at the base of a building help protect the building while providing visual interest at the pedestrian level.

F. Lighting

All Projects

1. Provide lights on sidewalks, pedestrian walkways, and open spaces to encourage and extend safe pedestrian activities into the evening.

2. Use ornamental low-level lighting to highlight and provide security for pedestrian paths, parking areas, and entrances.

3. Integrate security lighting into the architectural and landscape lighting system. Security lighting should not be distinguishable from the project's overall lighting system.

4. Install light fixtures that accent and animate a building's architectural features at night.

5. Use adequate, uniform, and glare-free lighting, such as dark-sky compliant fixtures, to avoid uneven light distribution, harsh shadows, and light spillage.

6. Integrate solar-powered lighting to increase energy efficiency.

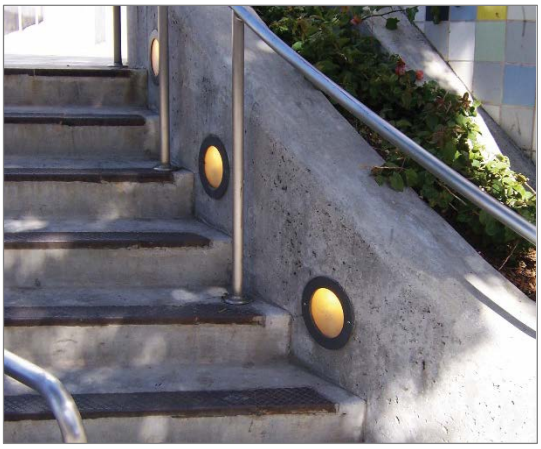
Mixed Use/Commercial/Industrial Projects

7. Illuminate ground floor retail uses along arterial streets from within, both during and after business hours.

8. Orient commercial and industrial buildings on the site to maximize natural light within interior work spaces.

9. Provide operable clerestory windows where feasible to allow for ventilation and indirect lighting.

Exterior building lighting is directed away from adjacent properties and roadways while highlighting the architecture of the building at night.



Integrating security lighting into a project's architecture and landscape design subtly promotes safety.

G. Mechanical Equipment and Utilities

All Projects

1. Place utilities such as gas, electric, and water meters in side yards or in landscaped areas out of view from the public right-of-way.

2. Mechanical and electrical equipment such as transformers, wireless facilities, air conditioning units, vents, and antenna should be placed underground, on a rooftop, or otherwise screened from public view.

3. Screen rooftop mechanical equipment from the public right-of-way using parapets and other architectural features.

4. Equipment at the ground level should be concealed by planting materials in a manner that contributes to the quality of the existing landscaping on the property and the public streetscape.

5. Where possible, hide trash enclosures within parking garages so that they are not visible from the street.

6. Screen outdoor stand-alone trash enclosures using walls consistent with the architectural character of the main building and locate them so that they are not visible from the public right-of-way.

7. Locate noise and odor-generating functions in enclosed structures so as not to create a nuisance for building residents or adjacent neighbors.

8. Relocate utility poles underground wherever possible.

Enclosing trash facilities in structures that blend in with the architecture of the building helps minimize the appearance of these uses.

Rooftop mechanical equipment should be placed behind a parapet to screen it from public view.

4. OPEN SPACE

GOALS

1. Design outdoor open spaces as communal rooms for gathering, social interaction, and recreation.

2. Provide a variety of open spaces that are accessible to and may be shared among users within the neighborhood.

3. Create safe, inviting passageways between buildings that contribute to an interconnected pedestrian network.

4. Promote environmental sustainability by conserving water and reducing the heat island effect.

GUIDELINES

A. **Common Open Space**

All Projects

1. Design buildings to focus on public spaces such as courtyards, plazas, entry forecourts, paseos, parks, squares and roof terraces, with a balance of landscaped and paved areas.

2. Provide amenities in common open space such as seating, trees for shade, active and passive recreational uses, tot lots, community gardens, shading devices, and bicycle facilities.

3. Define courtyards as outdoor rooms, using buildings and/or landscape elements to create a sense of enclosure and provide quiet areas while maintaining safety.

4. Design open spaces to be easily accessible and comfortable for a substantial part of the year.

5. Provide a clear hierarchy and network of common open spaces within a large site, distinguishing each space by design and function to create a connected public realm conducive to both active and passive uses.

6. For small projects, cluster code-required common open space areas in a central location, rather than dispersing smaller less usable areas throughout the site.

B. Publicly Accessible Open Space

Mixed Use/Commercial/Industrial Projects

1. Locate publicly accessible open space where it will be visible and can easily be accessed from a public street.

2. Design publicly accessible open space so that it can be occupied and is functional for all users, with sufficient size, accessible grading, and a mix of hardscape and landscape materials.

3. Incorporate a mix of passive and active recreational facilities within an open space to serve residents, employees and visitors, such as basketball courts, community garden space, a Farmer's market, off-leash dog park, open air café, picnic area or other seating, tennis courts, and exercise areas.

4. Publicly accessible open space should include approximately one seat for every 500 square feet of open space provided, with a minimum of four seats. Seating may be in a variety of forms such as benches, chairs, and planter walls, and may be permanent or movable.

A mix of active and passive uses draw neighbors and visitors to publicly accessible open space.

Adequate shade and seating in an open space creates a unique identity, and encourages users to rest and socialize.

C. Paseos

All Projects

1. Use paseos to break up large blocks and connect the streets and alley network.

2. Paseos should have a clear line of sight to the back of the paseo or a gathering place or focal element.

3. Activate paseos using water features, pedestrian lighting, artwork, benches, landscaping, or special paving so that they are safe and visually interesting spaces

Mixed Use/Commercial/Industrial Projects

4. Line the ground floor facing paseos with spaces designed for active uses such as retail, personal services, community or cultural facilities, restaurants or bars, offices, lobbies, or residential units with individual entries.

A well-landscaped paseo offers an attractive route for pedestrian circulation through a large site.

Retail entries and display windows along a paseo activate the space.

D. Landscape, Hardscape, and Irrigation

All Projects

1. Attractively landscape and maintain all open areas not used for buildings, driveways, parking areas, recreational facilities or pedestrian walkways in accordance with a landscape plan and an automatic irrigation plan, prepared by a licensed Landscape Architect.

2. Design landscaping to be architecturally integrated with the building and suitable to the functions of the space, selecting plant materials that complement the architectural style and form of the building.

3. Use trees and other landscaping to create a buffer between new development and adjacent lower-intensity uses, and to soften the appearance of larger massing along a street.

4. Provide canopy trees in planting areas for shade and energy efficiency, especially on south and southwest-facing facades.

5. Harvest rainwater and reuse on site where possible.

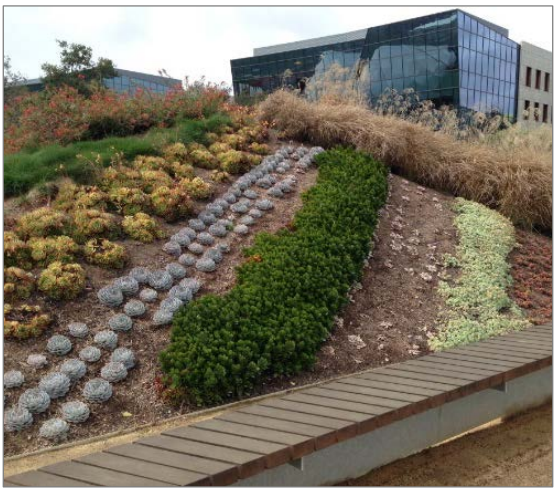
6. Use landscape contouring to minimize precipitation runoff.

7. Irrigation systems should be plumbed with a purple pipe to enable a connection to a recycled or gray water system once it is available.

8. Select drought-tolerant and/or native landscaping to limit irrigation needs and conserve water.

9. Group plants with similar water requirements together into hydro-zones, which allow for a zoned irrigation system to meet the unique water needs of different areas of the landscape.

Drought tolerant trees, shrubs, and groundcover provide attractive landscaping while conserving water.



Landscape contouring minimizes precipitation runoff.

5. PARKING

GOALS

1. Promote streetwall continuity, avoid interruptions to the pedestrian realm, and enhance pedestrian safety by strategically locating parking, loading, and vehicular circulation.

2. Conceal surface parking lots from view and minimize their contributions to the urban heat island effect.

3. Minimize the appearance of parking structures within a project while promoting accessibility and ease of use.

GUIDELINES

A. Vehicular Access and Circulation

All Projects

1. Prioritize pedestrian access first and automobile access second.

2. Orient parking toward the rear or side of buildings and away from the public right-of-way.

3. Maintain continuity of the sidewalk by minimizing the number of curb cuts for driveways, instead utilizing alleys for access where possible.

4. When a driveway in the front of a property cannot be avoided, locate the driveway at the side of the property to allow ample room for landscaping and entrances in the front.

5. Locate curb cuts in a manner that maximizes on-street parking and replace any unused curb cuts and driveways with standard sidewalks.

6. Maintain existing alleys for access and circulation. Avoid vacating alleys or streets in order to address project-specific design challenges.

B. Surface Parking

All Projects

1. Locate parking lots in the interior of the block, not at the corner or front of the site.

2. Where a parking lot abuts a public street, provide a visual screen or landscaped buffer between the sidewalk and the parking lot.

3. Install canopy trees or shade structures, such as canopies, trellises, or solar panels, throughout surface parking lots to provide sufficient shade.

Mixed Use/ Commercial/Industrial Projects

4. Where possible, link new surface parking areas with parking in adjacent development to facilitate vehicular and pedestrian movements.

C. Parking Structures

Mixed Use/Commercial/Industrial Projects

1. Minimize the appearance of parking structures along a street by lining them with habitable space, or using planting and other screens to conceal parking areas and headlights.

2. Where upper levels of parking structures are not lined by habitable space, they should be designed to blend in with the project using architectural treatments such as fenestration patterns and materials.

3. Parking structures should incorporate a façade or external skin to improve the building's appearance over the basic concrete structure of ramps, walls and columns. This can include heavy gauge metal screen, precast concrete panels, laminated glass, or photovoltaic panels.

4. On corner lots, locate parking structures as far from the corner as possible.

5. Parking areas for the uses on a site should be physically connected to and accessible from public parking areas so that spaces may be reallocated and/or shared between private uses and the public in the future as demand for parking changes.

6. Elevator and stairs for parking structures should be located adjacent to public streets or pedestrian passageways and be highlighted architecturally so visitors can easily find and access these entry points.

7. Integrate signage and wayfinding with the architecture of a parking structure.

A parking structure "wrapped" by commercial and residential space conceals the parking and allows for windows and active uses to face the street.

An external skin made of colored glass panels adds visual interest to concrete parking structures.

6. DEFINTIONS

Common Open Space. Open space, as required by LAMC 12.21.G and/or the Exposition Corridor Transit Neighborhood Plan, that is shared among users on a site, including residents, employees, and visitors. Common open space is not necessarily publicly-accessible.

Paseo. A pedestrian walkway that is generally open to the sky and provides pedestrian passage between structures or through landscaping or parking lots, and that is distinguished by ground surface treatments that provide for pedestrian safety and ease of movement.

Publicly Accessible Open Space (PAOS). Privately owned and maintained open space that is accessible to the public at a minimum from 6 a.m. to 10 p.m., seven days a week.

Setback. The distance of a structure or other feature measured from the back of sidewalk after any required dedications or easements are provided.

Streetwall. The vertical face of one or more buildings parallel to the public right-of-way, including upper floors that are stepped back a maximum of five feet from the ground floor façade.

Stepback. The distance that a portion of a building is stepped back above the ground floor height before the total height of the building is achieved.

INTENTIONALLY BLANK

APPENDIX D

EXPOSITION CORRIDOR STREETSCAPE PLAN

UNDER SEPARATE COVER

Los Angeles Department of City Planning
March 2017

INTENTIONALLY BLANK

DRAFT EXPOSITION CORRIDOR TRANSIT NEIGHBORHOOD PLAN

APPENDIX E

ENVIRONMENTAL STANDARDS

Los Angeles Department of City Planning
March 2017

INTENTIONALLY BLANK

AIR QUALITY

Include the following best management practices in contract specifications and print on plans:

- Use properly tuned and maintained equipment.
- Contractors shall enforce the idling limit of five minutes as set forth in the California Code of Regulations.
- Use diesel-fueled construction equipment to be retrofitted with after treatment products (e.g., engine catalysts) to the extent they are readily available and feasible.
- Use heavy duty diesel-fueled equipment that uses low NO_X diesel fuel to the extent it is readily available and feasible.
- Use construction equipment that uses low polluting fuels (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent available and feasible.
- Maintain construction equipment in good operating condition to minimize air pollutants.
- Project applicants shall ensure that all construction equipment meets or exceeds equivalent emissions performance to that of U.S. Environmental Protection Agency (USEPA) Tier 4 standards for non-road engines. In the event that Tier 4 engines are not available for any off-road equipment larger than 100 horsepower, that equipment shall be equipped with a Tier 3 engine, or an engine that is equipped with retrofit controls to reduce exhaust emissions of nitrogen oxides and diesel particulate matter to no more than Tier 3 levels unless certified by engine manufacturers or the on-site air quality construction mitigation manager that the use of such devices is not practical for specific engine types. For purposes of this condition, the use of such devices is "not practical" for the following, as well as other, reasons:
  - There is no available retrofit control device that has been verified by either the CARB or USEPA to control the engine in question to Tier 3;
  - The construction equipment is intended to be on site for five days or less; or
  - Relief may be granted from this requirement if a good faith effort has been made to comply with this requirement and that compliance is not practical.
- The use of a retrofit control device may be terminated immediately, provided that a replacement for the equipment item in question meeting the required controls occurs within ten days of termination of the use, if the equipment would be needed to continue working at this site for more than 15 days after the use of the retrofit control device is terminated, if one of the following conditions exists:
  - The use of the retrofit control device is excessively reducing the normal availability of the construction equipment due to increased down time for maintenance, and/or reduced power output due to an excessive increase in back pressure;
  - The retrofit control device is causing or is reasonably expected to cause engine damage;
  - The retrofit control device is causing or is reasonably expected to cause a substantial risk to workers or the public; or
  - Any other seriously detrimental cause which has the approval of the project manager prior to implementation of the termination.
- Construction contractors shall use electricity from power poles rather than temporary gasoline or diesel power generators, as feasible.

- Use building materials, paints, sealants, mechanical equipment, and other materials that yield low air pollutants and are nontoxic.
- Construction contractors shall utilize super-compliant architectural coatings as defined by the South Coast Air Quality Management District (Volatile Organic Compound standard of less than ten grams per liter).
- Construction contractors shall utilize materials that do not require painting, as feasible.
- Construction contractors shall use pre-painted construction materials, as feasible.

CULTURAL RESOURCES

Include the following requirements in contract specifications and print on plans:

- A qualified archaeologist is required to monitor excavation and grading activities in soils that have not been previously disturbed, to identify, record, and evaluate the significance of any archaeological finds during construction. If archaeological resources are uncovered (in either a previously disturbed or undisturbed area), the City Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, state, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the project shall not collect or move any archaeological materials or associated materials. Construction activity may continue unimpeded on other portions of the project site. The found deposits shall be treated in accordance with federal, state, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Construction activities in the area where resources were found may commence once the identified resources are properly assessed and processed by a qualified archeologist.

- All cultural resources identified on a site must be assessed and treated in a manner determined appropriate by a qualified archeologist in consultation with the City's Office of Historic Resources. A report shall be prepared according to current professional standards that describes the resource, how it was assessed, and disposition.

- A qualified paleontologist is required to monitor excavation and grading activities in soils that have not been previously disturbed. If paleontological resources are uncovered (in either a previously disturbed or undisturbed area), the City Department of Building and Safety shall be notified immediately, and all work on the project site shall cease until a qualified paleontologist evaluates the find. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. Halted construction activities on the project site may commence once the identified resources are properly assessed and processed by a qualified paleontologist.

- All paleontological resources identified on a project site must be assessed and treated in a manner determined by a qualified paleontologist in consultation with the City's Office of Historic Resources. A report shall be prepared according to current professional standards that describes the resource, how it was assessed, and

disposition. Any reports and surveys shall be submitted to the City's Office of Historic Resources and the Natural History Museum of Los Angeles County.

NOISE

Include the following best management practices in contract specifications and print on plans:

- Construction haul truck and materials delivery traffic shall avoid residential areas whenever feasible. If no alternatives are available, truck traffic shall be routed on streets with the fewest residences.
- The construction contractor shall locate construction staging areas away from sensitive uses.
- When construction activities are located within 500 feet of noise-sensitive land uses, noise barriers (e.g., temporary walls or piles of excavated material) shall be constructed between activities and noise sensitive uses.
- Impact pile drivers shall be avoided where possible in noise-sensitive areas. Drilled piles or the use of a sonic vibratory pile driver are quieter alternatives that shall be utilized where geological conditions permit their use. Noise shrouds shall be used when necessary to reduce noise of pile drilling/driving.
- Construction equipment shall be equipped with mufflers that comply with manufacturers' requirements.
- The construction contractor shall use on-site electrical sources to power equipment rather than diesel generators where feasible.

For development within New Industry, Hybrid Industrial: Jobs Emphasis, Hybrid Industrial-Residential Emphasis, and Mixed Use: Commercial/Residential zones with direct line-of-site to adjacent residential and other sensitive land uses:

- Industrial activity yards that include the operation of heavy equipment shall be shielded by sound barriers that block line-of-sight to sensitive receptors.
- Mechanical equipment (e.g., HVAC Systems) shall be enclosed with sound buffering materials.
- Truck loading/unloading activity shall be prohibited between the hours of 10:00 p.m. and 7:00 a.m. when located within 200 feet of a residential land use.
- Parking structures located within 200 feet of any residential use shall be constructed with a solid wall abutting the residences and utilize textured surfaces on garage floors and ramps to minimize tire squeal.

TRANSPORTATION

Include the following in contract specifications and print on plans:

- Projects that require a worksite traffic control plan per current LADOT guidelines shall submit to LADOT for review and approval a plan that mitigates the impact of traffic disruption and ensures the safety of all users of the affected roadway. The plan shall address construction duration and activities and include measures, such as operating a temporary traffic signal, using flagmen adjacent to construction activities, or providing a dedicated pedestrian walkway, as appropriate.

WATER SUPPLY

Include the following conservation measures in contract specifications and print on plans:

Plumbing

- Residential shower stalls shall have no more than one shower head per stall, with a maximum flow rate per City Ordinance.
- Toilets shall have a flush volume no more than 1.0 gallons of water per flush.
- All urinals shall be waterless.
- With the exception of those governed by City Ordinance No. 181480, all faucets shall be limited to a flow of 1.5 gallons per minute.
- Residential clothes washers shall be high-efficiency and have a water factor of 5.0 or less. Commercial clothes washers shall be high-efficiency and have a water factor of 7.5 or less.
- Domestic water heaters shall be located in close proximity to the point(s) of use, and all water heaters should be tankless and on-demand, where possible.
- Cooling towers shall have conductivity controllers or pH conductivity controllers.
- All residential units shall be either individually metered or sub-metered such that each unit is billed individually for its water use.
- All projects that involve the installation of a new internal rough plumbing system shall install a dual plumbing system such that toilets and industrial uses can be served by recycled water, if authorized by applicable law.

Landscaping and Pools

- The project applicant shall provide a landscape irrigation plan that indicates the location and size of each drip outlet, the specification for the weather-based irrigation controller, and the location and specification of the purple pipe that will service the system.
- All irrigation systems shall be either drip, microspray, or subsurface depending on the type and number of plants the irrigation is servicing.
- Where rotating sprinklers are needed for landscaping irrigation, they shall use a maximum of 0.5 gallons per minute.
- Irrigation systems shall have a weather-based controller such that the system does not turn on during a storm event or when the soil has a moisture level sufficient to support the plant species.
- Irrigation systems shall be designed to meet the water needs of different parts of the landscape (zoned irrigation).
- Plants with similar water requirements shall be grouped together (hydro-zoning).
- Where possible, landscaping contouring shall be used to minimize precipitation runoff.
- All landscaping in the public right-of-way shall be drought tolerant. For landscaping on private property, a minimum of 70% shall be drought-tolerant.
- All pools shall include a water-saving pool filter.
- A leak detection system shall be installed on all swimming pools and jacuzzis.
- Projects shall harvest rainwater and reuse on site where possible.
- All irrigation systems shall be plumbed with a purple pipe to enable a connection to a recycled or gray water system once it is available.

Note this list does not include items currently required by the City per ordinance.

DRAFT EXPOSITION CORRIDOR TRANSIT NEIGHBORHOOD PLAN

APPENDIX F

MITIGATION MONITORING PLAN

TO BE RELEASED SEPARATELY

Los Angeles Department of City Planning
March 2017

APPENDIX N

Revisions to the Specific Plan Technical Memo

REVISIONS TO THE PLAN

As a result of comments received through the Proposed Project's community engagement process, a policy decision was made to remove two Subareas (areas of proposed change) from and add one new Subarea to the Proposed Project. These revisions have been incorporated into the current draft of the Exposition Corridor Transit Neighborhood Plan (ECTNP). However, because this decision was made during the development of the Draft EIR, the Subarea changes were not incorporated into the main text of the Draft EIR analysis and are not shown on the Draft EIR maps. Hence, the two Subareas that have been removed are still shown on the Draft EIR maps, while the added Subarea is not indicated as a subarea on Draft EIR maps. For the reasons set forth below, the City has determined the revisions to the zoning and land use for these Subareas represent minor modifications to the Proposed Plan which would not substantially affect the analysis or conclusions of any of the analyzed impact categories of the ECTNP Draft EIR.

The Department of City Planning's revisions to the Proposed Project are summarized as follows:

1. Eliminated the Subarea along the north side of Pico Boulevard from Bentley Avenue to Overland Avenue and the south side of Pico Boulevard from Military Avenue to the alley westerly of Westwood Boulevard, which would have rezoned parcels from C2-1VL-POD to RAS4-1VL (which retains the same residential density and only changes the height limitation from 45 feet to 50 feet and the allowable floor area ratio from 1.5:1 to 3:1).
2. Eliminated the Subarea along the north side of Exposition Boulevard from Military Avenue to Midvale Avenue and the south side of Exposition Boulevard from Sepulveda Boulevard to Midvale Avenue, which would have rezoned parcels from R2-1 to R3-1 (resulting in a change in density from 2 units per lot to a density of 1 unit per 800 square feet of lot area and a change in the height limitation from 33 feet to 45 feet; no change in allowable floor area ratio would have occurred).
3. Added the Subarea along the south side of Pico Boulevard from Westwood Boulevard to Overland Avenue, which would rezone parcels from [Q]C2-1D, C2-1VL, and PB-1-O to MU(EC) and MU(EC)-O generally resulting in a change in allowable height from a range (2 stories to unlimited) to a single height limit of 68 feet; it would also change the maximum allowable floor area ratio from 1.5:1 to 3.6:1, contingent upon the provision of public benefits).

The analysis in **Table A** summarizes the net change in the 2035 reasonable expected population, housing, and employment in the above Subareas when accounting for the proposed revisions. **Table B** compares the total 2035 reasonable expected population, housing, and employment in 2035 for the Project Area as whole with those of the Proposed Project when incorporating the revisions described above.

TABLE A: SUBAREA REVISIONS/a/

	Subareas Removed (2035 with Project)	Subarea Added (2035 with Project)	Net Change
Acres	14	12.45	-1.55
Population	635	921	+286
Housing (Dwelling Units)	319	463	+144
Employment (Jobs)	646	720	+74

/a/ The 2035 reasonable expected population, housing, and employment anticipated in these Subareas, with the zone changes described above, was calculated following the methodology described in **Appendix F** of this DEIR.

TABLE B: PROPOSED PROJECT/a/

	Proposed Project (2035)	Proposed Project (2035) with Revisions	Net Change (%)
Population	59,571	59,857	+286 (0.5%)
Housing (Dwelling Units)	29,441	29,585	+144 (0.5%)
Employment (Jobs)	48,296	48,370	+74 (0.15%)

/a/ The 2035 reasonable expected population, housing, and employment anticipated in these Subareas, with the zone changes described above, was calculated following the methodology described in **Appendix F** of this DEIR.

The Proposed Project with revisions represent a total 2035 reasonable expected population, housing and employment that is comparable to that of the Proposed Project without the revisions. Given the minimal increase in total plan capacity, the fact that the types of land uses and the scale of buildings would be similar to those contemplated in the EIR analysis, and that the geographic location of the added Subarea is proximate to the eliminated Subareas, the revisions would not alter the impact analysis contained in the Draft EIR, necessitate any additional analysis or change any of the conclusions in any of the impact areas. The removal of the two Subareas described above would retain existing zoning and generally would reduce height, development density and intensity when compared to the previously proposed zoning. The addition of the new Subarea would increase the height, development, and intensity on the subject properties. However, those increases are largely offset by the reductions resulting from the eliminated Subareas.

In sum, the revisions reflect refinements to the Proposed Project addressing concerns expressed by the community, and result in relatively minor changes to the total development anticipated in the Project Area as a whole. Thus, the revisions would not substantially alter the reasonably expected population, housing, and employment anticipated in 2035 in the Project Area and is consequently consistent with the analysis in the Draft EIR and would not generate substantial adverse environmental impacts.

Exposition Corridor Transit Neighborhood Plan
ENV-2013-622-EIR
CPC-2013-621-ZC-GPA-SP
State Clearinghouse No. 2013031038

ERRATA TO THE DRAFT EIR

The City of Los Angeles has prepared this Errata sheet to correct information in the Draft Environmental Impact Report (Draft EIR) for the Exposition Corridor Transit Neighborhood Plan (ECTNP).

In Chapter 1.0, Introduction (Page 1-6) of the Draft EIR, the postmark deadline for written comments on the Draft EIR noted as May 30, 2017 is hereby corrected to June 5, 2017. The corrected date provides for a 60-day comment period beginning with the publication date of April 6, 2017.

DEPARTMENT OF
CITY PLANNING

CITY PLANNING COMMISSION

DAVID H. J. AMBROZ
PRESIDENT

RENEE DAKE WILSON
VICE-PRESIDENT

CAROLINE CHOE
RICHARD KATZ
JOHN W. MACK
SAMANTHA MILLMAN
MARC MITCHELL
VERONICA PADILLA-CAMPOS
DANA M. PERLMAN

ROCKY WILES
COMMISSION OFFICE MANAGER
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA

ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801

VINCENT P. BERTONI, AICP
DIRECTOR
(213) 978-1271

KEVIN J. KELLER, AICP
DEPUTY DIRECTOR
(213) 978-1272

LISA M. WEBBER, AICP
DEPUTY DIRECTOR
(213) 978-1274

JAN ZATORSKI
DEPUTY DIRECTOR
(213) 978-1273

http://planning.lacity.org

April 6, 2017

NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT

Exposition Corridor Transit Neighborhood Plan
City EIR No. ENV-2013-622-EIR
CPC-2013-621-ZC-GPA-SP
State Clearinghouse No. 2013031038

TO: Affected Agencies, Organizations, and Other Interested Parties

PROJECT NAME: Exposition Corridor Transit Neighborhood Plan

PROJECT LOCATION: The Project Area is located entirely within the incorporated City of Los Angeles and is comprised of an approximately five-mile-long, one-mile-wide corridor along the Expo Phase 2 Light Rail Transit (LRT) Corridor. The Project Area generally includes the half-mile radii around five stations: Exposition/Bundy (Bundy), Exposition/Sepulveda (Sepulveda), Westwood/Rancho Park (Westwood), National/Palms (Palms), and Culver City. The Project Area falls within portions of the West Los Angeles, Palms-Mar Vista-Del Rey, and West Adams, Baldwin Hills-Leimert Community Plan areas.

COUNCIL DISTRICTS: 5, 10 and 11

COMMENT REVIEW PERIOD: April 6, 2017 to June 5, 2017

The City of Los Angeles Department of City Planning (DCP) has prepared this Draft Environmental Impact Report (EIR) in compliance with Section 15121(a) of the State Guidelines and the City of Los Angeles Guidelines for the implementation of the California Environmental Quality Act (CEQA) California Code of Regulations (CCR), Title 14, Division 6 in order to inform the general public, the local community, and responsible and interested public agencies of the nature of the Proposed Project, the possible environmental effects, possible measures to mitigate those effects, and alternatives to the Proposed Project. Comments from interested parties are requested as to the content of the environmental information that is pertinent to each agency's statutory responsibilities in connection with the Proposed Project.

PROJECT DESCRIPTION

The Exposition Corridor Transit Neighborhood Plan (ECTNP, Proposed Plan or Proposed Project) would establish a Specific Plan to guide future development within the Exposition Corridor. Specifically, the underlying purpose of the Proposed Project is to plan for development in a manner consistent with state, regional and local policies to encourage infill around transit stations as a means to accommodate growth. Thus, the Proposed Project includes a variety of land use regulatory changes around the following five Expo Phase 2 LRT station areas within the City of Los Angeles: Bundy, Sepulveda, Westwood, Palms, and Culver City.

The Specific Plan would include General Plan amendments and zone changes that encourage infill development and a mix of uses within identified areas to promote transit ridership, reduce automobile dependence, and create vibrant neighborhoods around the transit stations. The ECTNP would: (1) create four new zones and one new land use designation, and change zoning and land use designations within specified portions of the Project Area; (2) include public benefit requirements associated with tiered floor area ratios in the new zones; (3) create streetscape plans for identified street segments in the Project Area; and (4) require design standards for new development within the Project Area (excluding R1 and R2 zones). The Proposed Project would also include new open space regulations and parking regulations for select properties within the Project Area.

REQUIRED APPROVALS

Approval of the following actions would be required by the Planning Commission and City Council in order to implement the Proposed ECTNP:

- General Plan Amendments
- Zone Changes
- Exposition Corridor Transit Neighborhood Plan Specific Plan (Ordinance)
- Specific Plan Amendments
- Urban Design Guidelines
- Modified Street Classifications and Standards
- Streetscape Plans
- Other Ordinances, including modification of existing overlays, as appropriate
- Amendments to the General Plan Framework, Transportation (Mobility) Element, and other General Plan Elements, as appropriate.

ANTICIPATED SIGNIFICANT ENVIRONMENTAL EFFECTS

Based on the analysis contained in the Draft EIR, the Proposed ECTNP would result in unavoidable significant environmental impacts with regard to: Aesthetics (Visual Character and Shade); Air Quality (Standards during construction and sensitive receptors during construction); Cultural Resources (Historical Resources); Noise (Construction Noise Standards and Vibration; Operational Noise); Public Services (Parks and Recreation Facilities); and Transportation and Traffic (Circulation System; Neighborhood Intrusion; Congestion Management Plan Arterial Intersection Analysis).

DOCUMENT REVIEW AND COMMENT

The Draft EIR is available for public review for a 60-day period from April 6, 2017 to June 5, 2017. If you wish to review a copy of the Draft EIR or the documents referenced in the Draft EIR, you may do so at the City of Los Angeles Department of City Planning at: 200 North Spring Street, Room 667, Los Angeles. Copies of the Draft EIR are also available for general public review at the following City of Los Angeles Public Library branches:

Richard J. Riordan Central Library
630 W. 5th Street
Los Angeles, CA 90071

Mar Vista Library – Branch 38
12006 Venice Boulevard
Los Angeles, CA 90066

Robertson Branch Library – Branch 42
1719 S. Robertson Boulevard
Los Angeles, CA 90035

Palms-Rancho Park Library – Branch 22
2920 Overland Avenue
Los Angeles, CA 90064

Westwood Branch Library – Branch 71
1246 Glendon Avenue
Los Angeles, CA 90024

West Los Angeles Regional Library – Branch 27
11360 Santa Monica Boulevard
Los Angeles CA, 90025

The Draft EIR can be downloaded or reviewed at DCP's website [http://planning.lacity.org/ (click on "Environmental Review" and then "Draft EIR")]. The Draft EIR can be purchased on CD-ROM for $7.50 per copy. Contact **Lameese Chang** of the City of Los Angeles at lameese.chang@lacity.org for purchase. Interested parties may send written or typed comments (including name, contact information, and file number ENV-2013-622-EIR) on the Draft EIR to the following:

Lameese Chang
Los Angeles Department of City Planning
200 N. Spring Street, Room 667
Los Angeles, California 90012

(213) 978-1178 (phone)
(213) 978-1477 (fax)
lameese.chang@lacity.org (e-mail)

Because of time limits mandated by state law, written comments must be provided to the City at the earliest possible date, but no later than **5:00 PM on June 5, 2017**.

A Public Hearing will be held on May 23, 2017 from 6:00 PM to 8:00 PM at the IMAN Foundation located at 3376 Motor Ave., Los Angeles, CA 90034.